



COMPREHENSIVE OUTDOOR RECREATION & PARKS PLAN 2018



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Town of Beloit

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Parks Commission

Chair: Dan Schreiber
Member: Skip Rath, Town Board Supervisor
Member: Russ Sweger
Member: Carl Schliem
Member: Shannon Ladwig
Member: Rhonda Heumiller
Member: Doug Henthorn
Ex-Officio: Ian Haas, Town Administrator
Ex-Officio: Joe Rose, Director of Public Works
Ex-Officio: Caroline Osborn, Deputy Clerk

Plan Commission

Chair: Carl McMillan
Member: Jim Stevens, Town Board Supervisor
Member: J.P. Lengjak
Member: Jan Knutson
Member: Henry Pann
Member: Wayne Endthoff
Member: Ann Sitrick Joyce
Ex-Officio: Ian Haas, Town Administrator
Ex-Officio: Karry DeVault, Town Clerk

Board of Supervisors

Chairperson: Diane Greenlee
Supervisor: Jim Stevens
Supervisor: Skip Rath
Supervisor: Steve Heumiller
Supervisor: Wade Sweger
Ex-Officio: Ian Haas, Town Administrator
Ex-Officio: Karry DeVault, Town Clerk
Ex-Officio: Brooke Joos, Town Attorney
Ex-Officio: Frank McKearn, Town Engineer

Special Thanks for Planning Assistance Provided By:



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Considering increasing development, a growing and diversifying population and challenges to implement and finance public parks, recreational amenities and connectivity, the Town of Beloit has set about updating its Town-wide plan that identifies current parks, recreation and transportation strengths, needs, challenges and priorities. Through an open and engaging public process, the Town of Beloit Comprehensive Outdoor Recreation and Parks Plan (**CORPP**) was updated using data contained in the Town of Beloit Comprehensive Outdoor Recreation and Parks Plan from 2009 in accordance with the Wisconsin Department of Natural Resources (WisDNR) “Guidelines for the Development of Local Comprehensive Outdoor Recreation Plans” (PUBL-CA-010, Wisconsin DNR 2007). Within this framework lies the Town’s primary motivation for developing this **CORPP**: to establish eligibility for outdoor recreation program grants and state aids as outlined in NR 50, Wis. Admin. Code. Quite simply, in order for the Town to qualify for State funding assistance for purposes such as parkland acquisition, recreational trail development, and safer/improved playgrounds, it needs to have first adopted a **CORPP** that meets the standards set forth by the State of Wisconsin. In addition to establishing funding eligibility for the Town, several other factors have been identified by the Town that have led to the updating of this plan and the initiation of this planning process, which are discussed below.

A couple is walking away from the camera on a paved path in a park. The man is wearing a light-colored shirt and dark trousers, and the woman is wearing a white dress. The path is surrounded by green grass and trees, with dappled sunlight on the ground. The text "doozleholes" is overlaid in the center.

modal transportation options are abundant, convenient and safe. As a cornerstone in Rock County and the Stateline region, the Town of Beloit and its partner organizations work to provide these options to those who live, work, learn, shop and visit within our region. The Town of Beloit Comprehensive Outdoor Recreation and Parks Plan provides a comprehensive, strategic pathway to fully incorporate pedestrians and bicyclists into an effective and sustainable multi-modal transportation and recreation network.

Comprehensive “Smart Growth” Planning

The Town completed an initial round of planning with many public input initiatives in 2003-2005 to develop its Comprehensive Plan. As a result of this process, the Town recognized the opportunity to create its first dedicated “parks plan” utilizing the data collected. With the natural overlap of activities and efforts between the two processes and the opportunity to capitalize on the momentum of the smart growth planning process, it simply made sense at the time to develop a parks plan as a companion document to the larger and broader comprehensive plan. With that in mind, the **CORPP** (2009) borrowed data and maps from the comprehensive plan where appropriate, and the comprehensive plan recognized the goals, objectives, policies and recommendations of the **CORPP** (2009) throughout.

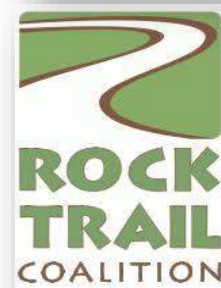
In late 2016, it was determined that the **CORPP** (2009) had become dated. The Town’s Parks Commission began planning efforts internally in late 2016 and began having additional monthly sessions in Spring and Summer of 2017 to invite the public to solicit input on possible updates.

Parks Commission Issues & Opportunities

The Town’s Parks Commission, made up of citizen volunteers, recognized a need for updating and keeping a thorough, inclusive document addressing park, open space and transportation needs, recognizes the commission’s capital and practical limitations with respect to park and recreation facility stewardship and maintenance, identify Town goals and vision for parks and open spaces, outlines specific strategies, actions and policies to carry out the commission’s short and long-term objectives. The **CORPP** planning process offered a unique opportunity to bring together property owners, residents and elected and appointed officials to discuss the ever-evolving function of parks in the community. The parks commission played a critical role in updating this plan, and in many cases their role will be to take the initiative to implement the recommendations found within it.

Service Area Overlaps & Gaps

The geography of the Town, especially its geographic relationship to the City of Beloit, has been a contributor in the development of this plan. As the City of Beloit has grown into the Town over time, there are Town neighborhoods that may realistically be within the service area of a City park facility and vice-versa. This plan acknowledges this dynamic and attempts to minimize service redundancy while maximizing opportunities for recreation. On the other hand, there are neighborhoods in the Town (both existing and planned) that are without access to nearby park facilities. In these cases, the plan may establish recommendations for expanding the Town’s park system.



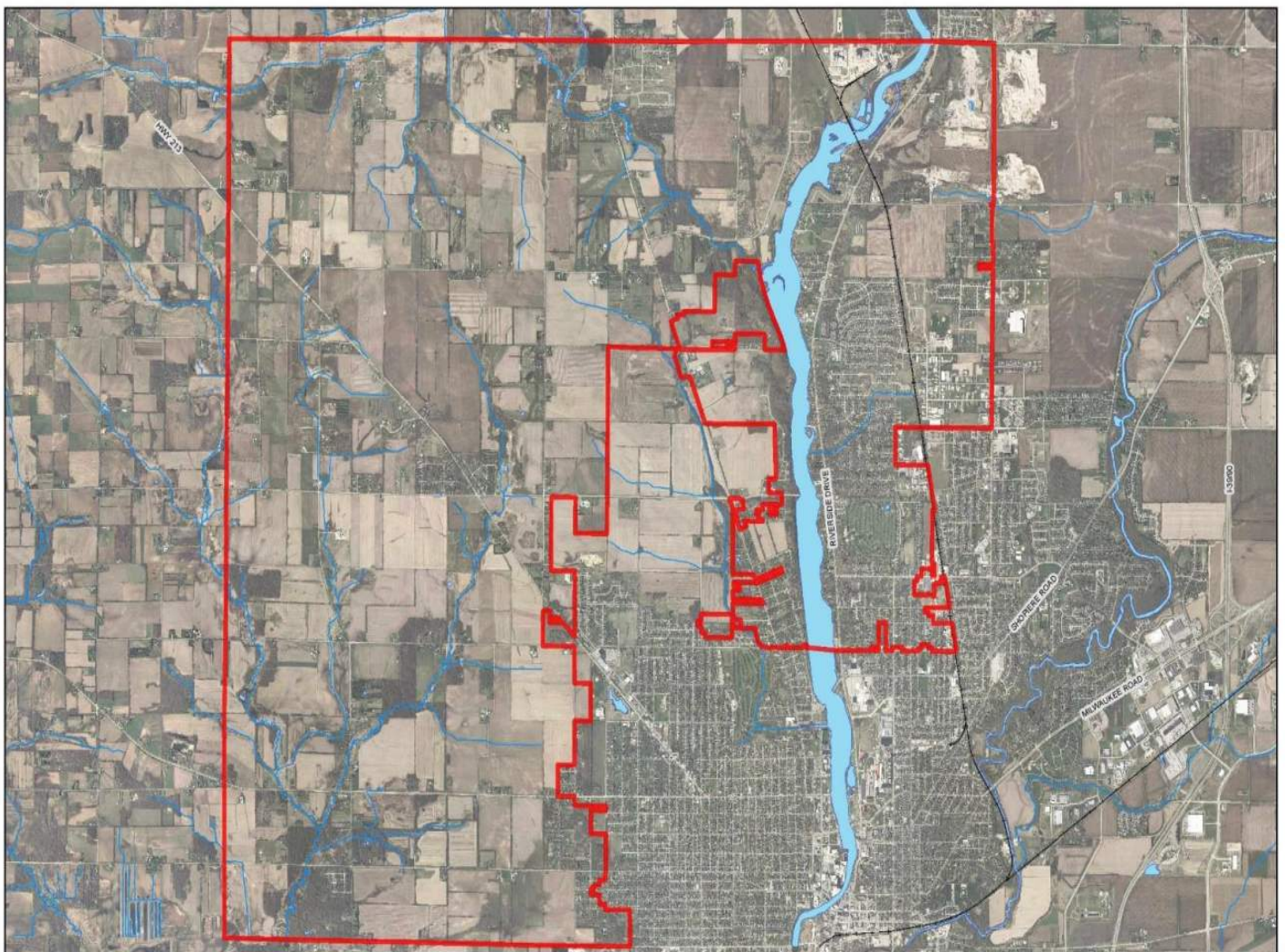
Keeping Up with Residential Growth

In terms of population, the Town of Beloit is the third largest municipality in Rock County with an estimated population of 7,741 as of July 1, 2017. This data indicates that the Town has continued a trend of gradual growth since the 1980s, and as such the demand on public service and facilities such as parks and the transportation network have continued to grow accordingly. This plan, in concert with the Town's Comprehensive Plan, identifies new park locations in areas and new connections in the Transportation grid that are anticipated for future residential and business growth.

Lack of Coordinated Vision for Town Parks, Open Spaces, Recreation & Transportation

Throughout the planning process, stakeholders illustrated a genuine lack of knowledge regarding how expansive the Town's park system is, what recreation options are available and the transportation network. This Plan, in addition to an important policy document, also serves as the Town's catalogue of the existing and planned park system, the community's priorities for parks and recreation, and an overall vision and direction for the multi-modal transportation system and connectivity in the community.

This Plan will explain the measures that will be taken to plan and implement a multi-modal transportation network and promote connectivity between areas of the Town, the parks system and other communities. This transportation network is a critical component of the community that allows community members to travel using their chosen mode of transportation, safely and efficiently to any local destination or simply for recreation.



CHAPTER 2 PLANNING PROCESS

Summary of Past Recreation & Parks Planning

Long-Range/Town-Wide Plans

Prior to commencing work on this Plan, planning for outdoor recreation, parks and open spaces in the Town had been secondary and rather general and in-house transportation planning non-existent. The most complete planning process for parks and recreation in the Town, prior to this effort, was completed in 2009. Prior to the 2009 Plan, the Parks Commission and Town Administration developed an inventory and broad plan in 1997. This Plan builds on the efforts made in the past to become the most comprehensive Plan in the Town's history relating to Parks and Recreation. For the most part, items included in the 1997 and 2009 plans have not been implemented. In cases where recommendations from the 1997 and 2009 plans were not implemented and are still valid and warranted, these recommendations will be reiterated in this Plan. In short, the Town of Beloit Comprehensive Outdoor Recreation and Parks Plan 2018 is the Town's most complete and current plan to address park and recreation goals and priorities, introduce the concept of recreational and alternative transportation planning and connectivity, and is meant to guide future park, open space and transportation planning in the Town.

Park Master Plans

Although the Town currently owns, operates and maintains thirteen (13) public parks, park master planning is a relatively new concept locally (at least with this level of detail). As a result of planning for the 2009 plan, most Town parks were inventoried with improvements planned, but only Preservation Park had been planned and conceptualized with any great level of detail. Past planning efforts for parks and recreation within the Town had been developed, but implementation has been passive and secondary. There have been no past planning efforts to include transportation, connectivity or the existing and future multi-modal transportation network. The 2018 Plan is developed with the understanding that the Town will make all good faith efforts to carry-out and implement the improvements conceptualized in this document in an active manner each year. It is understood that the parks, recreation and connectivity programs of the Town are central to the Town's success in promoting an active and thriving community.



Plans by Neighboring Communities

Both the City of Beloit and Rock County have adopted updates to their own Park and Open Space Plans, and have remained active in implementing and updating the policies found within them. Both the City and the County own, operate and have planned for park facilities, open spaces and trail networks that impact or directly link to the Town of Beloit, and the **CORPP** recognizes those opportunities for inter-community and regional linkage, service and coordination. Without a doubt, the recreational amenities offered in the City and throughout the County are vital to promoting and maintaining a high quality of life that residents and visitors identify with the Town of Beloit. The **CORPP** is first a local policy and action plan, but is

also a component of a regional framework of forward-looking, environmentally and socially conscious planning that celebrates the unique natural, economic, and social resources of the area.

Classifications of Park & Open Space Facilities

The classifications as described in this section of the **CORPP** are central to the assessment of existing park and open space land and to the planning for future park and open space needs in the Town. These classifications borrow from “tried and true” classification standards while responding to local conditions and expectations. For the **CORPP**, the Town’s park system is comprised of five (5) diverse types of facilities. These five (5) designations all have their own unique set of standards and each function in diverse ways within neighborhoods, the Town, and the region. For the purposes of this plan, parks and recreation areas have been classified based on their service area, which is to say that regardless of size, it is the geographic “reach” of the park that determines how it is classified for the **CORPP**.

Community Park

A community park, by size, program and location, provides space and recreation activities for a defined service area, the entire Town, or a significant geographic segment of the Town’s population.

1. Size Objectives: Usually more than 25 acres
 - a. Population ration to acreage = 5-8 acres for every 1,000 population
2. Service Area Objectives: Generally, a one and one-half (1.5) mile radius within the Town and adjacent neighborhoods outside of Town boundaries.
3. Location Objectives: Centrally located if planned to serve a geographic segment of the Town. Located adjoining or immediately adjacent to a collector street providing community-wide vehicular access, thereby reducing neighborhood traffic impacts. Connected with Class II on-street and/or off-street community trail and bike lane system. Adjoining or adjacent elementary, middle or high school if possible.
4. Program Objectives: Elements that fulfill the service area, park facilities and recreation program demands. The following facilities may be compatible with community setting and park site constraints:
 - a. Off-street parking calculated to satisfy demand of park and recreation facilities provided. Includes bike racks and a public transit station at the site as well as both on-site and street parking.
 - b. Restrooms designed to accommodate the level of park and recreation facilities provided and the number of people served. Restrooms should be



located within a reasonable walking distance from the children's play equipment and other high-use areas.

- c. Community recreation center.
- d. Park maintenance and equipment storage building.
- e. Children's play area.
- f. Group picnic shelters.
- g. Family picnic facilities.
- h. Sport/recreation facility fulfilling the overall community demand. Appropriate sport/recreation facilities may include:
 - i. Water feature(s);
 - ii. Soccer Fields;
 - iii. Softball, little league baseball, junior pony league baseball;
 - iv. Football;
 - v. Skateboard area;
 - vi. Tennis courts;
 - vii. Basketball courts;
 - viii. Amphitheater/Performing arts center;
 - ix. Volleyball;
 - x. Jogging/Walking trails;
 - xi. Other facilities as desired and as permitted under park site plan; and
 - xii. Concessions (food and/or beverage).
5. **Orientation:** Multi-purpose service area or community-wide recreation resource serving most of the population.
6. **Function:** Provides opportunities for a diverse mix of indoor and outdoor recreation, including walking and bicycling, outdoor performances, various programmed and non-programmed field sports, swimming and special events.
7. **Space, Design & Service Area:** The minimum space for a community park is 15 acres. Facilities typically provide for some sports activities, though emphasis is on passive cultural and community centers with recreational programming and organized activities. Although the Town uses a 1.5-mile service area, the community park may serve populations within a 2-5-mile radius, a scope that would allow residents of other communities to use the park as well.



Neighborhood Park

A neighborhood park, by size, program, and location, provides space and recreation activities for the immediate neighborhood in which it is located. It is considered an extension of neighborhood residents “out-of-yard” and outdoor use area.

1. Size Objectives: 5-25 acres. Each of the Town’s 3 “Neighborhood Parks” are 5 acres or less.
 - a. Population Ratio to Acreage: 1-2 acres per 1,000 population.
2. Service Area Objectives: Generally, a one-half (.5) mile radius, but actually defined by collector street patterns which form the limits of a neighborhood or recreation service area. Population served may range from 2,000 to 5,000.
3. Location Objectives: Centrally located for equitable pedestrian access within a definable neighborhood service area. Adjoining or adjacent to an elementary, middle or high school, fire station, or library if possible.
4. Program Objectives: Compatible with the neighborhood setting and park site constraints. Generally, includes the following facilities, which are determined with public input as to use and activities:
 - a. Parking for 10-20 vehicles.
 - i. On-street parking is acceptable if negative impact to residential units can be mitigated. On-site parking is preferable as a planning objective; and
 - ii. Bike racks with trail connections where possible.
 - b. Restrooms.
 - c. Children’s play area.
 - d. Family/group picnic or special event facility.
 - e. Informal picnic area with benches/tables.
 - f. Unstructured turf grass play area/play or practice field for children, young adults and families.
 - g. Sports facilities compatible with neighborhood setting and park site constraints:
 - i. Basketball- full or half court;
 - ii. Volleyball;
 - iii. Softball field/soccer practice or game play overlay; and
 - iv. Other features as needs or site conditions allow.
5. Orientation: Serves all age groups, with an emphasis on youth and families in the neighborhood.
6. Function: To provide a combination of active recreation and passive activities, both outdoor and indoor facilities, and special features as required or requested.
7. Space, Design & Service Area: A minimum size of 5-25 acres with amenities including sports facilities, picnic areas, swim facilities, cultural activities, arts, crafts, and individual passive activities. The park should serve a defined neighborhood population of 2,000 to 5,000. Distance from this neighborhood will vary depending on urban development pattern, zoning and densities in the respective neighborhoods being served. Efforts should be made to allow easy pedestrian access to the park.



Pocket Park

A neighborhood play lot or playground that provides specialized space and facilities for parental supervised recreation of toddlers and young children, serving a concentrated or limited population.

1. **Size Objectives:** .5-1.5 acres.
 - a. Population ratio to acreage of .25-.05 acres per 1,000 population.
2. **Service Area Objectives:** Generally, within a neighborhood with a one quarter (.25) mile radius or less. Ideally, pocket parks may be included in parks that serve a larger population or service area.
3. **Location Objectives:** Located in protected areas with separation from street traffic and high-visibility; serving local neighborhoods and adjoining schools, libraries or police and fire facilities.
4. **Space, Design & Service Area:** The size of a play lot or a playground may range from as small as 2,500 sf. (when incorporated into community park areas) to 1.5 acres. Amenities offered by these facilities generally include sand play areas, play apparatus, play equipment, and other special child-oriented features. The service radius for these parks in terms of distance from population served is limited to less than a quarter (.25) mile, or within a super-block space, unless the playground is incorporated into a larger park.
5. **Orientation:** Small geographic areas, sub neighborhoods, or neighborhoods when combined with a larger park unit. Serves youth ranging in age from toddler to 12 years with adult supervision. Playgrounds also serve important needs in Town business districts and urbanized areas where a mix of commercial and recreation activity is desired.
6. **Function:** Provides outdoor play experiences for youth under parental supervision. Generates neighborhood communication and provides diversion from work and domestic chores. Promoted neighborhood solidarity.



Conservancy

An area set aside for the protection and management of the natural/cultural environment with recreation use as a secondary objective.

1. Size Objectives: Sufficient size to protect the resource.
2. Service Area Objectives: No applicable standard. May be neighborhood, community or regional in scope.
3. Location Objectives: Variable, depending on the resource being protected.
4. Program Objectives: As recreation is a secondary objective, facilities and programming planned for conservancy areas should be limited to very low-impact improvements and uses such as nature trails, unobtrusive educational signage and displays, and wildlife viewing areas.
5. Orientation: Should be contiguous to or encompassing natural/cultural resources being protected.
6. Function: Provides preservation of unique habitat, natural or cultural resources. Conservancy areas can also be effective in establishing “green” linkage between active use parks, neighborhoods and communities. Facilities are minimal and serve only to accommodate passive recreational opportunities.



School Park

By combining the resources of two (2) public agencies, the school park classification allows for expanding the recreational, social and educational opportunities available to the Town in an efficient and cost-effective manner. For this **CORPP**, all school sites serve as neighborhood parks.

1. Size Objective: The optimum size of a school park site depends on its intended use. The size criteria established for neighborhood park classifications applies in this Plan.
2. Service Area Objectives: For this **CORPP**, neighborhood park classifications criteria should be used to determine school park functions and area served. For planning purposes, the degree to which school lands, including buildings or facilities, meet community needs depends on specific intergovernmental agreements formed.
3. Location Objectives: The location of a school park site will be determined by the school district based on district policy. Coordinated Town and school district planning allows for siting, acquisition and facility development to be responsive to community needs. Service areas for school park sites will depend on the type of use and facilities provided.
4. Program Objectives: The criteria established for neighborhood parks and community parks should be used to determine how a school park site is developed and programmed. If athletic fields are developed at a school park site, they should, where feasible, be oriented toward youth rather than adult programs. Establishing a clearly defined joint-use agreement between agencies is critical to making school park relationships workable. This is particularly important with respect to acquisition, development, maintenance, liability, use, and programming of facility issues. The orientation of school park projects is typically for neighborhood and community recreation services. These functions may include sports, recreation classes, passive recreation activities, and other recreation programs suitable to an elementary or secondary education school.

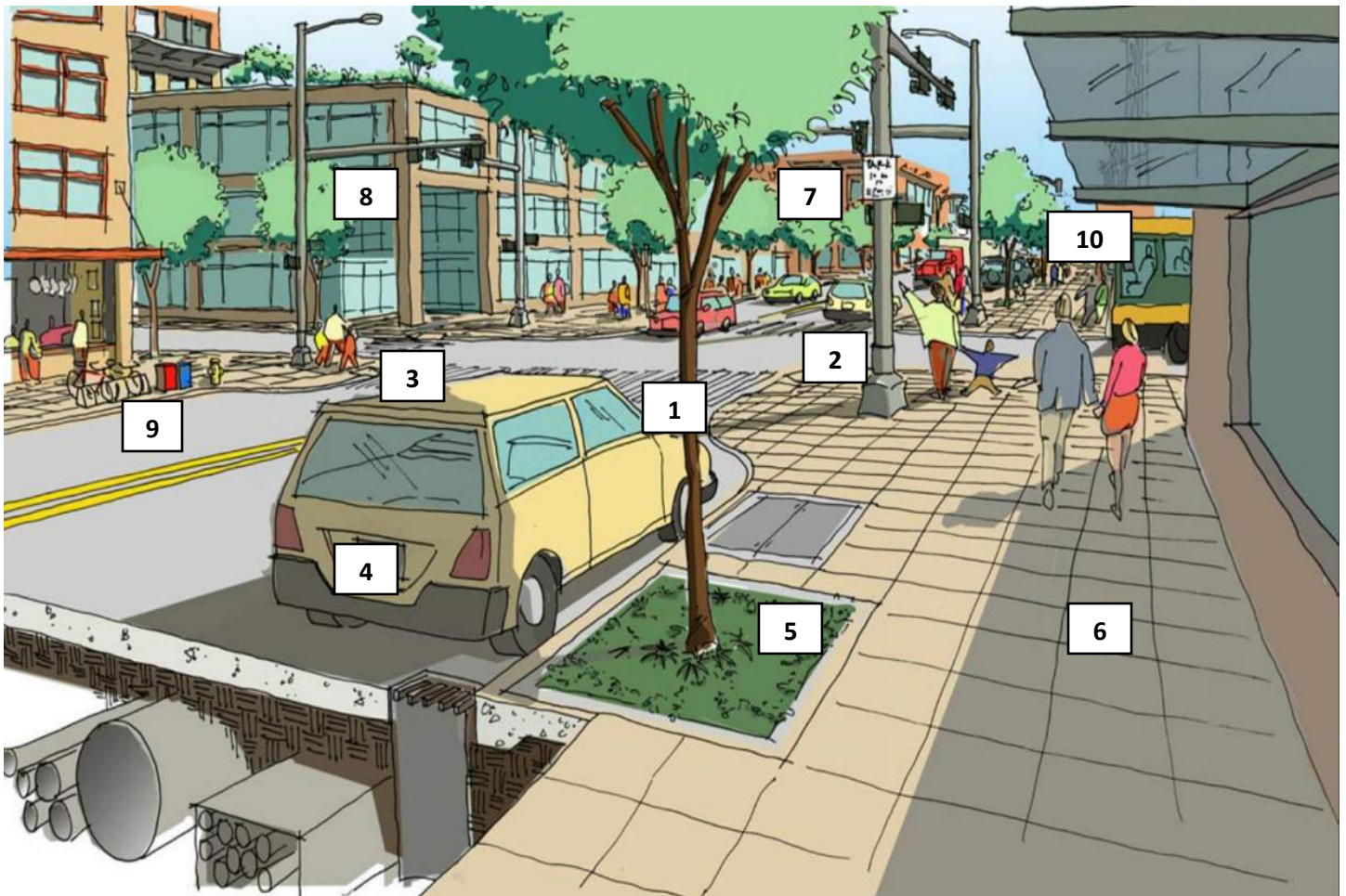


Transportation Infrastructure-Best Practices

Infrastructure as it relates to this plan includes all manner of governmental responsibilities such as public infrastructure maintenance, development and redevelopment, capital project planning and zoning which are all geared to provide streets and public right-of-way designed and maintained for the safe access and utilization of the community. By adopting this plan, the Town is directing its efforts to design and operate the entire right of way to enable safe access for all users regardless of age, ability, or mode of transportation.

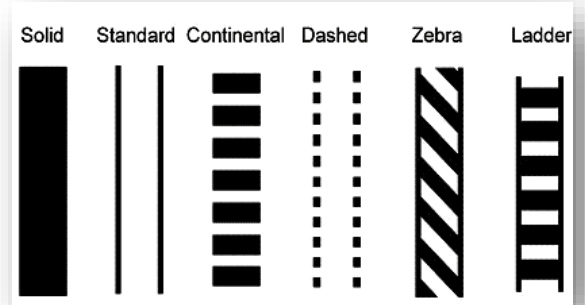
There is no singular design prescription regarding how the Town of Beloit should implement this plan as each street is unique and each project must be addressed in context. Improvements to infrastructure will be planned and implemented where possible and practical for the community. While the unique mixture of urban, suburban and agricultural lands in the Town of Beloit may prove the implementation of such plans as the Complete Streets Program impractical, planning efforts will seek to incorporate a “right fit” approach for each segment of roadway in the Town. Roadways that are designed and improved as a result of this plan may include portions of the Complete Streets Program, but will be affected by best practices found through innovation and research.

The Department of Public Works as well as the Community Development Department will have a significant role to play in continuing the Town’s tradition of being a well-maintained, highly walkable and bikeable community. Dedicated staff, management and governance are required to affect this change through consistent and continued education, research and planning.



(1) Crosswalks

Marked crosswalks indicate preferred locations for pedestrians to cross and designate a right-of-way where motorists must yield to pedestrians. Crosswalks are often installed at signalized intersections and other selected locations with appropriate levels of pedestrian and vehicle traffic. Various crosswalk marking patterns are given in the Manual on Uniform Traffic Control Devices (MUTCD) and include transverse lines, ladder, and continental markings. Marked crosswalks are desirable at some high pedestrian volume locations (in conjunction with other measures) to guide pedestrians along a preferred walking path. In some cases, they may be raised and should be installed in conjunction with other enhancements that physically reinforce crosswalks and reduce vehicle speeds. It is useful to supplement crosswalk markings with warning signs or beacons for motorists.



The Town presently utilizes several styles of crosswalks, markings and signage for safe navigation of the transportation system. The Town employs painted crosswalks with “Standard” and “Continental” Markings. According to a Crosswalk Field Visibility Study completed in October 2010, of three types of crosswalk marking tested (traverse, continental and standard), the continental markings were the most visible and have since become the recommended style of marking for the Federal Department of Transportation. The diagram above illustrates several different crosswalk marking designs. These may be augmented by having the pavement notched or by using inlay tape (on new pavement) or thermoplastic (on old ones).

Pedestrians are sensitive to out-of-the-way travel, and reasonable accommodation should be made to make crossings both convenient and safe at locations with adequate visibility. At signalized intersections, this means that all four legs of the intersection should have crosswalks. If installing midblock crossings, the Town should make sure to accompany them with signs or markings that alert motorists of the upcoming crosswalk, because motorists generally do not expect midblock crossings. Many municipalities now use beacons such as the pedestrian hybrid beacon or the rectangular rapid flash beacon (RRFB) to alert motorists of pedestrians in the crosswalk.

Recently there have been advancements with the development of products to help improve visibility at night. These include reflective tape, reflective paint additives, and installable crosswalk reflectors. While no study was readily available to gauge the effectiveness of these products, some form of mildly reflective material is helpful and widely utilized.

Recommendations

- ✓ Ensure all existing crosswalks in the Town on preferred routes are marked and maintained using the “Continental” marking techniques;
- ✓ Evaluate crosswalk placement throughout the Town with all new infrastructure, development and redevelopment projects;
- ✓ Explore the possibility of making Inman Pkwy a preferred route with all applicable marking and signage considerations from Riverside Drive to Prairie Avenue; and
- ✓ Install in-road warning lights or equivalent measures at mid-block crosswalks for greater visibility;
- ✓ Crosswalks should be used in conjunction with other measures such as curb extensions to improve the safety of a pedestrian crossing.

(2) Curb Ramps

Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, crutches, handcars, bicycles, or who have mobility restrictions that make it difficult to step up and down high curbs. Properly placed and sloped, curb ramps allow pedestrians safe navigation through intersections. Curb ramps must be installed at all

intersections and midblock locations where there are pedestrian crossings, as mandated by federal legislation (1973 Rehabilitation Act and ADA 1990). There are many design possibilities and requirements governing curb ramps set by the Americans with Disabilities Act (ADA). More information on the specifications for curb ramps can be found in the Proposed Guidelines for Accessible Public Rights of Way.

Separate curb ramps for each crosswalk at an intersection should be provided rather than a single ramp at a corner for both crosswalks. The separate curb ramps improve orientation for visually impaired pedestrians by directing them toward the correct crosswalk. Similarly, tactile warnings alert pedestrians to the sidewalk and street edge. All newly constructed and altered roadway projects must include curb ramps. In addition, all existing facilities should be upgraded if they do not currently comply. One way to start this process is to conduct audits of the pedestrian facilities to make sure transit facilities, schools, public buildings, and parks are accessible to pedestrians who use wheelchairs or other forms of assistance.

The Town will install tread plates at many of the curb ramps throughout the community as they are to be incorporated in all new road construction projects where feasible. Treading helps pedestrian's find their footing on the ramps, especially in inclement weather.

For more information about curb ramp design, see *Designing Sidewalks and Trails for Access*, Parts I and II, by the Federal Highway Administration, and *Accessible Rights-of-Way: A Design Guide*, by the U.S. Access Board and the Federal Highway Administration. The Access Board's right-of-way report can be found at www.access-board.gov.

Recommendations

- ✓ Install curb ramps at all sidewalk-street crossings for accessibility;
- ✓ Ensure that all curb ramps are compliant with ADA standards within any infrastructure, development or redevelopment projects; and
- ✓ Ensure that all curb ramps have tread plates installed which are well-maintained and painted for better visibility.

(3) Curb Extensions

Curb extensions—also known as bump-outs—extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, reducing the time that pedestrians are in the street, and allowing space for the installation of a curb ramp.

Curb extensions placed at an intersection essentially prevent motorists from parking in or too close to a crosswalk and from blocking a curb ramp or crosswalk. Motor vehicles parked too close to corners present a threat to pedestrian safety, since they block sightlines, obscure visibility of pedestrians and other vehicles, and make turning particularly



Federal ADA

Slope Requirements

Curb Ramp set on a **6"** curb
must not exceed **10%**

Curb ramp set on a **3"** curb
may not exceed **12.5%**

Minimum ramp width **36"**



difficult for emergency vehicles and trucks. Motorists are encouraged to travel more slowly at intersections or midblock locations with curb extensions, as the restricted street width sends a visual cue to motorists. Turning speeds at intersections can be reduced with curb extensions (curb radii should be as tight as is practicable). Curb extensions also provide additional space for curb ramps and for level sidewalks where existing space is limited.

Curb extensions are only appropriate where there is an on-street parking lane. Curb extensions must not extend into travel lanes, bicycle lanes, or shoulders. The turning needs of larger vehicles, such as school buses, need to be considered in curb extension design.



Recommendations

- ✓ Evaluate the placement of curb extensions throughout the Town with all new infrastructure, development and redevelopment projects;
- ✓ Utilize added space created by curb extensions with greenspace or plantings, bicycle parking, sidewalk furniture or any combination of these to maximize the positive effects of the space;
- ✓ Investigate the utilization of curb extensions at bus stops in the Town to a size usable by buses;
- ✓ Ensure that curb extension design facilitates adequate drainage; and
- ✓ Ensure curb extensions are not placed in a way that would impede bicycle travel.

(4) On-Street Parking

On-street parking can be both a benefit and a detriment to pedestrians and bicyclists. On-street parking increases positive “friction” along a street and can narrow the effective crossing width, both of which encourage slower speeds. Parking can also provide a buffer between moving motor vehicle traffic and pedestrians along a sidewalk. In addition, businesses that rely on on-street parking as opposed to parking lots are more geared toward pedestrian access; they are more likely to orient their building to the sidewalk. This attention can foster a more vibrant pedestrian commercial environment.

On the other hand, parking creates a visual barrier between motor vehicle traffic and crossing pedestrians, especially children and people using wheelchairs. Therefore, where there is parking, curb extensions (also called bump-outs) should be built where pedestrians are expected to cross the road. Also, parking should be restricted at least 20 feet on both approaches to a marked or unmarked crosswalk. While Wisconsin State Statutes restrict this area to 15 feet, national best practices have identified 20 feet as optimal for increased sight lines.



Diagonal on-street parking has been provided by some municipalities to provide additional parking and create “friction” for drivers (leading them to drive more slowly) that improves the pedestrian environment. Diagonal parking may require more attention to improve visibility at crossings and intersections, and it should not be used on high speed or busy streets. Back-in diagonal parking is preferred and has a number of advantages over pull-in parking, including: giving drivers access to their trunk from the curb rather than the street, protection of children as an open door directs them to the sidewalk, and giving the driver clear sight lines when pulling out of the parking space.



It is also important to consider the pricing of on-street parking. By charging the market-rate price for parking and ensuring that parking is not undervalued, people will be more likely to use alternate modes of transportation to reach their destinations. Free or undervalued parking creates an incentive to drive and encourages people to leave their cars for extended periods of time. It is suggested that parking prices be set to achieve a 12.5 percent vacancy, which effectively curtails driving, but also ensures that convenient parking is available for short shopping trips.

Recommendations

- ✓ Evaluate the possibility of diagonal back-in on-street parking in appropriate locations throughout the Town;
- ✓ Ensure parking stalls do not infringe on the 20-ft. rule from marked crosswalks; and
- ✓ Evaluate overall parking demand and space in light of the Town's specific needs.

(5) Buffers

The space between the sidewalk and closest lane of moving vehicles is the sidewalk buffer. The space between the sidewalk and street curb is referred to as the parkway or terrace. In general, there are four types of sidewalk buffers including:

- Planting strip of grass and trees: This is the preferred buffer as it provides a more pleasant, shaded environment to walk.
- Bicycle lane: If a planting strip is not possible, a bicycle lane can provide an acceptable buffer between pedestrians and motor vehicles.
- On-Street parking: Parked cars can provide a buffer between pedestrians and motor vehicles, but can also create a visual screen for pedestrians as they cross at midblock.
- Street furniture including benches, street lighting and public art.



If a sidewalk buffer does not exist, a wider sidewalk is needed. A wider sidewalk allows a pedestrian to avoid the splash zone (area adjacent to a motor vehicle travel lane into which water spray created by a motor vehicle traveling through water on the roadway enters) and provides a snow storage area and a more comfortable separation between moving vehicles and pedestrians. Guidelines for sidewalk buffers are available in the Federal Highway Administration Website Designing Sidewalks and Trails for Access and AASHTO's Guide for the Planning, Design, and Operation of Pedestrian Facilities (Section 3.2.4). The most popular form of buffer is landscaping. Landscaping provides vibrant greenspaces as well as assistance with storm water runoff.



The careful use of landscaping along a street can provide separation between motorists and pedestrians, reduce the visual width of the roadway (which can help to reduce vehicle speeds), and provide a more pleasant street environment. This can include a variety of trees, bushes, and/or flowerpots, which can be planted in the buffer area between the sidewalk or walkway and the street.

The most significant issue with any landscaping scheme is ongoing maintenance. Some communities have managed effectively by creating homeowners' associations to pay for landscape maintenance or through the volunteer efforts of neighbors. Others have found them to be unreliable and budget for public maintenance. Choosing appropriate plants, providing adequate space for maturation, and preparing the ground can help ensure that they survive with minimal maintenance, and don't buckle the sidewalks as they mature. The following guidelines should be

considered: plants should be adapted to the local climate and fit the character of the surrounding area—they should survive without protection or intensive irrigation and plant's growth patterns should not obscure signs or pedestrians' and motorists' views of each other.

Recommendations

- ✓ Utilize buffer space with greenspace, bicycle parking, sidewalk furniture or any combination of these to maximize the positive effects of the space;
- ✓ Ensure all plantings, bicycle parking, sidewalk furniture and/or any other potential impediments to pedestrian travel are moved safely out of the right-of-way;
- ✓ Shrubs should be low-growing and trees should be trimmed up to at least 8 to 10 feet to ensure that sight distances and head room are maintained and personal security is not compromised; and
- ✓ Plants and trees should be chosen with care to match the character of the area, be easily maintained and not create other problems such as buckling sidewalks

(6) Sidewalks

The widths of sidewalks affect pedestrian usability and determine the types of access and other pedestrian elements that can be installed. Both the FHWA and the Institute of Transportation Engineers (ITE) recommend a minimum width of 5 feet for a sidewalk or walkway, which allows two people to pass comfortably or to walk side-by-side.⁸ The preferred width for paved shoulders is at least 6 feet. Wider sidewalks should be installed near schools, at transit stops, in the business district, or anywhere high concentrations of pedestrians exist. Sidewalks should be continuous along both sides of a street and should be fully accessible to all pedestrians, including those in wheelchairs. Larger design widths can accommodate more pedestrians, improves ease of access and are necessary if including amenities such as street furniture. Design width is defined as the width specification the sidewalk was intended to meet; it extends from the curb or buffer to any buildings or landscaping that form the opposite borders of the sidewalk. Minimum clearance width is defined as the narrowest point on a sidewalk. An inaccessible minimum clearance width is created when obstacles such as utility poles protrude into the sidewalk and reduce the design width. A reduction in the design width could also create a minimum clearance width.



A buffer zone of 4 to 6 feet is desirable to separate pedestrians from the street. The buffer zone will vary according to the street type. In downtown or commercial districts, a street furniture zone is usually appropriate. Parked cars or bicycle lanes can provide an acceptable buffer zone. In more suburban or rural areas, a landscape strip is generally most suitable. Careful planning of sidewalks and walkways is important in a neighborhood or area to provide adequate safety and mobility.

Recommendations

- ✓ Ensure that sidewalks are maintained, repaired and monitored for the safety of pedestrians;
- ✓ Ensure that sidewalks are cleared of snow and ice in accordance with Town Ordinance; and
- ✓ Evaluate sidewalk width and design to maximize pedestrian travel with all new infrastructure, development and redevelopment projects.
- ✓ Work with Turner School District to jointly apply for and receive Safe Routes to School funding for the creation of routes and the installation of sidewalk facilities.

(7) Signage

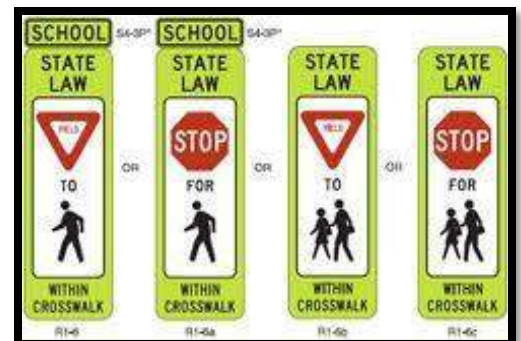
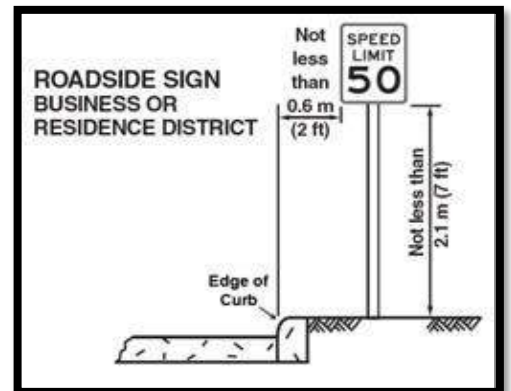
Signs can provide valuable information that can improve road safety. By letting people know what to expect, there is a greater chance that they will react and behave appropriately. For example, giving motorists advance-warning of an upcoming pedestrian crossing or that they are entering a speed zone will alert them to the potential of pedestrians crossing the street and modify their speed. Sign use and movement should be done judiciously, as overuse may breed noncompliance and disrespect. Too many signs may also create visual clutter where their conspicuity is diminished.

Advance pedestrian warning signs should be used where pedestrian crossings may not be expected by motorists, especially if there are many motorists who are unfamiliar with the area. A new fluorescent yellow/green color is recommended for pedestrian, bicycle, and school warning signs. This bright color attracts the attention of drivers because it is unique.

All signs should be periodically checked to make sure that they are in good condition, free from graffiti, retro-reflective at night, and continue to serve the intended purpose. In unusual cases, signs may be used to prohibit pedestrian crossings at an undesirable location and re-route them to a safer crossing location, or warn pedestrians of unexpected driver maneuvers. It is preferable to create safe crossings where there are clear pedestrian destinations. If unexpected driving maneuvers occur at what is an otherwise legal pedestrian crossing, an evaluation should be done to find ways to remedy or prevent the unsafe motorist maneuvers.

Recommendations

- ✓ Ensure signage complies with the Manual on Uniform Traffic Control Devices (MUTCD);
- ✓ Ensure signs are positioned high enough that they do not conflict with pedestrian travel unless necessary;
- ✓ Replace street signs with larger, more reflective signs or illuminated signage;
- ✓ Install way finding signage to point out preferable routes to Town destinations (Parks, municipal buildings/services, etc.);
- ✓ Install bike lane signage where applicable;
- ✓ Install permanent speed signage as necessary; and
- ✓ Add Safe Route to School (SRTS) signage after routes decided.



(8) Street Lights, Traffic Signals and Pedestrian Signals

Street Lights- Appropriate quality and placement of lighting can enhance an environment as well as increase comfort and safety. Without sufficient overhead lighting, motorists may not be able to see pedestrians in time to stop. In areas with nighttime pedestrian activity, streetlights and building lights can enhance the ambiance of the area and the visibility of pedestrians by motorists. It is best to place streetlights along both sides of arterial streets and to provide a consistent level of lighting along a roadway. Specialty, pedestrian-level lighting may be placed over sidewalks to improve pedestrian comfort, security, and safety in business districts.



Recommendations

- ✓ Install and maintain street lighting and improve where and when practical;
- ✓ Ensure that pedestrian walkways and crosswalks are well lit; and
- ✓ Implement an LED Conversion Plan to ensure efficiency and cost-effective light is provided where needed.

Traffic Signals- Traffic signals create gaps in the traffic flow and allow pedestrians to cross the street at locations where pedestrians would otherwise experience excessive delay, difficulties crossing the street, or safety issues. However, judgment must also be used on a case-by-case basis. For example, pedestrian volume must exceed MUTCD thresholds as a requirement to install a traffic signal to address pedestrian activity. If a new facility is being built there will be a new demand, and the signal could be installed in conjunction with the new facility based on projected crossing demand. There may also be latent demand if a destination is not currently accessible, but could become so with new facilities or redesign.



Signals should allow adequate crossing time for pedestrians and an adequate clearance interval based upon a maximum walking speed of 3.5 ft/s. In areas where there is a heavy concentration of the elderly or children, a lower speed (typically 3.0 ft/s) should be used in determining pedestrian clearance time. Centralized traffic signal control allows traffic operators to identify signal malfunctions or adjust signal operations to address pedestrian demand spikes in real time. When pedestrian traffic is significant throughout the day, fixed-time signals should be used to consistently allow crossing opportunities. Pedestrian actuation should only be used when pedestrian crossings are intermittent and should be made accessible to pedestrians of all abilities.



Pedestrian Signals- should be used at traffic signals under a wide variety of conditions related to pedestrian activity or guidance, according to the MUTCD. Pedestrian signals provide positive guidance to pedestrians regarding the permitted signal interval to cross a street and prohibit pedestrian crossings when conflicting traffic may impact pedestrian safety. The use of WALK/DON'T WALK pedestrian signal indications at signal locations are important in many cases, including when vehicle signals are not visible to pedestrians, when signal phasing is complex (e.g., there is a dedicated left-turn signal for motorists), at established school zone crossings, when an exclusive pedestrian interval is provided, and for wide streets where pedestrian clearance information is considered helpful.

Pedestrian signals should be clearly visible to the pedestrian at all times when in the crosswalk or waiting on the far side of the street. Large pedestrian signals can be beneficial in some circumstances (e.g., where the streets are wide).

Recommendations

- ✓ Ensure that intersections that require signals have them installed and work with other agencies such as Rock County and WisDOT to ensure maintenance and functionality;
- ✓ Ensure that pedestrian walkways and crosswalks are well lit;
- ✓ Ensure that pedestrian crossings are signaled in conjunction with traffic signals when installed; and
- ✓ Implement an LED Conversion Plan to ensure efficiency and cost-effective light is provided where needed.

(9) Bicycles: Lanes, Parking and Sharing

Making the Town of Beloit's streets safer and more accessible for bicyclists is an essential part of the Town's objective of being a walkable and bicycle-friendly community. As 28% of all trips are less than a mile from home, the Town of Beloit is uniquely positioned to entice more residents to make these trips by bicycle or by foot instead of car. Ensuring everyone

knows their place within the transportation system, and has a place in the transportation system, is paramount in executing this plan. While bicyclists do currently enjoy many route options within the Town of Beloit, the Town should endeavor to make every road bicycle friendly in some way. There are several types of bike-ways the Town may utilize depending on the space available and bicycle ridership from street to street. These options are:

Bicycle Lane - Bike lanes indicate a preferential or exclusive space for bicycle travel along a street. Bike lanes are typically 4 to 6 ft wide and are designated by striping and symbols placed within the lane. Signage may also be used. Colored pavement or a contrasting paving material has also been used in certain situations to distinguish bike lanes from the motor vehicle lanes. Use of green colored bike lanes has interim approval from FHWA. Bike lanes are for one-way travel and are normally provided on both sides on two-way streets. Bike lanes may be placed against the curb where there is no parking and are usually designated to the left of parking or right turn lanes. Sometimes bike lanes are marked on the left side of a one-way street such as on streets where there are a high number of transit stops or vehicles on the right side, significantly more driveways, or where most destinations are on the left side of the street.

Bike lanes have been found to provide more consistent separation between bicyclists and passing motorists that shared travel lanes. The presence of the bike lane stripe has also been shown from research to result in fewer erratic motor vehicle driver maneuvers, more predictable bicyclist riding behavior, and enhanced comfort levels for both motorists and bicyclists. Wider bike lanes (6 to 7 ft) and/or buffers provide additional operating space and lateral separation from moving and parked vehicles, thus increasing bicyclists sense of comfort and perceived safety (i.e., level of service) and reducing the risk of dooring from parked vehicles. Using buffers between the bike and motor vehicle lanes can also be used to visually narrow a wide street and create a more attractive and comfortable bicycling environment.

Bicycle Fog Line Accommodation - A painted white edge line that provides a physical marking to separate the traffic lane from the bicycle accommodation area when 3'-4' are available.



Bicycle Sharrow Lane - Standard pavement markings used on roads that are designated bike routes where there is not enough pavement to include a bike lane or accommodation. The sharrows provide guidance to the cyclists on where to ride on the road. These pavement markings also help to alert drivers that this is a designated bike route, and to be on the lookout for the presence of cyclists.



Contraflow Bike Lane -Bicyclists are expected to follow established rules-of-the-road. An example is riding in the same direction as motor vehicle traffic. However, there are certain situations where the placement of a bicycle lane counter to the normal flow of traffic may increase safety or improve access for bicyclists. Contraflow bike lanes, when designated on a street that has one-way motor vehicle traffic, even for a short segment, may enhance connectivity to the broader bicycle network and access to destinations, thereby reducing out-of-the-way detours and the desire for bicyclists to ride the wrong-way. The contraflow bike lane is a specialized bicycle facility that can be used and is intended to reduce the number of conflicts between bicycles and motor vehicles and improve access for bicyclists. Contraflow lanes may also alleviate riding on a high-speed, high-volume route. However, there are safety concerns associated with contraflow riding, as this places bicycles in a position where motorists do not expect to see them. Thus, a careful assessment should be made before installation. Contraflow bike lanes can be found in cities with large numbers of bicyclists, including Cambridge, MA; Boulder, CO; Madison, WI; and Eugene, OR.



Recommendations

- ✓ Ensure access and connectivity to all facilities including parks, municipal buildings, schools and business districts;
- ✓ Ensure ample recreational trail access including municipal, County and Stat trails;
- ✓ Implement design features in road projects for bicycle facilities that suit the needs of that immediate area;
- ✓ Implement design features that help to slow traffic and protect the safety of bicyclists in utilizing their bike facilities.

(10) Public Transportation

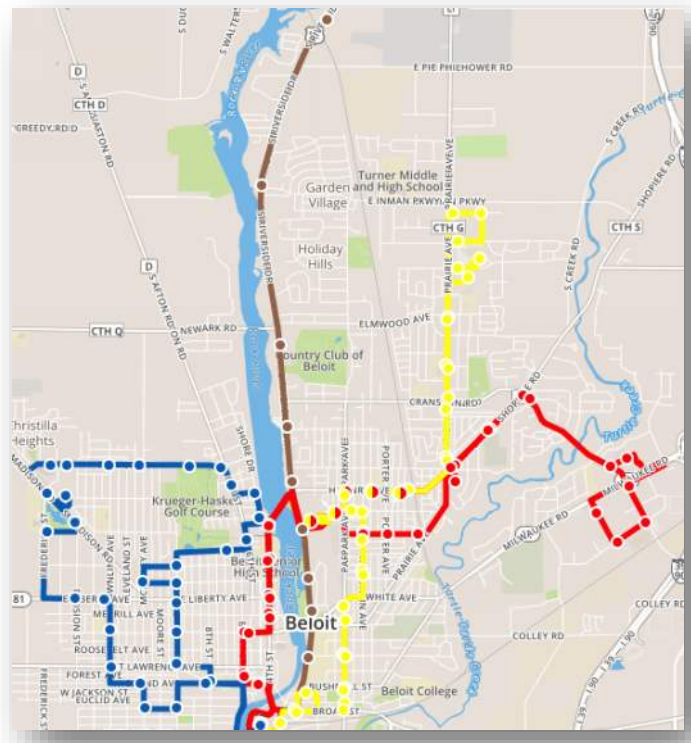
The Town of Beloit is currently, partially, served by Beloit Transit bus system. While most Beloit Transit routes are located solely in the City of Beloit, two (2) routes, the “Brown” Beloit-Janesville Express and the “Yellow” North End-Prairie, either have stops that serve Town residents or traverse directly through the Town.

The “Brown” Beloit-Janesville Express route runs north-south along Riverside Drive (HWY 51) in the Town with bus stops placed near Armstrong-Eddy Park, the intersection of Henderson Avenue, near the Beloit Club, the Inman Parkway intersection and north of Philhower Rd. This route (as of 2018) is active Monday through Friday. The “Yellow” North End-Prairie route runs north-south along Prairie Avenue in the Town with bus stops placed near Inman Parkway and Huebbe Parkway. This route (as of 2018) is active Monday through Saturday.



Bus stops should be highly visible locations that pedestrians can reach easily by means of accessible travel routes. Access to the bus stop via sidewalk connections from an adjacent intersection, sidewalk, or nearest land use should be as direct as possible. To accommodate wheelchairs, sidewalk connections should be a minimum of 5 feet wide (preferably, 6 feet wide) and equipped with wheelchair ramps at all street crossings. Other crossing improvements within the vicinity of transit stops may include marked crosswalks and pedestrian signals at intersections.

Bus stops should be located at intervals that are convenient for passengers to minimize crossing of the street at unmarked mid-block locations. Bus stops should be located at intersections wherever possible because intersections are generally more convenient for passengers intercepting other transit connections, accessing crosswalks, and connecting to pedestrian routes. At intersections, far-side placement is generally preferred; however, location selection should be done on a site-by-site basis. Placing bus stops on the near side of intersections or crosswalks may block the pedestrians' view of approaching traffic, and approaching motorists may be unable to stop in time when a pedestrian steps from in front of a stopped bus to cross vehicle travel lanes. Advantages of locating stops on the far-side of an intersection include encouraging pedestrians to cross the street behind the bus where they are more visible to approaching traffic, reduced delay for buses, and minimizing conflicts between buses and right turning motor vehicles.



Recommendations

- ✓ Work with Beloit Transit to ensure the continuation and improvement of services;
- ✓ Promote the use of public transportation and the Beloit Transit network in the area;
- ✓ Ensure well-placed and safe spaces for bus stops within the Town; and
- ✓ Communicate needs with the Town's business community and Beloit Transit as to the location of routes and stops for better service for their workforce.

General Statement of Purpose

The Town of Beloit Comprehensive Outdoor Recreation and Parks Plan is an important locally developed and adopted document that illustrates the community's goals, priorities and proposed actions as related to public parks, recreation, pedestrian and bicycle amenities. Through a rich and open public process, this Plan has been developed to guide public and private sector park development, land use decisions, and budgeting for a 5-year period (2018-2022).

Description of the Process

This plan was developed under the direction of the Town of Beloit Parks and Recreation Commission. Public input was generated through a series of public meetings wherein residents were invited to provide input. Public review of the draft plan was solicited from the public and other community partners. The final plan was approved by the Town of Beloit Parks and Recreation Commission and then adopted by the Town of Beloit, Town Board.

Data Collection, Existing Facilities Assessment, and Existing Plan & Community Input

Planning efforts for this updated Plan began in July of 2016 as the Parks Commission reviewed the Town's 2009 **CORPP**. The necessity for updating this Plan was due to the requirements for grant applications for parks grants from the WisDNR which requires an updated plan to meet eligibility requirements. Since the previous **CORPP** was developed for the period of 2009-2014, the 2009 **CORPP** was too out of date to qualify. This Plan is meant to last for a 5-year period from 2018 through the 2022.

After a recess over the winter, the Parks Commission renewed their meeting schedule and planning efforts in 2017. It was determined that the Parks Commission would review each of the Town's larger parks and provide input for the public to consider during Public Input Sessions. The Public Input Sessions were noticed through agendas with individual notices being sent to all individual residents within 300' of the property lines of each park to ensure citizen participation. The Parks Committee split the larger of the Town's parks into the following schedule:

McKearn & Bel-Crest Parks:

Parks Commission Meeting	May 3, 2017
Public Input Session	May 17, 2017

Armstrong-Eddy & Webermeier Parks:

Parks Commission Meeting	June 7, 2017
Public Input Session	June 28, 2017

Burwood, Turner Estates & Town Hall Parks:

Parks Commission Meeting	July 5, 2017
Public Input Session	July 19, 2017

Preservation Park:

Parks Commission Meeting	August 2, 2017
Public Input Session	August 16, 2017



This plan incorporates many of the aspects and information contained in the 2009 **CORPP**, with updated citizen input, budgetary considerations, demographics and plans.

Amending the Plan

Amendments to this Plan can and should be a part of the **CORPP**'s implementation process. Any amendments to this Plan should begin with the Town's Parks Commission, and should be subject to a level of public scrutiny and input consistent with that described on the previous page. Plan amendments are common and ought to be considered throughout the lifespan of the Plan. For the Town to maintain eligibility for grant funding, the **CORPP** must be updated a minimum of every five (5) years. This update will typically be more involved than a plan amendment, and will require a resolution by the Town Board at that time.

CHAPTER 3 PLAN GOALS AND OBJECTIVES

Guiding Principles of the Town of Beloit Comprehensive Outdoor, Recreation & Parks Plan

The goals and objectives developed throughout the planning process for the **CORPP** reveal the Value that Town residents, property owners and decision makers place on providing and maintaining places for recreation that are well-integrated into the fabric of the community and the transportation connectivity to make these areas accessible.

In preparing the **CORPP**, it is critical that the goals and objectives of the community are clearly understood and communicated in this Plan. “Goals” refer to the broad, overarching vision towards which the recommendations within this Plan are intended to reach. Goals are intentionally somewhat general, and quite possibly intangible, statements of the Town of Beloit’s desired conditions or situations. “Objectives”, on the other hand, are presented in this Plan as concrete statements of specific – and almost always attainable and/or measurable – steps or milestones the Town marks as part of the planning process to address its goals. Together, goals and objectives form the foundation for the Plan’s recommended actions, and measure the overall effectiveness of the Plan.

The Town’s goals and objectives with respect to parks, recreation and connectivity recognize the impact of the City of Beloit Parks (and city residents who might use Town parks) and Transit on services, and they reflect a commitment to the Town’s diverse population and their needs. Anticipating future residential growth, the Town is prepared to explore new and expanded mechanisms for funding and providing new and expanded parks, amenities, infrastructure and recreational programming.

The goals and objectives listed herein were developed with input received from Town residents, staff, and Parks Commission throughout the public participation process for the **CORPP**. Like the Plan itself, the goals and objectives should be reviewed and, where necessary, amended over time to ensure that they are consistent with the Town’s abilities and priorities.

Goal #1: To avoid planning or providing parks and recreation facilities that conflict with or redundant to facilities provided by the Town, by neighboring communities or other governmental agencies.

1. Identify and map practical service radii for each Town park and monitor development to ensure that new residential areas are near a public park.
2. Communicate and coordinate the planning, provision, and extension of the Town’s park, open space and recreation opportunities with neighboring communities, Rock County, and the State of Wisconsin.
3. Ensure that current and future park spaces are “right-sized” to accommodate adequate facilities, but also ensure minimal maintenance liability.



Goal #2: To expand the Town’s administrative and financial capacity to acquire, develop, promote and improve its park and recreation system at the lowest cost to its citizens.

1. Use the Parks and Recreation element to identify specific parkland acquisition or park improvement needs in the Town of Beloit, and actively pursue grant opportunities through the Wisconsin Department of Natural Resources (DNR), the Federal Highway Administration (FHA), and other granting agencies.
2. Use the Parks and Recreation element to identify specific parkland acquisition or park development needs in the Town of Beloit.



Goal #3: To meet the recreational needs of all Town residents, including young children, senior citizens, citizens with disabilities, and persons of all income levels.

1. When developing or redeveloping parks, ensure that bicycle, pedestrian and persons with disabilities are given primary consideration;
2. Periodically assess the condition and validity of playground and sports equipment and facilities in the Town's parks and, where necessary, replace with more modern, safe and fully accessible equipment;
3. Determine appropriate locations for specialized recreational facilities that are currently lacking or under provided in the Town, such as formalized pet exercise areas or "court games" (i.e. basketball, roller hockey, tennis, etc.).



Goal #4: To "connect" the Town's Parks and recreation facilities to one another and to compatible land uses.

1. Ensure that residential areas within the Town can safely and conveniently access parks, particularly by walking or bicycling;
2. Using the agricultural, natural and cultural resources element of this plan as a guide, identify significant environmental features in proximity to existing or planned residential areas for acquisition and/or preservation as public open space;
3. As Town parks are developed and redeveloped, consider preserving areas within them for nature walks, public gardens, or wildlife viewing;
4. Identify and map existing and planned parks and recreation facilities and plan for "green corridors" or other means of connecting them to the extent feasible.



Goal #5: To Educate the public actively and passively regarding parks, recreation, multi-modal transportation and conservation.

1. Use signage and educational materials whenever practical to add educational value to park spaces, recreational activity and the transportation network;
2. Integrate an educational aspect and programming into Town events that are held in or focus around the outdoors, parks, recreational programming and transportation;
3. Work with the School District and other governmental agencies to interconnect efforts and work together toward common goals.



Goal #6: Market the beauty, functionality and fun of the parks, transportation and recreation within the Town.

1. Utilize social media and the Town's website to highlight areas and events focusing on the parks, connectivity and recreation within the Town and through adjacent agencies;
2. Use special events to educate the public regarding ALL Town offerings;



3. Use the media to highlight events and improvements throughout the park, transportation and recreation system.

Goal #7: Maintenance is of the utmost importance. It is one thing to provide a new facility, it is quite another to ensure that it remains functional and esthetically pleasing throughout the years.

1. Adhere to the Town's Smart Planning Policy when formulating plans for the construction of new infrastructure or for the reconstruction of existing;
2. Ensure that all paint, markings, signage and outdoor education materials maintain their luster and placement and that all remain in "good working condition";
3. Ensure that all road and park infrastructure and facilities are in safe and operable working condition;
4. Ensure that basic mowing and maintenance is completed based on a defined schedule to ensure regular preservation of facilities and lands.



Goal #8: Enforcement of traffic laws, local ordinance and DNR rules on streets, in parks and on waterways is essential to the success of a safe and active community.

1. Ensure that all Police Officers are thoroughly familiar with and comfortable in enforcing Town ordinance;
2. Make sure that education from Police Officers is also an educating experience;
3. Safety is paramount and should be treated as such by those who have the authority to enforce laws and regulations to ensure safety.



CHAPTER 4 PHYSICAL AND SOCIAL FACTORS

Town of Beloit, Wisconsin- A Community of Convergence

Located in southern Rock County, Wisconsin, the Town of Beloit is among the most unique and dynamic communities in the region. The southern boundary forms a portion of the Illinois-Wisconsin border, while the Rock River and its gorgeous (but ever-urbanizing) valley define the transition from glacial outwash plains east to the glacial till plains of an earlier age to the west. Within the Town's borders, a productive and historic agricultural heritage coexists with 21st century urban industries, businesses, residential neighborhoods and institutions. Proud homes, shops and offices maintain residence in the Town of Beloit through generations, although many are all but surrounded by the City of Beloit and its municipal services and structure. Major U.S. highways and quiet country roads intersect within the Town's borders, connecting an unassuming, hard-working Town with some of the nation's most progressive and thriving urban centers. Unlike any other community in Rock County, and arguably unlike any other in the region, the Town of Beloit is a community of marvelous convergence; it is a community of history, integrity, diversity, and opportunity.



Rock County's 3rd Most Populous Community

With a reported population, as of January 1, 2017 of 7,741, the Town of Beloit ranks behind the cities of Janesville and Beloit among Rock County municipalities in total population, and it outpaces the 4th largest municipality (the City of Milton) by nearly 2,200 residents. In fact, the Town of Beloit ranks 129th out of the state's 1851 municipalities in population. Although the Town has not recently seen explosive growth, it maintains a healthy and positive growth trend and the urban/suburban character of specific areas in the Town will sustain continued development. It is crucial that the Town prepare not only for its current population base, but also for continued population growth.

Distinctive Natural Characteristics

Perhaps no natural feature is more closely associated with the Town of Beloit (and Rock County in general) than the Rock River. The Rock River flows into the Town of Beloit in the Town's northeast corner (Section 1) near Riverside Drive (USH 51) and the Alliant Energy Facility, and flows north-south through the Town, into the City of Beloit and on to Rockford, IL. before continuing southwest to meet the Mississippi River near the Quad Cities. The river has been a magnet for migration and development to the area for more than 175 years for its benefits to industry, recreation and natural amenity, and will continue to be a unique and valuable resource worthy of preservation and promotion.

The east fork of Raccoon Creek largely defines the southwest corner of the Town. This creek has been designated as exceptional resource water (ERW) by the Wisconsin Department of Natural Resources (DNR). The creek is buffered for much of its length by sensitive wetlands, and both wetlands and creek are extremely vulnerable to degradation by agricultural runoff.

Besides the river and the creek, the Town of Beloit is characterized by gently rolling topography and vast agricultural areas in the western half of the Town, generous deposits of sand and gravel in the northeast portion of the Town, and pockets of shallow sedimentary bedrock scattered throughout the Town. Groundwater supply and quality in the Town of Beloit, like so many communities, is a critical linchpin to the Town's future growth and development. Coupled with the characteristics of the soil and the depth of the bedrock, areas within the Town having groundwater at or near the surface (especially west of the river) are especially susceptible to contamination by individual sewage disposal systems. The Town intends to use this Plan, along with its Comprehensive Plan, to responsibly protect its outstanding ground water AND surface water system considering continued Town growth and development.

A Multiform Pattern of Growth & Development

To an extent like any other unincorporated community in Rock County, the Town of Beloit is characterized by an almost explicitly urban form of land development, with nearly 4,000 legal parcels described in the Town (for context, this is more than the Towns of Avon, Newark, Spring Prairie, and Plymouth combined). Especially east of the Rock River, the land has been divided into small, urban style lots, roads generally form a connected network, and land uses are coordinated and generally consistent with traditional urban zoning and development. Many of the properties are developed or platted for residential use, but significant acreages east of the river are devoted to industrial, institutional, industrial, and open space uses as well.

In spite of the mostly urban character of development east of the river, there are more traditional “rural” development patterns present in the Town. Several scattered-site residential subdivisions are located within the western half of the Town, surrounded by agricultural use and at a distance from the municipal services and infrastructure the Town offers. It is this inefficient “leapfrog” development that the Town is looking to eliminate in its current and future planning efforts.

Our Place in the Stateline Region

The Town, although lacking direct interstate highway access, is well connected to what many consider a larger metropolitan region spanning the I-90 corridor from Chicago through Rockford to Madison. U.S. Highway 51 and Prairie Avenue (CTH G) provide access from the Town to the City of Janesville and direct access to the interstate via STH 11, while they also connect the Town to the City of Beloit and eventual connection to Interstate 43 (to Milwaukee). Recently, Inman Pkwy has been extended eastward from the Town’s eastern border through the Town of Turtle to connect to Interstate 90. Additionally, State Highways 81 and 213 provide highway connections to western Wisconsin and Madison, respectively.

The Town is geographically “joined” to the City of Beloit due to growth patterns and annexations by the City of Town property over time. This relationship offers the unique opportunity to work as partners, or at the very least, good neighbors. While the Town’s economy is diverse and increasingly robust, a healthy relationship with the City of Beloit and ultimately with the larger region can only prove to benefit the Town. While it’s true that the Town has business, industry and institutional development to complement its residential and agricultural base, it is also true that a significant amount of “border jumping” takes place as many Town residents work, shop and recreate in the City of Beloit and other communities in the area.

Well Positioned for Responsible Growth

As it’s developed, the Town of Beloit’s leaders and citizens have taken great care to “think ahead” to the community’s future. The results of this are many community facilities and characteristics that position the Town well for the challenges and that growth may present. Among these, the Town’s expansive sanitary sewer service has served literally thousands in the past, and has a capacity to accommodate continued growth. Additionally, the Town has a fully-staffed Police Department, Fire Department, Department of Public Works and Administrative Departments to respond to all day-to-day needs of a healthy community. Schools for students of all ages are well-established and supported in the Town, and provide the opportunity for continued attraction of new families and skilled educators. With several parks developed throughout the Town and a commitment to improve and expand these, residents and visitors alike have ample opportunity to relax and recreate in the Town. With such a solid foundation, the Town of Beloit is poised to be a leader in Rock County for the benefits of a comprehensive, concentrated approach to preparing for its future.

Topography & Geology

Surface terrain in the Town of Beloit is generally flat to gently rolling with a ridge covering a significant part of the west side of the community. Elevations range from as little as 740 feet above sea level along the Rock River and in the extreme southwest corner of the Town (Section 31) to as high as 945 feet above sea level near Creedy Rd (SW Section 8). Steep slopes are mostly found along the west bank of the river.

Predominate bedrock forms in the Town are Sandstone, dolomite and to a small degree (in the western half of the Town) Limestone. This bedrock character is common to much of southern Wisconsin, as is the surface geology (the material

between the bedrock and the soil) of the Town. Generous amounts of unconsolidated glacial sands and gravels (called “outwash”) make up much of the eastern part of the Town, while most of the western ¾ of the Town is underlain by a loamy (sands, silts and clays about a 40-40-20% distribution) glacial till of a slightly earlier glacial period. The differences between these two geologies belies the differences between the two parts of the Town: the eastern washout plain and its abundant and accessible building materials (sand and gravel) and building foundations make this ideal for economic and community development, while the rich surface mixture on the western till plain is the ideal blend for fertile agricultural land.

Water Resources

Groundwater resources in the Town are abundant, as the Upper Cambrian and Ordovician (geologic age between 550 and 450 million years ago) sedimentary sandstones and dolomites in the region form a large underground water body that is recharged locally from surface and storm waters. Additionally, this is the water source for most, if not all, of the shallow domestic and commercial wells in the Town. The presence of groundwater at or very near the surface greatly increases the risk of contamination due to human activity and development. Carefully monitoring development in the Town with respect to groundwater should be a priority. The Town’s Comprehensive Plan has more information on the subject.

The defining surface water resource in the Town is the Rock River, which flows through the eastern 1/3 of the Town from north to south. In addition to its immeasurable value as a component of the water cycle, the Rock River is cherished for its natural beauty and recreational value. The nearly eight miles of river frontage (about 4 on each bank) in the Town should absolutely be viewed as one of its strongest assets.

East of the Rock River, there are no surface water features of any distinction, although there are small drainage courses north of Philhower Rd. that have experienced flooding in the past. West of the river, however, several tributaries to the Rock River weave through the Town’s northern central portions, most of which are officially unnamed. These streams primarily function as natural drainage courses and wildlife habitat, and should continue to carry on this vital function through the planning period.

Finally, the east fork of the Racoon Creek and numerous tributaries define the southwestern quarter of the Town. The creek, which is identified as an Exceptional Resource Water (ERW) by the Wisconsin Department of Natural Resources, is buffered by wetlands for much of its length, including a very high-quality floodplain forest with springs. In addition, several threatened fish species have been identified by the DNR as present in the creek. It is imperative that this creek is protected and preserved against degradation due to rural/suburban development and agricultural runoff.

Climate

Like all south-central Wisconsin and generally like the Upper Midwest, the Town of Beloit’s climate is marked by variable weather patterns and a large seasonal temperature variance (as low as -20 F to as high as 100 F is conceivable in a given year). In general, each year has a moderately cold and snowy winter from about December through March, a somewhat wet and temperate spring from March through June, a warm to hot and humid summer from June through September, and a temperate autumn from September through December.

Soils

Although not as agriculturally productive as the prairie soils found in much of eastern Rock County, much of the soils in the Town of Beloit are identified as class I, II, or III soils by the United States Department of Agriculture soil surveys. Soils so classified are generally considered valuable crop and pasture land with varying degrees of erosion control and maintenance. The two predominant soil classifications in the Town are the Edmund-Rockton-Whalen association (shallow to moderate in depth and generally well-drained) and the Colwood-Sebewa association (moderately deep and poorly drained), which is generally found in the southwestern corner of the Town.

Environmental Corridors

Environmental corridors are included in the **CORPP** to illustrate opportunities to link unique and delicate natural resources together throughout the community. These areas include environmentally sensitive areas such as surface waters, wetlands and floodplains, as well as groundwater resources, and flood prone areas. In environmental corridor areas where regulation currently exists (i.e. wetlands, floodplains), the Town will continue to support those regulations. In the “non-regulated” areas (steep slopes, etc.), the Town does not intend to enact or exercise further regulation. Rather, the environmental corridor in these areas is meant to illustrate those opportunities for voluntary preservation or protection by landowners and at-market acquisition where the Town, conservation groups, or other agencies deem appropriate. Ideally, environmental corridors will be preserved- or at least protected- in any development that may occur in order to maintain a strong “green infrastructure” network that connects the Town’s residents and visitors to its parks, open spaces and exceptional natural resources.

Social and Demographic Factors

Population Change: Past & Projected

Table 1 (right) illustrates the Town’s population change over the last half century, while Table 2 compares the Town’s recent population trends with the State, County, and some of its neighbors. After peaking in the 1970 Census, the Town’s population declined rather sharply due to significant annexations by the City of Beloit, but has stabilized and continues to trend upwards since the 1990 Census. In fact, when compared to its neighboring communities, the Town of Beloit has experienced growth at a more rapid rate than most, comparing favorably with the County and State.

Town of Beloit Population	
1960	8,395
1970	9,182
1980	8,382
1990	6,778
2000	7,038
2010	7,662
2015 (est.)	7,741
Table 1: Overall Population Trend	

Table 2: Population Comparison					
	2000 Census	2010 Census	2015 Estimate	# Change 2000-2015	% Change 2000-2015
Town of Beloit	7,038	7,662	7,760	722	10.26%
City of Beloit	35,775	36,966	36,757	982	2.74%
Rock County	152,307	160,331	161,620	9,313	6.11%
Town of Turtle	2,444	2,388	2,391	-53	-2.17%
Town of Rock	3,338	3,196	3,238	-100	-3.09%
Rockton, Illinois	5,405	7,685	7,499	2,094	38.74%
Roscoe, Illinois	6,244	10,785	10,521	4,277	68.50%
State of Wisconsin	5,363,675	5,686,986	5,778,708	415,033	7.74%

This data is evidence that the Town continues to be a desirable community for people to reside in, and leads to the conclusion that the Town should plan for continued population increases throughout this planning period and beyond. The population projections provided are a baseline for the planning strategies found throughout the **CORPP** and the Town’s other planning activities. They present what the Town considers a reasonable, realistic target for future growth and will help to determine the land, housing, service, employment, recreation, and infrastructure needs for the Town’s population through the year 2040.

Table 3: Population Projections							
Projection Method	2010	2015	2020	2025	2030	2035	2040
DOA Projections	7,662	7,760	8,090	8,355	8,600	8,750	8,795
Recent 5-year Trends	7,662	7,760	7,858	7,957	8,058	8,160	8,263
Recent 10-year Trends (2000-2010)	7,662	7,760	8,556	x	8,556	x	9,434

The population projections in Table 3 provide a few possible growth scenarios for the Town of Beloit. Following most census years, the Wisconsin Department of Administration (DOA) prepares population and household estimates for all communities in the state. Generally, the projections provided by the DOA appear to be conservative, but predict a growth rate exceeding the growth that occurred between 2000 and 2015 (about 10.26%). Using a more robust and recent (2010-2015) population growth (which, if carried out to 2040, would be about 17.74%). However, there have been recent projects undertaken in the residential sector of the Town's economic development which could significantly increase the population of the Town in addition to the trends shown.

Race, Ethnicity, & Languages Spoken at Home

Table 4 provides a comprehensive examination of the Town's cultural and ethnic make-up. As reported in the 2010 Census, the largest racial group in the Town is Caucasian (87.3%), with Hispanic or Latino (6.7%) being the second most reported race. The number of people reporting African American heritage in the Town dropped from the 2000 Census to (5.6%). The Hispanic and Latino population increased by 3.1% between the 2000 and 2010 Census. A small but growing percentage (6.9%) of the Town's residents speak a language other than English at home as reported by the 2011-2015 Census update. Taken together, this information illustrates and ever-increasing diversity within the population of the Town of Beloit.

Table 4: Race, Ethnicity, and Language Spoken at Home

Race & Ethnicity		Number	Percentage	Percent
				Change '00- '10
	White	6,774	87.3%	-2.7%
	Hispanic or Latino	520	6.7%	+4.1%
	African American	435	5.6%	-1.1%
	Asian	78	1.0%	+0.4%
	Native American & Alaskan Native	0	0%	-0.3%
	Two or More Races	186	2.4%	+0.9%

Age & Gender Characteristics

As of the 2010 Census, the median age in the Town of Beloit was 45.7, an increase of 3.4 years over the 2000 Census median. Figure 1 illustrates that adults above the age of 45 were the primary contributors to the Town's growth between the past two Census years. Another critical concept to take from Figure 1 is the implied decrease in what could be generically classified as "younger families" and "young professionals", as evidenced by the dwindling numbers in both the "under 5" category and the "20-34" cohort, the latter of which was the second most represented age group as recently as 1990. Whether these are reflections of a national phenomenon or not, it is imperative that the Town recognize the vital role that parks, recreation and transportation play in attracting and retaining families with small children and young professionals.



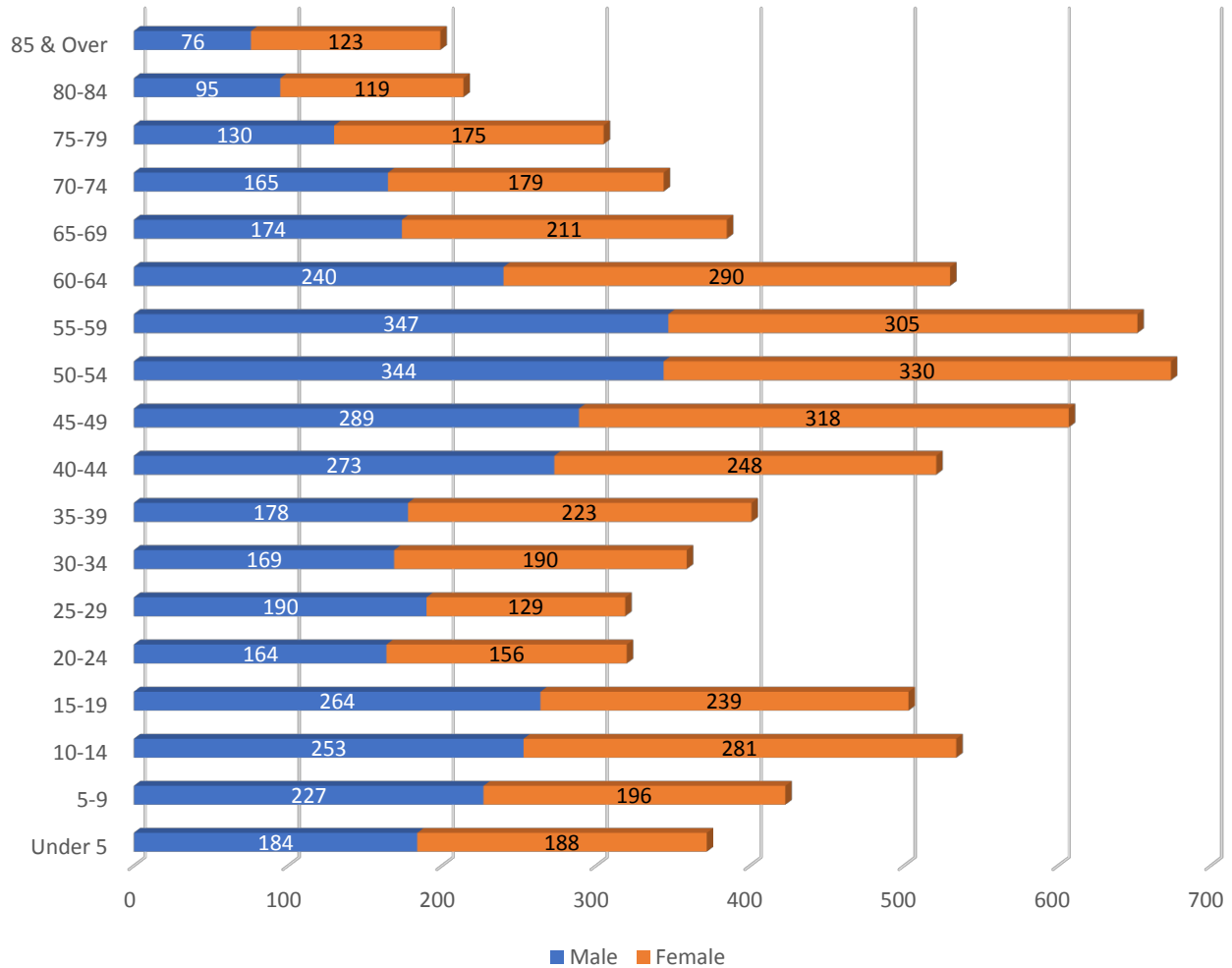
Miscellaneous Population Characteristics

In addition to the population dynamics introduced above, several other socio-demographic factors at play in the Town will impact recreation and park planning. Perhaps most relevant among these, the 2016 Census update reported that 15.4% of the Town's population under the age of 65, which amounts to approx. 1195 residents, suffer from a disability of some sort. As they are developed now, many of the Town's parks and recreational facilities are difficult or impossible to access and enjoy for portions of this disabled population. This issue must be addressed in this and all future planning initiatives. Other key factors to consider include local unemployment data, which by all accounts is decreasing to 4.8% as of April of 2017. While this is certainly good news, the Town should remain cautious of this improvement as the area has undergone a very serious and prolonged economic downturn.

Finally, the effects of poverty on the population's opportunities for recreation cannot be ignored. As the 2016 Census updates report, about 14.7% of the Town's population is at or below the poverty level. As these families undoubtedly struggle simply to make ends meet, public parks, recreational facilities, open spaces, and pedestrian and bicycle facilities

can be a saving grace of sorts. It is important that public parks and recreational areas are well distributed and well connected to the Town's residential areas, the transportation network, and compatible uses such as schools and commercial areas.

Figure 1- Age & Gender Distribution (2010 Census)



CHAPTER 5 INVENTORY OF EXISTING FACILITIES

Natural Resources Available for Outdoor Recreational Uses

The Town of Beloit's abundant and diverse natural resource base is, in many ways, the foundation upon which the community has prospered. Opportunities to recreate, whether that means an afternoon spent fishing on the river or bicycling through the gently rolling rural west side, are abundant in the Town thanks to this rich and abundant natural resource base. Certainly, the Town government has played a key role as caretakers of the Town's natural resources. This public and private emphasis on celebrating and protecting the natural resources that so many in the Town have identified with for so long truly embodies the spirit of the **CORPP**.

Water Resources

- **Rock River**- The Rock River flows north-south through the eastern half of the Town for approximately 4 miles. Obviously, the river is a vital scenic and recreational resource in the Town. Public river access is provided along the east bank of the river at Preservation and Armstrong-Eddy Parks. Public access along the west bank is limited due to a much more steeply sloped bank on this side throughout the Town. There may be opportunities in the future to improve access, at least for pedestrians or recreational hikers, along the west bank in association with public parkland in the "Ravines" neighborhood (just north and west of the Newark Road bridge) as well as in undeveloped portions of the neighborhood south and west of the bridge.
- **East Fork of Racoon Creek**- The East Fork of Racoon Creek and its tributaries weave through and largely define the southwestern corner of the Town. The creek itself has been designated by the Department of Natural Resources (DNR) as an "Exceptional Resource Water (ERW)", a designation given to relatively few bodies of water across the County and State. As an ERW, the creek is recognized by the state as a high-quality, warm water sport fishery and is monitored to protect against degradation due to human impacts such as agricultural runoff and exurban development runoff. Currently, there is no public creek access in the Town of Beloit, although the Town owns undeveloped parkland in the Ber-Mar subdivision (near Paddock Rd. and St. Lawrence Ave.) that is within about 500 ft. of a segment of the creek. The Town should work with property owners for an access easement from this parkland to the creek for low-impact uses such as sport fishing or wildlife viewing.
- **Goose Creek**- This creek, officially unnamed, flows through the far northern sections of the Town into the Rock River near the Town's wastewater treatment plant (WWTP) on Walters Rd. For much of its length, the creek is buffered by floodplain and wetlands, and there is no public creek access. It is important to note that the general area surrounding the creek has seen consistent residential development in recent years, and is planned for considerable urban growth in the future. Creek preservation and protection should be a priority, as should providing opportunities for responsible and sensitive recreation opportunities related to or incorporating the creek.

Land Resources

- **Rock River Prairie State Natural Area**- This 35-acre State Natural Area (SNA) north of the Town's WWTP is owned and maintained by the WisDNR since being designated as an SNA in 1999. This area is open to the public and contains a dry prairie situated on the rolling terrace above the Rock River, inhabited by several rare and threatened plants. The prairie harbors over 50 native prairie species, many of which may reach their highest density in Rock County at this site. The site has a previous history of grazing and more recently has decreased in size due to woody species encroachment. Management activity by the DNR such as brushing and burning will help maintain the openness and integrity of the native prairie.

Outdoor Park Facility Inventory

The Town of Beloit owns 13 park sites for a total of 211 acres of public parkland in the community. Additionally, there are approximately 45 acres of outdoor recreational areas at the Town's three (3) school sites, the 35 acres of State Natural Area at Rock River Prairie, and over 200 acres of City of Beloit parks that have an influence on recreation choices available to Town residents.

On the next several pages, the summary of the Town's existing recreational facilities includes details about the current use and condition of each facility, in addition to some general park-specific recommendations that were developed through site visits, Parks Commission input, and public input.

Community Parks

1. Preservation Park- This 45-acre riverfront park is the "jewel" of the Town of Beloit parks system. Acquired from the Beloit Corporation by the Town in 1998, this park has been improved with the following:
 - i. Boat Launch and Docks;
 - ii. Paved Multi-Use Path Winding Through Entire Park;
 - iii. Children's ADA Accessible Playground Area;
 - iv. A softball diamond with backstop;
 - v. Parking for nearly 200 vehicles;
 - vi. Permanent Restroom Facilities;
 - vii. A Multi-Purpose Storage Facility; and
 - viii. 2 Large Rentable Pavilions and 2 Small Gazebos.

This park sees very heavy use and traffic and as such should be improved to the extent practical with recreational and public use areas that will serve the entire community. The following are recommendations for Preservation Park that have been developed in cooperation with the Town Parks Commission and as a result of the public input session. Town Staff have also played a key role in the development of these recommendations and plan as the feasibility of space, capital and time play a role in the improvement of this park. The following are a list of recommendations and their projected costs. The conceptual park map that shows the location and scale of these improvements is on the next page.

Preservation Park is home to the Town's annual "Festival on the Rock", the Beloit Lion's Club "Autorama", and (between 9-1-2016 and 8-31-2017) had various shelters and playground rented 57 times. This park does generate revenue from rentals.

Recommendations

- Remove and reclaim area that is currently a softball diamond to add to green space.
- Addition of new Town Hall facility in the Northeast corner of the Park when the time comes for replacement of the current facility. This is intended to keep the Town Hall centrally located, but more accessible to the greater population base.
- Renovation of the current permanent bathroom facilities and the addition of a large community center towards the River for rentals, meetings and educational/community events.
- Addition of 2 Volleyball courts in the area of the playground facilities.
- Addition of a spray park when municipal water becomes available.
- Addition of a "Riverwalk" to begin at the northwestern-most point of the park's river frontage and extending south of the park to the southwestern-most point of river frontage in Burwood Park.
- Add lighting where practical for greater safety.
- Add plantings, benches, picnic tables, etc. as needed.
- Maintain current level of maintenance.



2. Town Hall Park- This roughly 15-acre recreation area is located on Afton Road as part of the current (2018) Town Hall/DPW Campus. Although Afton Rd. is improved with dedicated Bike Lanes, the park is not heavily used for play purposes. The park has been improved with the following:
- i. Parking (unmarked) for no more than 50 vehicles;
 - ii. Softball diamond with backstop (older);
 - iii. Tennis Court (older);
 - iv. Restroom Facilities (within Town Hall); and
 - v. Swing set/Play area.

There was very little feedback through the public input sessions. As the Town's Public Works and Town Government facilities move to other locations within the Town, much of the land making-up the current campus will be subdivided and improved with a subdivision. The remaining park will be renamed and reduced to limit the maintenance liability for the Town.

Recommendations

- Remove and reclaim tennis court area.
- Remove and reclaim areas that are the current Roads Department and Town Hall when new facilities have been constructed.
- Add residential subdivision containing 13 single-family housing lots when all areas have been reclaimed and reduce the size of the park overall for more efficient use of the land and maintenance liability.
- Renovate current softball field facilities.
- Add driving range facilities (and netting if necessary).
- Add lighting where practical for greater safety.
- Add plantings, benches, picnic tables, etc. as needed.
- Maintain current level of maintenance.



3. McKearn Park- This 17.53-acre park is the Town's most centrally-located (in terms of population density) and arguably the most frequently used public park within the Town. McKearn Park lies on the East Side of Park Avenue near Hart Rd. This park is also a popular dog exercise area. Many of the park's facilities, including the park building, are in need of maintenance and/or are dilapidated to the point of replacement. The park has been improved with the following:

- i. Park building with small kitchen area, 2 restrooms, and indoor area for rentals;
- ii. Parking for 100 vehicles;
- iii. Volleyball Court (no net);
- iv. Temporary bathroom facilities;
- v. Playground equipment (older);
- vi. Soccer Fields (older without nets);
- vii. Tennis Courts (totally dilapidated);
- viii. Half-Court Basketball Hoop (older); and
- ix. Softball and Baseball Diamonds.

This park is maintained well by the Department of Public Works, but there is now a necessity for upgrades due to the level of wear and tear on all facilities along with age. Work on this park will be a priority. In addition to heavy use, the McKearn Park Building is also a polling place used for Town Election Operations and the location for all Parks Commission Meetings, making this a very visible landmark for residents.

This park, or portions of it including the Park Building are regularly rented throughout the year. The park, or portions of it, were rented 68 times between 9-1-2016 and 8-31-2017. This park does generate revenue and would probably generate much more if the site were improved according to the plan proposed in this **CORPP**.

Recommendations

- Remove and reclaim tennis court area.
- Reconstruct & Reconfigure area for 2 full-sized and 1 child-sized soccer field.
- Reconstruct & Reconfigure area for 2 softball fields.
- Reconstruct & Reconfigure area for 1 volleyball court.
- Add raised walking paths throughout the park as pictured in the conceptual drawings.
- Construct pavilion for use with Soccer and Softball Fields in center of park.
- Construct 1 full-sized basketball court.
- Add 2 pickleball courts.
- Reconstruct, add-to and/or refurbish playground area and equipment.
- Consolidate and expand parking into one lot on the south-end of the park.
- Reconstruct and Reconfigure the park's building to update and provide more rentable space.
- Add lighting where practical for greater safety and night-time facility use.
- Add plantings, benches, picnic tables, etc. as needed.
- Maintain current level of maintenance.



4. *Armstrong-Eddy (Rotary Park)*- Although undersized at only about 5-acres for a true community park, Armstrong-Eddy plays a community-wide role as a critical river access point, playground and picnic spot. This park too sees very high traffic and usage. In 2017, the Town Board entered into an agreement with the Beloit Rotary Club to re-brand the Park and the Rotary Club will add improvements from this plan as they are able. The park has been improved with the following:
- i. Boat Launch and Fishing Docks (old in need of reconstruction);
 - ii. Temporary bathroom facilities;
 - iii. Short walking/biking trail; and
 - iv. Playground Equipment.

This park is maintained well by the Department of Public Works, but there is now a necessity for upgrades due to the level of wear and tear on all facilities along with age. Work on this park will be a priority. Plans are underway to begin a reconstruction of the park's Boat Launch and parking facilities along with an upgrade to lighting in 2018.

This park generates revenues through Boat Launch Fees.

Recommendations

- Reconstruct and Reconfigure the parking/boat launch area(s) to allow for greater flow.
- Refurbish Boat Launch area.
- Add walking paths throughout the park as pictured in the conceptual drawings.
- Add a small pavilion.
- Reconstruct and Reconfigure playground area.
- Replace and expand upon playground equipment.
- Add lighting where practical for greater safety.
- Add plantings, benches, picnic tables, etc. as needed.
- Maintain current level of maintenance.



Neighborhood Parks

1. Bel-Crest Park- This 2.8-acre park is located in a rural-residential subdivision near State HWY 213 and County HWY Q (Beloit-Newark Rd.). The Park is shielded by trees and its current amenities are set back as to be rather inconspicuous to those not aware of its existence. The park has been improved with the following:
 - i. Small playground; and
 - ii. Picnic tables.

This park currently has no dedicated off-street parking for patrons' vehicles. There is a direct access from this park to State HWY 213, which allows for the possibility of connecting to future bike facilities.

Recommendations

- Add walking paths throughout the park as pictured in the conceptual drawings.
- Add 2 small pavilions.
- Reconstruct and Reconfigure playground area.
- Update playground equipment as needed.
- Construct 2 small parking areas to allow for off-road parking and safety.
- Add lighting where practical for greater safety.
- Add plantings, benches, picnic tables, etc. as needed.
- Maintain current level of maintenance.

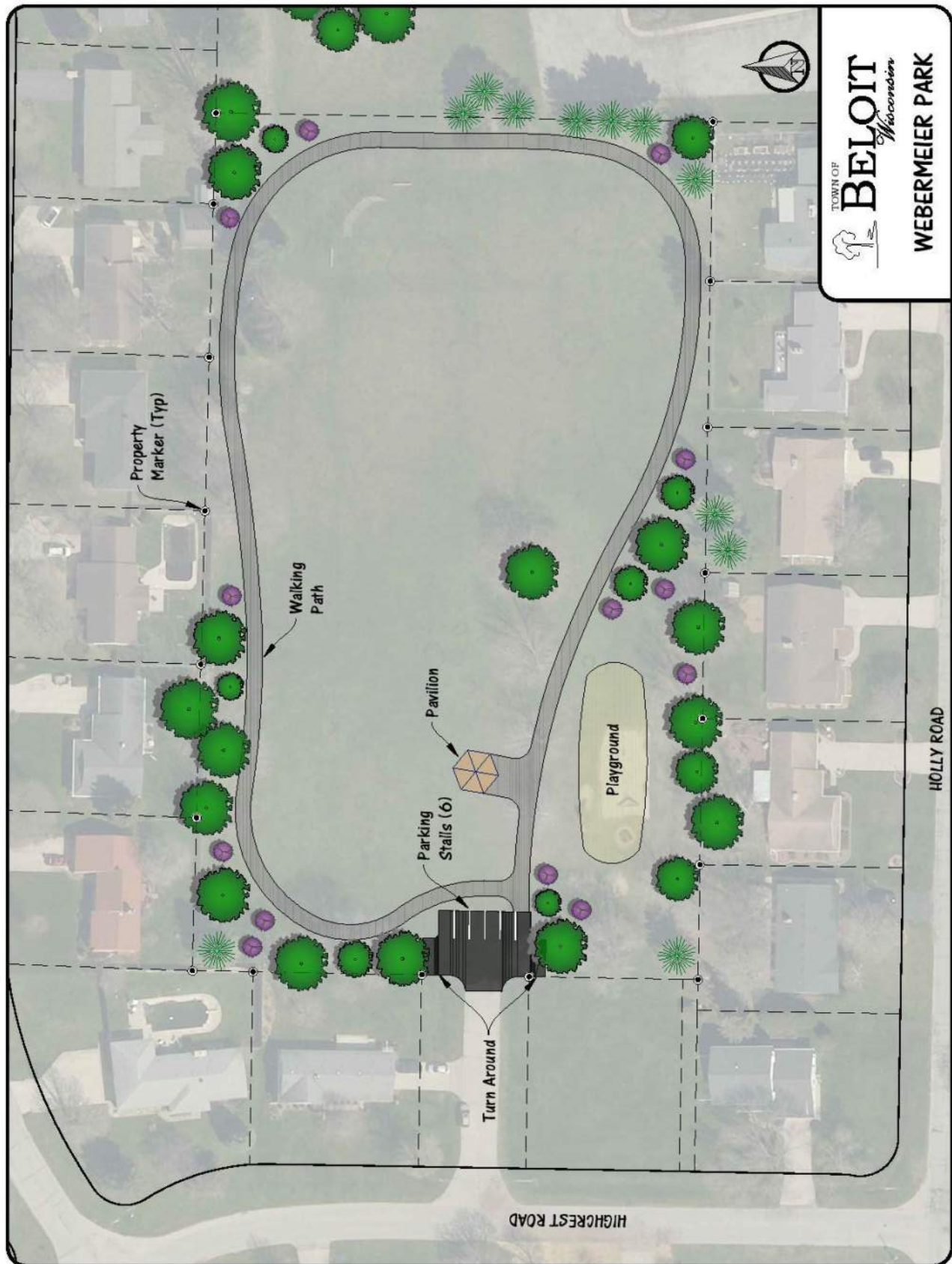


2. *Webermeier Park*- This 4.4-acre Park is located in the Garden Village Subdivision, adjacent to the Higher Ground Church Complex. This park is entirely surrounded by single-family residential homes and a church complex, making the only access an access drive off of High Crest Rd. The park has been improved with the following:
- i. Picnic Tables;
 - ii. Playground equipment (old); and
 - iii. Baseball Field with backstop.

There is currently no dedicated off-street parking for patrons' vehicles.

Recommendations

- Remove and reclaim area that is currently a softball diamond to add to green space.
- Add walking paths throughout the park as pictured in the conceptual drawings.
- Add a small pavilion.
- Reconstruct and Reconfigure playground area.
- Update and expand on playground equipment.
- Construct 1 small parking area to allow for off-road parking and safety.
- Add lighting where practical for greater safety.
- Add plantings, benches, picnic tables, etc. as needed.
- Maintain current level of maintenance.



3. Turner Estates Park- This 3.7-acre park is located in the northeastern part of the Town in the Turner Estates Subdivision. This park is surrounded by single family homes and, as such, is almost invisible. Despite its size and amenities, this park acts more as a “pocket park” than a true neighborhood park due to its lack of visibility and poor access. The park has been improved with the following:

- i. Playground equipment;
- ii. Picnic shelter;
- iii. Grills;
- iv. Horseshoe pits; and
- v. Picnic tables.

There is currently no dedicated off-street parking for patrons’ vehicles. Currently access to the park is limited to an asphalt path off Williams Drive to the north of the park.

Recommendations

- Add walking paths throughout the park as pictured in the conceptual drawings.
- Add 2 additional access paths into the park that connect with proposed walking path.
- Construct 2 small parking areas to allow for off-road parking and safety.
- Add lighting where practical for greater safety.
- Add plantings, benches, picnic tables, etc. as needed.
- Maintain current level of maintenance.



Mini-Parks

1. Whispering Heights Park- This .5-acre park is located in a rural subdivision north of Beloit-Newark Road. The park is improved with a small play area and an older swing set. The park functions as a playground for the immediately adjacent residents.

Recommendations

- Update playground equipment when practical.
- Add lighting where practical for greater safety.
- Add plantings, benches, picnic tables, etc. as needed.
- Maintain current level of maintenance.



2. Burrwood Park- This .4-acre park is located within the Burrwood Park subdivision between the Rock River and State HWY 51. The park is improved with a play area containing outdated play equipment and a half-court basketball court.

Recommendations

- Update playground equipment when practical.
- Add lighting where practical for greater safety.
- Add plantings, benches, picnic tables, etc. as needed.
- Reconstruct & Reconfigure area for 1 full-sized basketball court.
- Maintain current level of maintenance.



Conservancy Areas

1. *The Ravines*- This 6.8-acre undeveloped property is located along the Rock River at Ravine Drive, in the southern portion of the Ravines subdivision. The property is heavily wooded and steeply sloping, with as much as a 50-foot change in elevation from the “upper portion” near the road to the “lower portion” along the riverbank. This is an unsigned park with access by any mode of transportation being difficult.



Recommendations

- Maintain current condition & level of maintenance.
 - Work on feasibility for trails and/or education initiatives. If feasible, reevaluate the plan and use of this park.
2. *Ber-Mar Park*- This 1.6-acre unimproved and unmarked park is located in the Ber-Mar Estates subdivision, a remote and rural residential subdivision in the Town’s southwest side. The property is heavily wooded and is located approx. 500 ft. from a segment of the east fork of the Raccoon Creek. Given this proximity, this park may



be the Town’s best opportunity to provide access to the Creek for passive recreational use.

Recommendations

- Maintain current condition & level of maintenance

- Work with adjacent property owners to secure public access to Raccoon Creek. If access can be negotiated, reevaluate the plan & use of this park.

3. Glenwood Park- This 8,900-sf unimproved and unmarked park in the Glenwood Park subdivision between the Rock River and State HWY 51. This park is heavily grown over with trees and brush and is entirely located within the 100-year floodplain. This property does not front the river and offers no access to that resource.

Recommendations

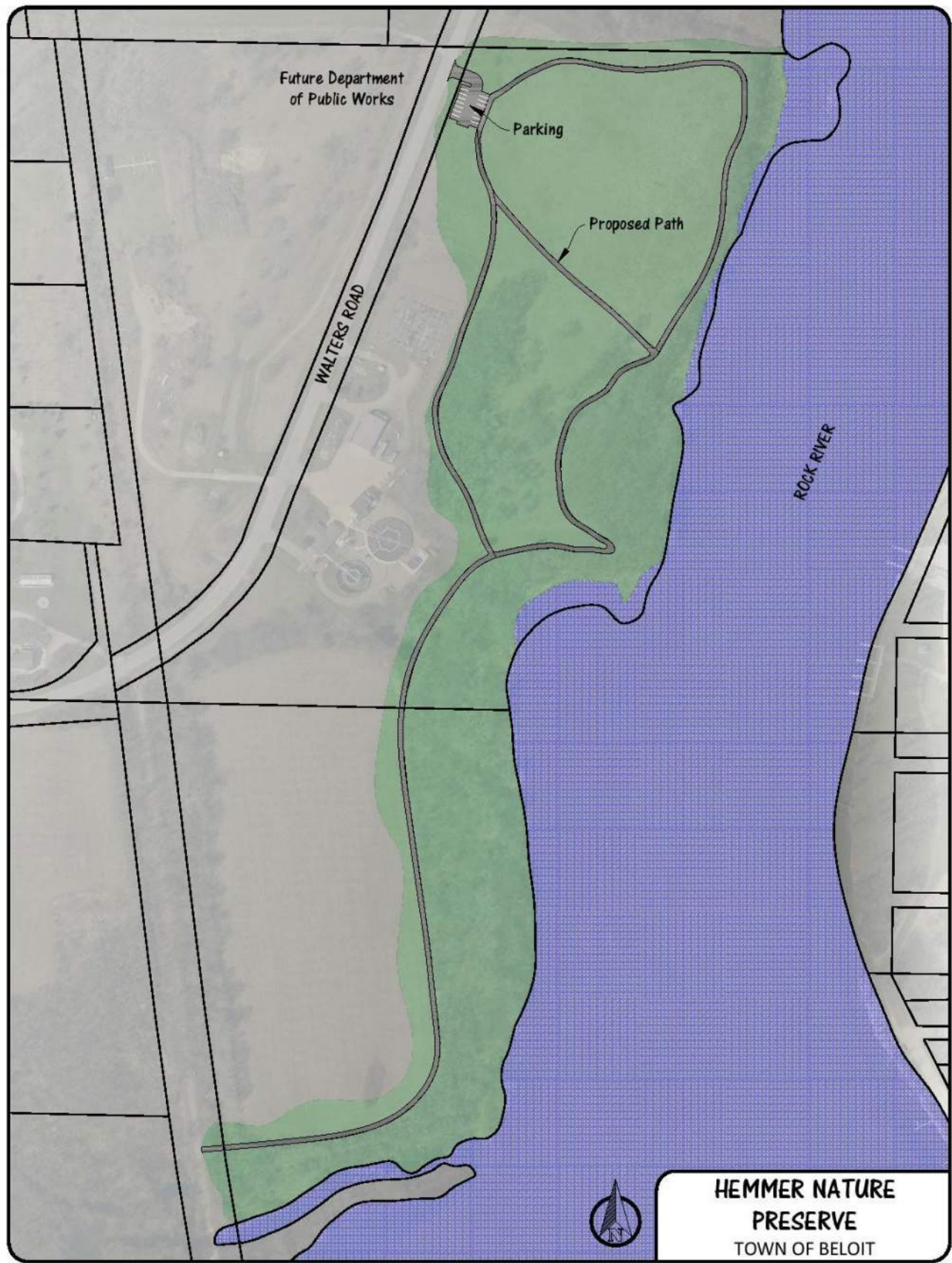
- Maintain current condition & level of maintenance

4. Hemmer Nature Preservation Area- The Hemmer Nature Preservation Area is a new concept for a trail system and conservation area on 105 acres of Town-owned lands which are also home to the Town's Waste Water Treatment Plant, New Roads Department and Police Shooting Range. This land is currently largely undeveloped due to it having been used as a refuse dumping facility decades ago. While reclamation has completed and the area is fully reclaimed and restored, large portions of this land directly south of the Rock River Prairie State Natural Area are unusable as buildable land. With such picturesque views and direct access to the Rock River, it was decided that this land, instead of sitting inaccessible, should be opened to the public with minimal trail work and educational signage. This would be of great benefit to the Town, its residents, visitors, and conservation and education efforts for the entire region.

Recommendations

- Create off-street parking (gravel) and directional/monument signage.
- Install nature trails as contemplated on the conceptual map on the next page.
- Install educational signage and benches where feasible.
- Maintain appropriate level of maintenance.





School Parks

1. Turner Middle/High School- The Turner campus is located on Inman Parkway at Bartells Drive totaling approx. 30 acres excluding the school itself. Facilities include open space, ballfields, a volleyball court, basketball hoops, and ample parking. Turner also has a multi-sport stadium facility with a football field and running track, although public access to these facilities are limited.
2. Powers Elementary School- The Powers campus is located less than a mile west of Turner, on Hillside Drive. Minus the school itself, the Powers campus includes a ballfield, children's play area, basketball hoop, and generous parking and open spaces over 7.5 Acres of land.
3. Townview Elementary School- Townview Elementary is located in a more rural setting on the west side of the Town of Beloit, on Beloit-Newark Road (CTH Q) about a quarter-mile east of Nye School Road. Amenities at the roughly 6.5-acre facility include a ballfield, children's playground equipment, basketball and paved parking.

Recommendations

- Continue working with the Turner School District to ensure connectivity and safety between schools, area parks and residential areas.



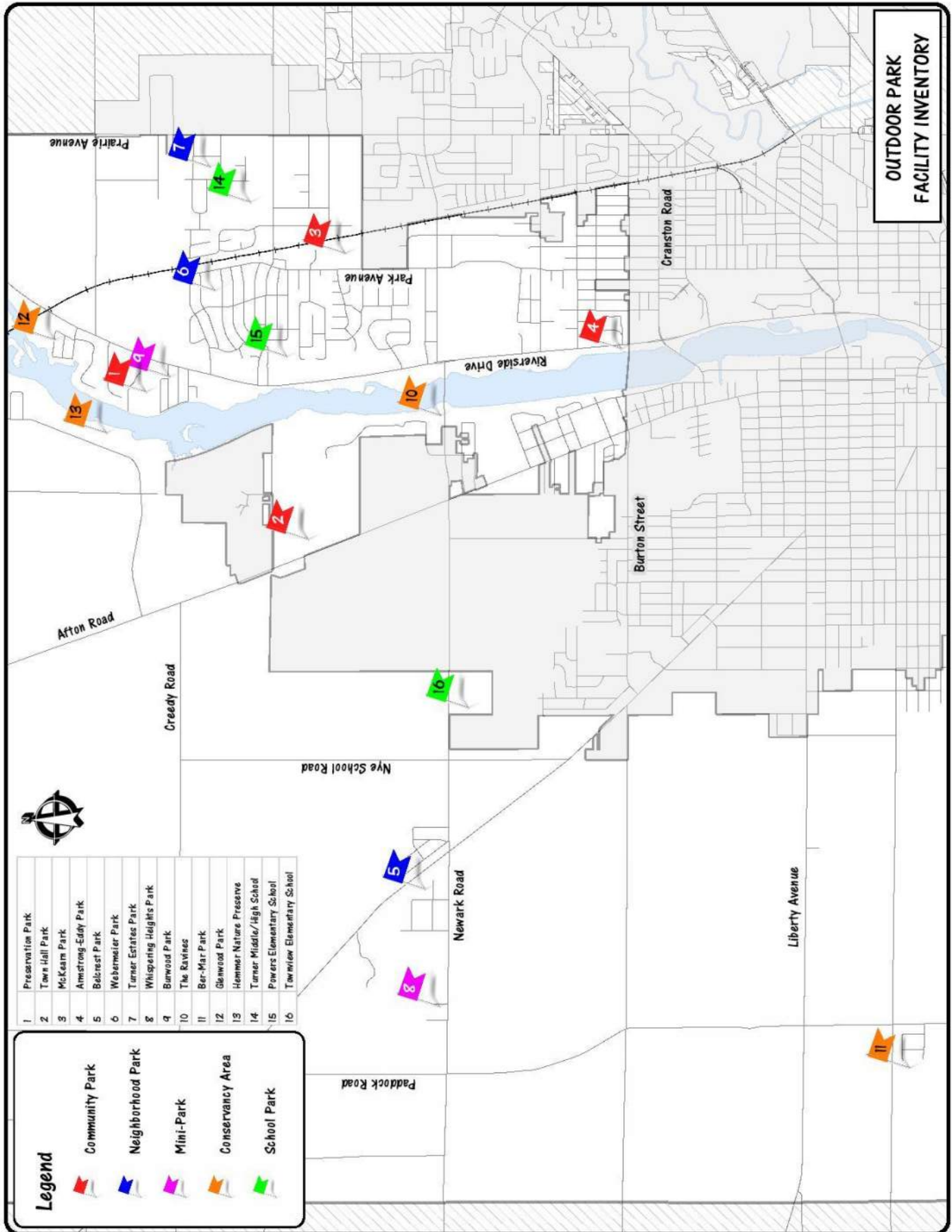
Figure 1-Turner Middle/High School Campus



Figure 3-Powers Elementary School Campus



Figure 2-Townview Elementary School Campus



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Outdoor Pedestrian and Bicycle Facility Inventory

The Town of Beloit is a very unique community. The combination of virtually every type of rural, agricultural, sub-urban and urban areas is not often seen in one community. While this is a huge benefit to the diversity of the Town, it does pose issues when planning for connectivity and transportation alternatives throughout the community. The Town is responsible for over 80 miles of roadway and is intersected by State Highways 213 (Madison Road) and 51 (Riverside Drive) and County Highways Q (Newark Road), BT (Inman Parkway), G (Prairie Avenue), and D (Afton Road). The number of highly traveled roadways that run through the Town make the Town of Beloit a thoroughway for many commuters. This also gives the Town a very unique opportunity to plan for and implement improvements that can have a positive effect on the transportation network.

To spite the many varied types of planning area and the numerous motorized routes, the Town has very comparatively few facilities for pedestrian and bicycle use. This is something that is being addressed where appropriate through the Town's Smart Planning Policy Initiative, but will take some time to come to fruition. Existing pedestrian and bicycle facilities include the following:

Sidewalks	51,337 In ft. or 9.72 mi.
Off-Road Bicycle & Pedestrian Facilities	16,920 In ft. or 3.20 mi.
On-Road Bicycle Facilities	40,123 In ft. or 7.60 mi.
Total	108,380 In ft. or 20.53 mi.

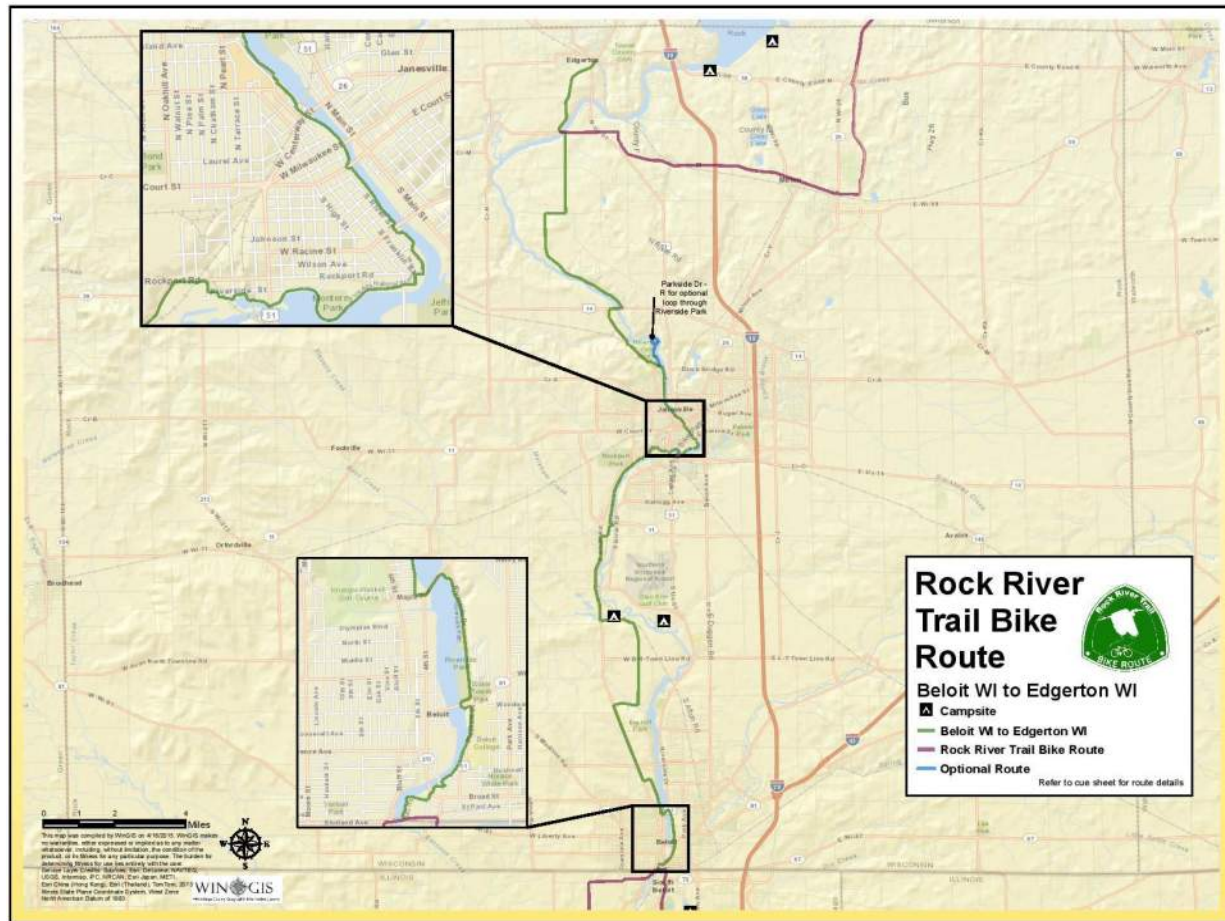
On the next several pages, the summary of the Town's existing pedestrian and bicycle facilities includes details about the current use and condition of each facility as well as the locations and types of future facilities. Information for this portion of the plan was solicited from residents as well as the Stateline Area Transportation Study Metropolitan Planning Organization (SLATS-MPO), the Rock County Parks Department, the City of Beloit Department of Parks & Leisure Services, the Rock River Trail Initiative and the Rock Trail Coalition.



There are several regional groups (as outlined above) that have a vested interest in the development of pedestrian, bicycle and waterway trails that promote connectivity, alternative transportation, recreation, healthy lifestyles, conservation and education. The Rock River Water Trail and Rock Trail Coalition's efforts for both existing and proposed facilities to connect areas and communities both north and south of the Illinois border along the Rock River are pictured on the following page.

The Rock Trail Coalition has been especially active within the Town of Beloit as a major component of their Beloit-Janesville Bike Trail traverses the Town on the west side of the Rock River and is a mix between on-road bike path running northbound on S Afton Rd. and Duggan Rd. to off-road pedestrian and bicycle facilities running through the City of Beloit's Big Hill Park and winding through Town-owned lands between Walters and Duggan Roads.



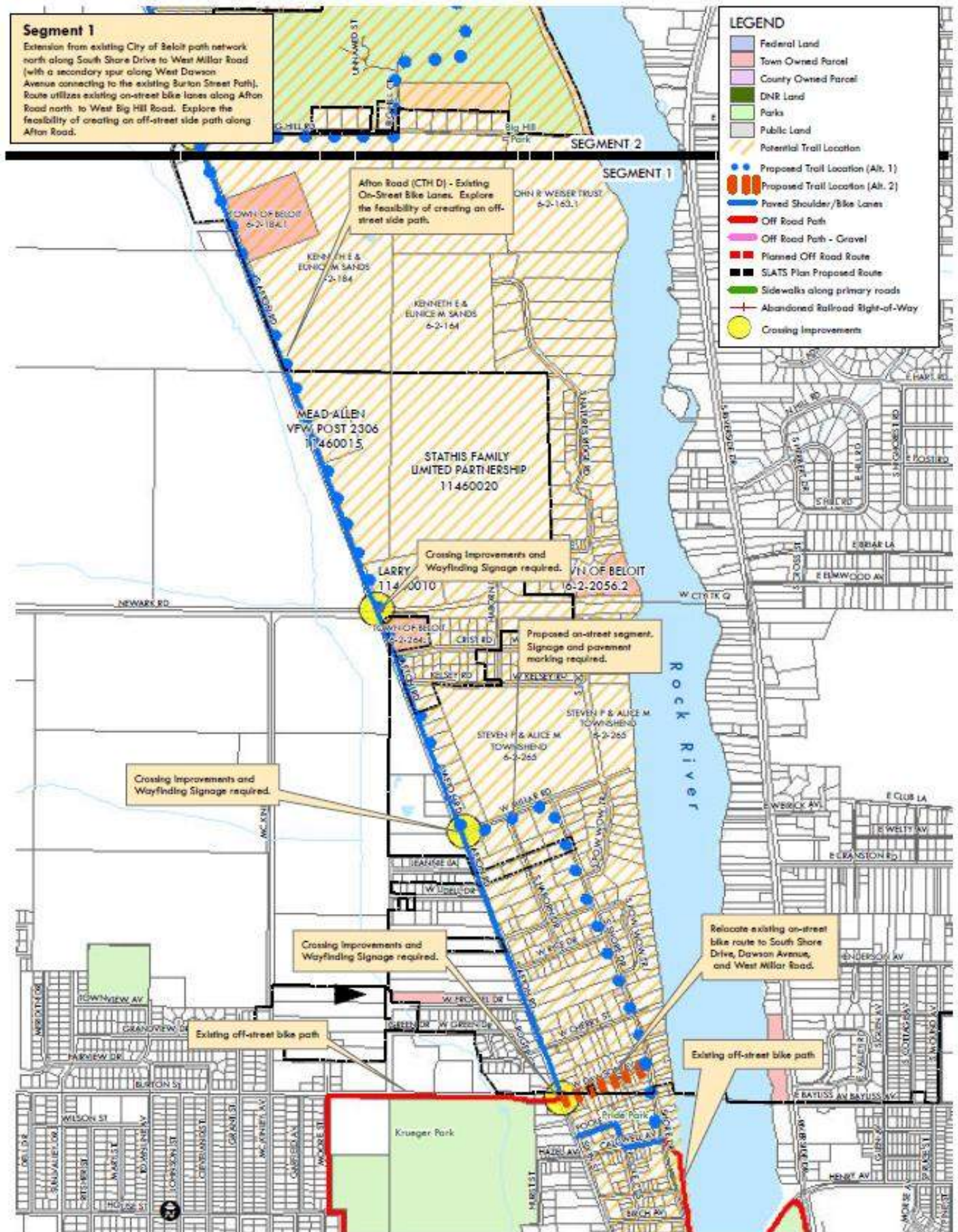


Big Hill to Krueger Link (Segment 1)

Segment 1 offers bicycle connection from Krueger Park on the City of Beloit's West Side to Big Hill Park via a combination of on and off-road routes. Segment 1 begins with an on-street connection on South Shore Drive to the existing City of Beloit path network currently terminating at Caldwell Avenue/Reverend U.S. Pride Park. The on-road route continues to Millar Road, where it turns west to connect to a proposed side-path (heading north) or existing on-street lanes (heading south) at Afton Road. Segment 1 includes an on-road spur at West Dawson Avenue (from Shore Drive to Afton Road) to meet with an existing City trail at Burton Street which provides off-road connection to and through Krueger Park. The Dawson Avenue jog is proposed to replace an existing on-road "zig-zag" route using Caldwell Avenue and Poole Court between Shore Drive and 6th Street (Afton Road/CTH D in the City of Beloit). The Dawson route is preferred as it provides the rider with a straight-line connection to the Burton Street side path and altogether avoids riding on 6th Street. Segment 1 completes a connection from Big Hill Park at the City's northern edge to the Wisconsin - Illinois State Line (at Shirland Avenue/Beloit Transit Center), and provides for access to a number of local landmarks along the way.

While Afton Road (County Highway D) is currently improved with on-street signage and pavement markings designating it as a bike route, an off-street side path on the east side of Afton Road is a preferred option from W. Big Hill Road to W. Millar Road. The lack of separation between motor vehicles and bicycle facilities on Afton Road likely presents an impediment to heavier use of this route by bicycles. Concerns from riders who have used the Afton Road bike lanes included speeds of motorists, broken glass and other debris, and in some cases roadkill being impediments to using the on-street lanes.

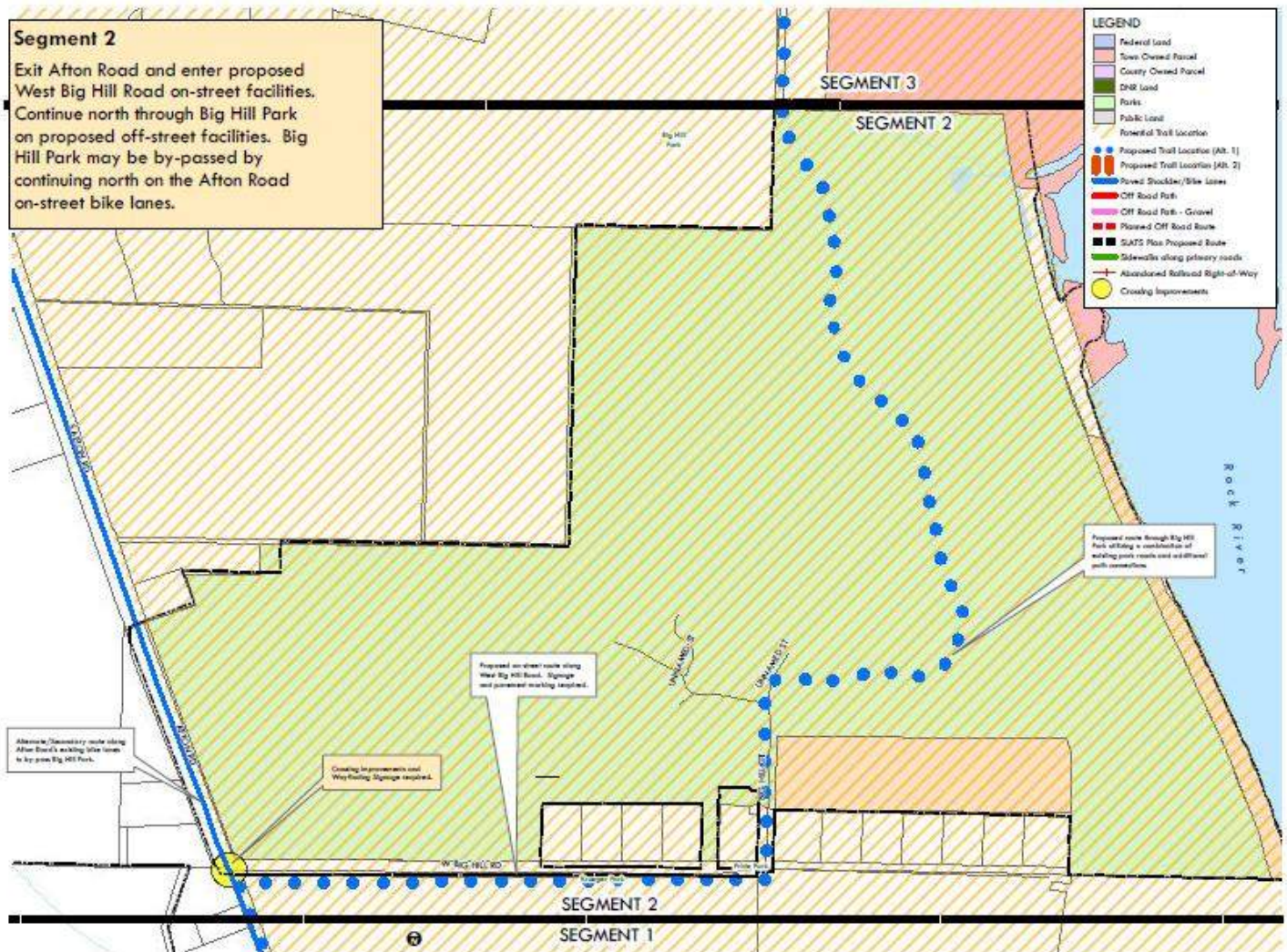
In addition to the Afton Road side path, several signage and crossing improvements are recommended within Segment 1. Wayfinding signage is recommended for Dawson Avenue, Shore Drive, and Millar Road as these proposed on-street systems provide new connections linking the off-road facilities discussed above. In addition, crossing improvements are proposed along Afton Road at intersections with County Highway Q (Newark Road) West Dawson Avenue, West Millar Road, and West Big Hill Road. Improvements may include pavement markings, improved signage, and lighting.



Big Hill Route (Segment 2)

Segment 2 focuses on Big Hill Park within the City of Beloit, establishing much-improved bicycling access. Segment 2 is to exit Afton Road at West Big Hill Road and use on-street facilities to the park entrance, where an off-street network utilizing a combination of existing park roads and additional path connections will be developed to continue through Big Hill Park to the north, meeting the existing, unimproved, (roughly) 35-foot-wide right-of-way for South Duggan Road. From this point a short on-street connection continues north for some 700 feet to meet Town of Beloit owned property near the intersection of South Duggan Road and South Walters Road.

Existing on-street bike lanes on Afton Road will remain both north and south of West Big Hill Road, providing on-road bicyclists with a "bypass" option versus going through the park. Additionally, an off-street path in the east right-of-way of Afton Road is recommended as an additional bypass option for less experienced riders.

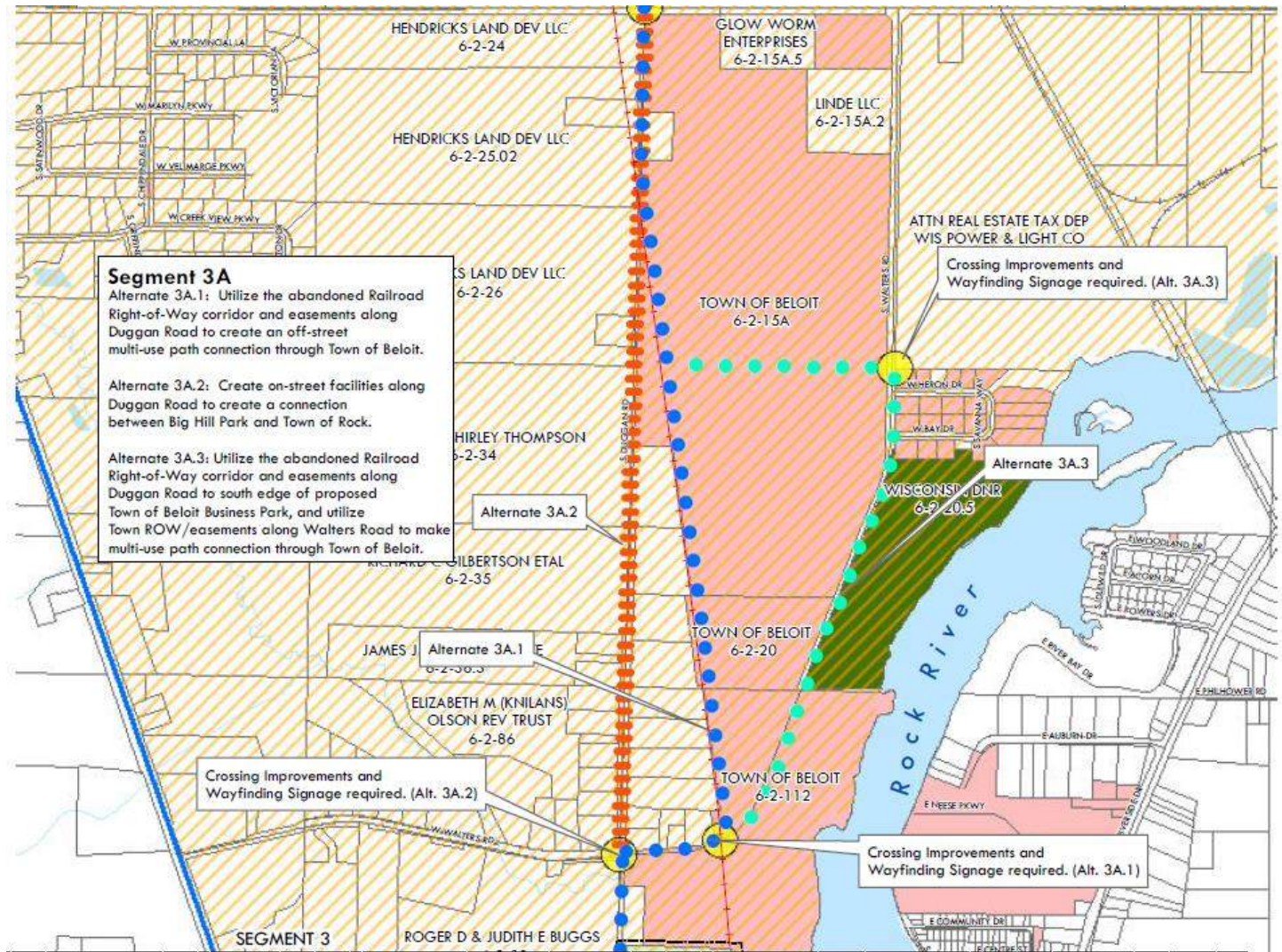


Walters-Duggan Route (Segment 3)

Segment 3 picks up on Town of Beloit property on the south side of Walters Road near its intersection with South Duggan Road. The southern portion of the route is proposed to be an off-road path, continuing east and then north on Town property to avoid a rather dramatic curve on Walters Road before passing through town-owned right of way for Walters Road in front of the Rock River Prairie State Natural Area (on the opposite side of the roadway). After continuing north past the DNR property, the path turns west across Walters Road to Town of Beloit-owned property before meeting with former right-of-way for the Chicago and Northwestern Railroad, now in Town of Beloit ownership. Once on the former rail right-of way, the path heads north/northwest until once again intersecting with South Duggan Road, where the route goes on-street. The on-street segment continues north on Duggan Road through the Town of Rock, before again meeting

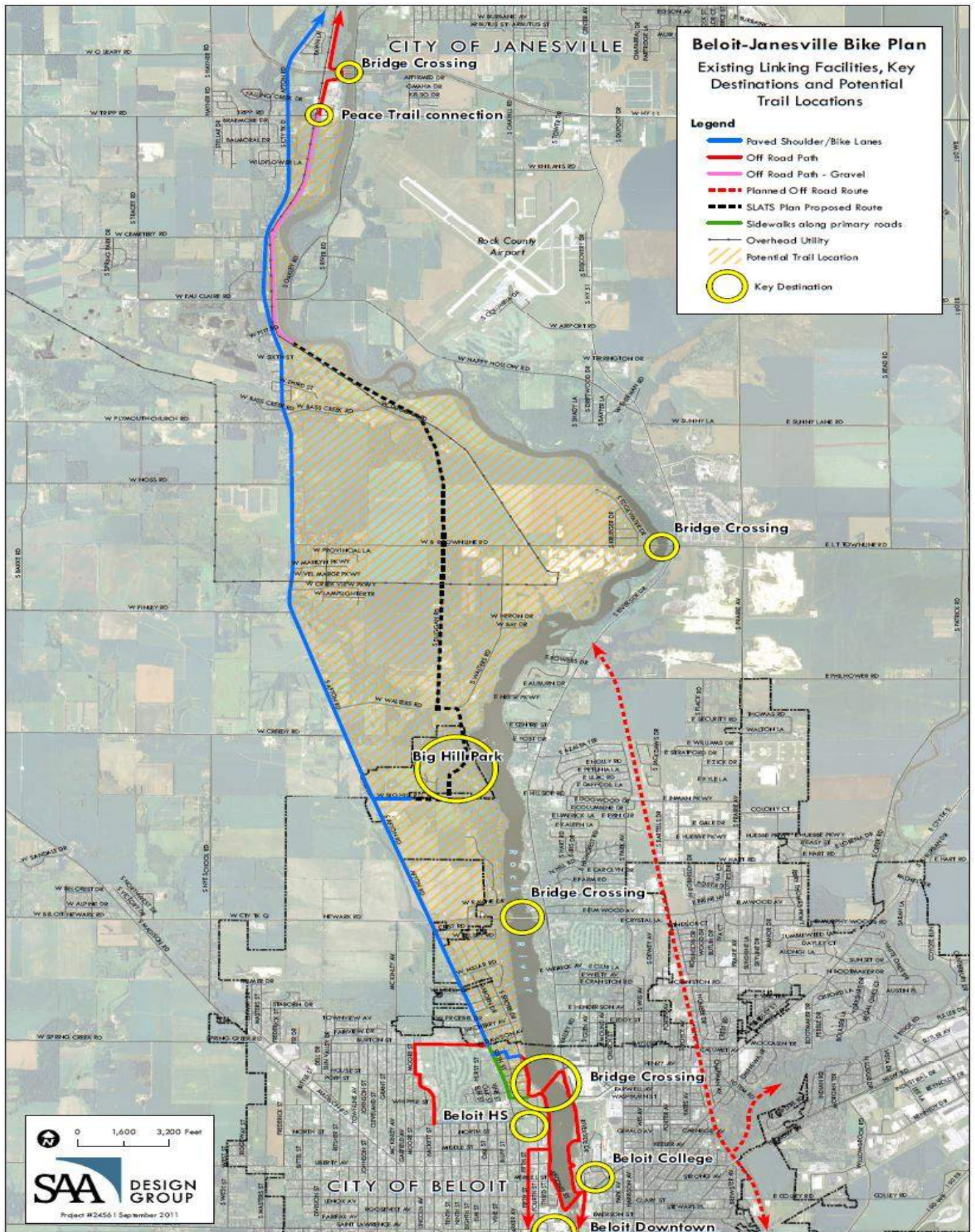
former right-of-way for the Chicago and Northwestern Railroad just east of Afton. In addition to the proposed Walters and Duggan route, it should be noted that existing on-street lanes on Afton Road will remain. Essentially, the Walters-Duggan route provides an alternative journey through the Towns of Beloit and Rock for bicyclists - one that is decidedly less-traveled by automobiles.

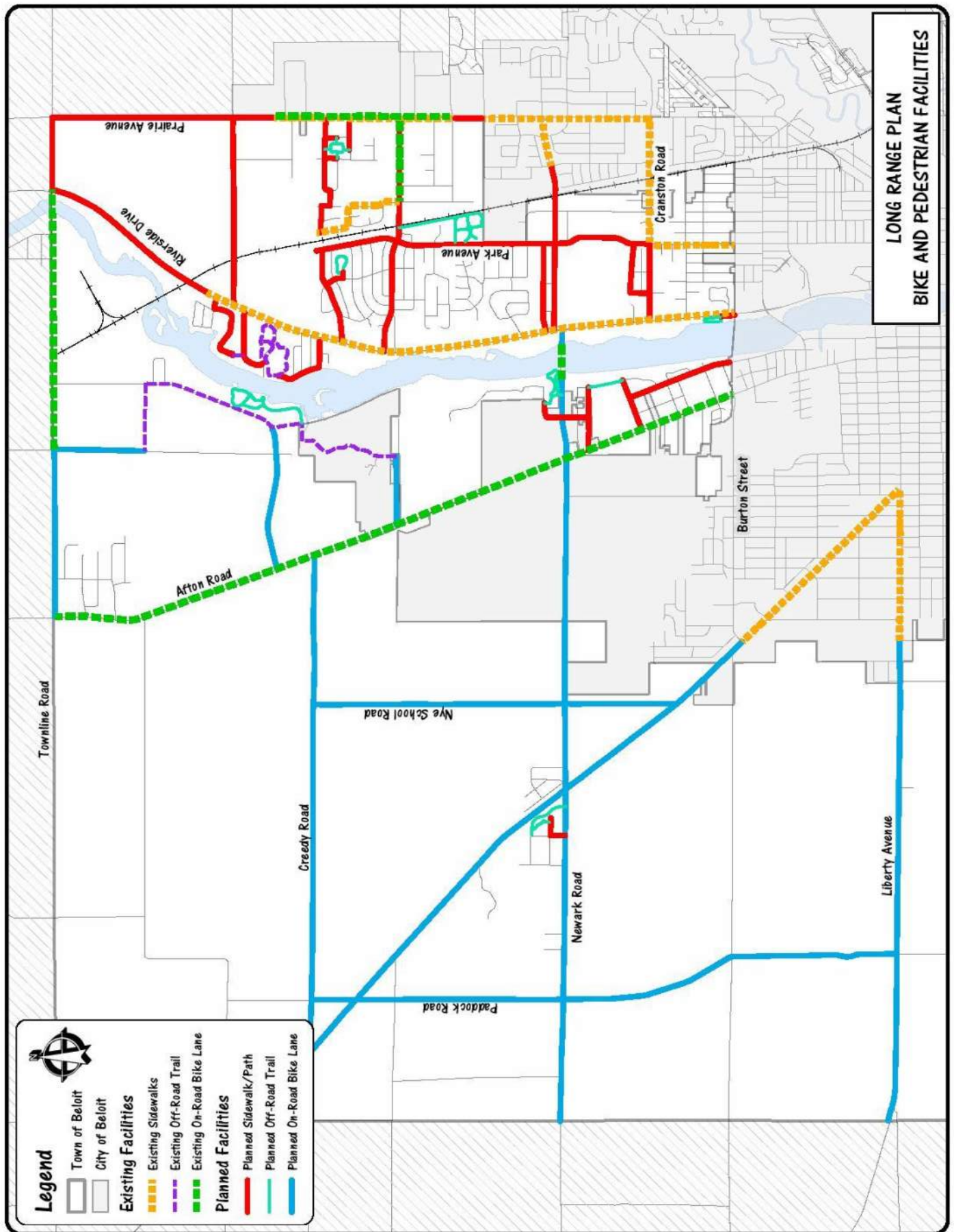
Pavement marking, signage, and crossing improvements will be an important component of the development of Segment 3. Wayfinding signage is recommended at the Duggan Road intersection with the proposed off-road path and at the Duggan Road/Townline Road intersection. Crossing improvements will be necessary at the Duggan Road/Townline Road intersection.



The preceding language, in large part, describing current and proposed improvements over the 3-segment Beloit-Janesville Trail was extracted from the SLATS-MPO Plan for this system developed in 2011-2012. While the plan is well researched and written, it is decidedly geared more for the benefit of the Cities of Beloit and Janesville, paying little mind to the Town of Beloit. This is a major reason for undertaking pedestrian and bicycle facilities as a component of the Town's updated **CORPP**.

The map on the following page is meant to highlight the context of the project as well as current/future conditions and points of interest as communicated by the SLATS-MPO. The map outlining the existing and proposed paths and crossings developed by the Town of Beloit as a part of this **CORPP** process immediately follows.





Existing Sidewalks

The Town of Beloit currently has 51,337 In ft. or 9.72 miles of existing sidewalks. All of these sidewalk facilities are located in the eastern and more urban and sub-urbanized portions of the Town. Current sidewalk facilities are as follows:

- State Highway 51 (Riverside Drive) from Bayliss Avenue on the Town's southern border to an area just north of East Powers Drive. This sidewalk runs north-south on the eastern side of the highway.
- Park Avenue from Bayliss Avenue on the Town's southern border to Cranston Road. This sidewalk runs north-south and is on both sides of the avenue.
- Cranston Road from Park Avenue to County Highway G (Prairie Avenue) in the City of Beloit. This sidewalk runs west-east and is on both sides of the road.
- Bartells Drive from Inman Parkway to the area where Bartells Drive becomes a dead-end. This sidewalk runs north-south and is on the east side of the drive.
- County Highway G (Prairie Avenue) from Huebbe Parkway to Philhower Road. This sidewalk runs north-south and is on the west side of the street.

Proposed Sidewalks

As the placement of the sidewalks listed above are insufficient to service the population density located in the area of the Town east and immediately west of the Rock River, sidewalk expansion is proposed to better connect pedestrians with popular business, civic and school destinations. These proposed sidewalks are as follows:

- Shore Drive from Burton Street to Milar Road.
- Milar Road from County Highway D (Afton Road) to Pow Wow Trail.
- West Kelsey Road from County Highway D (Afton Road) to South Lookout Drive.
- Haborn Drive from West Kelsey Road to West Ravine Drive with a pedestrian crossing on County Highway Q (Newark Road).
- Cranston Road from State Highway 51 (Riverside Drive) to Park Avenue.
- Genevieve Avenue from Cranston Road to Club Lane.
- Club Lane from Genevieve Avenue to Park Avenue.
- Park Avenue from Cranston Road to the area where Park Avenue becomes a dead-end north of Azalea Terrace (this is anticipated to be a component of a large road reconstruction on Park Avenue from Cranston Road to Inman Parkway in 2022).
- Elmwood Avenue from State Highway 51 (Riverside Drive) to Robinson Drive in the City of Beloit.
- Briar Lane from State Highway 51 (Riverside Drive) to Park Avenue.
- Prairie Avenue from Hart Road to Huebbe Parkway.
- Inman Parkway from State Highway 51 (Riverside Drive) to Prairie Avenue (this project is being considered for the TAP/SRTS grant in 2022).
- Prairie Avenue from Philhower Road to Townline Road.
- State Highway 51 (Riverside Drive) from just north of East Powers Drive to Townline Road.
- Philhower Road from State Highway 51 (Riverside Drive) to Prairie Avenue.
- East Zick Drive from County Highway G (Prairie Avenue) to South Flack Road.
- East Williams Drive from County Highway G (Prairie Avenue) to Turner Drive.
- Turner Drive from East Williams Drive to East Whippoorwill Way.
- East Whippoorwill Way from Turner Drive to Bartells Drive.
- Auburn Drive from State Highway 51 (Riverside Drive) to the area where the road dead-ends at Preservation Park.
- East Yost Drive from State Highway 51 (Riverside Drive) to South Ski View Drive.
- South Ski View Drive from East Yost Drive to the area where the road dead-ends at Preservation Park.

In addition to these proposed sidewalks, and noted in the previous section addressing conceptual park improvements, the Town will also be installing walking path facilities for use by pedestrians and bicyclists within the larger Town parks. The Town may also require that sidewalks be installed with future projects depending on need and feasibility.

Existing Off-Road Trail

Off-road trails within the Town largely exist as a part of the Rock County/Rock Trail Coalition trail initiative which is outlined in the preceding pages. This trail network, commonly referred to as the Beloit-Janesville Trail. However, there are paths/trails which exist in Preservation Park which can also accommodate bicyclists. The Town currently has 16,920 In ft. or 3.20 miles of off-road trails

Proposed Off-Road Trails

Proposed off-road trails within the Town are currently planned in conjunction with park improvements and are very similar to the paths/trails which currently exist in Preservation Park. Unlike the Beloit-Janesville Trail, these proposed park improvements will be looped within each park and will have no “destinations” as with larger regional trails. However, these park paths/trails will link with other pedestrian and bicycle facilities to ensure connectivity. One proposed off-road trail would connect McKearn Park on the Town’s East Side with Inman Parkway via the current railroad right-of-way to help safely connect students with the park.

Existing On-Road Bicycle Facilities

The Town currently has 40,123 In ft. or 7.60 miles of on-road bicycle facilities. A large portion of these facilities are in conjunction with the Rock County/Rock Trail Coalition trail initiative which is outlined in the preceding pages. This trail network, commonly referred to as the Beloit-Janesville Trail. Existing on-road bicycle facilities are as follows:

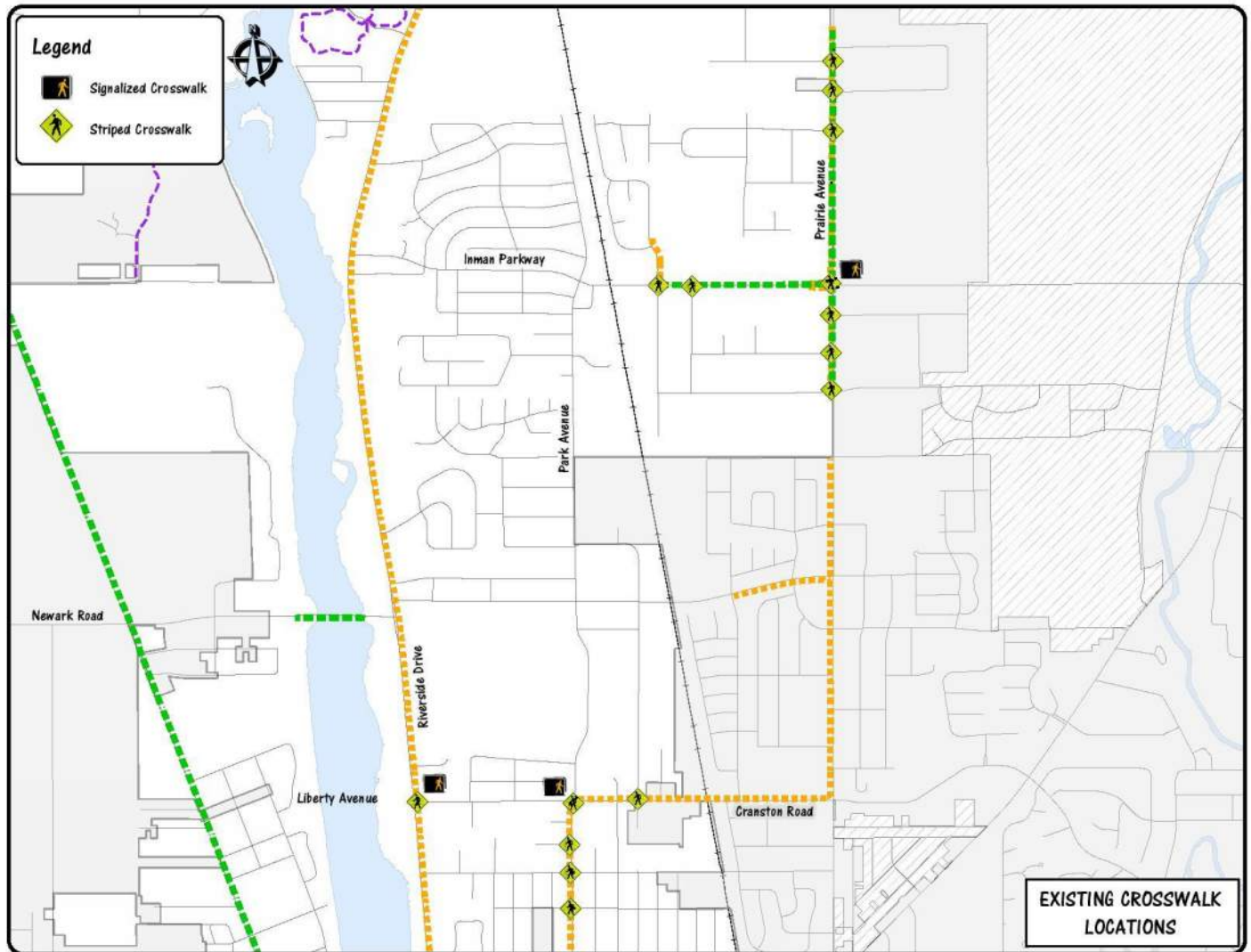
- County Highway D (Afton Road) from Burton Street to Townline Road. This bike lane runs north-south on the eastern side of the roadway.
- Townline Road from Duggan Road to State Highway 51 (Riverside Drive). This bike lane runs west-east and on the southern side of the roadway.
- County Highway G (Prairie Avenue) from Huebbe Parkway to Philhower Road. This bike lane runs north-south on the western side of the roadway.
- County Highway BT (Inman Parkway) from County Highway G (Prairie Avenue) to Bartells Drive. This bike lane runs west-east on the northern side of the roadway.
- Park Avenue from Bayliss Avenue to Cranston Road.

Proposed On-Road Bicycle Facilities

The Town proposes, as a component of this **CORPP**, a very large increase in the number of on-road bicycle facilities. The proposed on-road facilities are as follows:

- Liberty Avenue from Masters Street to the Town’s western border with the Town of Newark.
- Paddock Road from Liberty Avenue to Creedy Road.
- County Highway Q (Newark Road) from Riverside Drive to the Town’s western border with the Town of Newark.
- State Highway 213 (Madison Road) from Burton Street in the City of Beloit to the Town’s northwest border.
- Nye School Road from State Highway 213 (Madison Road) to Creedy Road.
- Creedy Road from County Highway D (Afton Road) to the Town’s western border with the Town of Newark.
- Townline Road from County Highway D (Afton Road) to Duggan Road.
- Walters Road from County Highway D (Afton Road) to intersect with the Beloit-Janesville Trail.
- County Highway BT (Inman Parkway) from State Highway 51 (Riverside Drive) to Park Avenue.
- Park Avenue from Cranston Road to Azalea Terrace.
- Azalea Terrace from Park Avenue to State Highway 51 (Riverside Drive).
- State Highway 51 (Riverside Drive) from Bayliss Avenue to Townline Road.
- Philhower Road from State Highway 51 (Riverside Drive) to County Highway G (Prairie Avenue).
- Elmwood Avenue from State Highway 51 (Riverside Drive) to County Highway G (Prairie Avenue).
- Complete any gaps in facilities on County Highway G (Prairie Avenue) from Cranston Road to Townline Road.

In addition to these proposed bicycle facilities, and noted in the previous section addressing conceptual park improvements, the Town will also be installing walking path facilities for use by pedestrians and bicyclists within the larger Town parks. The Town may also require that bicycle facilities be installed with future projects depending on need and feasibility.



Crosswalks

An important component in the planning for the expansion of pedestrian and bicycle facilities are the locations at which these facilities would cross roadways. Considerations such as those described in detail earlier in this chapter will be important in ensuring pedestrian and bicyclist safety with any expansion projects.

CHAPTER 6 MAINTENANCE

Repetitive and short-term maintenance includes activities such as sweeping, snow and ice removal, landscape maintenance, pavement marking maintenance, drain systems clearance, and pothole repair that must be performed at a routine frequency. Such activities are crucial to maintaining safe parks, as well as bicycle and walking surfaces; adequate sight distances and clearance; and clear and visible markings. Activities such as landscape maintenance, sweeping, graffiti removal, and general trash pick-up also affect the aesthetic environment and promote use of parks and an active citizenry through maintenance of a more secure and pleasing environment. Putting routine maintenance measures in place reduces hazards and the need for major maintenance. Regular inspections of structures and general surface conditions should also be performed to detect major maintenance needs. Maintenance activities related to the safe operation of a facility should always receive top priority.

1. **Signs and Traffic Markings-** Signs inform and educate the public, warn motorists, bicyclists and pedestrians and should be inspected regularly and kept in good condition.
2. **Sight Distance and Clearance-** Sight distances on parallel roadways and trails should not be impaired leading up to crossings and curves and should be increased around parks and places with regular use by children and the elderly. Trees, shrubs and tall grass should be inspected and either removed or trimmed if it may interfere. Adequate clearances on both sides and overhead should be checked regularly. Tree branches should be trimmed to allow enough room for seasonal growth without encroaching onto the street, sidewalk or trail consistent with Town Ordinance.
3. **Surface Repair-** Streets and trails should be graded, patch and/or repaired and resurfaced on a regular basis as needed. It is important that finished patches be flush with the existing surface. Skid resistance of the repaired area should be the same as the adjoining surface. Ruts should be removed by whatever measures are appropriate to give a satisfactory result and avoid recurrence. Shoulders should also be kept in good repair.
4. **Drainage-** Appropriate measures should be taken to prevent seasonal washout, silt, or gravel washing across a street or trail and to prevent unwanted puddling. It is also important to watch out for sinking. Installing culverts or building small bridges on path routes could be considered a maintenance function to achieve an immediate result and avoid the expense of contracting. Drainage grates should not have parallel openings that could catch narrow bicycle tires or cause a tripping hazard. Maintenance personnel should be instructed to ensure that grates are positioned so that openings are at angles toward the flow of traffic for that specific area and that they are flush with the pavement.
5. **Sweeping and Cleaning-** The tires of a bicycle can be easily damaged by broken glass and other sharp objects as pedestrians may also be seriously injured. Leaves and ice present a serious safety issue on walkways and driveways. Sand or loose gravel on an asphalt surface can cause a serious fall. Leaves can hide potholes and other hazards. When mechanically sweeping roadways, there should also be concern that material is not thrown onto a bike lane, shoulder, sidewalk or trail. Following snow events or icy conditions, additional sweeping may be required if there is an excess of sand or gravel on the roadway. More and more communities are maintaining trails for year-round use. In part, this is recognition of their use as true transportation facilities. They must be plowed and kept ice-free to



keep them safe for users. This strategy relies on a relatively quick response to clear trails before the snow hardens and/or freezes as ice on the trail surface.

6. **Mowing and Arbor Maintenance**- Mowing the grass within parks is an important component in the public's health and safety. Long and unkept grasses provide nesting spaces for unwanted insects and rodents. It is important to balance the regular mowing of park and trail areas with the conservation of areas which are better served by growing naturally. Trimming and removing trees as a component of the Town's Forestry Program is also an important component of health and safety for the public as dead and decaying trees can provide an overhead falling hazard and can also house detrimental pests that can affect humans, animals and other species of trees.



7. **Structural Deterioration**- Structures should be inspected annually to ensure they are in good condition. Special attention should be given to wood foundations and posts to determine whether rot or termites are present.
8. **Illumination**- Once installed, lights should be maintained to not only ensure reliable operation, but also so they are kept clean and replaced as required to keep the desired luminescence.

A thorough assessment of all parks, bicycle and pedestrian facilities should be performed to generate a list of repetitive and short-term required maintenance activities. Preferably such processes would occur at the design phase so maintenance activities will be budgeted and planned for in advance as is specified in the Town's Smart Planning Policy. Some maintenance activities may be incorporated under regular roadway and public facilities maintenance, although care should be taken to consider the special needs of Parks, bicyclists and pedestrians and provide appropriate standards.

Recommendations

- Develop and implement Town-wide Facilities and Capital Improvement Plans to ensure thorough assessments, maintenance upgrades and replacement of all Town park, pedestrian and bicycle facilities.
- Maintain parks, pedestrian and bicycle facilities based on input from the community, needs assessments and best practices.
- Investigate complaints and/or suggestions from residents, visitors, Committee Members and/or staff and satisfy a solution if possible.
- Maintain a regular schedule for basic maintenance including custodial tasks and grounds maintenance as needed and as weather allows.
- Continue to clear streets and check facility safety effective and efficiently during inclement weather events.
- Complete a Town-wide tree inventory and provide for a tree maintenance plan.
- Ensure efficient and effective provision of lights throughout the Town's park and trail system.
- Schedule regular audits "walking audits" of Town facilities.
- Ensure proper administration of the Town's Smart Planning Policy with each project to guarantee that park, pedestrian and bicycle facilities have been considered as a component of each proposed Town infrastructure project.

CHAPTER 7 LEGISLATION & FUNDING

Overview

Legislation in the context of the **CORPP** encompasses many areas. There are Town Zoning Codes, Ordinances, Policies and Funding, State Statutes & Program Funding, as well as Federal Laws, Policies and Funding which guide best practices and have impacts on the Town of Beloit's outdoor recreation, walkability and bikeability. All of these legislative entities and programs come together to provide the best possible use for parks and platform for multi-modal transportation on national, state and local levels. The Town of Beloit is a unique community with distinctive conditions which must be considered with every project and piece of legislation. Each individual project and program within the Town must not only meet federal and state requirements set through policy and law, but also be the "right fit" for the community. There are several Town Ordinances and Zoning Codes directed at improving the use of the transportation system in the region. This section will briefly touch on current codes, law, policy, funding programs and resource partnerships.

Ordinance & Policy

There are currently Town Codes geared toward the safe and efficient use of Town parks, pedestrian and bicycle safety and the protection of these transportation users throughout the Town. These govern items such as the ability of drivers to turn in the presence of pedestrians at specific intersections, how and when a sidewalk must be cleared after inclement winter weather, etc. This is the enforceable arm of the Town's government by which the Board may use the law to direct desirable actions throughout the Town. Legislation steers the community toward the desired objectives and/or actions and makes it possible for the Community Development, Park and Police Departments to correct negative behaviors and meet desired conclusions. The communication of Town Code, objectives and enforcement alternatives are key in reaching the results for which the legislation was adopted.

Funding Options & Programs

Parks, and especially bicycle and pedestrian projects are eligible for funding from most of the major state and federal-aid program initiatives. One of the most cost-effective ways of accommodating bicycle and pedestrian needs is to incorporate them as part of larger reconstruction, new construction and some repaving projects. Generally, the same source of funding can be used for the bicycle and pedestrian accommodations as are used for larger highway improvement, if the bike/ped accommodation is "incidental" in scope and costs to the overall project. Through consideration of these improvements with project planning, it may be possible to secure funding for park, pedestrian and bicycle projects in conjunction with other Town projects. While it may be possible to combine all elements of a project to include parks, bicycle and pedestrian, it is far more likely that park and ped/bike funding will likely be mutually exclusive.

State Line Transportation Study Metropolitan Planning Organization (SLATS MPO)

The Town of Beloit is served by the SLATS MPO for larger regional planning processes in distributing Federal Highway Administration grant funds for local projects. These funds are generally used for very large infrastructure projects which include considerations for connectivity through the bicycle and pedestrian facilities in concert with large road reconstruction projects. As of 2018, Federal Grant assistance is provided on a rotating basis between the communities served by this organization and are used for projects wherein the federal funds are provided for 80% of the total project costs leaving 20% for local funds. The Town will be undertaking the reconstruction of the Park Avenue corridor with these funds in 2022 and will be adding bicycle and pedestrian facilities as a component of the project. More information may be found for SLATS MPO here:

TJ Nee, MPO Coordinator
2400 Springbrook Court
Beloit, WI 53511
608.364.6702

neet@beloitwi.gov

<http://www.beloitwi.gov/index.asp?SEC=%7B697B3ACC-C70D-4018-8B16-5BF023A44E98%7D>



Safe Routes to School

Safe Routes to School programs encourage children in grades K-8 to walk and bike to school by creating safer walking and biking routes. These programs were initially funded through the revised federal transportation act, SAFETEA-LU, which was signed into law on August 10, 2005. This legislation provided funding to state departments of transportation to create and administer SRTS programs. SRTS programs improve walking and biking travel options, promote healthier lifestyles in children at an early age, and decrease auto-related emissions near schools.



SAFETEA-LU was revised by Moving Ahead for Progress in the 21st Century (MAP-21), the federal transportation act that was signed into law on July 6, 2012. MAP-21 provisions took effect on October 1, 2012. SRTS programs remain eligible for federal funding pursuant to MAP-21. MAP-21 integrates SRTS-type projects into the Transportation Alternatives Program (TAP); a more comprehensive funding category. Separate funding and administration of SRTS programs is not a component of MAP-21 legislation.

Wisconsin Department of Transportation (WisDOT) Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a legislative program that was authorized in Fixing America's Surface Transportation Act (or "FAST Act"), the federal transportation act that was signed into law on December 4, 2015. With certain exceptions, projects that meet eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle & Pedestrian Facilities Program are eligible TAP projects. More information may be found for WisDOT's TAP Program here:

Tanya Iverson, State TAP Manager/SRTS Coordinator
4802 Sheboygan Avenue RM 951
Madison, WI 53707
608.266.2574

Tanya2.iverson@dot.wi.gov

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

U.S. Department of Transportation Transit, Highway, and Safety Funds-Pedestrian and Bicycle Funding Opportunities

(Table Included as Appendix "A" of this document)

PeopleForBikes Community Grant Program

The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally. PeopleForBikes only funds projects in the United States. Requests must support a specific project or program, not general operating costs. More information can be found here:

Zoe Kircos, Director of Grants & Partnerships
P.O. Box 2359
Boulder CO 80306
303.449.4893 x106

zoe@peopleforbikes.org

<http://peopleforbikes.org/grant-guidelines/>

Community Development Block Grant-Public Facilities (CDBG-PF)

These funds help support infrastructure and facility projects for communities. Some examples of eligible projects include improvements, repairs, or expansions of streets, drainage systems, water and sewer systems, sidewalks, and community centers. Grants are limited to projects that, if implemented, would meet a CDBG National Objective. More information can be found here:

Wisconsin Dept. of Administration
Division of Energy, Housing, and Community Resources
Bureau of Community Development
101 E. Wilson Street, Fl 6
PO Box 7970
Madison, WI 53707-7970
608.266.7531

<http://www.doa.state.wi.us/Divisions/Housing/Bureau-of-Community-Development/CDBG-PF-Program-Overview>



The League of American Bicyclists

The League of American Bicyclists is a bicycle advocacy group which provides programs, legislative analysis, grant assistance and informational materials related to bicycling safety, infrastructure, funding and governance. While the League does not provide for any grant funding directly, they are able to help communities guide best practices in legislation and assist in ensuring grant applications to the Federal Government are completed in such a way as to better qualify the project/applicant for award. More information available here:

Bill Nesper, Executive Director
1612 K Street NW, Suite 1102
Washington, DC 20006
202.621.5444

bill@bikeleague.org
<https://www.bikeleague.org/>



Wisconsin Bicycle Federation

The Wisconsin Bicycle Federation is the largest advocacy group for bicyclists in the State of Wisconsin. The Bike Fed no longer offers grant funding for bicycle related projects, but continues to provide assistance with program implementation, marketing, legislation, lobbying and other beneficial bicycle-friendly components of the community. More information available here:

Dave Cieslewicz, Executive Director
137 E. Wilson St, #202
Madison, WI 53703
608.251.4456

dave.cieslewicz@wisconsinbikefed.org
<http://www.bfw.org/>



Wisconsin Department of Natural Resources (WisDNR)

The WisDNR provides several grant opportunities to improve local parks, pedestrian and bicycle facilities, forestry initiatives, recreation and conservation. The Town currently participates, or has participated in, several grant programs through the DNR on a regular basis. There are many opportunities for funding through the WisDNR for future projects and initiatives. Working with the DNR on the planning and implementation of various projects and programs will undoubtedly be a very large component of this **CORPP** moving forward. More information on programs and contacts for the South-Central Region can be found here:

<http://dnr.wi.gov/aid/grants.html>



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608.275.7760
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Mary.Rothenmaier@Wisconsin.gov

Sara deBruijn, Community Service
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sara.debruijn@Wisconsin.gov

Cheryl Housley, Community Service
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Various Grant and Assistance Providers

There are many service groups, businesses and non-profits who provide grant funding in smaller quantities. The Town currently works closely with the Beloit Noon Lions Club with their “Autorama” event and have signed an agreement with the Beloit Rotary Club to assist in the reconstruction and beautifying of Armstrong-Eddy Park. There are many smaller grants available through larger businesses in the area such as Walmart, Target, Alliant Energy, etc. Developing and continuing relationships with these clubs and businesses are an essential component in reaching future goals.



Partnerships & Contacts

Community partnerships can be a powerful way to effect change within the Town. Galvanizing multiple organizations to share their resources toward the common goal of more functional and beautiful parks and a more walkable and bikeable community can help to realize these goals with greater speed. The Town government and staff will strive to enact changes to improve parks and transportation within the Town through this plan and others, but the Turner School District, Northeast Business Association (NEBA), Service Clubs and Organizations, and businesses should also be approached as allies in the implementation of this plan. The more support and assistance received from within the community, the greater incidences of proactive education, implementation and enforcement. Identifying and cultivating partnership opportunities will be a key element to propel this plan forward.

Festival on the Rock

Another key fundraising partner is the Festival on the Rock. This Town sponsored festival is a major fundraiser for the Town's parks. While the Festival has undergone numerous changes in recent history, there is a strong outlook and expectation that this community event, held each year in Preservation Park, will continue to be a driving force in fundraising campaigns for parks improvements in the future.



Recommendations

- Evaluate adoption of a “No Right Turn” when pedestrians are present ordinance for signal-controlled intersections within the Town.
- Work with Beloit Transit to ensure considerations for future routes/stops within the Town of Beloit including the possibility of a “Fare Subsidy” program.
- Evaluate implementation of a “Ticket Diversion Program”, or traffic school for motorists as an alternative punitive measure for moving violations.
- Evaluate parks, pedestrian, bicycle and public transportation policy and legislation regularly.
- Ensure participation and representation in SLATS MPO planning endeavors.
- Create a “Bicycle Ambassador” Program.
- Designate a Pedestrian and Bicycle “Coordinator” within Town Staff.
- Evaluate integration of the **CORPP** into the Town’s Comprehensive Planning documents and add considerations for improvements to the Capital Improvement Plan.
- Conduct economic impact studies on bicycling and walking in the Town.
- Staff and volunteers conduct “walking audits” of parks, pedestrian and bicycle facilities to determine need and possible funding options.
- Work with Turner School District to apply for and be awarded the “Safe Routes to School (SRTS)” grant.
- Once SRTS is awarded, install pedestrian and bicycle facilities on Inman Parkway and Park Ave.
- Work with Turner Schools to designate routes which may be considered to be SRTS.
- Perform due diligence when investigating funding possibilities for infrastructure projects to ensure that all possible funding has been explored.
- Explore partnerships in conjunction with fundraising campaigns geared towards parks, recreation, pedestrian and bicycle facilities and improvements.
- Develop fundraising campaigns to assist in the raising of capital for larger park projects which would have community appeal.

CHAPTER 8 WORKING WITH THE SCHOOL DISTRICT

The School District of Turner is a comprehensive Pre-K-12 district serving more than 1,500 students in south central Wisconsin. It is known as a district of choice with students who open enroll into the district comprising more than 25% of the student body. There are 3 main campuses. Powers Elementary serves early grades (Early Childhood and grades 4K through 2). Townview Elementary serves grades 3 through 5. The middle school and high school share the main campus site serving grades 6 through 8 at Turner Middle School and grades 9 through 12 at F J Turner High School.



Beyond these key factors, the district is known for being a smaller school setting offering big opportunities for students. By the time students reach F J Turner High School, they are prepared to move toward their next step of college and career readiness education. There are numerous Advanced Placement course offerings that are rarely found at a school of this size. The close proximity to Beloit College, UW-Rock County, and Blackhawk Technical College gives students more opportunities to prepare them for life after high school. With an outstanding music and drama program, numerous club offerings, and many athletic opportunities led by caring educators, students can always engage in an activity that fits their interest.



Working with the School District

Fostering innovation in educational options and providing materials and training within the Turner School District is a major component in the success of this partnership. This requires the administration, faculty and staff to use expertise in their fields to develop new ways to reach school-aged children and teach them how to interact with the community around them when it comes to the many recreation and transportation options available. Providing marketing materials for parents, educational curriculum for students, as well as training and games for instruction are valuable to ensuring this success. The Parks Commission is the advocacy group in these matters and with an objective to foster an open and proactive partnership with the School District ensuring that the student's and the community's needs are met and that safe operation of bicycles and safe pedestrian practices are communicated and adhered to.

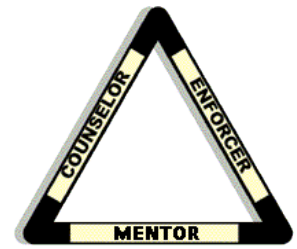


The Parks Commission is the advocacy group in these matters and with an objective to foster an open and proactive partnership with the School District ensuring that the student's and the community's needs are met and that safe operation of bicycles and safe pedestrian practices are communicated and adhered to.

A large amount of curriculum is available online for students and teachers regarding recreation, pedestrian and bicycle issues. Much of this curriculum could be formed to fit the Town's needs and used throughout the School District to promote desired outcomes from students, parents and staff. This curriculum, paired with Town educational and marketing materials, should be included with in-class, send-home and special assemblies at the school's discretion. Classes are and should be offered or expanded outside of regularly scheduled curriculum by the School District, Parks Department or the Police Department. This would be useful in promoting continuity and clarity of message and give each child 1 on 1 time with an instructor to ask questions and receive assistance. There are many ways in which a partnership between the Town and School District could be beneficial. An active relationship developed, sustained and facilitated by the Parks Commission, the Town and School District staff ensure the knowledge and safety of children using the parks and transportation systems.

School Resource Officer (Police Department)

The Town does not currently have an implemented SRO program, although there are officers assigned to act as a liaison between the Town Police Department and School District. The Town and School District will be working together to study the feasibility of a dedicated SRO Program at either part-time or full-time staffing in the near future. The main goal of the SRO is to prevent juvenile delinquency by promoting positive relations between youth and law enforcement. The SRO position encompasses three (3) major components which allow the SRO to achieve this goal: law enforcement, education and counseling. These three (3) components allow the SRO to take a proactive approach to law enforcement. SRO's are not just "cops", they counsel and educate both students and parents on various topics. The SRO becomes involved in the students' lives as a positive role model. The intent is that the positive experiences students have with the SRO will bridge the gap between juveniles and law enforcement, and in doing so, help prevent juvenile crime. A portion of the SRO's time would be dedicated to instructing students on bicycle, pedestrian and motor vehicle safety. It is in this role that the SRO will inevitably become a facilitator in the implementation of this **CORPP** and an integral member of the Town and School District's partnership.

**SCHOOL RESOURCE OFFICER**Crossing Guards

Crossing Guards are not currently utilized by the school district in an official capacity. To date, School District Staff have worked to ensure student safety during times when students are arriving or departing School premises as there are very few designated pedestrian or bicycle facilities located near school locations. With the implementation of this plan and the creation of these facilities, it is possible that there may be a necessity to formalize a crossing guard program for the safety of children, pedestrian, bicyclists and motorists.

Safe Routes to School

The Safe Routes to School (SRTS) program addresses a long-term trend away from children bicycling and walking to school to being transported by car or bus. The trend has not only been part of the increasing levels of traffic congestion and air pollution, but also linked to child health and obesity problems. SRTS is an effort to reverse these trends by funding bicycle and pedestrian infrastructure, planning and promotional projects. Projects must be within two miles of a kindergarten to 8th Grade school. Unlike most federal programs above, SRTS are 100% federally funded. This program has created an excellent opportunity for the Town of Beloit and Turner School District to work together and ensure funding for projects which will help to promote and sustain child health and safety throughout the community.

National Walk/Bike to School Day- International Walk to School Day

These are global events that involve communities from more than 40 countries walking and biking to school on the same day. It began in 1997 as a one-day event. Over time, this event has become part of a movement for year-round safe routes to school and a celebration with record breaking participation each October. Today, thousands of schools across America from all 50 states participate every October.

The first National Bike to School Day took place on May 9, 2012, in coordination with the League of American Bicyclists' National Bike Month. Almost 1,000 local events in 49 states and the District of Columbia joined together to encourage children to safely bicycle or walk to school. The event builds on the popularity of Walk to School Day. Many communities and schools have been holding spring walk and bicycle to school events for years.



These two events are promoted by the Safe Routes to School Program and are federally funded. The website for this program provides many resources to teachers and schools as well as an abundance of free-downloadable marketing materials. The Town of Beloit will look to promote these events through Town marketing outlets, but it is recommended that awareness campaigns be increased in conjunction with School District Pedestrian and Bicycle Educational Campaigns.

Recommendations

- Develop and maintain relationship between the Parks Commission, Town Staff and the Turner School District.
- Use educational opportunities and marketing materials to inform parents and students about pedestrian and bicycle safety and options.
- Promote Walk and Bike to School Events through Town website, social media and marketing materials.
- Investigate the possibility of a formal School Resource Officer Program in an educational role to help teach students how to use the transportation system responsibly and safely.
- If necessary as this plan is implemented, ensure well trained, equipped and placed crossing guards through contract administration.
- Work with Turner School District to apply for and be awarded the “Safe Routes to School (SRTS)” grant.
- Once SRTS is awarded, install pedestrian and bicycle facilities on Inman Parkway and Park Ave.
- Work with Turner Schools to designate routes which may be considered to be SRTS.
- Develop encouragement programs and/or competitions to motivate students to walk or bike year-round.
- Work with the Turner School District to implement a “First Ride” program in conjunction with the Police Department and applicable local businesses.



Education

After identifying possible partners for the education effort of residents and visitors, the Town must identify how best to deliver the information. The Town of Beloit has had great success in using multi-media and social media outlets in the past and would likely use these methods again in the future. Through outlets such as the Town of Beloit Website and the Town Facebook Page, Twitter, etc., the Town can be successful informing members of the public who regularly follow news from the Town, but other methods will likely be necessary to reach a greater audience. Marketing methods designated to broaden the scope in which information is being distributed in the hopes of reaching as many residents and visitors as possible will be utilized. There are numerous ways in which local businesses and organizations may be recruited to help with this education effort. The higher the level of engagement that exists within businesses and groups throughout the Town, the higher the number of people in the Town who will be informed.



Unfortunately, the Town currently has very few options for education and recreational programing having to do with Parks, Conservation or Transportation. This is all about to change. The Town is dedicated to implementing the measure necessary to ensure that residents and visitors are educated regarding options, programs and benefits. The Town is

dedicated to providing these programs and materials as outlined in this plan. While there is a very large gap to bridge, it will be through this plan, community partnerships and resident involvement that success will be met.

Movies in the Park

In 2017, a Town resident, Tim McKearn, worked with the Beloit International Film Festival (BIFF) and the Parks Commission on a “Movie Night” in McKearn Park. Due to the success of this event, and the need for exposure in the Town’s Parks, it was decided by the Parks Commission and Town Staff to investigate the possibility of continuing or expanding this event. Town Staff were then able to find a provider willing to provide for events in 2018. The Parks Commission decided to hold four (4) “Movie Nights” alternating between Preservation and McKearn Parks on Saturday evenings during the months of June and July. These will be geared toward children and families. There is an opportunity for this event to be increased to involve different types of movies and more events if there is a need. Town Staff and the Parks Commission will review the successes of 2018 to determine feasibility.



First Ride

First Ride is a program found in many municipalities throughout the country wherein Police Departments and local businesses band together with School Districts to assist children in learning bicycle safety. The event is generally held in a large open parking lot where the “safety experts” (Police Officers and Local Businesses) set-up courses to provide scenarios to aiding the children’s safety education. The Town does not currently undertake this event, but it is recommended as a component of this **CORPP** that efforts be made to plan and implement such an event in the community.

Fish & Feather Festival

This is an event which highlights eco-responsibility and natural resource education in communities. While there are far fewer communities who undertake a program such as this, it is common as a stand-alone event or as a component of a larger community gathering. The Town does not currently host such an event or offer as a part of another gathering, but it is anticipated that the Town will undertake an event like this as a result of this Plan and as a requirement to meet the minimum qualifications for state and national recognition programs. This event would likely be scheduled for a duration of approx. 4 hours and take place in the newly created Hemmer Nature Preserve. The event would consist of education from Town and WisDNR Staff regarding birds, wildlife and stewardship. Specifically, items covered would consist of the do’s and don’ts of being a responsible citizen and information to give a broader view and knowledge of local wildlife.



National Bike Month

May is National Bike Month each year, sponsored by the League of American Bicyclists and celebrated in communities throughout the United States. Established in 1956, National Bike Month is a chance to showcase the many benefits of bicycling and encourage more residents, visitors and commuters to give biking a try. National Bike Month is an opportunity to celebrate the unique power of the bicycle and the many benefits as a viable form of transportation. The League of American Bicyclists provides resources to help plan events and each year the number and diversity of Bike Month celebrations continues to grow, accelerating the momentum around bicycling nationwide. Bike Month is an opportunity for the Town to reach out to bicycle advocacy groups and businesses in the hopes of further raising awareness of the benefits of bicycling and bikeability which would ultimately lead to greater ridership and knowledge of the best safety practices.



Bike to Work Day

National Bike Month includes an ever-expanding variety of events in communities nationwide but the biggest day of the month is Bike to Work Day. More than half of the U.S. population lives within five (5) miles of their workplace, making bicycling a feasible and fun way to get to work. With increased interest in healthy, sustainable and economically viable transportation options it's not surprising that, from 2000 to 2011, the number of bicycle commuters in the U.S. grew by more than 47 percent. Hundreds of American communities have been successful in increasing bicycle commuting by providing Bike to Work Week and Bike to Work Day events. Dates for these events vary, but are usually held during National Bike Month in May of each year. Utilizing events such as this could be an effective way to remind the public of the many benefits to bike riding and the decision to commute by bicycle.



Encouragement

Encouragement often comes in the form of awards, accolades and recognition for programs and facilities which conform to best practices or create new practices that spread throughout the community, the region, and beyond. People and organizations alike are drawn to the process of competing for and receiving accolades and awards. This is a naturally healthy behavior, especially when the requirements for such recognition are items which benefit an entire community or region. The following is a list of recognition programs and awards which the Town wishes to strive for with the help of staff, volunteers, businesses and other community partners as well as ideas pertaining to recognition that the Town can develop to promote positive outcomes within the community.

Encouragement campaigns and programs would go far in improving the culture of walkability and bikeability throughout the Town. Encouragement would be the “carrot” while enforcement would represent the “stick”. The Police Department currently employs good customer service tactics when approaching the public. The obvious first duty to a Police Officer is public safety, but the second role an officer takes on is that of community advocate. Closer relationships between Town of Beloit residents and the members of the Police Department provide benefits in many aspects of daily communication. Encouragement programs through the Police Department would help to advance the aspects of transportation within the Town and solidify relationships which are mutually beneficial in crime prevention.

Tree City U.S.A.

In 2017, the Town of Beloit received its first WisDNR Urban Forestry Grant. This is a very large step in helping to complete a Town-wide tree inventory, maintenance and planting plan as well as providing resources for the Town to create education tools for residents regarding local tree species, maintenance & care, planting and nuisance abatement. The Tree City USA program has been greening up cities and towns across America since 1976. It is a nationwide movement that provides the framework necessary for communities to manage and expand their public trees and recognizes when a community is meeting best-practices.

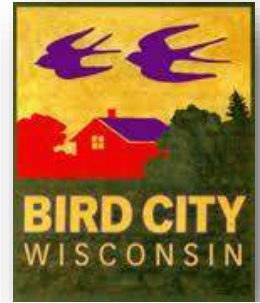


More than 3,400 communities have made the commitment to becoming a Tree City USA. They have achieved Tree City USA status by meeting four core standards of sound urban forestry management: maintaining a tree board or department, having a community tree ordinance, spending at least \$2 per capita on urban forestry and celebrating Arbor Day. The Town has been working to meet and/or exceed these standards and expects to apply and be granted Tree City status by 2019. This will be a major accolade for the Town's Parks Department as well as a huge improvement to the care and management of the Town's trees and open spaces.

Bird City Wisconsin

Bird City Wisconsin, which is modeled on The Arbor Day Foundation's Tree City USA, was created by a coalition of Wisconsin conservation and birding organizations to ensure that Wisconsin's urban residents maintain healthy

populations of birds and grow an appreciation for them. Bird City encourages its communities to address the decline of urban birds like the Chimney Swift and Purple Martin, species that have declined in Wisconsin by 32.3% and 92.7%, respectively, over the last 40 years. This program supports communities in their efforts to protect and manage green space, build and erect nesting structures, landscape with native plants, reduce threats like collisions, and generally make urban areas friendlier for breeding, wintering, and migrating birds.



Bicycle Friendly Community

Bicycling is more than a practical, cost-effective solution to many municipal challenges. It's an opportunity to make your community a vibrant destination for residents and visitors — a place where people don't just live and work, but thrive. Since the creation of the Bicycle Friendly Community program in 1995 there have been over 1500 community applications processed by League staff. There are currently 416 recognized Bicycle Friendly Communities and over 100 Honorable Mention communities. The Bicycle Friendly Community program provides a roadmap to improving conditions for bicycling and guidance to help make your community's vision for a better, bikeable community a reality.

NRPA Gold Medal Awards

The Gold Medal Award honors communities throughout the United States that demonstrate excellence in long-range planning, resource management and innovative approaches to delivering superb park and recreation services with fiscally sound business practices.

The Gold Medal Award Program includes seven classes: five classes based upon population, one class for armed forces recreation and one class for state park systems in odd numbered years. At the beginning of each calendar year, agencies are invited to submit applications for consideration, with a deadline of mid-March. Finalists are announced at the end of April, and the Grand Award recipients are announced at the NRPA Annual Conference in the fall.

A panel of five park and recreation professionals reviews and judges all application materials. Judges are chosen for their considerable experience and knowledge in parks and recreation on both local and national levels.

Best Intergenerational Communities Award

The Generations United/MetLife Foundation Best Intergenerational Communities Award program is the United States' only recognition program exclusively focused on communities that are embracing intergenerational solutions to serve, empower, and engage residents of all ages. The award was created in 2012 and is awarded to healthy intergenerational communities that are good places to grow up and grow old.

Winning communities have demonstrated that they are harnessing the energy and increasing the productivity that result when people of all ages come together. Recognizing changing demographics, these communities effectively engage, serve and honor all generations as they advance policies and practices that stimulate cooperation and collaboration. There is a



generations united
Because we're stronger together

very high demand and probability of success for programs within the Town of Beloit that would bring citizens of different ages and backgrounds together. Using the Town's park system and engaging community partners would be the most beneficial way to proceed. There are no shortage of possible partners and coordination is recommended.

Green Leaf Award

This is a proposed internal award which would be awarded by the Town of Beloit to persons, organizations and businesses who make contributions to the environment, take major steps toward being more sustainable, or make major contributions to the community's efforts to improve the parks system. This award does not yet exist, but is proposed to help reward desirable actions within the community. Award winners would be presented with a plaque and recognition at a Town Board Meeting as well as marketed through Town media such as the website, educational materials, etc. and would have a tree planted in their honor at a place of their choosing with a permanent plaque of recognition.

Community Giving Campaign

This program currently exists within the Town, but is in need of a restructuring and marketing initiative. The Town currently accepts donations for items to be installed into parks such as benches, pavilions, picnic tables, etc. However, this program is not effectively marketed nor are the costs associated or products available made known to the public. With appropriate coordination and marketing, the Community Giving Campaign associated with the Town's Park system would be in a much better and more clear position to receive gifts and execute a donor's wishes. Donors are given the option through this program to be recognized, or have another person or group recognized, with a plaque to be affixed to the item they donate or contribute towards.

Marketing Materials and Message

Possibly the largest concern in the marketing of any desired message is the planning, implementation and use of effective marketing materials and outlets with a consistent message. There are many different forms these materials may take both electronically and printed. Devising a message to educate and make the public more aware regarding portions of this plan will require concise planning and execution. There are different materials and programs aimed at increasing park use, walkability and bikeability currently existing throughout the community, but are undertaken separately and remain uncoordinated by a central entity with the ability to foster continuity. Formulating and disseminating a concise and consistent message for use in marketing and communications should be sought after in the execution of this plan.

Marketing materials should be available in a variety of formats i.e. flyers, posters, stickers, giveaways, etc. Businesses and organizations within the community who have public spaces and are willing to post materials should be given multiple options in formatting to make their effort more attractive within their décor/location. It is possible and preferred to have customizable print materials wherever possible to help facilitate messaging for broad and differing audiences throughout the Town. There is no portion of Town operations that are not touched by Town parks or transportation. Each department, committee and group will have a role to play in education, sustainability, infrastructure, etc. Marketing messages could be created to deal with a multitude of differing instances, or could be fashioned into a single clear voice, but in either instance should be tailored for the Town of Beloit and its residents.

Recommendations

- Utilize the Town's media outlets (such as the Town Website, Social Media, Print Media, Radio, etc.) to effectively market opportunities for programs, events and education related to parks, pedestrians and bicyclists.
- Successfully hold "Movies in the Park" events in 2018 and evaluate for future events.
- Investigate other possible park and recreation programming for the future.
- Work with the Turner School District to implement a "First Ride" program in conjunction with the Police Department and applicable local businesses.
- Create partnerships and an actionable plan at the staff level to hold a "Fish & Feather Festival" so that the Town may reach its goal of educating residents in the community.
- Promote National Bike Month.
- Promote Bike to Work Day.

- Apply for and receive status as a Tree City, USA.
- Apply for and receive status as a Bird City, Wisconsin.
- Apply for and receive a designation as a “Bike Friendly Community”.
- Apply for and be awarded the NRPA Gold Medal Award.
- Develop partnerships and possible programs to bring the intergenerational community together. When successful, apply for and be awarded the Best Intergenerational Community Award.
- Develop and Implement the Green Leaf Award.
- Recreate and effectively market the Town’s Community Giving Campaign as it related to Parks.
- Update Town webpage with parks, pedestrian and bicycle information helpful to residents and visitors.
- Create, publish and distribute parks, bicycling and walking maps of the Town.
- Utilize social media outlets to promote events, distribute information and educate the public.
- Identify improvements to marketing efforts to ensure maximum reach of information.
- Utilize relationships with local businesses to implement training sessions with local running and bicycle businesses.
- Use educational messages in the forms of flyers, utility bill inserts, direct mail marketing, social media, etc. to ensure maximum effect of marketing campaigns.
- Work with the School District to provide take-home materials to students when practical.
- Have community “step” competitions to promote walking.
- Develop bicycle events with prizes to supplement other Town events for children.
- Involve students in the designing of parks improvements like playground areas and buildings as a competition.
- Survey students of the Turner School District to see what they want most from the community’s parks and transportation system.
- Solicit input from businesses as to the necessity and placement of transportation facilities and public transportation to help provide for labor force.

CHAPTER 10 ENFORCEMENT

Laws and ordinance that regulate the use of parks, pedestrians, bicyclists, motorists, and other transportation system users are integral in ensuring a safe and healthy environment. Enforcement programs should be used as a form of education for park and transportation users regarding the laws that govern them; serve as periodic reminders to obey rules; encourage safer behaviors; and monitor and protect public spaces and facilities. These also help to reinforce and support other educational efforts and messages. It is critical that effective procedures are in place for handling violators and for training law enforcement officers.

The term "enforcement" is not limited to police officers issuing citations. Enforcement activities can involve a variety of "carrots and sticks" to encourage certain behaviors and deter others. Enforcement activities can be carried out by many different community groups, from parents and employers to neighborhood associations to law enforcement agencies.

Working with Police Department is a key component of a successful and lasting enforcement program.

Working with the Police Department

Police officers receive substantial training regarding laws and how to effectively enforce those laws. Most ordinance requirements pertaining to parks are noticed and displayed, but there is very little education. Driver education programs provide little instruction on bicycle and pedestrian issues. The result is a large number of park users, pedestrians, bicyclists and motorists who are unaware of the laws and safety concerns surrounding safe park use, pedestrians and bicyclists. Additional training for officers can help close that gap.



A method of enforcement which is regarded by many organizations as a best practice is the implementation of a "Ticket Diversion Program". This program would give the option of paying a citation which has been issued for a minor code violation or making the decision to attend a course which would instruct violators on traffic safety. A program such as this could be done in collaboration with local driver's education businesses and would represent a substantial benefit to both community and driver. Implementation of a successful "Ticket Diversion Program" would require the active involvement of the Town Attorney, Municipal Judge and the Police Department.



The Police Department and Compliance Officer regularly provide information regarding citations and accidents to the Town Board as well as information on sidewalk snow removal compliance during the winter months. Members of the Police Department regularly attend meetings of the Town Board and help to simplify communication between these two entities.

Providing Additional Training for Law Enforcement Officers

Police officers who have received quality pedestrian and bicycle training know how pedestrian and bicycle crashes happen. They know the role engineering, education, and enforcement can and should play in improving pedestrian and bicycle safety. They know which laws to enforce for pedestrians, bicyclists, and motorists to improve pedestrian and bicycle safety and they are willing to enforce these laws.



An effective training program ensures that law enforcement officers are knowledgeable of the state laws and Town Codes that apply to pedestrians and bicyclists. Wisconsin has a pedestrian and bicycle law enforcement training course, called Enforcement for Bicycle Safety (EBS). This course teaches police officers various aspects of bicycle safety, which laws to emphasize with child and adult bicyclists and with motorists to reduce crashes, how to begin bicycle crash cause identification, and the importance of officers as front line, on-duty educators. Specialized police training should be given before

implementing a pedestrian safety enforcement campaign, so officers know their role in helping to facilitate the achievement of the goals and objectives of the campaign.

Many police officers enjoy discussing safety with residents of all ages, and may be happy to take part in pedestrian or bicycle safety speaking engagements at schools, offices, or other locations. However, these brief, one-time lectures or events are usually not enough to generate permanent changes in people's attitudes or behaviors related to pedestrian or bicycle safety, and they are no substitute for concentrated and sustained enforcement. Those involved in an enforcement program must be aware of the importance of long-term commitment in order for the enforcement to be effective and successful.

Procedures to Handle Violations

In addition to having laws and regulations that support safe pedestrian and bicycle activity, the Police Department should have an appropriate procedure for handling violators, especially young violators. Young pedestrians, bicyclists and drivers are particularly impressionable. A law enforcement campaign with a good set of procedures for handling young law violators can be an ideal opportunity for educating this population and creating safer behaviors for life. At the same time, studies have shown that giving citations to pedestrians can be counter-productive and can lead to a long-term resentment of enforcement officials, and the community.



Foot & Bicycle Patrols

The Town of Beloit Police Department does not currently seek opportunities to approach community policing through alternative modes of transportation. While the police cruiser is an integral tool used to respond to incidents faster and more effectively in situations, bike and foot patrols are utilized with increasing regularity. This is an important tool which allows officers the opportunity to experience the transportation network in the Town of Beloit as a bicycle or pedestrian user. Foot patrols are very effective in engaging with the community as the officers are no longer separated by a police cruiser, but are now walking among residents and visitors. While foot patrols were the primary method for police officers to navigate their communities prior to the burst of the use of automobiles, they are increasing in popularity due to the unique benefits they provide in reconnecting and interacting with the community in a positive way.

However, the Town of Beloit is a smaller department with limited resources and a very large area to cover. While foot and bicycle patrols may be an option when staffing and weather allow, there is little ability for officers to traverse the area of the Town effectively without a police cruiser.

Recommendations

- Evaluate adoption of a "No Right Turn" when pedestrians are present ordinance for signal-controlled intersections within the Town.
- Evaluate implementation of a "Ticket Diversion Program" as an alternative punitive measure for violations.
- Evaluate parks, pedestrian, bicycle and public transportation policy and legislation regularly.
- Ensure adequate training and continuing education for officers and staff.
- Police Department personnel should attend Parks Commission and Town Board Meetings when possible and report on accident reports, and any additional data as requested.
- Ask officers to educate the public when possible and distribute education and marketing materials when available.
- Develop and implement a "First Ride" Program.
- Train officers in foot and bike patrols and implement as staffing allows.
- Research and identify possible encouragement, education and enforcement methods for use in daily operations as well as through a potential SRO program with Turner School District.

CHAPTER 11 EVALUATION

The evaluation processes for this **CORPP** and the recommendations found within it, when implemented, will gauge how effective these programs and the plan as a whole are reaching its objectives. Finding the Town's baseline as it pertains to desirable metrics will produce the internal benchmark used to measure performance. Benchmarking the performance of comparable communities to know where the Town has the most room for improvement will be the second. Designing evaluation processes and procedures and implementing them to measure the effect of this plan and devising simple and effective ways for Park and Transportation System users to give feedback will be the third.

The metrics used to gauge the Town's baseline are determined by Town staff and Parks Commission and are gathered in numerous ways. Departments are perpetually gathering information on a large number of measurable areas to gauge service delivery and efficiency. Many of the metrics utilized by staff can be utilized to track the performance of park, pedestrian and bicycle programs. Other metrics may require input from the community in the form of survey results or from Town partners as programs expand.

Data collecting throughout departments, partners and other entities will yield invaluable information and allow for the quantitative measurement of all park, pedestrian and bicycle programs. To gauge how these programs are affecting the residents of and visitors to the community, the Town must devise a simple and effective way for people to give their feedback. This will likely need to take the form of periodic surveys among residents, but there should be a marketed alternative which anyone could utilize to rate their experiences and give quality feedback. This could prove rewarding for residents, visitors, businesses, the Town and the **CORPP**.

Performance Measures & Benchmarking

Performance measurements will be a key component in determining trends in data from the Town. Identifying and collecting this data over time will allow Town Staff and Volunteers the opportunity to gauge progress and recognize potential issues within programs. Categorizing data and finding metrics which will give insights into program effectiveness is a challenge in itself. Gathering the required data once it has been identified will be the second challenge. In order for the tracking of performance measurements to truly be effective, data must be correct and constant over the determined time intervals.



Benchmarking would require that performance measures be identified and collected and then matched to performance measures of comparable communities. The difficulty with benchmarking is twofold. First, comparable communities must be identified. This can be difficult due to the uniqueness of the Town of Beloit. Different metrics would need to be developed in order to identify these comparable communities such as population, population density, equalized value, average income, average commute, proximity to large urban area, etc.

Secondly, the communities identified as comparable would need to have data available. Many communities track performance measurements, but there is no universal method or set of metrics used. Even if comparable communities were identified and they had metric data available, it is still difficult to determine how their data is compiled, what data is compiled and how it relates to the data collected by the Town. The best method for benchmarking performance measures with other communities may be to identify many possible comparable communities and reach out to them not only to gather data, but to agree to gather the same metrics in the same fashion and commit to share information. This would basically be forming a collective of municipal governments establishing a best practice which would apply to their group and could be effective for many other programs.

Types of Possible Metrics

Ln/Ft of Sidewalks

Number of Unmarked Crosswalks

Number of Marked Crosswalks

Number of Crosswalks Repainted (Annually)

Ln/Ft of Sidewalks Closed Due to Construction	Average Duration of Sidewalk Closure
Ln/Ft of Sidewalks Constructed	Ln/Ft of Sidewalks Re-Constructed
Number of Sidewalks Not Properly Cleared During Winter	Citations Issued to Residents for Not Clearing Sidewalks
Bike Lanes (in Miles)	Bicycle Accommodations (in Miles)
Bike Lanes as a % of Total Roads	Bicycle Accommodations as a % of Total Roads
Designated Bike Route(s) (in Miles)	Designated Safe Route to School (in Miles)
Ln/Ft of Bike Path	Number of Entrances to Beloit-Janesville Trail Network
Number of Controlled Intersections	Number of Uncontrolled Intersections
Roads Closed Due to Construction (in Miles)	Number of Pedestrian Accidents
Number of Bus Stops	Bus Ridership (Annually)
Number of Bus Routes	Bus Ridership/Bike Rack Usage (Annually)
Bus Ridership/Bike Rack Usage (Annually)	Number of Bicycle “Racks”
Total Estimated Number of Bicycle Parking Stalls	Number of Businesses with Bike Parking
Number of Bicycle Accidents	Number of Violations for Failure to Yield
Number of “Other” Moving Violations	Hours Spent by Police Department on Bike/Foot Patrol
Number of Children Participating in Walk to School Day(s)	Police Department Hours Promoting Ped/Bike Safety
Number of Ped/Bike Focused Marketing Campaigns	Special Events Featuring Ped/Bike Safety or Training
Total Parks number of Parks	Total Park Acreage
Total Ln/Ft of Park Trails	Total Hours spent Mowing Parks
Number of Benches	Number of Playground Facilities
Hours Maintaining Playground Facilities	Hours Emptying Trash/Performing Custodial Tasks
Number of Park Structures	Number of Rentals per Park
Number of Town Trees	Number of Trees Planted
Number of Trees Maintained	Hours Spent Maintaining Trees
Number of Trees Fell	

As shown, the issue would not be finding items to measure, but rather which measurements could yield meaningful data.

Recommendations

- Identify a list of metrics to measure performance that is unique to the Town and has value.
- Track and compile data on a regular basis and provide to Departments, Staff, Parks Commission and the Town Board for evaluation.
- Identify trends in data and what can be done to tweak programs and promote desired outcomes.
- Research and identify comparable communities to contact and solicit comparable data.
- Form relationships and data sharing agreements with comparable communities to achieve mutually desirable effect.
- Compare benchmarking data annually or biannually and identify trends from community to community.
- Use data compiled to communicate with other communities and develop programs which may benefit the Town and its partner communities.

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Pedestrian and Bicycle Funding Opportunities

U.S. Department of Transportation Transit, Highway, and Safety Funds

Revised August 12, 2016

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Key: \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.													
U.S. Department of Transportation Transit, Highway, and Safety Funds													
Activity or Project Type	TIGER	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	SJBG	TA	RTP	SRIS	PLAN	FLTP
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
ADA/504 Self Evaluation / Transition Plan													
Bicycle plans													
Bicycle helmets (project or training related)													
Bicycle helmets (safety promotion)													
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle parking	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bike racks on transit	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle storage or service centers at transit hubs	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bus shelters and benches	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Coordinator positions (State or local)					\$ 1 per State			\$	\$	\$	\$	\$	\$
Crosswalks (new or retrofit)	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$	\$	\$
Curb cuts and ramps	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$	\$	\$
Counting equipment													
Data collection and monitoring for pedestrians and/or bicyclists													
Historic preservation (pedestrian and bicycle and transit facilities)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Maps (for pedestrians and/or bicyclists)													
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$	\$	\$

Key: \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project															
Activity or Project Type	U.S. Department of Transportation Transit, Highway, and Safety Funds														
	TIGER	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	IA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTTP
Pedestrian plans			\$					\$	\$		\$	\$			\$
Recreational trails	~\$	~\$						\$	\$	\$					\$
Road Diets (pedestrian and bicycle portions)	\$	\$				\$	\$	\$	\$						\$
Road Safety Assessment for pedestrians and bicyclists						\$		\$	\$			\$			\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety								\$SRTS	\$SRTS		\$	\$*	\$*	\$*	\$
Safety education positions									\$SRTS	\$SRTS			\$*		
Safety enforcement (including police patrols)									\$SRTS	\$SRTS			\$*	\$*	
Safety program technical assessment (for peds/bicyclists)									\$SRTS	\$SRTS		\$*	\$		
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Shared use paths / transportation trails	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signed pedestrian or bicycle routes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Spot improvement programs	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic calming	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Trail bridges	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail construction and maintenance equipment								\$RTP	\$RTP	\$					
Trail/highway intersections	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see guidance)	~\$*	~\$*						\$*	\$*	\$*					\$
Training					\$	\$			\$	\$	\$	\$*	\$*		
Training for law enforcement on ped/bicyclist safety laws								\$SRTS	\$SRTS		\$			\$*	
Tunnels / undercrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

Key: \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
 TIGER: Transportation Investment Generating Economic Recovery Discretionary Grant program
 TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
 FTA: Federal Transit Administration Capital Funds
 ATI: Associated Transit Improvement (1% set-aside of FTA)
 CMAQ: Congestion Mitigation and Air Quality Improvement Program
 HSIP: Highway Safety Improvement Program
 NHPP: National Highway Performance Program
 STBG: Surface Transportation Block Grant Program

IA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)

RTP: Recreational Trails Program

SRTS: Safe Routes to School Program / Activities

PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds

NHTSA 492: State and Community Highway Safety Grant Program

NHTSA 405: National Priority Safety Programs (Nonmotorized safety)

FLTTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Program-specific notes

Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. For example:

- **TIGER:** Subject to annual appropriations.
- **TIFIA:** Program offers assistance only in the form of secured loans, loan guarantees, or standby lines of credit, but can be combined with other grant sources, subject to total Federal assistance limitations.
- **FTA/ATI:** Project funded with FTA transit funds must provide access to transit. See [Bikes and Transit](#) and the FTA Final Policy Statement on the [Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law](#).
 - Bicycle infrastructure plans and projects funded with FTA funds must be within a 3 mile radius of a transit stop or station, or if further than 3 miles, must be within the distance that people could be expected to safely and conveniently bike to use the particular stop or station.
 - Pedestrian infrastructure plans and projects funded with FTA funds must be within a ½ mile radius of a transit stop or station, or if further than ½ mile, must be within the distance that people could be expected to safely and conveniently walk to use the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
 - FTA encourages grantees to use FHWA funds as a primary source for public right-of-way projects.
- CMAQ projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.
- HSIP projects must be consistent with a State's [Strategic Highway Safety Plan](#) and either (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem.
- NHPP projects must benefit National Highway System (NHS) corridors.
- STBG and TA Set-Aside: Activities marked "SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 8th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)).
- RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.
- SRTS: FY 2012 was the last year for SRTS funds, but SRTS funds are available until expended.
- Planning funds must be used for planning purposes, for example:
 - Maps: System maps and GIS;
 - Safety education and awareness: for transportation safety planning;
 - Safety program technical assessment: for transportation safety planning;
 - Training: bicycle and pedestrian system planning training.
- Federal Lands and Tribal Transportation Programs (FLTTP) projects must provide access to or within Federal or tribal lands:
 - Federal Lands Access Program (FLAP): Open to State and local entities for projects that provide access to or within Federal or tribal lands.
 - Federal Lands Transportation Program: For Federal agencies for projects that provide access within Federal lands.
 - Tribal Transportation Program: available for federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- NHTSA 402 project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>
- NHTSA 405 funds are subject to State eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>

Cross-cutting notes

- FHWA Bicycle and Pedestrian Guidance: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/
- **Applicability of 23 U.S.C. 217(f) for Bicycle Projects:** 23 U.S.C. 217(f) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, sections 133(b)(6) and 133(h) list "recreational trails projects" as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(f) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(f) continues to apply to bicycle facilities other than trail-related projects, and section 217(f) continues to apply to bicycle facilities using other Federal-aid Highway Program funds (NHPP, HSIP, CMAQ). The transportation requirement under section 217(f) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.
- There may be occasional DOT or agency incentive grants for specific research or technical assistance purposes.
- Aspects of many DOT initiatives may be eligible as individual projects. For example, activities above may benefit Ladders of Opportunity; safe, comfortable, interconnected networks; environmental justice; equity; etc.

TOWN OF BELOIT SMART PLANNING POLICY (Road & Utility Improvements)

1. Purpose- The purpose of this policy is to ensure that the Town is directing its resources wisely and guaranteeing a comprehensive look at budgeting through the inclusion of all considerations when planning and executing capital improvements related to Roads, Sewer Utility, Water Utility, Stormwater Utility, Parks and Recreation as well as Bicycle and Pedestrian Facilities.
2. The Director of Public Works and the Town Engineer shall update the Town's Capital Improvement Plans relating to all road and public utility work annually.
3. The Town Engineer shall provide accurate estimates of all costs pertaining to improvements to the best of their professional ability.
4. The Director of Public Works shall coordinate the feasibility of projects on an annual basis with the Town Finance Director/Treasurer and the Town Administrator.
5. All Town Staff and Contracted Staff shall explore all known funding sources to include shared revenue, grants, financing instruments/programs, etc. to ensure the most economic implementation of financing for all projects.
6. All public improvement projects for Roads, Sewer, Water, Stormwater and Parks shall be planned in conjunction with and in consideration of each other. Examples include:
 - a. When a road reconstruction project is proposed, the following considerations shall be taken into account through the planning process:
 - i. Does municipal sewer in that area also need to be installed/maintained;
 - ii. Does municipal water in the area also need to be installed/maintained;
 - iii. Does municipal stormwater in the area also need to be installed/maintained;
 - iv. What coordination is required with outside utility companies (i.e. Alliant, Charter, etc.);
 - v. Are there areas of the project that abut park lands and if so what are the impacts for the park(s) and/or the project;
 - vi. Are there areas of the project which need to consider future or existing development infrastructure needs; and
 - vii. Are there areas of the project which should be serviced or have service increased for pedestrian and bicycle facilities?

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City of Beloit

2006-2010 Parks and Open Space Plan

Adopted: November 20, 2006



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I INTRODUCTION

Communities throughout the country recognize that park land, recreation trails, and natural areas are key components of a high quality living environment. Such open spaces provide a community with many benefits. These include helping to meet human needs for outdoor recreation, promoting and accommodating a healthy lifestyle for residents, enhancing the aesthetic quality of a community, increasing property values, attracting visitors and tourists, shaping development patterns, and protecting the natural environment.

The City of Beloit has a well-developed system of public parks, urban spaces, and natural areas. These spaces and facilities have evolved with the growth of the City to provide opportunities for recreation and gathering, civic pride, and natural resource appreciation. New parks and recreation facilities occasionally may be needed, or certain existing park facilities may require renovation, but in general, Beloit possesses a fine park system with expert park leadership.

Over the past five years, the City has focused on park preservation and maintenance, as was outlined in the *2001-2005 Parks and Open Space Plan*. Most new athletic facilities during that period were established by private recreation providers, while the City focused on rehabilitation of existing park facilities and downtown urban spaces and pathways. This updated *2006-2010 Parks and Open Space Plan* will identify new goals for park uses and make detailed facility improvement recommendations based on community and City staff input.

This *Plan* was initiated by the City of Beloit, Parks and Leisure Services Division. Vandewalle & Associates, a planning and design firm in Madison, Wisconsin, was asked to assist the City in creation of the *Plan* with direct input from the Director of Parks and Leisure Services and the Director of Leisure Services. The City of Beloit Parks, Recreation, and Conservation Advisory Commission and Plan Commission also contributed ideas and direction to the *Plan*. Assistance from the City's Community Development Department was also invaluable.

This *Plan* was prepared in accordance with guidelines that will make it certifiable by the Wisconsin Department of Natural Resources (DNR) and qualify the City for matching grant funds through the Federal Land and Water Conservation Fund (LAWCON) and the State of Wisconsin Stewardship Fund. The *Plan* must be updated every five years to ensure that it reflects the current needs of the community and retains its DNR certification. This *Plan* was also prepared as a detailed component of the City's Comprehensive Plan, under Wisconsin Statutes 66.1001.

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II BACKGROUND INFORMATION

A. General Regional Context

Although the exact history remains disputed, the word Beloit is recognized as a derivative of the French word “balotte” meaning “handsome ground”. The spelling was changed to model “Detroit”, which the community saw as a great symbol of trade and growth. Incorporated as a village on February 24, 1846, Beloit was officially incorporated as a city by the State of Wisconsin on March 31, 1856. One hundred and fifty years after incorporation, the City of Beloit covers approximately 17 square miles. Situated on the Wisconsin-Illinois state line, Beloit is about an hour south of Madison and an hour southwest of Milwaukee. The City of South Beloit, Illinois, borders Beloit to the south; the Town of Turtle lies to the east; and the Town of Beloit borders to the west. Located at the intersection of Interstates 39/90 and 43, Beloit has large areas of commercial and industrial activities in addition to residential land uses.

B. Natural Resources

A survey of Beloit’s natural environment provides an important framework for guiding the park and open space planning process. There are several characteristics of the City’s natural landscape that will help direct the development of future park and recreational facilities.

1. Climate

South central Wisconsin’s climate is characterized by four distinct seasons. Warm summers generally span the months of June through August. The winter months of December, January, and February are cold, with average temperatures below freezing. The region is characterized by temperate conditions in spring and autumn. The first autumn freeze typically occurs around the second week of October, and the last spring freeze is usually during the first week of May.

2. Soils

The City of Beloit is within the glacial drift region of Wisconsin. Deposited with layers of silts, sand, and clay, a small proportion of land (17 percent) is classified as National Prime Farmland. That is, the soil is well suited for the production of food and has the capacity to sustain high yields of crops when properly managed. Furthermore, 46.6 percent of land in the city has been identified as Farmland of Statewide Importance. Currently, approximately one-third of city land is in agricultural use.

3. Watersheds and Surface Waters

Straddling the Rock River, the City is entirely within its drainage basin. The City is further divided into four smaller watersheds: the Lower Sugar River, Bass Creek, Blackhawk Creek, and Turtle Creek. In addition to the Rock River, there are smaller water bodies in the City including Turtle Creek, Lenigan Creek, and Springbrook Creek.

4. Vegetation

At the time of European settlement, much of south central Wisconsin was covered with prairie and oak savannah, oak woods, and lowlands. Since that time, most of the land has been converted to agricultural and urban uses. Currently, approximately 6.6 percent of the City remains wooded. The majority of these areas are located along the Turtle Creek Greenway.

5. Wildlife Habitat

Species of wildlife that are common to the south central Wisconsin region are rabbits, squirrels, woodchucks, raccoons, muskrats, and beavers. Larger mammals such as white-tailed deer, coyotes, and foxes also inhabit the region. Common bird species include pheasants, cardinals, robins, wood thrushes, great blue herons, and killdeer.

According to the Wisconsin Department of Natural Resources, there are occurrences of aquatic endangered species in the southwest and northeast areas of the City. There were occurrences of both aquatic and terrestrial endangered species in the southwest and the areas surrounding Rock River. Detailed information regarding the types of endangered animals, plants, and natural communities can be found at the Department of Natural Resources' website: <http://www.dnr.state.wi.us/org/land/er/nhi/countymaps/>.

C. Population Trends and Forecasts

Table 1 compares the City of Beloit's population trends over the past thirty years with several neighboring communities, the County, and the State. Between 1990 and 2000, the City experienced a 0.6 percent population increase. In contrast, the Town of Turtle experienced a small population decline while total population increased for the Town of Beloit and the City of South Beloit. Between 1980 and 2000, the City experienced a 1.6 percent increase.

Table 1: Population Trends and Historic Growth

	1970	1980	1990	2000	% Population Change 1980-2000	% Population Change 1990-2000
City of Beloit	35,729	35,207	35,573	35,775	1.6	0.6
Town of Turtle	2,532	2,703	2,458	2,444	-9.6	-0.6
Town of Beloit	9,182	8,382	6,778	7,038	-16.0	3.8
City of South Beloit	3,804	4,088	4,072	5,397	32.0	32.5
Rock County	131,970	139,420	139,510	152,307	9.2	9.1
State of Wisconsin	4,417,821	4,705,642	4,891,769	5,363,675	14.0	9.6

Source: U.S. Census 1970-2000

The City of Beloit's estimated 2005 population was 36,106 residents, according to the Department of Administration (DOA). Table 2 shows four different population projection scenarios in five-year increments through the year 2030. The 2030 forecasts range from 36,190, produced by the DOA, to 51,859, calculated from the 20-year trend in building permits. These projections were formulated in conjunction with the City's current comprehensive planning process.

As part of the City's 2001 park planning process, population projections were prepared using City staff input. While the DOA projected population loss for the City between 2000 and 2015, City planning staff believed that the City's population would experience a considerable increase by 2015 based on the number of new or planned residential subdivisions. City staff continues to consider new residential unit construction to be a more accurate method for forecasting future growth.

Table 2: Population Projection Scenarios

	2000	2005	2010	2015	2020	2025	2030
DOA Projections	35,775	36,106	35,927	36,029	36,100	36,190	NA
Population Trend Projection (1980-2005)	35,775	36,106	36,291	36,476	36,662	36,850	37,038
Building Permits: 20-year Average	35,775	36,106	37,247	38,375	39,489	40,599	41,710
Building Permits: 20 Year Trend	35,775	36,106	38,339	41,031	44,171	47,776	51,859

Source: Wisconsin DOA, Census, City of Beloit Community Development Department

For the purposes of this *Plan*, population projections will be based on population increases derived from the 20-year trend in building permits issued by the City, depicted in Table 3. These figures will ensure conservative estimates for park system planning.

Table 3: City of Beloit Population Projections

	2000	2005	2010	2015	2020	2025	2030
City of Beloit	35,775	36,106	38,339	41,031	44,171	47,776	51,859

D. Demographics

1. Age and Gender Distribution

The City of Beloit's demographic data from the year 2000 are presented in Table 4. This data suggests that the City's population is younger than the surrounding communities and the County. Furthermore demographic trends indicate that the City's median age has increased from 31.1 in 1990 to 32.7 in 2000. The proportion of residents over the age of 65 has decreased slightly from 13.4% in 1990 to 13.0% in 2000. The proportion of school-age children residing in the City is higher than that of surrounding communities and the County.

Table 4: Age and Gender Distribution, 2000

	Median Age	% Under 18	% Over 65	% Female
City of Beloit	32.7	27.7	13.0	52.1
Town of Turtle	42.2	25.7	13.4	49.3
Town of Beloit	42.3	23.3	16.8	50.5
City of South Beloit	33.3	26.5	12.9	50.5
Rock County	35.9	26.5	12.7	50.8

Source: U.S. Census, 2000

2. Race and Ethnicity

Beloit is a racially diverse city. Table 5 compares the City's racial and ethnic composition to neighboring communities and Rock County. Beloit's Black and Hispanic populations are nearly twice that of any of the surrounding communities. The City and other recreation providers should be sensitive to this rich ethnic mix which presents a challenge in providing culturally sensitive recreational programming and facilities.

Table 5: Race and Ethnicity, 2000

	% White	% Black	% Hispanic	% Asian
City of Beloit	71.9	15.2	9.1	1.2
Town of Turtle	97.3	1.5	1.0	0.2
Town of Beloit	88.8	6.7	2.6	0.6
City of South Beloit	86.3	4.0	5.8	0.8
Rock County	89.2	4.6	3.9	0.8

Source: U.S. Census, 2000

3. Household Characteristics

Tables 6 through 8 present household characteristics for the City of Beloit compared to neighboring communities and the County. In 2000, Beloit's household size was slightly higher than all jurisdictions except Rock County. The City had the lowest median home value and the second lowest median rent. The City also has the lowest percentage of owner occupied housing. Household forecasts, based on projected population associated with the 20-year trend in building permits issued by the City, suggest that there will be a 50.9 percent increase in the number of households in the City over the next 20 years.

Table 6: Housing Characteristics, 2000

	Total Housing Units	Total Households	Average Household Size	Median Value	Median Rent
City of Beloit	14,262	13,370	2.57	\$68,200	\$509
Town of Turtle	990	957	2.55	\$115,900	\$652
Town of Beloit	2,949	2,814	2.50	\$102,000	\$538
City of South Beloit	2,345	2,165	2.46	\$86,200	\$505
Rock County	62,187	58,617	3.03	\$98,200	\$543

Source: U.S. Census, 2000

Table 7: Household Characteristics, 2000

	Single Person	Vacant	Owner Occupied	Single Family
City of Beloit	27.5%	6.3%	61.9%	73.7%
Town of Turtle	19.9%	3.3%	89.8%	95.8%
Town of Beloit	27.4%	4.6%	85.3%	89.3%
City of South Beloit	28.8%	7.7%	68.8%	70.9%
Rock County	25.1%	5.7%	71.1%	75.8%

Source: U.S. Census, 2000

Table 8: Household Projections

	Households 2000	2005	2010	2015	2020	2025	2030	Change 2005-2030
City of Beloit	13,370	13,575	14,689	15,903	17,322	18,809	20,498	50.9%

E. Labor Force and Employment

A community's labor force is the portion of the population that is employed or available for work. The labor force includes people who are in the armed forces, employed, unemployed, or actively seeking employment. According to the 2000 Census, 64.9 percent of City residents age 16 and older were included in the labor force. The percentage of the City's labor force employed by sector in 2000 is shown in Table 9. Nearly 35 percent of the labor force is employed in the manufacturing sector, reflective of a large "blue collar" workforce. The educational, health, and social services sector employs another 18.4 percent of the workforce.

Table 9: Labor Force Characteristics, 2000

Occupational Group	% of Labor Force
Manufacturing	34.9
Educational, health, and social services	18.4
Retail trade	11.1
Arts, entertainment, recreation, accommodation, and food services	8.5
Professional, scientific, management, administrative, and waste management services	5.2
Construction	4.9
Other services (except public administration)	3.9
Transportation, warehousing, and utilities	3.4
Finance, insurance, real estate, rental, and leasing	3.3
Public Administration	2.4
Wholesale trade	2.0
Information	1.5
Agriculture, forestry, fishing, hunting, and mining	0.5

Source: U.S. Census Bureau, 2000

F. Review of Existing Plans

Another critical step in the park planning process is an examination of relevant planning efforts undertaken by the City and regional agencies. A comprehensive understanding of how the City has evolved over time and how it has been planning for the future establishes guidelines for the recommendations presented in this *Plan*. Moreover, a review of existing plans helps identify ways that this *Plan* should be adapted to be consistent with the City's ongoing goals, objectives, and policies, and coordinated with regional planning efforts.

1. Rock County Park and Outdoor Recreation Plan, 2003-2008

In 2003, the Rock County Board of Supervisors adopted this Plan, which contains detailed descriptions and site maps of all 18 County parks. A survey was conducted as part of the extensive public participation effort, the results of which were very similar to the survey conducted by the City of Beloit Division of Parks and Leisure Services described in Chapter III of this *Plan*. Most notably, respondents felt there was a need for hiking trails and natural areas. Overall, the highest priority over the planning period was to provide each County park with adequate infrastructure including restrooms, drinking water, parking, internal park signage, and vehicular and pedestrian access.

2. Stateline Area Bike and Pedestrian System Plan (2004)

In 2004, the Stateline Area Transportation Study (SLATS) Policy Committee updated the 1994 Bicycle and Pedestrian Master Plan for the Stateline Area, including the City of Beloit. The purpose of the Plan is to outline a strategy for designing and implementing a safe, convenient, and comprehensive bicycle and pedestrian circulation network in the Stateline Area. Recommendations for the City of Beloit include off- and on-street paths, bicycle lanes, and intersection and bridge improvements.

3. Beloit Township Parks and Recreation Plan (1997)

The Town of Beloit is the only Town in Rock County with a park system. All 11 Town parks are located near the City of Beloit. The Plan identifies deficiencies in the park system and makes recommendations for additional parkland. The Plan also discusses the potential expansion of Armstrong-Eddy Park through an agreement with the City of Beloit and the property's owner, Beloit College.

4. City of Beloit Comprehensive Plan (1996)

Adopted in 1997, the Beloit Comprehensive Plan is the City's primary statement of policy regarding future land use, long range capital improvements, growth boundaries and opportunities for redevelopment. The Plan examines several elements of the community including open space and natural features and presents general goals and objectives. The Comprehensive Plan will be updated in 2007.

5. City of Beloit 2001-2005 Parks and Open Space Plan

Adopted in 2000, the City of Beloit's most recent parks and open space plan presented recommendations for the enhancement and improvement of existing City parks and for the acquisition and development of new municipal active and passive recreational facilities. Specifically, the Plan recommends the construction of a new sports complex, the acquisition of land to complete the greenway from Krueger Park to the Rock River, and the improvement of several existing parks. This *2006 Parks and Open Space Plan* will function as an update to the 2000 Plan and will build upon the recommendations therein to reflect up-to-date and accurate recommendations for the City's current population.

6. Aquatic Facility Studies, 2002 & 2005

Two studies have been conducted that recommend renovation opportunities for the pool facilities at Krueger Recreation Center and creation of a new aquatics facility on the east side of Beloit. The 2002 report studied the potential of renovating the existing facility at Krueger Recreation Center, and a site selection and design for a proposed new aquatic facility. Telfer Park was chosen as the best location for a new facility. In 2004, a significant renovation to

the Kreuger pool was implemented which included the addition of a sprayground feature and improvements to the bathhouse and pools. A similar study was conducted in 2005 which explored the renovation of the existing pool and the creation of a new facility at Telfer Park.

7. Park Master Plans

The following existing City parks have Master Plans which serve as development and maintenance guides. Recommendations made by this *Plan* reflect Master Plan recommendations.

- Krueger Municipal Pool
- Big Hill Memorial Park
- Turtle Creek Park
- Riverside Park

G. Parks Tour

A survey of existing park sites and facilities was conducted on May 11th, 2006. Accompanied by City staff, this tour involved visiting the parks and open spaces, studying site conditions, learning park history, and evaluating the need for improvements. This tour defined many of the detailed site improvement recommendations that follow in this *Plan*.

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III PUBLIC PARTICIPATION

A. Visioning Workshop

As part of the planning process for this *2006 Parks and Open Space Plan*, a visioning workshop was held on June 7, 2006, to provide City residents with an opportunity to share their perspectives on the existing park system and its future, and to ask questions about the park planning process. About 40 people attended the workshop in which participants were asked to identify strengths, weaknesses, opportunities, and threats related to the parks system.

Participants brainstormed park system desires and prioritized them, and they voted on various types of parks and recreational facilities that they would like to see emphasized in the future.

A compilation of data received at the workshop indicated that the participants' top desires for future parks and facilities were more natural areas, bike and pedestrian recreation trails, trailheads, community gardens, and dog parks. Additionally, participants shared their views on the following topics: continued park maintenance, increased budget and creative fundraising for parks and increased park staff, increased stewardship opportunities and education in parks, and promotion of safety and security.

The results of this workshop contributed to the development of the goals, objectives, and policies described in Chapter V. A summary of results from the workshop is provided in Appendix B of this *Plan*.



B. Needs Assessment Survey

The Division of Parks and Leisure Services conducted a user assessment survey with the goal of learning how to improve its services and park programs and to inform this *Plan*. Questionnaires were mailed randomly to 700 residents on April 20th, 2006; 170 were returned to the Division. A copy of the survey questions is included in Appendix C and complete results are available through the Division of Parks and Leisure Services. Some noteworthy highlights of the results include:

- Residents repeatedly visited the major park facilities each year such as Big Hill Memorial Park, Leeson's Park, Riverside Park & Rotary Center, Krueger-Haskell Golf Course and Krueger Swimming Pool, Telfer Park, and Edwards Ice Arena.
- The most frequently used park facilities were running/walking trails, playgrounds, picnic shelters and ballfields.
- Trails were identified as a top priority.
- More than three-quarters of respondents thought undisturbed or natural areas should be set aside for new park lands.
- Approximately half of respondents would pay at least \$10 more per month in property taxes for new park land.
- Eighty percent identified safe and clean park facilities as a top priority.
- Over half of respondents rate non-traditional facilities such as dog parks, bike trails, and natural areas as top priorities.
- Nearly 70 percent responded positively to increased funding for the purchase of new parks and facilities from a variety of sources.
- Forty percent of respondents felt there was a need for a community recreation center. One-quarter of these would pay \$5 to \$10 more per month in property taxes for its development.

Map 1a: Existing Parks and Recreational Facilities - City

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Map 1b: Existing Parks and Recreational Facilities – Detail

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IV GOALS, OBJECTIVES, AND POLICIES

In order to conduct a thorough and accurate planning process, it is important to establish a set of goals, objectives, and policies that will serve as the basis for the recommendations in this *Plan*.

As discussed in previous sections of this *Plan*, community input was invaluable in determining policies. A Needs Assessment Survey was conducted by the City's Parks and Leisure Services Division. Stakeholder interviews with park user groups and community leaders were conducted. A public Vision Workshop was held to solicit park use and open space priorities for the entire park system. The City's Parks and Leisure Services Division also contributed direct knowledge from their daily experiences of managing parks and recreation programs for inclusion into policy formulation.

These efforts are summarized into the following Goals, Objectives, and Policies, which are used to help guide detailed park and open space improvement recommendations

Goals are broad statements that express general public priorities. Goals are formulated based on the identification of key issues, opportunities, and problems that affect the park system.

Objectives are more specific than goals and are usually attainable through strategic planning and implementation activities. Implementation of an objective contributes to the fulfillment of a goal.

Policies are rules and courses of action used to ensure plan implementation. Policies often accomplish a number of objectives.

The following list of goals, objectives, and policies is based on the information that has been presented in previous chapters of this *Plan*, including citizen input and discussions amongst City staff and Park and Recreation Commission members.

Goals

1. Ensure the provision of a sufficient number of parks, recreational facilities, and natural areas to enhance the health and welfare of City residents and visitors. Such facilities should accommodate special groups such as minorities, the elderly, and teenagers.
2. Preserve the City's natural resources and amenities for the benefit of current and future residents and visitors.

Objectives

1. Balance the need to acquire and develop new park and recreational facilities with the need to maintain and upgrade existing park sites and facilities.
2. Provide quality natural areas serving the entire community.
3. Provide pedestrian, bicycle, and vehicular access to all parks and recreational facilities.

Policies

1. All citizens should be provided with an opportunity for engaging in recreational activities, and recreational facilities should be equitably situated to serve the entire City.
2. The preservation of primary and secondary environmental corridors, isolated natural resource areas, steep slopes, woodlands, streams, floodplains, riparian habitats, and wetlands should receive special attention to ensure their maintenance as vegetative, wildlife and fish habitats, as areas for passive and active outdoor recreation, and as stormwater and flood management areas, where appropriate.

3. The City should continue to maintain and upgrade existing parks and recreational facilities for the safety and convenience of the age groups that use them.
4. The City should continue to develop a diversity of park sizes and types based on the characteristics and needs of individual neighborhoods, and the surrounding land use and natural resource features.
5. The provision of safe and convenient bike connections between parks, open spaces, and recreational facilities should be emphasized in on-going City planning and acquisition efforts.
6. The City should encourage volunteer participation and stewardship in maintaining existing and future parks.
7. The City should ensure that existing park facilities are upgraded to comply with American with Disabilities Act design guidelines. Future parks should be designed to be barrier-free and accessible to persons with disabilities.
8. The City should provide diverse recreational opportunities to adequately serve different age groups, including teenagers and senior citizens, as well as ethnic and minority groups.
9. The City should explore alternative means of reserving lands required for open space to ensure that lands are obtained at the lowest cost to the public (e.g. non-profit organizations, conservation easements, purchase of developments rights).
10. Parks and recreational facilities should be combined with school facilities where appropriate and feasible with joint planning and maintenance agreements. The City and the School District should continue to work together to provide accessible park and recreational facilities.
11. The City should carefully consider municipal recreational programming to balance that of private recreation providers.
12. All new development should meet the park and open space standards and recommendations as outlined in this *Plan* and implemented by the City of Beloit Zoning Ordinance and Subdivision and Platting Ordinance.

V EXISTING PARK AND RECREATIONAL FACILITIES AND RECOMMENDED IMPROVEMENTS

The following is a summary of the existing park and recreational facilities within the City of Beloit, including park-specific recommendations for improvements. Facilities are depicted on Map 1a and 1b and a complete list of facilities within each park is provided in Appendix A. Please refer to Chapter VIII: Recommendations for a complete prioritized list of recommendations.

A. Regional Parks

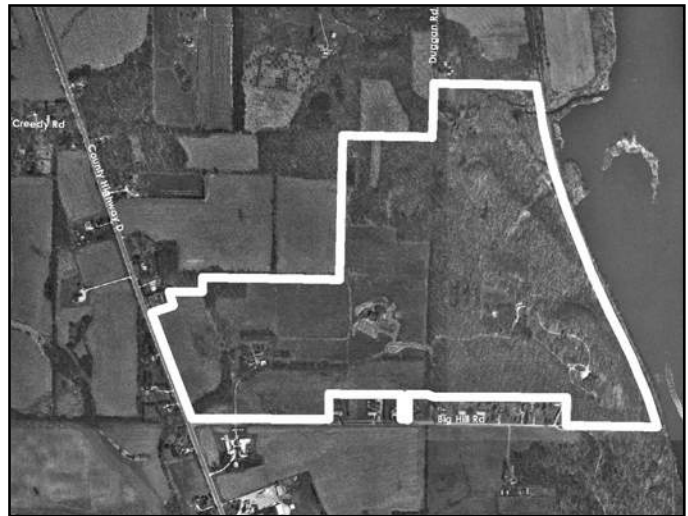
1. Big Hill Memorial Park:

A scenic community asset with wooded hills and river views, this park sits atop a high point on the north edge of Beloit along the west bank of the Rock River. The park has 197.2-acres and is a destination for group and individual picnicking, hiking, and natural interpretation. The historic site is graced with 1930's Civilian Conservation Corp stone fireplaces and log cabin picnic structures, and is home to the first ski jump in Wisconsin.

Primarily used for nature interpretation, the site contains walking and cross country ski trails, group picnic shelter sites, a historic stone amphitheater, a scenic river overlook, a sand volleyball court, an informal ball field with backstop, and playgrounds. The site also is home to the Girl Scout of Badger Council Program Service Center, which has a long-term lease on land within the park.

Recommendations for future improvements include:

- Complete retaining wall along woodland trail
- Extend hiking trails/trail head into the Kopplin addition
- Determine use for the open area in the upper level adjacent to Big Hill Road (i.e. dog park, arboretum, camping grounds, reforest)
- Renovate historic council ring amphitheater
- Remove/restore log cabins
- Define parking areas



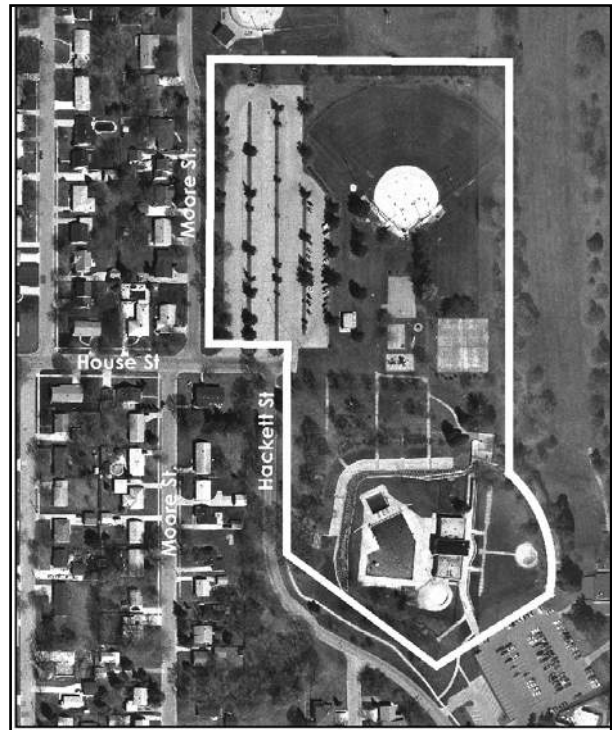
- Improve roads
- Create interpretive trail signage program
- Extend proposed Janesville-Beloit Trail into the park
- Improved signage for hiking trails

B. Community Parks

1. Krueger Recreation Area:

This 15.7-acre special use community park is uniquely located in an old stone quarry. It contains the City's only municipal pool, which charges user fees. Other facilities include play equipment, a softball field, tennis courts, a basketball court, restrooms, and a picnic shelter. The aging pool facility has inherent maintenance problems, which merit long term consideration of either complete renovation or phasing out of the pool entirely. The following is a list of alternatives:

- Continue with enhancements, infrastructure improvements, and maintenance of the Krueger Municipal Pool to retain it as a pool facility
- A supplemental aquatic facility at Summit Park
- A supplemental aquatic facility at Telfer Park



Recommendations for future improvements include:

- Stabilize limestone wall between pool grounds and golf course
- Restore historic lighthouse
- Renovate tennis courts
- Install sand volleyball courts within lower section
- Additional playground equipment within lower section

2. Leeson's Park:

This 41.5-acre community park contains two lighted baseball fields, concessions, restrooms, play equipment, picnic shelters, a sledding hill, and open space. Located on the east side of the City, Springbrook Creek winds through the park before entering the Springbrook Creek Greenway natural area.

Recommendations for future improvements include:

- Purchase small private wooded parcel at park entrance
- Determine viability of baseball use

- Determine new use for the former community garden area (i.e. dog park)
- Tuck pointing of both bridges
- Address Springbrook Creek bank erosion
- Remove unnecessary fencing throughout the park
- Create a trail connection to the Department of Public Works property along Springbrook Creek
- Consider adapting the cemetery pump house as a bell tower or carillon



3. Riverside Park:

This 24.9-acre riverfront park is a centerpiece for Beloit. Its scenic location on the Rock River and dramatic sequence of inviting park spaces and amenities make it ideal for a variety of civic events and daily active park use. The Riverwalk meanders through the site, linking a number of cultural amenities such as the Turtle Island play area, the Harry Moore Pavilion, Rotary River Center, Jones Pavilion, and picnic shelters. The Riverside Lagoon is a special feature of the park with decorative fountains. Small gazebos highlight scenic overlooks of the river. Riverside Park is also the site of Riverfest and hosts a number of free, outdoor concerts as well as private events. This park is home to the City's best tennis facility, a complex of four lighted courts. Public art is prominently located throughout the park.



Recommendations for future improvements include:

- Renovate two existing shelters
- Construct plaza
- Create signage system
- Update Moore pavilion with banners, awnings, and landscape updates
- Enhance Turtle Island by repairing play equipment, improving landscaping, rip-raping shoreline
- Improve landscape and shoreline at Adams Family Fountain & Plaza
- Create new tot lot within mid-lawn area
- Plant trees
- Rip-rap selected shoreline areas
- Create sculpture promenade
- Refurbish tennis courts

- Construct a park maintenance building
- Consider construction of a boathouse for non-motorized boats
- Expand park - Ace Hardware site development, 2008
- Enhance the lagoon for winter ice skating

4. Telfer Park:

This 28.8-acre site is a special use community park on the northeast side of the City. The site is home to Harry C. Pohlman Field and the Beloit Snappers, a class A minor league baseball farm team for the Minnesota Twins. The Pohlman baseball complex includes a ball field, grandstands, concessions, and offices. The park also houses the Edwards Sports and Activity Center which has indoor and outdoor ice rinks, locker rooms, and offices. In summer the rink is transformed into the Edwards Pavilion, available for reservation. Telfer Park also has one lighted softball field, a sand volleyball court, new play equipment, and extensive parking.



Recommendations for future improvements include:



- Construct planned skate park
- Study creation and siting of splash park
- Create storage area for hockey boards between the Edwards Sports and Activity Center and the existing outdoor rink
- Determine use for the former tennis courts (i.e. outdoor ice rink, in-line hockey)
- Determine use for the large tract of land north and east of Pohlman Field
- Continue with improvements to Pohlman Field
- Reserve sufficient land for possible future aquatic center

C. Neighborhood Parks

1. Christilla Park:

Located on the west side, this 3.8-acre neighborhood park offers unstructured lawn space, an informal ball field with backstop, and play equipment.

Recommendations for future improvements include:

- Replace play equipment
- Construct picnic shelter



2. Eagles Ridge Park:

This 4.4-acre park is located in the new Eagles Ridge subdivision and is currently undeveloped.

Recommendations for future improvements include:

- Install play equipment
- Install picnic shelter
- Create open space play area
- Officially name the park

3. Freeman Park:

This 10-acre park is located adjacent to Turtle Creek Greenway and is undeveloped.

Recommendations for future improvements include:

- Install play equipment
- Install picnic shelter
- Create open space play area

4. Dr. George Hilliard Park:

This 6.6-acre park on the southeast side of Beloit contains some of the largest trees in the City. It includes a unique, but aging, picnic shelter with fireplace, an informal ball field with backstop, new play equipment, restrooms, and a well-developed disc golf course.

Recommendations for future improvements include:

- Renovate ball field
- Replace disc golf equipment
- Replace benches
- Replace fence along the residential border
- Improve ball field
- Construct new picnic shelter/restroom

5. Hinckley Park:

This 3.4-acre park is a grassy open space on the west side of Beloit. Improvements include an informal ball field with backstop and play equipment.

Recommendations for future improvements include:

- Construct a picnic shelter
- Improve ball field and backstop

6. **Horace White Park:**

This 8-acre historic downtown park has a Victorian period feel. A classic city square, with crossing stone pathways, a Victorian gazebo, a canopy of mature trees, and floral displays, this gracious civic space is an asset to downtown Beloit. Other amenities include a play lot, picnic shelter, and restrooms. This park is home to the Village on the Green art show, and improvements are desired to further enhance its ambiance relative to the Downtown.

Recommendations for future improvements include:

- Install period lighting and furnishings
- Expand perennial beds
- Install interpretive signage
- Renovate/widen walkways
- Re-landscape the Horace White Monument



7. **Mechanics Green:**

This 3-acre green space is bisected by Broad Street. The northern area, also known as Rhodes Arboretum, contains a collection of over 50 species of mature trees. The park is named for workers at a nearby manufacturing plant who lunched and relaxed there.

Recommendations for future improvements include:

- Install missing identification plaques for tree species
- Install interpretive signage
- Install new walkways in the north side of the park
- Install new furnishings and period lighting
- Install screening from other uses north of parking lot
- Pave the parking area

8. **Reverend U.S. Pride Park:**

This 2.9-acre park is located on the west side of the Rock River on the north side of Beloit adjacent to the 'Fairbanks Flats'. This historic worker housing complex symbolizes local African American workers' heritage of struggle. Existing facilities include a small picnic shelter, restrooms, a basketball court, and play equipment.

Recommendations for future improvements include:

- Create trail along water's edge

- Investigate acquisition of land south of park to connect to Riverwalk and extend greenway along the Rock River
- Construct fishing pier
- Repair erosion along the river bank

9. Roosevelt Park:

Located adjacent to the Turtle Creek Greenway and the Kolak Education Center, this 3.5-acre park includes a lighted softball field and bleachers.

Recommendations for future improvements include:

- Replace restroom



10. Strong Park:

This 3.1 acre grassy site is a linear open space along Milwaukee Road on the east side of the City. Four previously unrecognized totem mounds, called the Oakwood Cemetery Group, are located near the park's fence. There are no recommendations for future improvements.

11. Summit Park:

This 7-acre park is a popular destination along Henry Avenue. The park features basketball courts, an informal soccer field, an informal ball field with backstop, a picnic shelter, and restrooms

Recommendations for future improvements include:

- Resurface tennis courts and provide equipment for joint tennis / basketball use
- Develop a soccer field
- Improve lighting
- Expand parking area
- Consider as a possible site for a spray ground

12. Townview Park:

The 10-acre park is primarily open space with play equipment.

Recommendations for future improvements include:

- Install picnic shelter
- Construct an informal ball field with backstop
- Consider long-term redesign when residential growth occurs north of the park

13. Turtle Creek Park:

Turtle Creek bisects this 11-acre park on the southeast edge of the City. A vacant bath house and a filled-in pool are located at the entrance of the park. New play equipment and a practice baseball field occupy the northern portion of the park. A bicycle trail will be constructed through the park in 2007.

Recommendations for future improvements include:

- Determine future use or demolition of the pool house (i.e. picnic shelter)
- Improve access and views of Turtle Creek from within the park
- Install fencing along Turtle Creek near the playground
- Consider a new park entrance
- Determine use of parkland on the south side of Turtle Creek
- Connect the park with a greenway system

14. Vernon Park:

This 4-acre park is located on the City's southwest side. It contains two informal ball fields with backstops, play equipment, and a picnic shelter/restroom building.

Recommendations for future improvements include:

- Determine alternate uses for former tennis courts
- Remove tall area-lights from former ice rink
- Create pedestrian access points through the existing fence at mid-block locations

D. Mini-Parks

1. Brooks Street Vest Pocket Park:

An abandoned home was removed in the 1990's to make way for this half-acre mini-park. Also known as Vest Pocket Park, it has play equipment and open lawn space. The site is fenced and there is security lighting.

Recommendations for future improvements include:

- Consider disposal of unused land at the rear of the park

2. Brown-Hanchett Park:

This is a small 0.2-acre mini-park on the east side of the City, with play equipment and minimal grass space.

Recommendations for future improvements include:

- Remove fence along Porter Avenue

3. Field Park:

This 1.2 acre park provides open space and a playground in the downtown area.

Recommendations for future improvements include:

- Create public floral display at sunken garden
- Replace play equipment

4. Hope Park:

Play equipment, selected by neighborhood residents, is the main feature in this 0.3-acre mini-park in east central Beloit.

Recommendations for future improvements include:

- Remove chain link fence along Bellevue Place and Wisconsin Avenue

5. Lee Lane Park:

This 0.7 acre park on the east side of Beloit includes an informal ball field with backstop.

Recommendations for future improvements include:

- Install play equipment
- Officially name the park

6. Merrill Park:

At the corner of Merrill and Fifth Street, along the 5th Street Trail, this 0.5 acre mini-park is an open grass area.

Recommendations for future improvements include:

- Install play equipment
- Enhance the community garden project
- Provide water access
- Officially name the park

7. Ritsher Park:

This 0.8-acre park is located on the far west side of the City. The park was acquired through annexation of property formerly in the Town of Beloit. Facilities include an informal ball field with backstop.

Recommendations for future improvements include:

- Install play equipment
- Officially name the park

8. Schellenger Park:

Located on the west bank of the Rock River, this 1.5-acre strip park provides open space along Bluff Street. Offering nice views to downtown this open space adds nice ambiance and flexible picnic space to the neighborhood. A historic stone staircase that leads down the bluff has fallen into disrepair, and does not really connect to any useful location.

Recommendations for future improvements include:

- Demolish and remove limestone stairs
- Create open vistas to the Rock River
- Install park identification sign

9. Tremont Park:

This 0.3-acre park includes play equipment and open space.

Recommendations for future improvements include:

- Remove existing fencing

10. Water Tower Park:

This 1.5-acre site is located near the intersection of Riverside Drive and White Avenue. The stone water tower in the park was constructed in 1885 and is listed on the National Register of Historic Places.

Recommendations for future improvements include:

- Install signage highlighting the presence of native wild Petunia
- Improve landscaping
- Provide pedestrian access from Visit Beloit parking lot

11. Zonta Memorial Park:

This 0.08-acre triangle park is located at the southeast corner of the Municipal Offices site.

Recommendations for future improvements include:

- Replace existing sign with standard City entrance sign

E. Special Use Parks

1. The Landing:

This 0.3-acre site is located downtown along the Rock River. It features a dramatic metal sculpture commemorating the location where the original inhabitants landed and founded Beloit. A nice river edge urban park, it has decorative floral beds and plaza space.

Recommendations for future improvements include:

- Construct plaza at bridge level with appropriate furnishings
- Improve sculpture lighting
- Officially name the park



2. Riverwalk:

This 5 kilometer multi-use paved trail is a popular attraction connecting the east and west sides of the Rock River with downtown Beloit. The Riverwalk travels the length of Riverside Park on the east side of the river, across the Wood Family Fishing Bridge and up to Portland Avenue. It includes a section behind Beloit Memorial High School and Wootten Park.

Recommendations for future improvements include:

- Enhance pathway landscaping
- Add lane striping for two-way traffic along pathway
- Install distance markers along the Riverwalk
- Install destination signage for places of interest along the Riverwalk (i.e. The Landing)

3. Fifth Street Bike Path:

Created using federal funding, this trail is located in a reclaimed railroad right-of-way from Shirland Avenue to the Beloit Memorial High School.



Recommendations for future improvements include:

- Reconstruct roadway

4. Krueger-Haskell Municipal Golf Course:

This 18-hole municipal golf course is situated on 117 acres adjacent to the Krueger Recreation Area. Facilities include a recently remodeled clubhouse, maintenance garage, golf cart shed, and several small shelters.

Recommendations for future improvements include:

- Install a shelter/restroom building in the northern section of the golf course
- Rebuild bunkers
- Replace bridges
- Replace fence along Burton Street
- Install screening between the maintenance area and the golf course

5. Wood Family Fishing Bridge:

Built over an old railroad trestle at the southern end of the Riverwalk, the bridge comprises eight rectangular platforms connected by a continuous pathway. At each end, a metal gate frames a tree and a boulder. At the west end of the bridge, a reproduction of a diesel locomotive is raised upon a girder bridge, commemorating the engines once built by local manufacturer Fairbanks Morse.



Recommendations for future improvements include:

- Install lighting that dissuades vandalism

6. Wootton Park:

This 3-acre park is located on the west side of the river north of the Beloit Memorial High School and includes a boat launch and 5 lighted tennis courts.

Recommendations for future improvements include:

- Determine future for tennis court area – either renovation or expansion for marina parking
- Construct picnic shelter
- Install new lighting for tennis courts

F. Natural Areas

1. Springbrook Creek Greenway:

Located adjacent to Leeson's Park, this 6.4-acre natural area provides flood relief and open space.

Recommendations for future improvements include:

- Create trail connecting industrial park to Leeson's Park and Eastlawn Cemetery

2. Turtle Creek Greenway:

In addition to flood relief, this 278.6-acre natural area provides a mowed grass path used for walking and jogging and cross country skiing. A trailhead on Milwaukee Road and easements in the adjacent neighborhoods also provide access to the trail. There are issues concerning public versus private space in residential areas. While boundaries and trail limits are difficult to distinguish, the Parks & Leisure Services Division is



attempting to delineate space by leaving an un-mowed 10-foot buffer between adjacent residential properties and the natural area. Parking and public access to the Creek is available at the southern end of the Greenway, off Milwaukee Road.

Recommendations for future improvements include:

- Establish planting treatment and mow line to buffer trail from residences
- Monitor private use of public areas for non-conforming uses (i.e. gardens)
- Create small parking lots and signage along the floodplain trail to improve access and visibility
- Pave the parking area in the Milwaukee Road trailhead
- Install benches along the trail
- Extend floodplain conservancy and trail to the north to freeway, and south to Turtle Creek Park
- Connect the trail segments

3. Lenigan Creek Greenway:

Located north of Krueger Golf Course, this 6.3-acre natural area provides flood relief and open space.

Recommendations for future improvements include:

- Create small parking lot and signage along the greenway to improve access and visibility

4. Westside Detention Pond:

This 19.7-acre natural area is located on the City's west side on Madison Road across from McNeel Middle School, providing opportunities for environmental curriculum. The site includes a packed limestone path surrounding the pond, which also serves stormwater management purposes.

Recommendations for future improvements include:

- Continue Master Plan improvements for parking, an area for scientific experiment, a shelter, and a picnic area
- Officially name the park Harper's Little Farm Arboretum

**5. Leuty Park:**

This 1.1-acre green space is located along the railroad spur at Prairie Avenue from Copeland Avenue to Switchtrack Alley. There are no recommendations for future improvements.

6. Totem Mound:

This 1.1-acre park is adjacent to the Turtle Creek Greenway containing two Native American effigy mounds.

Recommendations for future improvements include:

- Install interpretive signage

G. Public School Open Space Areas

For the purposes of this *Plan*, elementary public school recreational facilities serve as neighborhood parks. Secondary schools recreational areas receive minimal usage by City residents due to the nature of their facilities. A complete listing of Beloit School District facilities can be found in Appendix A. The School District maintains all school open space areas and manages improvements.

H. Cemeteries

The City owns two cemeteries in the City, both on the east side, managed by the Division of Parks and Leisure Services. These are Eastlawn on Milwaukee Street, adjacent to Leeson's Park, and Oakwood, adjacent to Strong Park. These are self-supported facilities that generate their own revenue for operation. There are no recommendations for future improvements as part of the Parks and Open Space Plan. Completion of a cemetery improvement plan is recommended.

I. Roadway Medians, Entryways, and Parking Lots

The Division of Parks and Leisure Services has maintenance responsibilities for high visibility thoroughfares with planted boulevards running through Beloit. These are maintained with trees, turf, and decorative seasonal plantings. Small parcels at City gateways are similarly maintained with signage and accent planting features. Recently, the Division was also given the task of beautifying several downtown parking lots, and will be responsible for their continued maintenance.



J. Accessibility-Universal Design and ADA Compliance

Park and recreational facilities should be made barrier-free and accessible to disabled park users to meet the guidelines of the Americans with Disabilities Act (ADA). Reasonable accommodation should be provided where feasible, such that the majority of park facilities and outdoor features are accessible to as many visitors as possible. Furthermore, universal design standards should be followed to comply with federal ADA regulations as a requirement for most grant-in-aid programs.

VI PARK AND RECREATION STANDARDS

In order to help guide the park planning process, it is important to identify a set of minimum standards for park and recreational facilities that can serve as a benchmark for evaluating the adequacy of the park system. Such standards enable a community to quantitatively measure how well its existing facilities are meeting the needs of residents as compared with other communities, and to plan for future facilities based on projected population growth. As such, park and recreation standards are commonly expressed as a ratio of the number of minimum acres recommended per 1,000 residents. For example, the National Recreation and Park Association (NRPA) recommends that for every 1,000 residents, a community should provide 1 to 2 acres of neighborhood parks.

It should be noted that while such national standards provide acceptable target guidelines for the provision of parks and open spaces, a more thorough and accurate analysis of Beloit's park system must emphasize the *local* demand and historic expectation for recreational resources. That said, the City should consider the following guidelines when developing new recreational facilities:

A. Mini-Parks

General Description: These parks offer specialized facilities that serve a centralized or limited population or specific group such as young children or senior citizens.

Service Area: Less than ¼ mile in residential areas

Desirable Size: 2,500 square feet to 2 acres

Acres per 1,000 Population:

- NRPA Standard: 0.25-0.5 acres
- Local Standard: 0.20-0.25 acres

Basic Facilities and Activities:

- Coordinated play equipment and structures for pre-school and elementary school age children
- Conversation and sitting areas arranged to permit easy surveillance by parents
- Landscaped areas that provide buffering and shade
- Lighting for security at night (direct cut-off)
- Parking typically not required

Desirable Site Characteristics:

- Suited for intense development
- Easily accessible to the neighborhood population
- Located in close proximity to residential development
- Accessible by walking or biking
- Well buffered by open space and/or landscape plantings and separated from roadways by physical barriers, such as fences

B. Neighborhood Parks

General Description: These parks are designed specifically to accommodate residents living within the immediately surrounding area. They are often characterized by active recreational

facilities such as play equipment and basketball courts, but should also incorporate some passive recreational areas for picnicking and nature observation.

Service Area: ¼ to ½-mile radius uninterrupted by non-residential roads and other physical barriers

Desirable Size: 4 acres minimum; a minimum of 4-10 acres is optimal

Acres per 1,000 Population (not including school sites):

- NRPA Standard: 1.0-2.0 acres
- Local Standard: 1.5-2.5 acres

Basic Facilities & Activities:

- Active recreational facilities such as playfields, informal ball fields with backstops, basketball courts, tennis courts, and playgrounds
- Passive recreational facilities such as picnic/sitting areas
- Picnic shelters
- Lighting for security at night
- Parking typically not required
- Not intended to be used for activities that result in overuse, noise, and increased traffic

Desirable Site Characteristics:

- Easily accessible to the neighborhood population
- Accessible by walking or biking

C. Community Parks

General Description: Community parks are intermediate in size and are able to accommodate visitors from the surrounding community and multiple neighborhoods. These sites focus on both the developed aspects of the park, such as play equipment and tennis courts, as well as the natural-resource amenities.

Service Area: 2 to 3 miles

Desirable Size: As needed to accommodate desired uses; 30-50 acres is optimal

Acres per 1,000 Population:

- NRPA Standard: 5-8 acres
- Local Standard: 4-6 acres

Basic Facilities & Activities:

- Active recreational facilities such as areas for swimming and boating, biking/walking/skiing trails, playfields, playgrounds, tennis courts, basketball courts, and softball and baseball fields
- Passive recreational facilities such as walking trails, picnic/sitting areas, and nature study areas
- Service buildings for shelter, storage, and restrooms
- Facilities for cultural activities, such as plays and concerts in the park
- Community Center building with multi-use rooms for crafts, theater, restrooms, social activities, and senior adult use
- Lighting for security at night

- Adequate off-street parking spaces, where the size of the park and the neighborhood context allow

Desirable Site Characteristics:

- May include natural areas, such water bodies or wooded areas
- Accessible by population within 2-3 miles of the park

D. Regional Parks

General Description: Regional parks are large areas of natural or ornamental quality for outdoor recreation and are able to accommodate visitors from the region. These sites focus on both the developed aspects of the park, such as camping, picnicking, hiking, and playfields, as well as the natural-resource amenities.

Service Area: Variable – depends on function

Desirable Size: As needed to accommodate desired uses; 200+ acres is optimal

Acres per 1,000 Population:

- NRPA Standard: 5-10 acres
- Local Standard: 4-6 acres

Basic Facilities & Activities:

- Active recreational facilities such as areas for swimming and boating, biking/walking/skiing trails, playfields, playgrounds, tennis courts, and basketball courts
- Passive recreational facilities such as walking trails, picnic/sitting areas, and nature study areas
- Service buildings for shelter, storage, and restrooms
- Facilities for cultural activities, such as plays and concerts in the park
- Lighting for security at night
- Adequate off-street parking spaces, where the size of the park and the neighborhood context allow

Desirable Site Characteristics:

- May include natural areas, such water bodies or wooded areas
- Easily accessible to regional population

E. School Open Space Areas

General Description: School open space areas have many of the same characteristics as neighborhood or community parks, depending on their size. As such, school open space areas primarily serve as locations for active recreational facilities associated with school functions; however, these sites can and do benefit the surrounding community during off-school hours. These lands may be owned and maintained by the City or the school district, but are open to all neighborhood residents.

Service Area: Variable – depends on function

Desirable Size: Variable – depends on function

Acres per 1,000 Population: Variable – depends on function

Basic Facilities & Activities:

- Active recreational facilities such as playfields, informal ball fields with backstops, tennis courts, basketball courts, playgrounds, and soccer fields
- Passive recreational facilities such as sitting areas and nature study areas
- Lighting for security at night
- Adequate on-street and off-street parking spaces

Desirable Site Characteristics:

- Easily accessible to the neighborhood population
- Elementary schools accessible by walking or biking
- Facilities open to the public during non-school times

F. Special Use Parks & Natural Areas

General Description: Areas of open space that can not be measured by a quantifiable standard because of their unique and diverse contributions to the community. Special Use Parks and Natural Areas enhance an overall park and open space system by maintaining and improving the community's natural resource base, accommodating special activities that aren't included in other parks, and providing interconnections between isolated parks and recreation areas.

Examples of Special Use Parks and Natural Areas are varied but can include those lands that accommodate passive or special recreational activities, such as golf courses, sledding/skiing hills, marinas, beaches, display gardens, arboreta, and outdoor amphitheaters, as well as lands that have been protected for their environmental significance or sensitivity and provide limited opportunity for recreational use. Examples of the latter may include water bodies, floodplains, wetlands, shorelands and shoreland setback areas, drainageways, stormwater management basins, conveyance routes, environmental corridors, wildlife habitats, areas of rare or endangered plant or animal species, prairie remnants, and restoration areas.

Service Area: Variable—depends on function

Desirable Size: Variable—depends on function

Acres Per 1,000 Population: Variable- most Special Use Parks and Natural Areas are not included in the overall community calculation of park and recreation space per 1,000 persons. Their value extends beyond the City's boundaries and contributes significantly to overall quality of life.

Basic Facilities and Activities: Variable, but some may include:

- Active recreational facilities such as areas for swimming and boating, skiing hills, biking/walking/skiing trails, skating rinks, and golf courses
- Passive recreational facilities such as walking trails, picnic/sitting areas, and natural study areas
- Service buildings for shelter, equipment storage/rental, concessions, and restrooms
- Signage, trail markers, trash receptacles, information booths
- Lighting for security at night
- Off-street parking spaces if appropriate to the area

G. Recreation Trails

General Description: Recreation Trails accommodate various outdoor activities, such as biking, hiking, walking, jogging, horseback riding, nature study, and cross-country skiing. A well-designed park system provides connections between parks and open space lands and effectively integrates urban and suburban areas with the surrounding natural environment by linking off-street trail segments with on-street bike routes. Recreation trails can be designed to serve different functions and to accommodate various, and sometimes conflicting, activities. Therefore, this section provides descriptions of the different types of recreation trails that this *Plan* will address and how recommendations will be formulated for each type of trail.

1. On-Street Bicycle Facilities

General Description: There are two primary types of on-street bicycle facilities: bicycle lanes and paved shoulders.

Bicycle lanes are areas of the road striped off for exclusive use by bicyclists. They are the preferred bicycle facility for urban arterial and higher volume collector streets (generally more than 2,000 vehicles per day). Striping bicycle lanes establishes designated traffic channels that promote an orderly flow by both bicyclists and motorists. Typically, bicycle lanes are established on roadways that are 32 feet or wider with no on-street parking. Shared bicycle/parking lanes generally function well where sufficient space is provided and the parking turnover rate is not too high.

Paved shoulders are not a bicycle facility per se, but rather a roadway condition that improves bicycle travel and bicyclist safety. They function much like a bicycle lane by separating the motor vehicle travel from bikes. Paved shoulders are ideal for higher volume streets or highways (more than 1,000 cars per day) with rural cross sections (i.e. no curb and gutter).

Treatment in this *Plan*: This *Plan* presents recommendations regarding locations for future on-street bike facilities as proposed in the *2004 Stateline Area Bike and Pedestrian System Plan*, which includes a detailed explanation of design standards.

Desirable Design Criteria for Bicycle Lanes:

- Minimum width of 4 feet, or 5 feet along an arterial street
- Minimum width of 5 feet and located to the traffic side of the parking lane when used along side a parking lane
- Minimum combined width of 11 feet (13 feet where there is substantial parking or turnover of parked cars is high) where bike lanes and on-street parking is provided
- Lanes painted with a bicycle pavement symbol or the words “bike lane” according to American Association of State Highway and Transportation Officials (AASHTO) standards
- Street signs to identify bicycle lanes

Desirable Design Criteria for Paved Shoulders:

- Minimum width of 4 feet, or 5 feet where traffic speeds exceed 50 miles per hour
- Stripe separating shoulder from roadway
- Generally not marked as an exclusive bike facility

Linear Miles Per 1,000 Population: N/A

2. Off-Street Recreation Trails

General Description: There are two primary types of off-street recreation trails: multi-use paths and rural walking/hiking trails.

Multi-use paths are designed to accommodate bicyclists, walkers, runners, and in-line skaters. Such facilities are often located along railroad and street rights-of-way, rivers and lakeshores, and through parks and environmental corridors.

Rural trails provide connections between urbanized areas and access to parks and open space areas. Walkways may be restricted to pedestrian use because of environmental conditions. In certain locations, they may also be suitable for equestrian and/or bicycle use. Rural walkways are often sited along creeks, streams, rivers, field boundaries, and other natural linear systems.

Treatment in this Plan: This *Plan* presents recommendations regarding locations for future on-street bike facilities as proposed in the *2004 Stateline Area Bike and Pedestrian System Plan*, which includes a detailed explanation of design standards.

Desirable Design Criteria for Multi-Use Paths:

- In urban areas, a minimum of 10 feet to accommodate two-way bicycle traffic, and recommended paved surfacing to facilitate bike, walking, running, and skating
- In rural areas, a minimum of 8 feet wide, surfaced with limestone screenings or similar material
- Avoid placement alongside roadways where multiple cross-streets and driveways are or will be present
- Minimum 20 mph design speed

Desirable Design Criteria for Rural Walking/Hiking Trails: Because these trail facilities often travel through sensitive environmental areas, they are generally not paved. Rather, they are surfaced with crushed limestone, wood chips, hard packed earth, or mowed grass.

Linear Miles Per 1,000 Population: The provision of trails is best related to an analysis of supply versus demand and the size of the community, rather than a single quantitative standard.

3. Trailheads

General Description: Trailheads can provide visible access points to major off-street paths in the community's system. They generally provide a parking area, locational and directional maps, or other information about the trail system. Some might contain restroom facilities, picnic tables, or benches for snacks or breaks. Such facilities should be sited with easy and direct access to the trail system.

Treatment in this Plan: While this *Plan* does not make recommendations regarding the future location of trailheads, the City should consider creating trailheads along the Turtle Creek Greenway and on along future trails such as the Janesville-Beloit Trail.

Desirable Design Criteria: N/A

Number of Facilities Per 1,000 Population: N/A

VII ANALYSIS OF EXISTING PARK AND RECREATIONAL FACILITIES

This chapter presents an analysis of how well the City of Beloit's existing park and recreational facilities satisfy current needs in the community. The adequacy of the City's existing park and recreation system will be evaluated in the following ways:

- An application of quantitative park and recreational facility service standards to reliable population projections for the City;
- A qualitative analysis of the City's park system;
- An analysis of the geographic distribution and accessibility of park open space areas;
- A consideration of public input regarding the future of the City's park and open space system; and
- A review of Wisconsin's *State Comprehensive Outdoor Recreation Plan*.

The results of this analysis will serve as the basis for the recommendations presented in the next chapter of this *Plan*.

A. Quantitative Analysis

The following table presents a comparison of the local standards (acres per 1,000 persons) to the City's existing park system. As indicated in Table 10, the City currently has 13.4 acres of developed mini, neighborhood, community, regional, and school parks and open space areas per 1,000 residents. Additionally, the inclusion of special use parks and natural areas increases the total to 25.3 acres per 1,000 residents. It should be noted that for the purposes of this analysis all school parklands were classified as neighborhood parks. Based upon these calculations, the City has a sufficient amount of mini, neighborhood, and regional parkland; however, it is deficient in terms of community park acreage.

In general, NRPA standards recommend a minimum of approximately ten acres of parkland per 1,000 residents. It should be noted, however, that national standards do not factor in characteristics of individual communities. Therefore, it is appropriate and necessary for each community to develop their own local park standard. Local standards have been applied in the analysis in this plan.

Table 10: Park Acreage Analysis, 2006

Park Type	Local Standard Acres Per 1,000 persons	Recommended Acreage based on Local Standard*	Existing City Park Acreage	
			2006 Total Acres	2006 Acres per 1,000 persons
Mini-Parks	0.20 - 0.25	7.2 - 9.0	7.6	0.21
Neighborhood Parks**	4.5 - 5.0	162.5 - 184.1	178.5	4.9
Community Parks	4.0 - 6.0	144.4 - 216.6	110.9	3.1
Regional Parks	4.0 - 6.0	144.4 - 216.6	187.7	5.2
Total Developed Parks	12.7 - 17.25	458.5 - 523.5	484.7	13.4
Special Use Parks	N/A	N/A	127.4	3.5
Natural Areas	N/A	N/A	316.9	8.8
Total	N/A	N/A	914.6	25.3

* Based on 2005 population estimate (36,106)

** For the purposes of this analysis, all Beloit School District parks are considered neighborhood parks

Table 11 presents an inventory of the total number of existing recreational facilities in the City. The number of existing facilities includes both municipal and school facilities. Because the demand for such amenities varies substantially between communities, national standards will not be used in this *Plan* to analyze the adequacy of existing facilities. However, this component of the park system will be discussed in more detail in the qualitative analysis section of this chapter. A comprehensive inventory of the facilities in each of the City's parks is located in Appendix A.

Table 11: Existing Recreational Facilities

Facility	# of Existing Facilities in the City
Baseball fields (lighted)	2
Baseball fields (unlighted)	1
Baseball fields (youth/lighted)	1
Baseball fields (youth/unlighted)	0
Baseball fields (regulation/lighted)	2
Baseball fields (regulation/unlighted)	1
Basketball courts	4
Boat launch	1
Disc golf	1
Golf course (18 hole)	1
Ice rinks (indoor)	1
Informal ball field with backstop	22
Picnic shelters/Pavilions	17
Playgrounds	30
Running tracks	1
Skate park	1
Soccer fields	1
Softball fields (lighted)	3
Softball fields (unlighted)	2
Swimming pools (outdoor)	1
Swimming pools (indoor)	2
Tennis courts	17
Volleyball courts	2

B. Qualitative Analysis

Although national quantitative standards provide a good basis for formulating the recommendations in this *Plan*, a thorough assessment of the City's existing facilities must include a more subjective analysis that takes into consideration those characteristics that make Beloit unique from other communities.

Furthermore, the qualitative analysis will produce the following results:

- Identify those park system deficiencies and strengths that are not captured by universal standards;
- Ensure that future parks and recreational facilities are tailored to meet the needs of the City's residents; and

- Allow for the establishment of a more reasonable and specialized level-of-service standard by which the City can plan its future park system.

Important factors to consider include the following:

- The quantitative analysis presented earlier in this chapter considers school open space and outdoor recreational facilities as neighborhood parks. There are no set standards or guidelines for classifying school open space areas; however, in the City of Beloit, school facilities serve many of the recreational needs of the residential neighborhoods that immediately surround them. It should be recognized that school facilities are not consistently open to the public, and school sponsored activities are given first priority when it comes to the scheduling and use of these facilities. For this reason, it is important for the City to provide and maintain an adequate number of its own facilities and parklands to accommodate programming needs and to meet local demand.
- The City of Beloit is fortunate to have a variety of recreational facility providers. While private facilities like the Stateline YMCA serve residents with such activities as organized leagues and fitness programs, the City should continue to provide special activities and facilities like annual festivals and a municipal swimming pool.
- According to the results of the planning process, the City's existing park system falls short in the following general areas:
 - Natural areas
 - Bike and pedestrian recreation trails and trailheads
 - Special recreational facilities (i.e. dog park, community gardens, nature study areas)
 - Connectivity of parks, trails, and greenways
 - Budget for ongoing infrastructure maintenance

C. Geographic Analysis

The location and distribution of parks and recreational facilities provides a good indication of how well the existing park system is meeting the needs of the City's residents. To illustrate this distribution, Maps 2a and 2b depict the service areas of the City's parks. These service areas are based on the NRPA standards identified in Chapter VII of this *Plan*.

An analysis of Map 2a suggests that several areas are deficient in parkland:

<u>Geographic Area</u>	<u>Type of Park</u>
Lathers Woods	Neighborhood Park
Turtle Creek Development	Neighborhood Park
Gateway and Lathers Woods	Community Park

Furthermore, it should be noted that the largest natural area, the Turtle Creek Greenway, is located on the east side of the City while Big Hill Memorial Park, Westside Detention Pond, and Lenigan Creek Greenway are on the west side of the City.

Finally, while not graphically illustrated due to its large area, Big Hill Memorial Park is classified as a regional park and serves residents within a ten-mile radius.

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Map 2a: Existing Park Service Areas: Mini-Parks & Neighborhood Parks

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Map 2b: Existing Park Service Areas: Community and Regional Parks

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D. Review of the Wisconsin Statewide Comprehensive Outdoor Recreation Plan (SCORP)

The last component of this needs assessment involves a review of the State of Wisconsin's *Comprehensive Outdoor Recreation Plan*, prepared by the Wisconsin Department of Natural Resources (DNR). Statewide surveys conducted between the years 1990 and 2000 were designed to collect information regarding the types of recreational activities that people engaged in most frequently, as well as residents' level of satisfaction with the state's existing facilities. Please refer to the 2000-2005 SCORP for a detailed discussion of survey methodology.

Based upon the results of this research, the DNR categorized recreation participation levels into three groups. *Tier one* activities had between a 50 and 90 percent participation rate. These activities included walking and driving for pleasure, swimming, viewing wildlife, and picnicking. *Tier two* activities have participation rates that are between 30 and 50 percent. These include fishing, hiking, bicycling, nature study, motor boating, and nature photography. *Tier three* activities have participation rates up to 30 percent, and include activities such as scuba diving, skiing, and ice hockey. Participation in these activities generally requires specialized equipment and some degree of training or skill.

A separate survey measured participants' satisfaction with the State's existing park and recreational facilities. Satisfaction is generally a factor of the availability and quality of places to recreate, which can help identify deficiencies in the supply of certain facilities. Results of this survey indicated that golfers, joggers, walkers, and skiers were the most satisfied with the available facilities. Off-road truck enthusiasts, ATV riders, and motor boaters were among the least satisfied.

Recommendations presented in this *Plan* will generally reflect residents' needs for facilities that accommodate tier one and tier two activities.

E. Future Park and Open Space Needs

Based upon the analyses provided in this Chapter, the City's local minimum standard for park acreage is **13 acres per 1,000 persons** for mini-parks, neighborhood parks, and school outdoor recreation area. Broken down by park type, the minimum standards per 1,000 persons are 0.20 acres for mini-parks, 4.5 acres for neighborhood parks and school outdoor recreation areas, 4.0 acres for community parks, and 4.0 acres for regional parks.

Tables 12 and 13 define the additional park and open space acreage needed to accommodate the City's projected population through the planning period (2010) and long-term (2030).

Minimal additional parkland is recommended by 2010. No additional mini- or regional parks are recommended. As growth occurs, the City will need to create additional neighborhood parks and a community park to meet the needs of new and existing residents. Most notably, there is a demand for community park facilities. This is a result of several factors. First, while community parks serve the City spatially, existing community park acreages per 1,000 people is below national standards because current facilities are small in size. Second, this *Plan* classifies Big Hill Memorial Park as a regional park so its area and facilities do not contribute to community park acreages. While it is large, it is not providing recreational opportunities proportional to its size; neither is it ideally located in relation to the planned growth areas on the east side of the City. Based on these factors, this *Plan* recommends increasing the number of acres per 1,000 persons for community parks to meet local standards.

Table 12: Park Acreage Needs: Mini, Neighborhood, and Community Parks, 2010

Park Type	City Standard Acres Per 1,000 persons	Recommended Acreage based on Acres per 1,000 persons*	2006 Total Acres	Minimum Additional Acres Needed by 2010
Mini-Parks	0.20	7.7	7.6	0.1
Neighborhood Parks	4.8	191.5	178.5	13.0
Community Parks	4.0	153.2	110.9	42.3
Total	9.0	352.4	297.0	55.4

** Based on 2010 population estimate (38,339)*

Table 13: Park Acreage Needs: Mini, Neighborhood, and Community Parks, 2030

Park Type	City Standard Acres Per 1,000 persons	Recommended Acreage based on Acres per 1,000 persons*	2006 Total Acres	Minimum Additional Acres Needed by 2030
Mini-Parks	0.2	10.4	7.6	2.8
Neighborhood Parks	4.8	249.1	178.5	70.6
Community Parks	4.0	207.6	110.9	96.7
Total	9.0	467.1	297.0	170.1

** Based on 2030 population estimate (51,859)*

VIII RECOMMENDED PARK AND OPEN SPACE IMPROVEMENTS

The following recommendations are based on projected growth rates and distributional deficiencies identified in the preceding chapters of this *Plan*. By 2010, it is recommended the City acquire and/or develop an additional 55 acres of parkland and make improvements to many of its existing parks. Based upon 2010 population projections, these recommendations would satisfy the City's local park standards, as defined in Chapter VII of this *Plan*. The timing of parkland acquisitions and development should coincide with the actual demand for recreational facilities in the City.

Map 3 shows approximate locations for future recreational facilities in the City. More precise park boundaries will be determined during formulation of specific neighborhood plans, or in the preliminary stages of detailed site development plans, or when lands are acquired or platted. Proactive identification of lands suitable for active parks, or natural areas worthy of conservation, is recommended early in the development process. Following are general descriptions of the park recommendations.

A. Recommended Additional Parkland

1. Community Parks

It is recommended that the City develop a community park facility in the future to serve new and existing residents.

Based on future growth areas and Map 2b: Park Service Areas – Community Parks, this *Plan* recommends siting a new community park within the Gateway Area east of Interstate 39/90 and south of Interstate 43.

2. Neighborhood Parks

It is recommended that the City develop existing undeveloped parks at Freeman Park and Eagles Ridge Park. Additional acquisition of 13 acres of neighborhood parks is recommended as the City's population increases by 2010.

Recommended locations for future neighborhood parks are identified on Map 3. However, the precise boundaries of these sites may not be decided upon until development occurs and/or land is acquired or platted.

3. Mini-Parks

Mini-parks tend to be maintenance intensive and receive minimal use. The acquisition of additional mini-parks is not recommended, with the following exceptions:

- High need is defined within a neighborhood which is not served by a neighborhood park and open space is not sufficient for a neighborhood park.
- As development occurs, the City should incorporate mini-parks into the design of office, commercial, and mixed-use districts. Mini-parks located in these areas should be oriented more towards adults than children, providing open areas to eat lunch, read the newspaper, and take a break from working or shopping. These parks may include paved areas, but should also accommodate some green space. Trees, landscaping, and water features should be incorporated into these park spaces wherever possible.

4. Special Use Parks

Dog Park. In recent years, dog parks have become a popular and common component of community park systems. These fenced-off areas provide no-leash zones where community residents can take their dogs to run and socialize with other dogs in a safe and appropriate environment. It is recommended that the City explore opportunities to provide dog park facilities. Ideally, parks should be centrally located and should be at least one-acre in size. It is recommended that the City engage local dog owners in the planning and development of these facilities. Encouraging a community group to sponsor dog parks and to take a major role in the on-going maintenance of these facilities will help ensure the long-term success of the park. Charging a nominal annual fee is a common way for municipalities to fund the on-going maintenance of dog parks. Potential sites include the former Kopplin Farm at Big Hill Memorial Park and the former community garden area at Leeson's Park.

Splash Park. Splash parks are becoming popular alternatives to community swimming pools because they are far less expensive to build and maintain, and because they are safer and do not require constant lifeguard supervision (there is no standing water at a splash park). Splash parks also function as interesting features of community civic spaces. It is recommended that the City develop a splash park in Telfer Park or Summit Park. The Krueger Municipal Pool has a popular spray ground facility.

5. Trails

Map 3 depicts future on- and off-street trails as proposed in the *2004 Stateline Bike and Pedestrian Plan*, and updated with some minor recent additions. Planning is currently underway for a Rock River Parkway Master Plan and early concepts indicate additional trail and bike routes in the downtown area that should also be added when the plan is completed. The City should continue to implement these recommendations. Additionally, this *Plan* recommends trail connections through the planned recreational facilities described above.

Janesville-Beloit Trail. As previously mentioned, plans are currently underway for development of a multi-use path from the City of Janesville to Big Hill Memorial Park in Beloit. The City should pursue a southern connection with the Riverwalk system. Map 3 depicts the current route plan.

6. Natural Areas

Through the Vision Workshop and the community survey, Beloit residents have expressed a desire for more natural recreation areas. The Turtle Creek Greenway is an excellent candidate given its central location and the inability to develop commercial uses or housing within it. The City should pursue continued acquisition and preservation of the Turtle Creek Greenway both to the north and south of the existing floodplain corridor. To the north, the floodplain curves northeastward through the Town of Turtle. To the south, the floodplain is located in an isolated portion of land in the Town of Turtle, completely surrounded by the City of Beloit. Acquisition of this southern section of the floodplain also provides an opportunity to connect the potential trail extension to the eastern side of Turtle Creek Park.

Furthermore, it is recommended that the City increase visibility of and access to the existing Turtle Creek Greenway. One opportunity to increase access would be through a collaboration with the City of Beloit Water Resources Division. The Division is proposing to construct a sewer service access road through the Greenway behind the Turtle Creek Subdivision. This road could be suitable for dual use as a recreation trail, with funding assistance from the Wisconsin Department of Natural Resources.

Map 3: Planned Parks and Recreational Facilities

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B. Improvements to Existing Parks

In addition to parkland acquisition and new special facilities, Beloit's extensive existing parks and open space system requires updating. Specific enhancements have been identified. Tables 14 through 19 form a comprehensive list of tasks identified through discussions with City staff, park visits, public input, and interaction with the Parks, Recreation, and Conservation Advisory Commission. City staff and the Commission prioritized the tasks into three tiers of importance. These tasks are intended to demonstrate the need for specific projects that merit budget considerations. This list is not intended as the sole determination of how projects will be scheduled, but rather it should serve as a guide when developing yearly project schedules over the next five years. Please refer to Chapter V: Existing Park and Recreational Facilities and Recommended Improvements for a list of recommended improvements by park.

It should be noted that routine park maintenance tasks such as mowing, shrub and tree care, and general cleaning and upkeep of facilities are not listed, and have been accounted for through the creation of a prioritized maintenance plan within the Parks & Leisure Services Division.

1. System-Wide Improvements

Table 14 identifies system-wide improvements that will be undertaken each year. These are enhancements that cover many existing or proposed parks, and that require additional programming or design consideration. Following is a description of each program.

Restroom Improvements

Renovation or construction of restroom facilities was identified as a priority in general for the whole park system. Some facilities are in need of general renovation to improve appearance or functionality, others may have accessibility issues.

Park Master Plans

There is a need to determine future uses for areas of several City parks. Developing new Master Plans, or updating existing plans, would present an opportunity for residents, especially those close to the parks, to provide input on the desired facilities. Parks in need of master planning include Leeson's Park, Telfer Park, Horace White Park, and Townview Park among others.

Signage Program

Park signage is needed at all parks to create a unified system that is easily identified by park users. Minimally, signs should include the name of the park and a telephone number for emergency situations. Parks in need of signage include Townview Park, Wootton Park, Brooks Street Park, Lee Lane Park, Schellenger Park, and the Fifth Street Trail. Another system of signs is needed for natural feature interpretation and for cultural or historic feature story telling. Both systems should be graphically similar with a hierarchy of sizes to communicate importance. Parks in need of this type of signage are listed in the Improvement Tables by park type and priority ranking.

Shelter Improvements

Various park shelters were identified as needing renovation or replacement including those located in Riverside Park and Hilliard Park.

Furnishings & Lighting

Park furnishings include amenities such as park benches, trash receptacles, or planted pots. Some parks require only standard park system benches. Other parks, such as Horace White Park and Mechanics Green, should be furnished according to a higher standard of urban design given their prominent locations.

Waterfowl Mitigation

Waterfowl waste, particularly from Canadian Geese, is presenting a problem in water front parklands. Waterfowl have been documented to shy away from edges of water bodies that are protected by plant cover over 36 inches tall. In this effort, maintenance crews are currently leaving an un-mowed buffer along waterfronts. If this is not a sufficient deterrent, it is recommended that naturalized plantings of moisture-tolerant grasses, sedges, or aquatic plants be planted and maintained at the water's edge in various locations. Where natural plantings are not feasible, the City should consider installing rip-rap. Specific locations where new edge treatments are needed include Riverside Park, the Riverwalk, and the Westside Detention Pond.

Table 14: System Wide Annual Improvements

No.	Priority	Task	Description
1	1	Restroom improvements	Renovate or construct new restroom facilities annually in various parks to be determined
2	1	Park Master Plans	Create new or update existing master plans annually in various parks to be determined
3	1	Signage program	Create new signage for park identification, natural & cultural interpretation, and safety annually in various parks to be determined
4	1	Shelter improvements	Renovate or construct new picnic shelters in various parks annually to be determined
5	1	Furnishings & lighting	Provide new seating, trash, and planter furniture elements, and decorative lighting annually in various parks to be determined
6	1	Accessibility improvements	Revisit City's accessibility plan and identify implementation plan
7	1	Tennis court improvements	Resurface or replace all existing City tennis courts
8	2	Waterfowl nuisance mitigation	Naturalizing water body edges to deter goose congregation
9	2	Play equipment improvements	Install or replace play equipment where needed
10	2	Horticulture improvements	Renovate existing landscape areas
11	3	Park name	Officially rename selected parks

2. Community Parks

Table 15 identifies recommended improvements to community parks. Each task is assigned a priority from 1 to 3. The table also includes the park to which the task applies and a brief description of the task.

Table 15: Community Park Improvements

No.	Priority	Task	Park	Description
12	1	Retaining wall	Big Hill	Renovate retaining wall along woodland trail
13	1	Log cabins	Big Hill	Renovate or remove historic log cabins
14	1	Road & parking area	Big Hill	Improve paved roads and create street pull-off parking to improve automobile organization
15	1	Determine future use	Big Hill	Determine future use for the open area in the upper level adjacent to Big Hill Road
16	1	Retaining wall	Krueger Recreation Area	Construct retaining wall between the pool grounds and golf course
17	1	Shelters	Riverside	Two shelters to be renovated per 2005 Master Plan
18	1	Moore Pavilion	Riverside	Add awnings and banners, and enhance landscape per 2005 Master Plan
19	1	Turtle Island	Riverside	Repair play equipment, improve landscape and shoreline per 2005 Master Plan
20	1	Tennis courts	Riverside	Renovate tennis courts
21	1	Skate park	Telfer	Construct skate park
22	2	Amphitheater	Big Hill	Renovate existing historic council ring amphitheater
23	2	Hiking Trails	Big Hill	Create trailhead and new trail extension into the Kopplin addition
24	2	Janesville-Beloit Trail	Big Hill	Extend proposed Janesville-Beloit Trail into Big Hill Park
25	2	Tennis courts	Krueger Recreation Area	Renovate existing tennis courts
26	2	Trail	Leeson's	Create a trail connection from Willowbrook Road to Leeson's Park along Springbrook Creek
27	2	Dog park	Leeson's	Create dog park with fencing and amenities in former upper level garden area
28	2	Baseball fields	Leeson's	Determine alternate uses for existing baseball fields
29	2	Adams Family fountain & plaza	Riverside	Improve landscape and shoreline per 2005 Master Plan
30	2	Tree plantings	Riverside	Supplement park with new tree plantings per 2005 Master Plan

No.	Priority	Task	Park	Description
31	2	Storage	Telfer	Create storage area for hockey boards between the Edwards Sports and Activity Center and the existing outdoor rink
32	3	Interpretive signage	Big Hill	Create interpretive trail signage program
33	3	Splash park	Telfer	Consider creation of splash park
34	3	Bell tower	Leeson's	Consider adaptation of existing historic pump house for use as a bell tower or carillon
35	3	Entrance parcel	Leeson's	Acquire parcel east of entrance road to enhance the entrance
36	3	Bank erosion	Leeson's	Address Springbrook Creek bank erosion
37	3	Fencing	Leeson's	Remove unnecessary fencing throughout the park
38	3	Tot lot	Riverside	Create new tot lot per 2005 Master Plan
39	3	Sculpture promenade	Riverside	Create sculpture walk features per 2005 Master Plan
40	3	Maintenance building	Riverside	Construct a maintenance building
41	3	Boathouse	Riverside	Consider the construction of a boathouse for non-motorized boats near the Portland Avenue Bridge
42	3	Lighthouse	Krueger Recreation Area	Renovate historic lighthouse feature
43	3	Volleyball courts	Krueger Recreation Area	Install sand volleyball courts
44	3	Outdoor skating rink	Telfer	Construct outdoor skating rink within former tennis court area
45	3	Tennis courts	Telfer	Determine use for the former tennis courts
46	3	Future use	Telfer	Determine use for the large tract of land north and east of Pohlman Field
47	3	Aquatic facility	Telfer	Reserve sufficient land for possible future aquatic facility
48	3	Ice rink	Riverside	Enhance the lagoon area for ice skating

3. Neighborhood Parks

Table 16 identifies recommended improvements to neighborhood parks. Each task is assigned a priority from 1 to 3. The table also includes the park to which the task applies and a brief description of the task.

Table 16: Neighborhood Park Improvements

No.	Priority	Task	Park	Description
49	1	Play equipment	Christilla	Install play equipment
50	1	New shelter construction	Hilliard	Coordinate with Beloit College to determine location and type of new shelter; determine long range plan for existing shelter
51	1	Monument area	Horace White	Install flower beds to improve monument area and brick walkways
52	1	Parking area	Mechanics Green	Renovate existing gravel parking area in south parcel with asphalt paving
53	1	Tennis courts	Summit	Resurface courts and add basketball field goals for joint tennis & basketball use
54	1	Access	Vernon	Create pedestrian access points through fencing
55	2	Ball field	Hinckley	Replace backstop and improve field
56	2	Lighting and furnishings	Horace White	Replace existing lights with Victorian fixtures, and furnishings
57	2	Floral gardens	Horace White	Expand existing and add new perennial plantings with Victorian garden theme
58	2	Walkways	Mechanics Green	Construct new walkways in the northern side of the park
59	2	Identification plaques	Mechanics Green	Install missing identification plaques for tree species
60	2	Trail	Pride	Construct paved trail along waters edge; investigate acquisition of land south of park to create a connection to Riverwalk
61	2	Soccer field	Summit	Develop soccer field
62	2	Lighting	Summit	Improve lighting
63	2	Tennis courts	Vernon	Consider alternate uses for existing tennis courts
64	2	Park name	Eagles Ridge	Officially name the park
65	3	Picnic shelter	Christilla	Construct new picnic shelter
66	3	Future use	Eagles Ridge	Install play equipment and picnic shelter; create open space play area
67	3	Future use	Freeman	Install play equipment and picnic shelter; create open space play area
68	3	Ball field renovation	Hilliard	Skin infield and re-grade field

No.	Priority	Task	Park	Description
69	3	Fencing	Hilliard	Replace fence along residential side
70	3	Picnic shelter	Hinckley	Construct a picnic shelter
71	3	Interpretive signage	Horace White	Install interpretive signage
72	3	Furnishings and lighting	Mechanics Green	Install new furnishings and period lighting
73	3	Interpretive signage	Mechanics Green	Install interpretive signage
74	3	Fishing pier	Pride	Construct fishing pier
75	3	Restroom	Roosevelt	Replace or remove restroom
76	3	Splash park	Summit	Consider creation of a splash park
77	3	Parking	Summit	Expand parking area
78	3	Picnic shelter	Townview	Construct new picnic shelter
79	3	Informal ball field	Townview	Construct informal ball field with backstop
80	3	Future use	Townview	Consider long-term redesign when residential growth occurs north of the park
81	3	Fencing	Turtle Creek	Install fencing along Turtle Creek near the playground for safety reasons
82	3	Future use	Turtle Creek	Determine future use of demolition of the pool house (i.e. picnic shelter)
83	3	Future use	Turtle Creek	Determine future use of parkland on the south side of Turtle Creek
84	3	Entrance	Turtle Creek	Consider new park entrance
85	3	Picnic Shelter	Turtle Creek	Construct new picnic shelter
86	3	Area lights	Vernon	Remove existing tall unused area lights at former ice hockey rink

4. Mini-Parks

Table 17 identifies recommended improvements to mini-parks. Each task is assigned a priority from 1 to 3. The table also includes the park to which the task applies and a brief description of the task.

Table 17: Mini-Park Improvements

No.	Priority	Task	Park	Description
87	1	Staircase	Schellenger	Demolish and remove stone stairs
88	1	Interpretive signage	Water Tower	Create signage highlighting native wild Petunia plants
89	2	Community gardens	Merrill Street	Enhance the community garden project; provide water access
90	2	Park name	Lee Lane	Officially name the park
91	3	Future use	Brooks Street	Consider disposal of unused land in the rear of park
92	3	Fence	Brown-Hanchett	Remove fence along Porter Avenue
93	3	Perennial gardens	Field	Create public floral display at sunken garden
94	3	Fence	Hope	Remove existing chain-link fence
95	3	Play equipment	Lee Lane	Install play equipment
96	3	Play equipment	Merrill Street	Install play equipment
97	3	Park name	Merrill Street	Officially name the park
98	3	Play equipment	Ritsher Street	Install play equipment
99	3	Park name	Ritsher Street	Officially name the park
100	3	Vistas	Schellenger	Create open vistas to the Rock River
101	3	Fencing	Tremont	Remove existing fencing
102	3	Walkway	Water Tower	Construct walkway connecting Visit Beloit parking area to park
103	3	Landscaping	Water Tower	Improve landscaping

5. Special Use Parks

Table 18 identifies recommended improvements to special use parks. Each task is assigned a priority from 1 to 3. The table also includes the park to which the task applies and a brief description of the task.

Table 18: Special Use Park Improvements

No.	Priority	Task	Park	Description
104	1	Tennis courts	Wootton	Refurbish tennis courts or expand marina parking depending on determination
105	2	Upper level patio	The Landing	Construct patio with in upper level
106	2	Lighting	The Landing	Improve sculpture lighting
107	2	Stripe lane separation	Riverwalk	Add lane separation striping for two-way traffic safety
108	2	Landscape beautification	Riverwalk	Enhance pathway landscaping, various segments
109	2	Distance markers	Riverwalk	Install distance markers along the Riverwalk
110	2	Destination signage	Riverwalk	Install destination signage for places of interest along the Riverwalk
111	2	Picnic shelter	Wootton	Construct picnic shelter
112	2	Tennis court lighting	Wootton	Install new tennis court lighting system
113	3	Fencing	Krueger Golf Course	Replace fence along Burton Street
114	3	Shelter/restroom	Krueger Golf Course	Install a shelter/restroom building in the northern section of the golf course
115	3	Screening	Krueger Golf Course	Install screening between the maintenance area and the golf course
116	3	Lighting	Wood Family Fishing Bridge	Install lighting that dissuades vandalism
117	3	Park name	The Landing	Officially name the park

6. Natural Areas

Table 19 identifies recommended improvements to natural areas. Each task is assigned a priority from 1 to 3. The table also includes the park to which the task applies and a brief description of the task.

Table 19: Natural Areas Improvements

No.	Priority	Task	Park	Description
118	1	Landscape buffer	Turtle Creek Greenway	Establish planting treatment and mow line to buffer trail from residential areas
119	1	Parking area	Turtle Creek Greenway	Pave parking area in the Milwaukee Road trailhead
120	1	Access	Turtle Creek Greenway	Create small parking lots and signage along floodplain trail to enhance access and visibility
121	2	Signage	Totem Mound	Design and construct signage highlighting archaeological history of mounds
122	3	Access	Lenigan Creek Greenway	Create small parking lot and signage along greenway to enhance access and visibility
123	3	Benches	Turtle Creek Greenway	Install benches along the trail
124	3	Miscellaneous	West Side Detention Pond	Continue Master Plan improvements for parking, an area for scientific experiment, a shelter, and a picnic area
125	3	Trailhead	West Side Detention Pond	Install trailhead
126	3	Rename	West Side Detention Pond	Rename park Harper's Farm Arboretum

C. Park Impact Fees

Beloit currently charges lower park impact fees for residential development than communities of similar size in the region. Also the laws governing impact fees have recently changed. Chapter 66.0617 of the Wisconsin Statutes requires that impact fees must be spent within seven years of when they are collected. Therefore, it is recommended that Beloit reevaluate parkland acquisition impact fees, park improvement fees, and parkland dedication requirements based upon new state laws and recommendations in this *Plan*.

D. Rock River Parkway Master Plan CORP Recommendations

1. Create bicycle path through Iron Works Building along the Rock River

A trail along the Iron Works Building will connect the Wood Family Bridge trail connection and Ironworks Park and Downtown. The trail could be within the outside wall of the Iron Works Building but separated from the remainder of the building, creating a type of portico.

Timeline: 2006

Lead Responsible Party: Hendricks Development Group

Partners: City of Beloit (design and funding), Downtown Beloit Association (funding and community support), Beloit Box Board, GBEDC (funding as part of the renovation of the building), WI DNR

Beloit 2020 Role: Help with design process and maintain communication between all organizations working within downtown

Funding Sources: WisDOT Transportation Enhancement Grants, WisDOT Bicycle & Pedestrian Facilities Program, WI DNR Urban Rivers Grant, WI DNR Trails Program, City Taxes, Private Fundraising

2. Create a Riverwalk trail node at the corner of State St. and Public Ave

The trail node will provide information about the center city's complete trail network, as well as connect it with the area's attractions and history

Timeline: 2007

Lead Responsible Party: City of Beloit

Partners: WisDOT (design assistance and funding opportunities), Property owners, Downtown Beloit Association (Fundraising), Beloit Inn, First National Bank, Kerry

Beloit 2020 Role: Assist the City with design concepts and fundraising

Funding Sources: WisDOT Transportation Enhancement Grants, City taxes, Private Fundraising

3. Prepare Design Plans for Henry Ave Bridge Enhancements

The reconstruction of the bridge should include:

Designing the Henry Ave Bridge

Redesigning the Utility Structure at Henry Ave and Riverside Dr

Create bicycle trail access to Henry Ave Bridge from both sides of the road

Timeline: 2007

Lead Responsible Party: City of Beloit

Partners: WisDOT (bridge design),

Beloit 2020 Role: Be active participants throughout the design of the bridge; assist City application for enhancement dollars

Funding Sources: Federal, State, and Local Taxes, WisDOT Safe Routes to School (K-8), WisDOT Transportation Enhancement Grants, WisDOT Bicycle & Pedestrian Facilities Program, WI DNR Urban Rivers Grant, WI DNR Trails Program, City of Beloit CIP

4. Construct a Park Facilities Maintenance Building behind wall on Alliant Energy Property

Due to the increasing needs of the Beloit Park Department, the City Parks Maintenance Department needs a site accessible to Riverside Park for a maintenance building. The first phase of this project, to be completed in 2007, would be the creation of an outdoor storage location. Further projects could include the constructions of a facility that could be constructed behind the wall near the Wood Family Bridge.

Timeline: 2007

Lead Responsible Party: City of Beloit

Partners: Alliant Energy (landowners), Friends of Riverfront

Beloit 2020 Role: Support negotiations between the City and Alliant Energy

Funding Sources: City taxes, Alliant Energy

5. Amend and Implement the Riverside Park Master Plan

To respond to the relocation of the Ace Hardware, the following amendments should be made:

Expand existing parking in Riverside Park, adjacent to the proposed Boat House

Expand Rotary Center current parking lot by approximately 20 spaces

Create an enhanced corner feature for Riverside Park at the corner of Portland Ave and Riverside Dr.

Continue pedestrian promenade through the Park

Bury power lines that currently border Riverside Drive east of Riverside Park

Create a bicycle connection from Henry Ave Bridge to Celebration Sculpture to Riverside Dr

Timeline: Design-2007, Construction-2008

Lead Responsible Party: City of Beloit

Partners: Greater Beloit Chamber of Commerce (funding), Beloit Business Community (funding), Visit Beloit, WI DNR (funding), Friends of Riverfront, Beloit College, Alliant Energy, Rotary (signage)

Beloit 2020 Role: Help coordinate partners during design, assist with fundraising, help facilitate individual projects, Assist in enhancement grants application

Funding Sources: City taxes, Park user fees, Private fundraising, WisDOT Transportation Enhancement Grants, WisDOT Bicycle & Pedestrian Facilities Program, WI DNR Urban Rivers Grant, WI DNR Trails Program

6. Obtain an easement to construct a bicycle path through private pavilion between US Pride Park and The Rock Restaurant

Prior to trying to acquire the entire parcel between these two critical sites, one possible interim solution would be to acquire an easement along the Rock River to connect these sites and continue the riverfront bicycle path.

Timeline: 2007

Lead Responsible Party: Beloit 2020

Partners: Private property owner (need to sell property), WI DNR (improvements along the River), the Rock Restaurant (coordinate trail use and extension), City of Beloit

Beloit 2020 Role: Encourage sale and pursue acquisition dollars as needed

Funding Sources: City taxes, private donations, WisDOT Transportation Enhancement Grants, WisDOT Bicycle & Pedestrian Facilities Program, WI DNR Urban Rivers Grant, WI DNR Trails Program

7. Negotiate agreement to acquire private parcel with picnic pavilion between US Pride Park and The Rock Restaurant

The connection will continue the riverfront bicycle path along Rock River north to US Pride Park.

Timeline: 2008

Lead Responsible Party: Beloit 2020

Partners: Private property owner (need to sell property), WI DNR (improvements along the River), the Rock Restaurant (coordinate trail use and extension), Steel Worker's Hall, City of Beloit

Beloit 2020 Role: Encourage sale and pursue acquisition dollars as needed

Funding Sources: City taxes, private donations, WisDOT Transportation Enhancement Grants, WisDOT Bicycle & Pedestrian Facilities Program, WI DNR Urban Rivers Grant, WI DNR Trails Program

Alternative Implementation Step: Seek a 30' easement along river in order to continue the bicycle path.

8. Amend and Implement the Maple Avenue Redevelopment Plan

The Redevelopment Plan amendments should include:

Constructing a building on the site on the southwest corner of Henry Ave and Fourth St.

Relocating the Tennis Courts to expand Wootton Park

Redeveloping the northern portion of Wootton Park with residential development facing the Rock River and Henry Ave

Timeline: 2007

Lead Responsible Party: City of Beloit

Partners: Private Developer (to construct buildings), EDC (recruit developers, help with financing), WI DNR (permits), School District of Beloit (relocate courts to another part of the high school property), GBEDC, Beloit Foundation (property owner)

Beloit 2020 Role: Help facilitate the redevelopment process as a liaison between the developer and the City

Funding Sources: Private Dollars, City of Beloit Revolving Load Fund, BEDC Multi Bank Loan Pool, State and Federal Brownfield dollars, WI DNR Urban Rivers Grants, City taxes, School District

9. Construct a Boat House within Riverside Park near Portland Ave Bridge

The City of Beloit and Beloit College should collaborate to construct and operate a public boathouse that could benefit both organizations. The boathouse could house equipment for the College's rowing team, offer public boat rental, and include a concession stand.

Timeline: 2009

Lead Responsible Party: City of Beloit

Beloit 2020 Role: Coordinate activities between the City of Beloit, Beloit College, and the State.

Partners: Beloit College (Design and fundraising), WI DNR (approval and fundraising), Friends of Riverfront, Visit Beloit, Concessionaire

Funding Sources: WI DNR ADLP Grant, Beloit College, City Taxes, Private Donations

10. Construct bicycle trail between Fifth St Trail and Shirland Avenue along western edge of the Rock River and Bluff Street

Task will extend trail system into Hackett neighborhood and connect with planned South Bluff Street trail in South Beloit.

Timeline: 2012-2017

Lead Responsible Party: City of Beloit

Partners: WisDOT (design assistance and funding opportunities), WI DNR (funding), Property owners, Near West Side Neighborhood (City sub-area plan), South Beloit Family Services

Beloit 2020 Role: Provide the City with design concepts for the trail extension

Funding Sources: CDBG Grants, WisDOT Transportation Enhancement Grants, WisDOT Bicycle & Pedestrian Facilities Program, WI DNR Urban Rivers Grant, WI DNR Trails Program, City Taxes, Private Fundraising

11. Create a bicycle route along Bluff St from Grand Avenue to Shirland Avenue and into South Beloit

Create a viable bicycle connection between downtown and the State line. This task could be an interim solution until the River Bend development is completed. The route should consist of signage and striping bicycle lanes on the street.

Timeline: 2010

Lead Responsible Party: City of Beloit

Partners: Beloit MPO

Beloit 2020 Role: Encourage the development of more alternative transportation connections throughout the downtown and along the Rock River Parkway

Funding Sources: WisDOT Transportation Enhancement Grants, WisDOT Bicycle & Pedestrian Facilities Program, WI DNR Trails Program, City Taxes, Private Fundraising

12. Rehabilitate Wheeler Avenue Bridge for Multi--Use Trail

Restore Wheeler Ave Bridge to carry pedestrian and bicycle traffic. Create multi-use trail between Broad Street and Gardner Street (Hwy 75).

Timeline: 2009

Lead Responsible Party: City of South Beloit

Partners: City of Beloit, IDOT

Beloit 2020 Role: Assist in design of bridge, coordination of fundraising

Funding Sources: IL DOT Transportation Enhancement Program, IL DNR Bike Path Grant Program, IL DNR Osland Grants, Behr Metals. (Estimated cost in 2003: \$134,000)

13. Create the South Beloit Blackhawk/Gardner Redevelopment Plan

The plan should encompass:

Plans for a large park along the confluence of the Rock River and Turtle Creek

Redevelop commercial properties along Blackhawk Blvd between Clark St. and the State Line

Restore grid street network throughout downtown South Beloit, primarily south of Gardner St

Acquire Behr Site and convert to a park with a stormwater demonstration area

Extend Fifth Street Rails-to-Trails Conversion

Create Bike Path Parallel to Tracks east of Blackhawk

Timeline: 2007

Lead Responsible Party: City of South Beloit

Partners: IL DNR, IDOT, Property owners, Paper Sheen, Behr Metals, North American Tool, DMN, Rail line operators

Beloit 2020 Role: Assist with educating citizens and property owners about the benefits of redevelopment, Help to design what the park could look like and raise funds to aid in its construction; Work as a liaison between the City, current property owners, and prospective developers to ensure a process is used that benefits everyone; assist in applying for grants

Funding Sources: IDOT, IL DNR Urban and Community Forestry Assistance or Osland Grants, Private fundraising, City taxes, State Funding

IX IMPLEMENTATION

The recommendations presented in this *Plan* will be phased over time. This phasing will be dictated by several factors, including community priorities for park facilities, the economy, and funding available to the City to make necessary acquisitions or improvements.

The park and open space improvements recommended in this *Plan* should also be incorporated into the City's Capital Improvement Projects annual schedule.

There are a number of potential funding sources available to help finance implementation including state and federal grant programs (listed in Appendix D). It should be noted that funds from many of these programs are subject to change due to fluctuations in federal, state, and local budgets.

The City should coordinate efforts with other units of government (e.g. Towns of Beloit and Turtle, Rock County), governmental departments and public agencies (e.g. school districts, Wisconsin Department of Transportation, Wisconsin Department of Natural Resources) and private and non-profit agencies (e.g. The Nature Conservancy) to help fund and implement the recommendations presented in this *Plan*.

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APPENDIX A: PARK FACILITIES MATRIX

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Appendix A: Existing Recreational Facilities																																	
Recreational Facility	Area (ac)	Type	Baseball	Basketball	Benches	Boat Launch	Concessions	Cross-Country Skiing	Disc Golf	Drinking Water	Events Area	Fishing	Golf Course	Hiking Trail	Hockey	Ice Skating	Informal Ball Field w/ Backstop	Multi-Use Path	Open Space/Playfield	Other Buildings	Outdoor Pool	Parking Area	Picnic Area	Play Equipment	Public Art	Restrooms	Sand Volleyball	Shelter	Skateboard Area	Sledding	Soccer	Softball	Tennis
City of Beloit Sites																																	
Regional Parks																																	
Big Hill Memorial Park	197.2	Regional Park						X						X			X		X	X		X	X	X		X	X	X					
Community Parks																																	
Krueger Recreation Area	15.7	Community Park		X															X		X	X	X	X		X		X		X		X	
Leeson's Park	39.5	Community Park	X							X									X			X	X	X		X		X		X			
Riverside Park	24.9	Community Park			X		X			X	X	X				X		X	X	X		X	X	X	X	X	X						X
Telfer Park	28.8	Community Park	X				X								X	X			X			X		X		X	X		X			X	
Neighborhood Parks																																	
Christilla Park	3.8	Neighborhood Park															X	X	X					X									
Eagles Ridge Park	4.4	Neighborhood Park	UNDEVELOPED																														
Freeman Park	10	Neighborhood Park	UNDEVELOPED																														
Hilliard Park	6.6	Neighborhood Park							X	X							X		X					X		X		X					
Hinckley Park	3.4	Neighborhood Park															X		X					X		X							
Horace White Park	8	Neighborhood Park			X					X									X	X		X		X		X		X					
Mechanics Green	3	Neighborhood Park		X																		X				X							
Pride Park	2.9	Neighborhood Park		X	X					X		X							X					X		X		X					
Roosevelt Park	3.5	Neighborhood Park																				X										X	
Strong Park	3.1	Neighborhood Park																	X														X
Summit Park	7	Neighborhood Park		X	X												X		X			X		X		X		X					
Townview Park	10	Neighborhood Park																	X					X									
Turtle Creek Park	11	Neighborhood Park	X		X																			X									
Vernon Park	4	Neighborhood Park			X					X							X		X					X		X		X					
Mini-Parks																																	
Brooks Park	0.5	Mini-Park			X																			X									
Brown-Hanchett Park	0.2	Mini-Park			X																			X									
Field Park	1.2	Mini-Park			X																			X									
Hope Park	0.3	Mini-Park			X																			X									
Lee Lane Park	0.7	Mini-Park															X		X														
Merrill Park	0.5	Mini-Park																															
Ritsher Park	0.8	Mini-Park															X		X														
Schellenger Park	1.5	Mini-Park			X																												
Tremont Park	0.3	Mini-Park			X																			X									
Water Tower Park	1.5	Mini-Park			X															X													
Zonta Memorial Park	0.08	Mini-Park																															
TOTAL	394.4																																
Public School Open Space Areas																																	
Brother Dutton Elementary	0.5	Neighborhood Park															X		X					X									
Burdge Elementary	3.9	Neighborhood Park															X		X			X		X									

APPENDIX B: WORKSHOP RESULTS

A. Strengths, Weaknesses, Opportunities, and Threats

This exercise was intended to obtain perspective on the key issues and trends relating to the parks and open space system in the City.

1. Table 1

Strengths

- Rock River and Creeks
- Existing park locations
- Ample parking
- Good facilities and equipment
- Accessible parks
- Safe parks

Weaknesses

- Jurisdictional problems (state line, towns)
- Financial restraints
- Limited development due to flood plains
- Geese
- Marketing/usage
- Vandalism
- Maintenance issues

Opportunities

- Abundant land available
- Public-private involvement
- Regional cooperation
- Turtle Creek corridor
- Upgrade facilities
- Grants and other sources of funding

Threats

- Funding shortage
- Gangs/Vandals
- Lack of public awareness
- Lack of volunteer support

2. Table 2

Strengths

- Natural assets/resources
- Community support
- Variety of parks

- Continuity/corridors
- Administration
- High quality of life
- Four seasons

Weaknesses

- Conversion of open spaces
- Funding for ongoing operations
- Maintenance
- Training and educating staff
- Lack of bike paths
- ADA access

Opportunities

- Improved continuity and connections
- Public interest/forums
- Public outreach
- Better management of natural lands

Threats

- Apathy
- Invasive species
- Pollution
- Vandalism
- Change of priorities
- Natural disasters

3. Table 3

Strengths

- Staff
- Parks and programs
- Different organizations involved (Rotary Club, Beloit 2020)
- Multiple physical locations
- Riverfront
- Big Hill Memorial Park
- Improvement of golf course operations

Weaknesses

- Lack of community input
- Budget limitations
- Trail development (multiuse)

Opportunities

- Skate park
- Programs (dance lessons, etc.)
- Development of trails and greenways
- Family activities
- Removal of parking deck
- Community Center
- Riverfront development

Threats

- Lack of interest
- Funding
- Lack of riverfront
- Vandalism
- Environmental problems
- Plans stalling out

4. Table 5

Strengths

- Appearances
- Lots of parkland
- Good management
- Big Hill Memorial Park
- Diversity of uses
- River

Weaknesses

- Not enough staff; poor maintenance
- Poor maintenance of tennis courts, poor lights
- Lack of security/ordinance enforcement
- Crime/vandalism keeps people away
- Size of park system; poor maintenance
- Insufficient public relations
- Loss of play equipment at Strong and Riverside Parks
- Lack of signage

Opportunities

- More public relations
- Ease of accessibility
- More leasing of space to private parties
- Area wide tennis tourneys if courts are improved

Threats

- Development impinging on park land
- Vandalism
- Other crime
- Ducks and geese along river
- Tennis courts: people want to use courts for other purposes
- Dogs not cleaned up after

5. Table 6

Strengths

- Acres per thousand persons
- Variety of recreational opportunities
- River frontage
- Natural amenities
- Four-season activities
- Opportunities for social gatherings

Weaknesses

- Lack of recycling facilities
- Lack of bike racks
- Vandalism/lack of security
- Linkages between local destinations
- Abandoned facilities

Opportunities

- Expand facilities with city growth
- Grant opportunities
- Citizen input
- Water resources
- Business interest in the environment
- Growth of recreational programs
- Riverfront modifications

Threats

- Invasive plant species

- Competition with other agencies and institutions

6. Table 7

Strengths

- Natural beauty
- Undeveloped land
- Variety and diversity of population
- Recreational activities (i.e. water, hiking, etc.)
- Seasonal opportunities
- Access to the waterfront

Weaknesses

- Lack of maintenance; lower level of Big Hill Memorial Park
- Availability of land

- Lack of resources; funding and staff
- Regional connections

Opportunities

- Clean slate; better planning
- Variety of activities offered
- No more land needed
- Commitment by city to plan
- River Corridor

Threats

- Vandalism
- Budget constraints
- Invasive species
- Lack of public interest
- Lack of ownership
- Conflicting management policies

B. Goals and Directions

This exercise was intended to get perspective on the key goals/directions that relate to the parks and open space system in the City.

1. Goals/Directions by Table:

Table 1

- Maintain and sustain existing facilities
- Pursue regional coordination of parks
- Seek creative funding for parks
- Increase safety/security and awareness
- Create opportunities for public and volunteer participation

Table 2

- Create bike trails corridors
- Increase organized activities
- Increase safety
- Set up natural parks restoration management

Table 3

- Create more public awareness of parks
- Maintain quality staff
- Maintain and increase funding
- Identify new funding sources
- Renew riverfront development commitment

Table 5

- Establish safe, well maintained, diverse use parks
- Improve maintenance of all parks
- Increase personnel for maintenance and security

- Train more accessible and responsive staff
- Increase natural areas

Table 6

- Increase family friendly initiatives
 - Install safe playground equipment
 - Minimize goose mess
 - Limit vandalism and dangerous litter
- Increase natural environment preservation
 - Plant long grasses to deter geese
 - Incorporate native plantings to minimize maintenance
 - Minimize invasive species
- 'Thinking 'green''
 - Add bike racks at parks and events
 - Require recycle bins at parks and events
- Update and maintain outdated facilities
 - Enhance grilling at Big Hill Memorial
 - Increase lighting
 - Use modern security; signage and cell phones
- Increase citizen ownership/awareness of parks

Table 7

- Create sense of public ownership, responsibility
- Maintain current facilities by adding more staff and budget
- Keep large areas natural; no development

C. Voting

This voting exercise was intended to show which unique park facilities residents would like to see incorporated into the park system. Participants also voted on their top Goals/Priorities.

Facility	Votes
Amphitheater	13
Bandshell	13
Baseball Fields (lighted)	1
Baseball/Softball Fields (unlighted)	2
Basketball Courts	3
Boating Facilities	2
Community Center	7
Community Gardens	21
Dog Park	22
Fitness Center	3
Football Field	3
Horse Trails	17
Ice Skating Rink	11
Large Community Park	2
Little League Baseball	0

Facility	Votes
Multi-Use Paths	28
Natural Parks	39
Nature Study Area	30
Neighborhood Park	16
Open Play Area	2
Picnic Areas	10
Playgrounds	12
Rural Walking Trails	26
Skate Park	24
Sledding Hill	8
Small Boats	14
Soccer Fields	7
Splash Park	8
Swimming Pool/Aquatic Center	13
Tennis Courts	22
Trailheads	25
Volleyball Courts	8

Goal/Direction/Priority	Votes
Preserve natural environmental areas	31
Maintain/Sustain existing facilities	25
Create corridors/linkages/bike paths	22
Stress safety/security for parks	19
Maintain or increase budget	14
Update equipment/facilities	14
Increase citizen stewardship/awareness	11
Add more natural parks (restore/manage)	9
Increase staff – especially in the summer	9
Think ‘Green’ at parks events	8
Create funding for parks; use grants	7
Establish regional cooperation w/parks	6
Increase volunteer opportunities/participation	6
Increase education of the value of the parks system	4
Maintain quality staff	4
Incorporate family friendly areas in parks	3
Schedule more organized activities	3
Increase public awareness	3
Increase staff responsiveness	1

D. Recommendations and Strategies

This brainstorming exercise was intended to develop a list of specific actions or strategies to address each of the top key goals/directions/priorities identified during the workshop.

1. Goal/Direction #1: Corridor and Bike Path Linkages

1. Connect Existing Parks
2. Use 51 and Rail Corridors as connections linking Beloit North and South
3. Develop mountain biking at Big Hill Memorial and West-Kopplin Park; non-motorized vehicles; ski trail in the winter; possibility for horses as well
4. Enhance Turtle Creek corridor
5. Create canoe access on Turtle Creek
6. Link Freeman Parkway and Inman
7. Include walking trail along water at Turtle Creek
8. Incorporate Lenigan Creek walking trail
9. Create bike trail on Henry Bridge

2. Goal/Direction #2: Preserve Natural Areas

1. Convert vacant lots into community gardens for vegetables or green space as determined by local neighborhoods
2. Require developers to build natural landscape areas
3. Create corporate and private stewardship opportunities to preserve natural areas
4. Create partnerships with Beloit schools to encourage environmental sensibility in children
5. Create community workdays
6. Train park staff in natural restoration and management techniques
7. Create a position for a “volunteer coordinator”
8. Seek partnerships with agencies and organizations to promote the preservation and expansion of natural areas
9. Create an allotment system and designate spaces for community vegetable gardens
10. Create information boards on natural features in the parks (i.e. flora, fauna, birds, animals, geological features, etc.)

3. Goal/Direction #3: Increase Safety and Security

1. Address the problem of unleashed pets in the parks
2. Place signage in each park to identify a response number for problems that occur
3. Improve maintenance of lighting (i.e. Horace White Park)
4. Increase parks patrol in evenings
5. Restrict traffic to playground area on lower level park (Big Hill Memorial); watch traffic per given assigned park

4. Goal/Direction #4: Maintenance of Wootton and Riverside Parks

1. Resurface courts at Wootton Park – 11 years old, \$17,000
2. Resurface courts at Riverside Park –\$48,000
3. Rebuild courts and enable for basketball use at Summit Park
4. Encourage Parks & Leisure Services to provide tennis, basketball, etc.
5. Improve maintenance of parks

5. Goal/Direction #5: Update Facilities

1. Improve lighting at Wootton Park
2. Update Horace White Park bathroom facilities
3. Improve Riverside Park bathroom facilities

4. Restore playground equipment at Wootton Park and Riverside Park
5. Display park names at entrances
6. Enhance restrooms in parks
7. Include playground equipment by tennis courts

6. Goal/Direction #6: Skate Park

1. Locate in Telfer Park
2. Use existing funding

7. Goal/Direction #7: Dog Park

1. Locate on west side in Big Lawn at Leeson's Park
2. Fund with a user fee from dog licenses and/or day passes for travelers staying at local motels

8. Goal/Direction #8: Amphitheater

1. Locate in Krueger Park, reutilize existing facilities

9. Goal/Direction #9: Bandshell

1. Locate in a downtown venue near the river area; should tie in with Riverfest
2. Fund through a major contributor

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APPENDIX C: NEEDS ASSESSMENT SURVEY

City of Beloit Parks and Leisure Services Needs Assessment Survey

The Beloit Parks and Leisure Services Division is in the process of improving its services. You were selected to participate in a survey to assist in identifying these important community needs. Please take a few minutes to answer these questions and return this questionnaire in the enclosed envelope. Your contribution to the Beloit Parks and Leisure Services Division is essential to its success and greatly appreciated.

1. Are you familiar with the Beloit Parks and Leisure Services Division? Please circle the best answer.

Yes No Somewhat

2. If you are familiar or somewhat familiar, please circle any of the choices below about how you have heard about the Beloit Parks and Leisure Services Division that might apply.

Its Brochure Its Website Newspaper articles Word of Mouth

3. Do you currently live within the City of Beloit?

Yes No Don't know

4. How long have you lived in the City of Beloit? ____ years.

5. What is the name of the park closest to your home _____?

6. About how many times have you or other family members used each of the following facilities over the past 12 months. Please check the box to the left of the correct answer.

A. Big Hill Memorial Park

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

B. Leeson Park

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

C. Riverside Park/Rotary Center

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

D. Krueger-Haskell Golf Course

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

E. Krueger-Haskell Swimming Pool

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

F. Edwards Pavilion

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

G. Telfer Park

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times

H. Edwards Ice Arena

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times

7. About how many times have you or other family members used the following facilities or activity areas over the past 12 months? Please check the box of the correct answers.

A. Basketball Courts

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

B. Baseball/Softball Diamonds

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

C. Running/Walking Trails

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

D. Fields and Practice Areas

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

E. Playgrounds

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

F. Tennis Courts

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

G. Picnic Shelters

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

H. Senior Center

- ☐ 1-3 Times
☐ 4-6 Times
☐ 7-10 Times
☐ more than 10

8. How well do you feel Beloit Park and Leisure Services Division meets your family's recreation needs? Please circle the best answer.

Not at all

Somewhat

Well

Extremely well

9. Please list any other facilities or activity areas that you think should be top priorities for your Parks and Leisure Services Division.

10. Should Beloit continue to set aside a portion of new park lands for undisturbed natural areas.

Yes

No

Don't know

11. If you answered yes, how much per month would you be willing to pay in property taxes to support such initiatives? Please circle the best answer.

Nothing

\$5-10/month

\$10-15/month

More than \$15/month

12. Do you believe people who live outside the City limits should be required to pay additional fees to use the City's park facilities and programs.

Yes No Don't know

13. Based on your experience, please rate the Division's job performance in each of the following areas. Please circle the best answer.

A. Maintenance and cleanliness of outdoor park facilities, ballfields, restrooms, etc.

Excellent Good Fair Poor

B. Maintenance and cleanliness of indoor City recreation facilities.

Excellent Good Fair Poor

14. Which of the following items would be your top priorities? Please check as many as you think would be appropriate.

A. Providing new non-athletic programs and services for kids.

B. Providing new parks and play areas.

C. Providing a new indoor recreation center

D. Providing new non-traditional park facilities such as bike trails, dog parks, natural areas, walking trails, wildlife sanctuaries.

E. Ensuring that existing parks, facilities and programs are safe, clean and well Monitored.

F. Providing additional athletic fields league play.

G. Providing new public family aquatic center.

H. Other, please list_____

15. Which of the following methods should the city use to purchase and build new parks? Please check all that apply.

A. I don't think we need any new parks.

B. Purchase and build new parks through city tax dollars.

C. Require new residential commercial development to fund parks through a "parks tax"

D. Require new subdivisions to set aside park areas and provide playground equipment for their own neighborhood.

E. Purchase and build new parks through joint ventures with private corporations.

F. Purchase and build new parks by increasing program dues and or league fees for existing users.

16. Do you feel there is a need for a City community recreation center?

Yes No Don't know

17. If yes, how much would you be willing to pay in property taxes to fund a new community center?

Nothing \$5-10/month \$10-15/month More than \$15/month

18. Do you feel there is a need for an outdoor pool/water park?

Yes No Don't know

19. If yes, how much would you be willing to pay in property taxes to fund a new outdoor pool/water park?

Nothing \$5-10/month \$10-15/month More than \$15/month

20. Are you a registered voter in Beloit?

Yes No

21. Did you vote in the spring of 2006 municipal elections?

Yes No

22. How many people live in your household? _____

23. What are their ages?

_____, _____, _____, _____, _____, _____, _____, _____, _____

24. What is your gender?

Male Female

Thank you very much for your time. Please return this questionnaire in the enclosed envelope.
Survey results will be posted on the Beloit Park and Leisure Services in June.

APPENDIX D: GRANT PROGRAMS

Program	Purpose	Funding Details	Deadline	Notes	Administrative Agency	Contact
Knowles-Nelson Stewardship Program						
Aids for the Acquisition and Development of Local Parks (ADLP)	To acquire or develop public, nature-based outdoor recreation areas and facilities	<ul style="list-style-type: none"> \$4 million avail. per yr. 50% local match per project 	May 1	<ul style="list-style-type: none"> A comprehensive outdoor recreation plan is required Priority for land acquisition Projects must comply with ADA 	WDNR	Stefanie Brouwer South Central Region 608-275-3218
Urban Green Space Program (UGS)	To acquire land to provide natural space within or near urban areas, or to protect scenic or ecological features	<ul style="list-style-type: none"> \$1.6 millions avail. per yr. 50% local match per project 	May 1	<ul style="list-style-type: none"> A comprehensive outdoor recreation plan is required Projects must comply with ADA 	WDNR	Stefanie Brouwer South Central Region 608-275-3218
Acquisition of Development Rights	To acquire development rights for nature-based outdoor recreation areas and facilities	<ul style="list-style-type: none"> \$1.6 millions avail. per yr. 50% local match per project 	May 1	<ul style="list-style-type: none"> Funds available to acquire development rights in areas where restrictions on residential, industrial, or commercial developments are in place. May include enhancements of outdoor recreation. 	WDNR	Stefanie Brouwer South Central Region 608-275-3218
Urban Rivers Grant Program (URGP)	To acquire lands, or rights in lands, adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities	<ul style="list-style-type: none"> \$800,000 avail. per yr. 50% local match per project 	May 1	<ul style="list-style-type: none"> A comprehensive outdoor recreation plan is required Projects must comply with ADA 	WDNR	Stefanie Brouwer South Central Region 608-275-3218
Federal Programs						
Land and Water Conservation Fund (LAWCON)	To acquire or develop public outdoor recreation areas and facilities	50% local match per project	May 1	A comprehensive outdoor recreation plan is required	WDNR with TEA-21 Funds	Stefanie Brouwer South Central Region 608-275-3218

Program	Purpose	Funding Details	Deadline	Notes	Administrative Agency	Contact
Recreational Trails Act	To provide funds for maintenance, development, rehabilitation, and acquisition of land for motorized, non-motorized, and diversified trails	50% local match per project	May 1	<ul style="list-style-type: none"> Funds may only be used on trails which have been identified in, or which further a specific goal of a local, county, or state trail plan. Funds may be used on trails that are referenced in a statewide comprehensive outdoor recreation plan 	WDNR with TEA-21 Funds	Stefanie Brouwer South Central Region 608-275-3218
Statewide Multi-Modal Improvement Program (SMIP)						
Transportation Enhancements Program	Providing facilities for pedestrians and bicyclists. This program provides funding for rehabilitating and operating historic transportation buildings and structures, restoring railway depots, as well as streetscaping "Main Streets" and landscaping near transportation facilities	<ul style="list-style-type: none"> Funded through TEA-21 20% required match 	February	<ul style="list-style-type: none"> Not a grant program. 80% of funds are reimbursed if all federal guidelines are met Project must relate to surface transportation Construction projects must be over \$100,000 Non-construction projects must be over \$25,000 	WisDOT	David McCosh 608-246-5445
Surface Discretionary Grant Program (STP-D)	Provides flexible funds, which can be spent on a wide variety of projects, including roadway projects through the Federal-aid highway system, bridges, transit facilities, and bicycle and pedestrian facilities.	<ul style="list-style-type: none"> Funded through TEA-21 20% required match 	February	<ul style="list-style-type: none"> Any project that fosters alternatives to single-occupancy vehicle trips Facilities for pedestrians and bicyclists System-wide bicycle planning Construction projects must be over \$100,000 Non-construction projects must be over \$25,000 	WisDOT	David McCosh 608-246-5445

Program	Purpose	Funding Details	Deadline	Notes	Administrative Agency	Contact
Federal Transit Administration Grants						
Section 5309 (old Section 3 discretionary funds)	Transit capital projects; includes intermodal facilities such as bicycle racks on buses and bicycle parking at transit stations; most funds are to be directed toward transit itself.	20% local match per project	Early Spring	<ul style="list-style-type: none"> Funding for this program is allocated on a discretionary basis Congress/Administration can pick the projects; however, the authorization bill contains a list of specific criteria 	WisDOT Bureau of Transit	David Vickman 608-264-9532
Section 402-Highway Safety Funds						
Community Programs Empowerment Program Enforcement Program	For bicycle and pedestrian safety education and training projects, including helmet promotion and purchases, sponsorship of rodeos, classes, and development of brochures	20% local match per project	October – December	<ul style="list-style-type: none"> Engineering and maintenance work not eligible for funding 	WisDOT Bureau of Transportation Safety	Tom Knoop Regional Program Manager 608-267-3297
Highway Safety Program (Section 403)	Available for bicycle/pedestrian education. May also be used to develop safety classes for bicycle/pedestrian offenders	20%-50% local match per project	February	<ul style="list-style-type: none"> For communities that can document bicycle crashes related to motor vehicle violations Funds new enforcement programs up to \$1000 	WisDOT Bureau of Transportation Safety	Tom Knoop Regional Program Manager 608-267-3297
Research Projects	Funds the research needed to substantiate unique local needs for additional safety funding	20% local match per project	February	<ul style="list-style-type: none"> A study of transit needs on public lands to assess the feasibility of alternative transportation modes (Section 3039) 	WisDOT Bureau of Transportation Safety	Tom Knoop Regional Program Manager 608-267-3297
Other Programs						
Wisconsin Main Street Community Program	Comprehensive downtown revitalization program, which includes streetscape improvements		No Date	<ul style="list-style-type: none"> General downtown program May benefit trail enhancements through streetscaping 	National Main Street Center	Wisconsin Dept. of Commerce, Bureau of Downtown Development 608-266-7531

Program	Purpose	Funding Details	Deadline	Notes	Administrative Agency	Contact
Surface Transportation - Environment Cooperative Research Program	Evaluate transportation control measures. Improve understanding of transportation demand factors. Develop performance indicators that will facilitate the analysis of transportation alternatives	20% local match per project		<ul style="list-style-type: none"> \$ available for the development of national bicycle safety education curriculum \$ available for grants to a national not-for-profit organization engages in promoting bicycle and pedestrian safety \$ available for a study of the safety issues attendant to the transportation of school children to and from school and school-related activities by various transportation modes 	FHWA	U.S. Dept. of Transportation 202-366-4000
Urban Forestry Grants	Assistance for tree maintenance, planting, and public awareness	\$1,000 to \$25,000 grants awarded with a 50% local match	October 1	<ul style="list-style-type: none"> Funding is prioritized for communities needing to develop an urban forestry plan, needing worker training, and needing to conduct a street tree inventory 	WDNR Urban Forestry	Jeff Roe South Central Regional Urban Forestry Coordinator 608-275-3256
Recreational Boating and Facilities (RBF)	Encourage the development of recreational motorized boating facilities	50% local match per project	No Date	<ul style="list-style-type: none"> \$ available for initial dredging and construction of bulkheads and breakwaters 	Wisconsin Waterways Commission	Larry Freidig 608-266-5897
Sport Fishing Restoration Act (SFR)	Encourage the restoration of sport fishing habitat and to provide facilities for public access to sport fishing areas, including piers and boat landings	75% local match per project	No Date	<ul style="list-style-type: none"> \$ available for land acquisition, habitat restoration and development, aquatic education, public fishing piers and shore fishing, fish propagation and stocking, and research 	WDNR	Stefanie Brouwer South Central Region 608-275-3218
Home Depot Community Improvement (Environmental) Grants	Assistance for forestry and ecology projects, clean-up beautification projects, recycling programs				Home Depot Community Affairs	Local Home Depot Store Manager
Local private foundations	Various					Parks and Leisure Services Division

APPENDIX E-43 Rock County Parks, Outdoor Recreation, and Open Space Plan



Rock County, Wisconsin 2015-2020 Parks, Outdoor Recreation & Open Space Plan

January 2015



Prepared By:

 **Design Perspectives** INC.
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Chapter 12.1- Introduction

Previous Planning Efforts

In 2003, the Rock County Planning Staff developed a five year Park, Open Space and Recreation (POROS) Plan that created a vision for the Parks Division of the Rock County Public Works Department. The POROS Plan provided a vision for the park system with very specific recommendations about how the park system should be developed. Five years after the adoption of the plan, very few of its goals had been implemented and much remained to be accomplished.

In 2009, the second POROS plan was developed that contained many ambitious goals and objectives, including improvements to the existing parks and trails system, and the application for grants from the State of Wisconsin to fund many of these improvements. The local match for these state grants was designed to be derived from ATC funds paid by underground utility companies to Rock County as well as from the Rock County Park System's capital budget provided by the county.

The goals of the 2009 plan were primarily presented as administrative goals derived from specific objectives that, if accomplished, would achieve the goals. For instance, one of three administrative objectives was to present to the Rock County Supervisors written and verbal monthly reports about the contribution the county park system made to the quality of life in Rock County. The Rock County Parks Director did so, accomplishing the goal to educate county supervisors about the mission and importance of the county park system.

Other administrative goals included making better use of the parks division advisory board, improving the public image of the park system, improving relationships with governmental groups and committees, improving friends organizations, and developing a new direction for growth and change by supporting objectives.

The capital and recreational goals in the 2009 POROS focused on implementing capital initiatives that made sense to the parks division, developing outdoor recreation programs surrounding the natural features within the park system, and developing a family special event series based on the agricultural heritage of Rock County.

Specific facility, land acquisition and development goals included investing in park development based on implementing a capital plan, seeking funding for projects on an annual basis and exploring grant opportunities to off-set capital improvement costs as the projects took place, perhaps also funding the acquisition of additional open space.

This Planning Effort

This plan takes a different approach than the 2003 POROS plan, but a similar approach as provided in the 2009 plan. It is relatively easier to develop administrative goals than capital goals, however, implementing them is the opposite. The political environment can make implementing administrative goals more difficult than capital goals. Therefore, this plan focuses on the implementation process of the goals and objectives.

Similar to what was stated in the 2009 POROS Plan, this 2015 plan recognizes that Rock County's needs are a function of the difference between the services that Rock County has and the services that its citizens want and are willing to pay to provide. The desire of citizens to provide park and recreation services are a function of the will of the elected officials.

Assessing what services the community needs is the easy part of the planning process. Data is gathered through community surveys, visioning meetings, staff interviews, public hearings and Delphi Committee work.

As in most master plans for parks and recreation agencies, the most important method is using social science survey research to identify the community needs. This is because everyone in the community, in this case Rock County, has the ability to provide input. A survey of the general community, though, is a more objective tool than community meetings, interest group meetings and public hearings where people "self-select" to participate.

In this plan, three types of community surveys were requested by the Rock County Park System. The first was a telephone survey of a random sample of community residents, a traditional method. The second was a mail survey of community residents asking the same questions, also a traditional method. A less traditional method requested was an email survey, asking the same questions in an electronic format.

In this plan, all three surveys were selected from independent data bases, with the data blended into one database that was more representative of Rock County than any one data gathering method alone, providing all residents of the county the opportunity to participate.

The Rock County Park System chose to contract with Public Research Group (PRG) to gather the data and assist in the creation of the 2015 POROS Plan because PRG has a great deal of national experience collecting data and writing park and recreation master plans in such states as Wisconsin, Illinois, Indiana, Massachusetts, California, and Texas, to name a few. PRG is one of the few consultants that offer blended methodologies where survey data from the most modern and up to date data gathering techniques can be used.

Another technique that enhanced this planning process was the gathering of data from community leaders, called the Delphi method, a service unique to PRG. In Delphi Committee work, community leaders' opinions are gathered because it is understood that community leaders are more aware of how governments function than the average citizen and can help shape public opinion.

A few other traditional methods used in planning efforts is gathering input from interest groups as well as holding visioning sessions. County park systems in Wisconsin tend to serve as hosts for recreational programs operated by community-based nonprofit organizations such as friends of the park groups and other community recreation special interests. Visioning sessions allows for an open and honest discussion about the future of the park system.

Public meetings are also a traditional data gathering process that park and recreation planning efforts employ. Sometimes these meetings are well attended and other times not so much. Nevertheless, it would be difficult to imagine a planning process that did not offer public an opportunity to attend a meeting to discuss the plan.

From all of this input, this plan uses all of its data to recommend meaningful goals and objectives that take into consideration Rock County's unique needs and its ability to pay to meet those needs. The implementation process is also a function of the needs assessment process, not just the imagination of the consultants.

Purpose of the Plan

This POROS Plan is for the period of 2015-2020. Five years is generally considered a reasonable horizon in master planning because social, cultural and political conditions tend to change enough over five years for the goals and objectives that derived from the plan to change.

This plan begins with a review of the previous goals and objectives that were not implemented to determine if any are still relevant or priorities. The method of doing so was to ask the community what it would like to see done. If any objectives previously considered re-emerged, consideration was given to making them a high priority.

Since the primary purpose of this master plan is to develop feasible goals and objectives that can be implemented over the next five years, it was important that the process manage the expectations of everyone involved.

This plan does not include everything that everyone wanted. But through negotiation of reasonable goals and objectives, it does contain many of most desired elements that the community wanted and that which the Rock County Board of Supervisors can reasonably fund,

Therefore, the purpose of this plan is to establish reasonable goals and objectives that represent the negotiated views of the community and to begin the process of implementing these goals.

Ultimately, this plan represents an agreement between the public of Rock County, the advisory board, board of supervisors and the staff. The agreement represents rationality in the public policy formulation process. It also represents the democratic process at its best.

The public has stated its park and recreational needs and desires in well defined terms. The staff has identified those needs through the planning process and brought them to the board of supervisors in order to fund the solutions. The realization of the goals, though, is the domain of the administrative staff of the Rock County Park System. It will be through administration's vigilance that this plan will not be relegated to a shelf in the office, forgotten until the next planning cycle.

Structure of this Plan

As stated, the most important elements of a master plan are the goals and objectives that it generates. The primary purpose of the plan is to identify goals and objectives to improve parks and recreation services for the Rock County Park System.

This plan does so by telling the story of how the goals and objectives were derived, how the collected information provides an understanding of the needs and desires of the public, how the data was interpreted, and how it translated those needs and desires into themes.

The story includes the levels of engagement between the county supervisors, friends groups and other governmental units. It tells how the park system expanded the mission of improving parks and recreation services to include the collection of input from a Delphi committee of community leaders and that the commission of the committee brainstormed ideas that led to a prioritization of administrative goals and objectives.

The story is important because, even though the planning horizon is short, within the next five years new county supervisors and advisory board members may be elected and appointed, new park staff may be hired and new people will move into the county.

These new people may not feel the ownership in this plan that the previous boards, staff and community members felt. However, it needs to be assumed that desires of the public are still the same, so the agreement needs to be in force.

This 2015-2020 POROS Plan has five sections. The first is the community demographics section, which begins with a brief history of Rock County. Location maps are provided and population characteristics interpreted. Projections for growth are also made.

The second section is an inventory of the current parks and recreation services offered by the Rock County Park System. These services include an inventory of the park systems parks, trails and amenities.

The third section explains how community needs were assessed. The survey and its findings are presented with the level of reliability of the survey instruments considered and the validity of process discussed.

The third section also includes summaries of the public hearings and summaries of the visioning sessions. Also in the Section 3 are Delphi committee recommendations. The Delphi Committee met on several occasions, producing its own goals and objectives for the park system.

The fourth section is the most important. Based on the rationale presented in the preceding three sections, the fourth section presents the goals and objectives for the Rock County Park System for the period of 2015-2020. The goals are supported by specific objectives, which if implemented, will lead to the attainment of the goals.

The categories of the goals and objectives are administration, recreation programs, land acquisition and development, park maintenance, and facilities. Perhaps the most important of these are those dealing with administrative changes.

The fifth and final section of this plan will be the implementation schedule. This section articulates the funding process that is already underway to fund land acquisition and park development. The implementation section also presents the timeline within which administrative goals will be achieved and the new schedule for operating services will be provided. To implement these goals, commitment rather than funding will be the issue, making these goals largely strategic.

Chapter 12.2- Current Environment

Demographics

Rock County was created in 1836 as a territorial county on December 7, 1836, as part of Milwaukee County. Rock County was fully organized Feb. 19, 1839 as part of the State of Wisconsin, named for the Rock River, which bisects the county from north to south. As of the 2010 census, Rock County had a population of 160,331 residents. A large portion of the population resides in the Janesville-Beloit, WI Metropolitan Statistical Area and is included in the Madison-Janesville-Beloit, WI Combined Statistical Area.



While the 2010 Census did not present household information, in 2014 most of the data from the 2000 Census could still provide a demographic view of Rock County. As of the 2000 Census there were 58,617 households in Rock County and 40,387 families residing in those households.

According to the 2010 Census:

- The population density in 2010 was 221 people per square mile
- There were 68,422 housing units at an average density of 94 per square mile,
- The racial makeup of the county was 87.6% White, 4.9% Black or African American, 0.3% Native American, 1.0% Asian, 0.02% Pacific Islander, 3.7% from other races, and 2.3% from two or more races. 7.5% of the population was Hispanic or Latino of any race.
- Of the 68,422 households, 30.9% had children under the age of 18 living with them
- The population of Rock County was spread out with 25.1% under the age of 18, 5.9% from 20 to 24, 33.5% from 25 to 49, 19.3% from 50 to 64, and 13.6% who were 65 years of age or older
- The median age was 36 years,
- The population was 49.1% male, and 50.9% female.

Structure of Government

Like other counties in the State of Wisconsin, Rock County government would be considered a sub-unit of the state, with every person in Wisconsin residing in one county or another. Municipal governments including cities and townships do not serve every citizen, created by referendum by those who wish to live within them willing to pay taxes for the services that municipalities provide.

The first courthouse was built in 1842 and stood until it was demolished and the current Courthouse constructed in 1955. Rock County covers 720 square miles and includes 6 Cities, 20 Towns and 3 Villages.

Rock County operates under the Board/Administrator form of County government. The elected Rock County Board of Supervisors is the legislative authority. The County Administrator, who reports to the County Board, has a wide range of responsibilities including preparation of the annual budget.

Elected officials serving Rock County include the Sheriff, District Attorney, Clerk of the Circuit Courts, County Clerk, County Treasurer, Registrar of Deeds and the Coroner. Rock County provides a wide range of programs and services to its citizens including public safety, human services, health, public works, conservation and development.

In addition to the Courthouse, Rock County's facilities include a Jail, Youth Services Center, Public Works facility, Public Health Department/ Council on Aging, Rock Haven Nursing Home, Human Services/ Information Technology facilities, the Fairgrounds, 911 Communications Center, Airport and more than 1,000 acres of park land. Rock County also owns the land and building for the UW-Rock County.

2015-2020 Parks, Outdoor Recreation & Open Space Plan

Counties in Wisconsin are administered by elected officials, called county supervisors. Rock County has 29 Supervisors, one elected to represent each of the 29 districts of the county. The 29 supervisors and their districts are shown below.

- District 01- Mary Beaver
- District 02- Alan Sweeney
- District 03- Sandra Kraft
- District 04- Mary Mawhinney
- District 05- Jeremy Zajac
- District 06- Eva Arnold
- District 07- Hank Brill
- District 08- Brian Knudson
- District 09- Rick Richard
- District 10- Louis Peer
- District 11- Brenton Driscoll
- District 12- Wayne Gustina
- District 13- Norvain A. Pleasant Jr.
- District 14- Terry Fell
- District 15- Linda Garrett
- District 16- Jason Dowd
- District 17- Betty Jo Bussie
- District 18- Edwin Nash
- District 19- Brent Fox
- District 20- Wes Davis
- District 21- Terry Thomas
- District 22- Russ Podzilni
- District 23- Jason Heidenreich
- District 24- Richard Bostwick
- District 25- Billy Bob Grah
- District 26- Larry Wiedenfeld
- District 27- Kathy Schulz
- District 28- Gregory Addie
- District 29- Thomas J. Brien

The Rock County Administrator that has direct responsibility to the Rock County Board of Supervisors is Joshua M. Smith. All of the department heads have direct responsibility to him in the line of staff authority.

Assisting in the oversight of the various Rock County Department, the county board of supervisors has a created number of committees that meet and hear operational reports from the staffs of these numerous departments.

Specifically, the county park system is one of three divisions of the Department of Public Works, which is overseen by the Director of Public Works, Ben J. Coopman, under the Public Works Committee, along with the highway and airport divisions. The committee is comprised of Betty Jo Bussie, the chairperson, serving with other county supervisors including Eva Arnold, Brenton Driscoll, Brent Fox, and Rick Richard.

The Department of Public Works Committee hears reports from the Director of Public Works and each of the three divisions, including the Parks Director Lori Williams, and her Community Coordinator David Hoffman. County parks staff members that oversee the maintenance of the parks are Dan Cahill, Jim Hessenauer, Andy Kleeberger, and Steve Burtness.

Park System Categorization

For purposes of categorizing existing parkland in this chapter, County park lands have been classified into the following categories: County Community Parks, County Regional Recreation Areas, County Regional Open Space Parks and Trails. Inevitably, there is some overlap in these categories and a single facility can sometimes serve more than one type of need depending upon its function.

County Community Parks

Parks that may contain play areas and equipment, playfields and paved surfaces for court games such as tennis and basketball, as well as limited natural areas. They are generally less than or equal to 25 acres in size and are located within a 15 minute drive from the populations they are designed to serve.

County Regional Recreation Areas

These park areas serve regional needs with active uses such as swimming, tennis, boating or other active recreation activities. Generally, these Regional Recreation Areas are more highly developed facilities, with amenities such as interpretive facilities, picnic areas, play areas, turfed meadows, trails, camping facilities and equestrian facilities. They are typically less than 200 acres in size. River access facilities, while generally smaller in size, are also included in this category.

County Regional Open Space Parks

Regional Open Space Parks contain passive recreation as the dominant use, and typically have only developed facilities (parking lots, trail head and restrooms). They are generally 200 acres in size, or larger, although there are some exceptions. Passive recreation includes hiking, mountain bike riding, horseback riding and picnicking. Regional Open Space Parks provide for public access, use and enjoyment. As larger facilities, they also play a greater role in preserving functioning ecosystems.

Trails

Trails are facilities which provide access to and opportunities to experience cultural and natural resource areas. Trails provide non-motorized access (generally pedestrian, bicycle, equestrian or multi-use, as designated for the particular trail segment). Trails traverse a wide variety of terrain, ranging from urban streets to open rangelands, flood control channels, utility corridors and former railroad rights-of-way.

2015-2020 Parks, Outdoor Recreation & Open Space Plan

Facility Type	Acres Per Thousand Population	Suggested Acreage*	Service Area	Primary Providers	Defining Characteristics
County Community Parks (CCP)	3.25/1000	Less than or equal to 25 acres	Park Planning Area (5 miles)	Non-profit organizations, public schools, cities, county service areas & special districts	Play areas, sports fields & picnicking
County Regional Recreation Areas (CRRA)	5/1000	Less than 200 acres (also includes access sites to public waterways)	Park Planning Area (15 miles)	County	Generally above 25 acres where 10% of the area is devoted to developed recreation facilities (boat launching facilities, campgrounds, swimming, beaches, play areas, sports fields)
County Regional Open Space - Passive (CROSP)	15/1000	Less than or equal to 200 acres	Regional (Approximately 30 miles)	County	Resource management with public access
Trails (T)	1 mile per 10,000 people	None	Regional	County, State	Located primarily outside of parkland areas

2015-2020 Parks, Outdoor Recreation & Open Space Plan

The county parks that are the responsibility of the Rock County Park System to maintain and operate are:

Park Name	Classification	Acreage	Location
Airport Park	CCP	2	US Hwy 50 & Knilians Rd.
Avon Park	CCP	17	Sugar River in Village of Avon
Beckman Mill Park	CRRA	52	County Hwy H and Mill Pond Rd.
Carver-Roehl Park	CRRA	53	NE of Clinton on Carver's Rock Rd.
Gibbs Lake Park	CROSP	299	1/2 mile west of intersection of Gibbs Lake Rd. & Eagle Rd.
Hanover Wildlife Area	CRRA	17.5	East of Highway H, Town of Hanover
Happy Hollow Park	CROSP	206	Between Janesville & Beloit off Happy Hollow Rd.
Ice Age Park	CCP	3.4	Off Sable Dr. from Kennedy Rd.
Ice Age Trail	T	-	Runs between Janesville and Milton
Indianford Park	CCP	2.5	Village of Indianford
Koshkonong Lake Access	CCP	12.6	Lakeside Drive, Town of Milton
Lee Park	CRRA	40	Intersection of State Hwy 160 and 67
Magnolia Bluff Park	CRRA	120	Croak Rd. south of State Hwy 59
Murwin Park	CRRA	40	At Fulton and State Hwy 184
Pelishek-Tiffany Nature Trail	T	-	6 miles, Runs from Clinton to Allens Grove
Royce Dallman Park	CCP	3	County Trunk N north of Milton (Charley Bluff Rd.)
Schollmeyer Park	CCP	0.5	On Turtle Creek on west side of Shopiere Rd.
Sugar River Park	CCP	15	Sugar River next to Nelson Rd.
Sweet-Allyn Park	CRRA	39	On County Trunk J at Shopiere Rd.
Turtle Creek Park	CCP	3.5	6528 S. Smith Road Towns of Turtle & La Prairie
Turtle Creek Parkway	T	-	6528 S. Smith Road Towns of Turtle & La Prairie
Walt Lindemann Sportsman's Park	CCP	9	US Hwy 51 north of Janesville

Capital Projects in the Past Planning Cycle

Since the adoption of the 2009 POROS Plan, a number of capital projects have been accomplished, as per the funding opportunities available to the Rock County Park System and within the recommendations of that plan. The following projects have been undertaken.

Beckman Mill Park

- Security Lights
- Fishing Pier
- Boardwalk
- Trails

Gibbs Lake Park

- Shelter
- Parking Lot Paving
- Restroom

Magnolia Bluff Park

- Trails
- Restrooms
- Parking Lot

Carver Roehl Park

- Road/ Entrance
- Playground
- Gazebo & Path
- Trails

Turtle Creek Park

- Acquire Property
- Building Improvements
- Parking Lot Paving

Lee Park

- Restroom

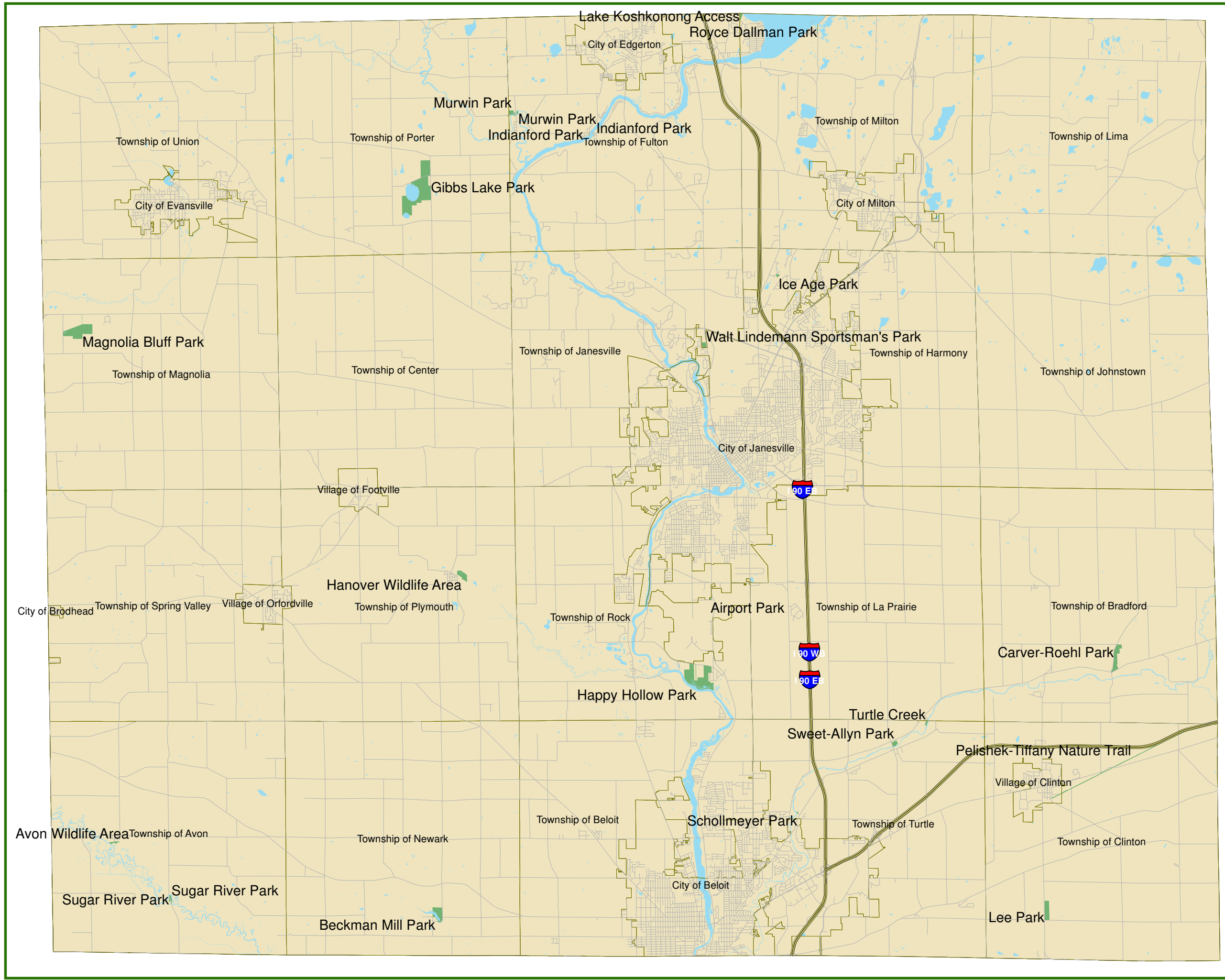
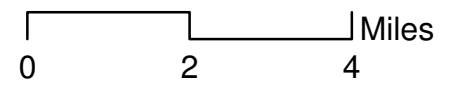
The projects that have been completed total approximately \$1.2 million during the past planning cycle, with \$170,000 still in progress. The funding sources for these projects came from ATC revenues, some from Wisconsin State grants, some from friends of the parks groups and some from the Rock County Parks Division capital projects funding received from the county.

Rock County Wisconsin

Park Location

Legend

- Townships
- Bodies of Water
- Parks
- Rock County





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Airport Park

Park Location: Hwy. 51 & Knilians Rd.

Park Size: 2 Acres

Park Type: County Community Park

Park Amenities: Picnic tables, benches, shelter, parking

General Park Impressions: The park has a great view of the airport, but is under utilized.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Parking lot needs improving
- 2) 1 existing light
- 3) Wood bollards encompass area
- 4) Shelter with benches
- 5) Open space





Site Inventory & Analysis Rock County, Wisconsin 2015-2020 Parks, Outdoor Recreation & Open Space Plan



Park Name: Avon Park

Park Location: Town of Avon, West Pleasant St

Park Size: 17 Acres

Park Type: County Community Park

Park Amenities: Undeveloped

General Park Impressions: There is no visible sign for the park location, has limited access, mature tree canopy covers entire park site, has small access to the Sugar River.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Avon Park has the potential for water access to the Sugar River





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Beckman Mill Park

Park Location: S. Cty Road H & W Mill Pond Rd

Park Size: 52 Acres

Park Type: County Regional Recreation Area

Park Amenities: Picnic shelters, rest room facilities, educational museums, water pump, old machinery, gardens, prairie, oak savanna, river access, trails, parking, pond, dam, wetlands, lights, boardwalk, trails and paths, overlooks, native plants & berms.

General Park Impressions: A park full of history, embracing it, needs access to all areas.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Parking lot is in good shape
- 2) Park hosts tours and events throughout the year
- 3) Boardwalk and trails are in excellent shape
- 4) Mowed trails through the woods are well maintained
- 5) Shelter with ADA access
- 6) All buildings are in good shape
- 7) Fishing pier on the other side of the river (not owned by the Parks Division, but on their property)
- 8) Fishing ladder
- 9) Welty Environmental Center





Site Inventory & Analysis Rock County, Wisconsin 2015-2020 Parks, Outdoor Recreation & Open Space Plan



Park Name: Carver-Roehl Park

Park Location: E. Creek Rd. & S. Carvers Rock Rd.

Park Size: 53 Acres

Park Type: County Regional Recreation Area

Park Amenities: Picnic shelter, benches, rest room facilities, swings, historic grave site, trails, water pump.

General Park Impressions: New picnic shelter able to host outings, limited ADA access.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) New playground equipment with older swings
- 2) Rest room facility needs replacement
- 3) New gazebo
- 4) Entry drive was rebuilt which has greatly reduced the frequency of flooding events
- 5) Trails with defined paths and in some areas the path is hard to follow
- 6) Bridges on the trail network are in good shape
- 7) Benches and bench shelters placed throughout the trail network
- 8) Road has new pavement, entry drive damaged during the flood
- 9) No area set aside for parking





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Gibbs Lake Park

Park Location: W. Gibbs Lake Rd. & N. Fox Rd.

Park Size: 299 Acres

Park Type: County Regional Open Space
Park - Passive

Park Amenities: Picnic area, rest room facilities, parking, trails, lake access, water dock, park grills, water pump, bench shelter

General Park Impressions: Picnic area needs to be defined and ADA accessible.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Motor boats no larger than 3.9 hp allowed on Gibbs Lake
- 2) Seperate parking lot for equestrain parking
- 3) Gravel parking lots
- 4) New park shelter & bathroom
- 5) Paved main parking lot





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Hanover Wildlife Area

Park Location: East of Highway H, Town of Hanover

Park Size: 17.5 Acres

Park Type: County Regional Open Space
Park- Passive

Park Amenities: None

General Park Impressions: Mature tree canopy covering entire park site.

Accessibility: Reference Rock County Parks
ADA Assessment and Improvement Plan

Site Observations:

- 1) Has potential for walking trails





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Happy Hollow Park

Park Location: Hwy 51 & S. Driftwood Dr.

Park Size: 206 Acres

Park Type: County Regional Open Space
Park- Passive

Park Amenities: Bench shelter, rest room
facilities, boat launch, equestrian trails, hiking
trails

General Park Impressions: Park does flood
periodically

Accessibility: Reference Rock County Parks
ADA Assessment and Improvement Plan

Site Observations:

- 1) Roadway and parking area need repair
- 2) Erosion on riverbank along hiking trails
- 3) Lots of down trees/debris from flooding
- 4) Upgrade boat launch area is needed





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Ice Age Connector Trail

Park Location: Runs from Milton to Janesville

Park Size: 3.7 Miles*

Park Type: Trail

Park Amenities:

General Park Impressions: Good signage and wide trail section

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

1) Needs improved trailheads and crossing markings.



* Mileage is from the Ice Age Trail Foundation. The trail system is still changing and fluctuating due to route changes and negotiation of land and so other resources may have a different mileage for this segment of the trail.



Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Ice Age Park

Park Location: North Sable Drive, Town of Harmony

Park Size: 3.4 Acres

Park Type: County Community Park

Park Amenities: Benches, picnic tables, pond, sign

General Park Impressions: Small park with access to Ice Age Connector Trail.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

1) Ice Age Park has the potential for trailhead and improved multi-use trails





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Indianford Park

Park Location: N. CTY. TK. F & W. CTY. TK. M

Park Size: 2.5 Acres

Park Type: County Community Park

Park Amenities: Picnic area, rest room facilities, parking, river access.

General Park Impressions: Add a fishing pier or overlook that would provide a good view of river dam.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Notes:

- 1) Re-surface the main parking lot
- 2) Add a fishing pier or overlook





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Koshkonong Lake Access

Park Location: Lakeside Drive, Town of Milton

Park Size: 12.6 Acres

Park Type: County Community Park

Park Amenities: Open Space

General Park Impressions: Undeveloped.

Accessibility: Reference Rock County Parks
ADA Assessment and Improvement Plan

Site Observations:

1) Koshkonong Lake Access has potential for
habitat restoration and elevated boardwalk
for lake access.





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Lee Park

Park Location: WI-140 & WI-67

Park Size: 40 Acres

Park Type: County Regional Recreation Area

Park Amenities: Picnic shelter, rest room facilities, baseball field, benches, water pump, prairie restoration, trails, parking, arboretum.

General Park Impressions: Park provides a variety of recreational uses

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Parking and road are gravel
- 2) Benches and fence look good by the baseball field, the field needs work
- 3) Few trails lead to dead ends
- 4) Shelter needs a new roof
- 5) Trail through woods, some tree species marked
- 6) New restroom facility





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Magnolia Bluff Park

Park Location: WI-59 & N. Croak Rd.

Park Size: 120 Acres

Park Type: County Regional Recreation Area

Park Amenities: Rest room facilities, water pump, fire pit, park grills, hiking trails, equestrian trails, parking, new restrooms, new trails, equestrian parking, lower parking lot

General Park Impressions: Many trails throughout the park. Erosion is a problem in different areas of the park.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Add erosion control measures throughout the bluff and park
- 2) Trails need some cleaning of brush and path enhancement
- 3) Three new restroom facilities
- 4) Needs picnic shelter/gazebo, possibly two (at the top and bottom of the park)
- 5) Electricity needed
- 6) New trails have been added
- 7) Equestrian parking & new lower parking lot have been added





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Murwin Park

Park Location: W. Caledonia Rd. & N. CTY. TK. H

Park Size: 40 Acres

Park Type: County Regional Recreation Area

Park Amenities: Park grills, picnic tables, water pump, restroom facilities, parking, river access.

General Park Impressions: Access to the river, but elements need to be up-dated

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) New restroom facility
- 2) Parking lot has been repaved
- 3) Canoe access to river, but area floods and can be improved
- 4) Area east of N. CTY. TK. H is fragmented from the rest of the park
- 5) Add picnic shelter





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Pelishek-Tiffany Nature Trail

Park Location: WI-140 & Mill St.

Park Size: 6 Miles

Park Type: Trail

Park Amenities: Picnic area, parking, benches, rest room facility, trail, parking, fire pit.

General Park Impressions: Good trail, should add some small crushed gravel for surface.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Benches & shelters throughout the trail
- 2) Newer rest room facility
- 3) Bridge is in good shape
- 4) Connect trail to other parks or trails in area
- 5) Clean up gravel parking lot





Site Inventory & Analysis Rock County, Wisconsin 2015-2020 Parks, Outdoor Recreation & Open Space Plan



Park Name: Royce Dallman Park

Park Location: N. Charley Bluff Rd. & E. CTY.
TK. N

Park Size: 3 Acres

Park Type: County Community Park

Park Amenities: Water access, fishing pier, bench shelter, restroom facility, parking, water pump, picnic shelter.

General Park Impressions: Park provides good waterfront access

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Park floods periodically
- 2) New boat launch





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Schollmeyer Park

Park Location: Trail Dr. & Shopiere Rd.

Park Size: 0.5 Acres

Park Type: County Community Park

Park Amenities: Open space, river access.

General Park Impressions: Hard to find, feels like you are in the backyards of the residents.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) No signage off of Shopiere Rd.
- 2) No parking
- 3) Nice views with the river access
- 4) Under utilized
- 5) River access could be enhanced for a canoe launch





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Sugar River Park

Park Location: W. Beloit-Newark Rd. & S. Nelson Rd.

Park Size: 15 Acres

Park Type: County Community Park

Park Amenities: River access, parking, fire pit.

General Park Impressions: Gives people a place to launch their boat into the Sugar River.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Boat launch is in need of periodic maintenance
- 2) Park is mainly under water during the flood season
- 3) Gravel entry drive and parking
- 4) No structures on site due to periodic flooding





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Sweet-Allyn Park

Park Location: E. Creek Rd. & S. CTY. TK. J

Park Size: 39 Acres

Park Type: County Regional Recreation Park

Park Amenities: Playground, picnic tables, picnic shelter, rest room facilities, memorial area, baseball field, river access, fire department tug-of-war area, parking, sand volleyball, benches, park grills, water pump, dog area, basketball.

General Park Impressions: Dog area could be developed into an enclosed dog park.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Picnic shelter has lights, no ADA access
- 2) Memorial area is nice, but no accessibility
- 3) Baseball infield needs work- fencing has been recently repaired
- 4) Path to rest room facility too steep and uneven for ADA access
- 5) Basketball has been moved near playground area
- 6) Sand volleyball court has no nets or posts
- 7) Out-dated playground equipment
- 8) Dog area on North side no fencing
- 9) Repaved parking lot





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Turtle Creek Park

Park Location: 6528 Smith Rd. 10 miles northeast of Beloit

Park Size: 3.5 Acres

Park Type: County Community Park

Park Amenities: Parking Lot, Open Space, Building

General Park Impressions: The park has a great view of the arch bridge.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Needs a new roof
- 2) Possible location for a canoe launch
- 3) Good location for rental opportunities





Site Inventory & Analysis
Rock County, Wisconsin
2015-2020 Parks, Outdoor Recreation &
Open Space Plan



Park Name: Walt Lindemann Sportsman's Park

Park Location: WI-14 & US-51

Park Size: 9 Acres

Park Type: County Community Park

Park Amenities: Deer display, playground, water pump, picnic shelter, soccer field, rest room facilities, park grills

General Park Impressions: Great tree canopy, Mystic White Deer area is the main focus.

Accessibility: Reference Rock County Parks ADA Assessment and Improvement Plan

Site Observations:

- 1) Shelter/Restroom facilities needs renovations, new roof & has cracks in foundation
- 2) Playground equipment set to be replaced summer of 2015
- 3) Soccer field needs re-seeding
- 4) Rock County Cooperative Pheasant Project Building in corner of the site
- 5) Cottage & garage on edge of park

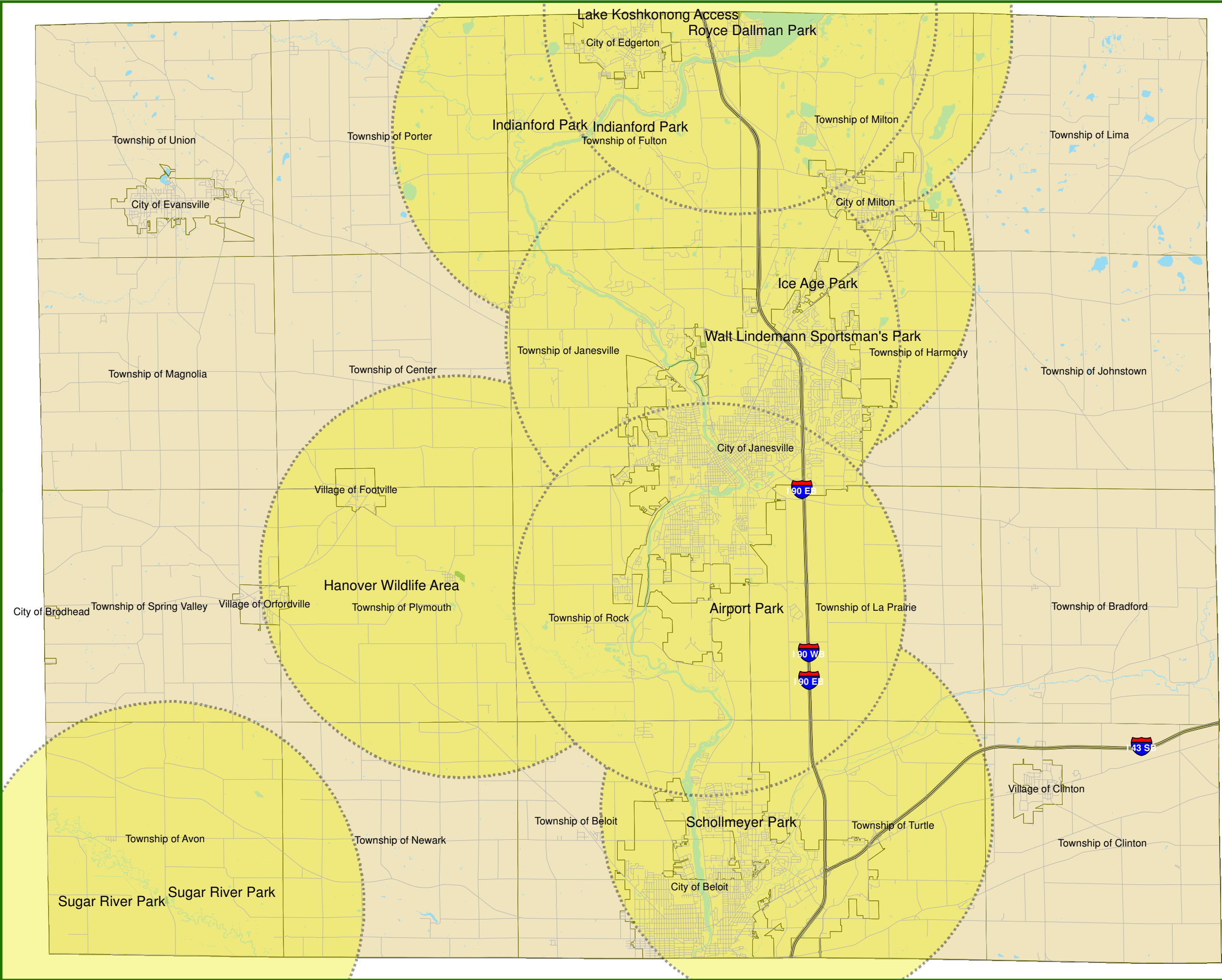


Rock County Wisconsin

County Community Parks Service Area

Legend

- Townships
- Bodies of Water
- Parks
- Rock County
- Service Area

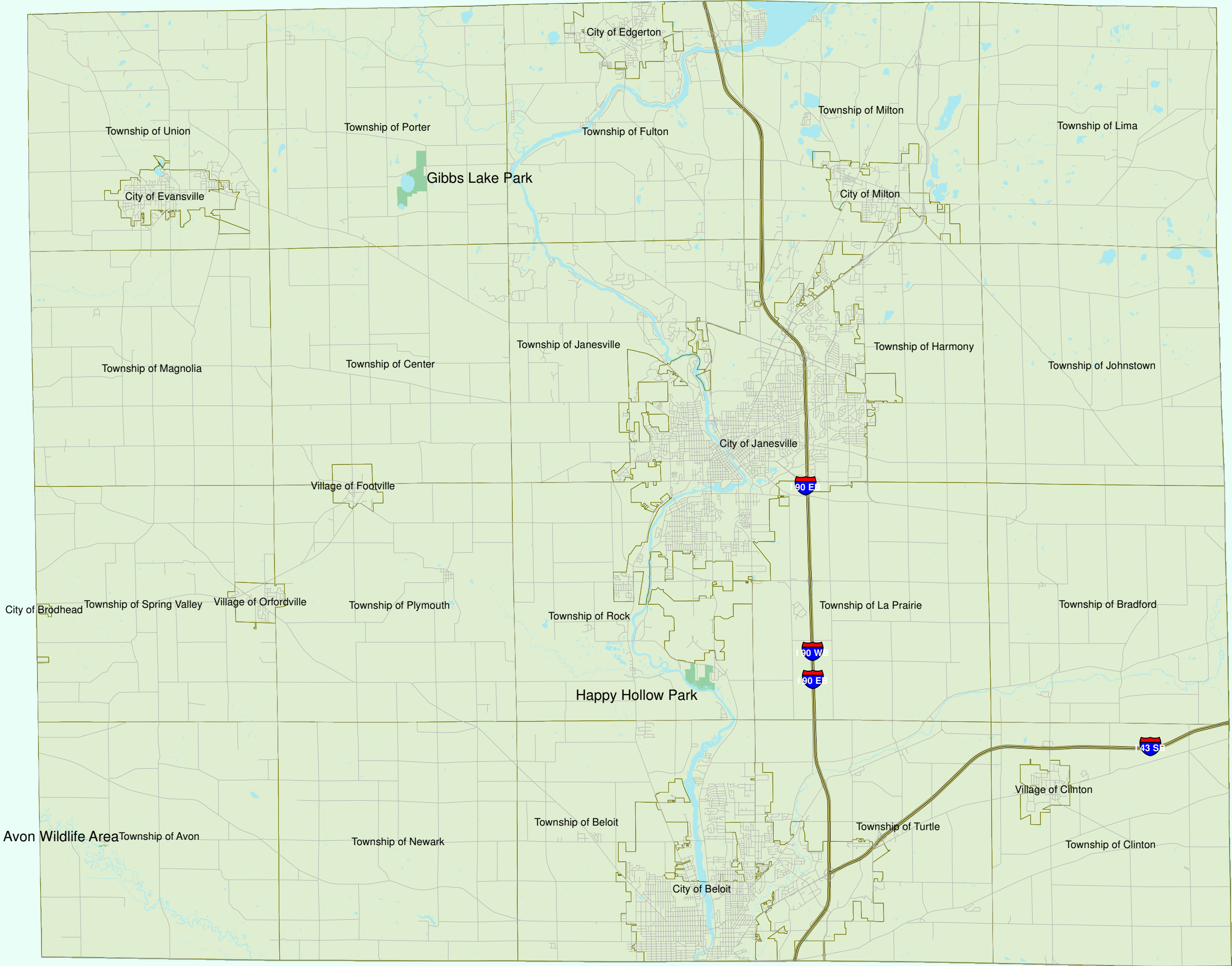
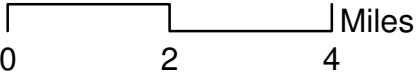


Rock County Wisconsin

County Regional
Open Space - Passive
Service Area

Legend

- Townships
- Bodies of Water
- Parks
- Rock County
- Service Area

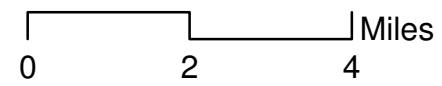
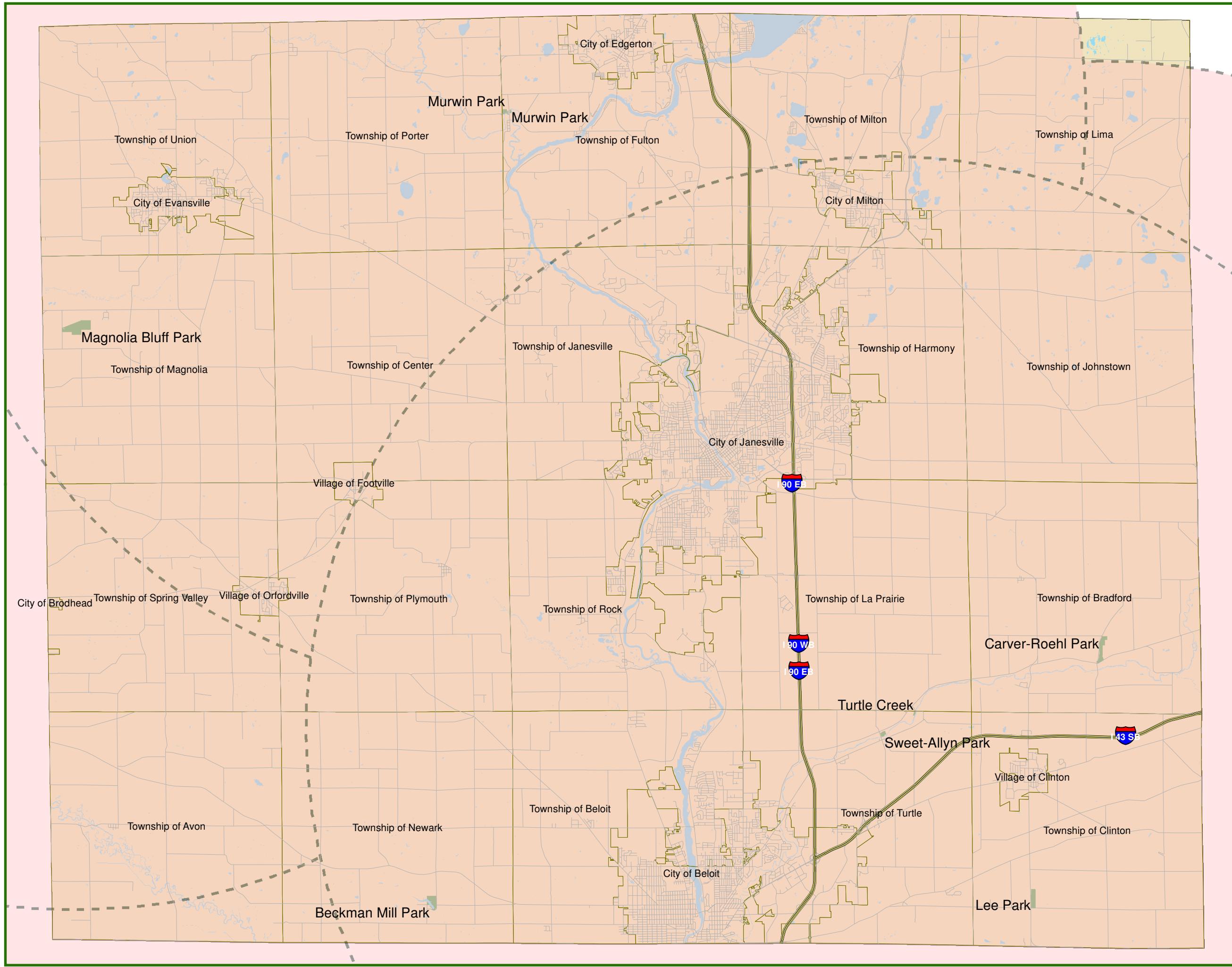


Rock County Wisconsin

County Regional Recreation Area Service Area

Legend

- Townships
- Bodies of Water
- Parks
- Rock County
- Service Area

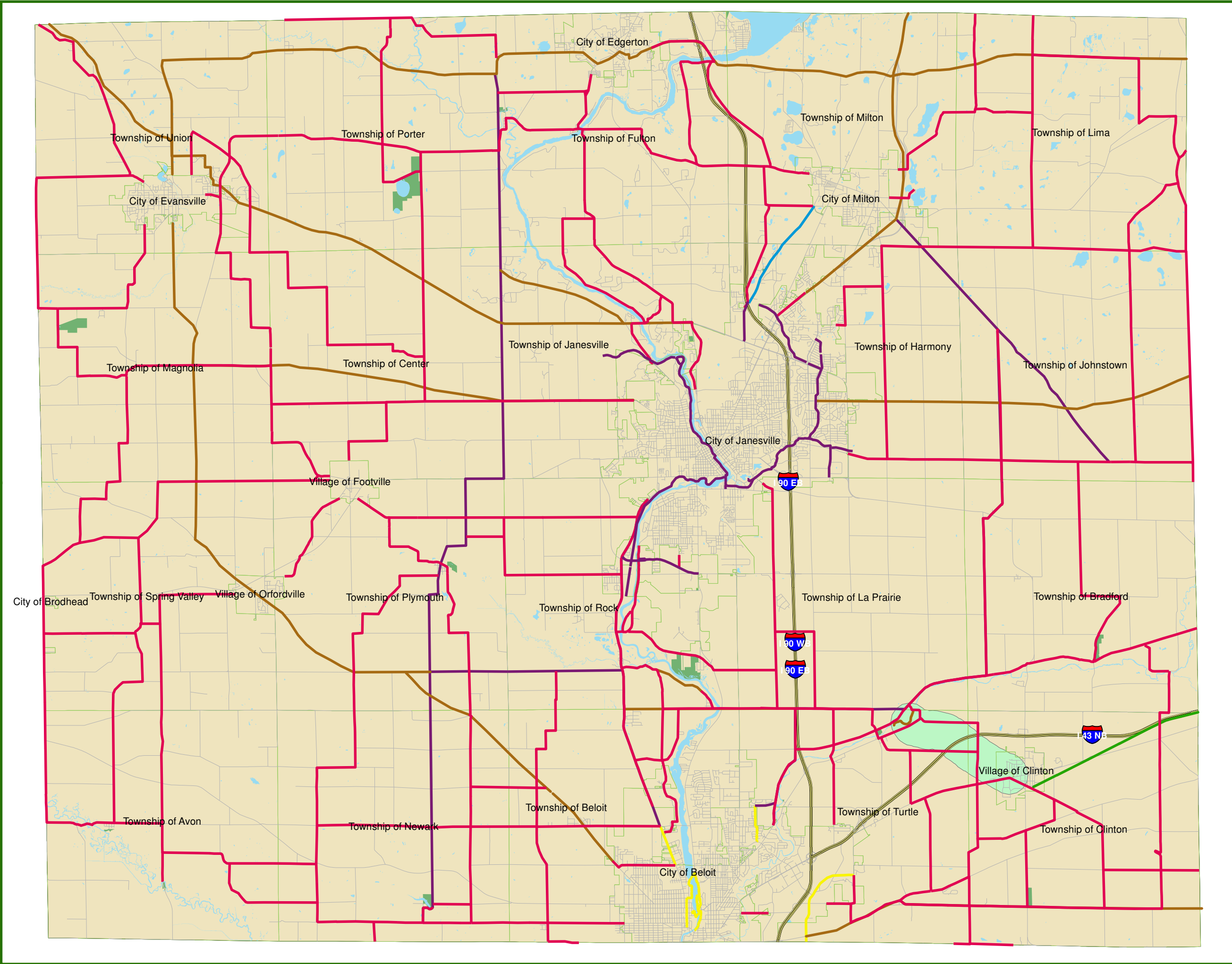
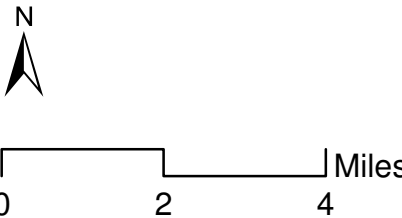


Rock County Wisconsin

Bicycle & Pedestrian Trails

Legend

- Janesville Bicycle Trail
- County Bicycle Route
- Proposed Off Road Trail
- Pelishek-Tiffany Trail
- Ice Age Multi-Use Trail
- Designated Bicycle Lane
- Beloit Bicycle Trail
- Tiffany 5 Arch Bridge Trail Corridor
- Bodies of Water
- Parks
- Rock County
- Townships

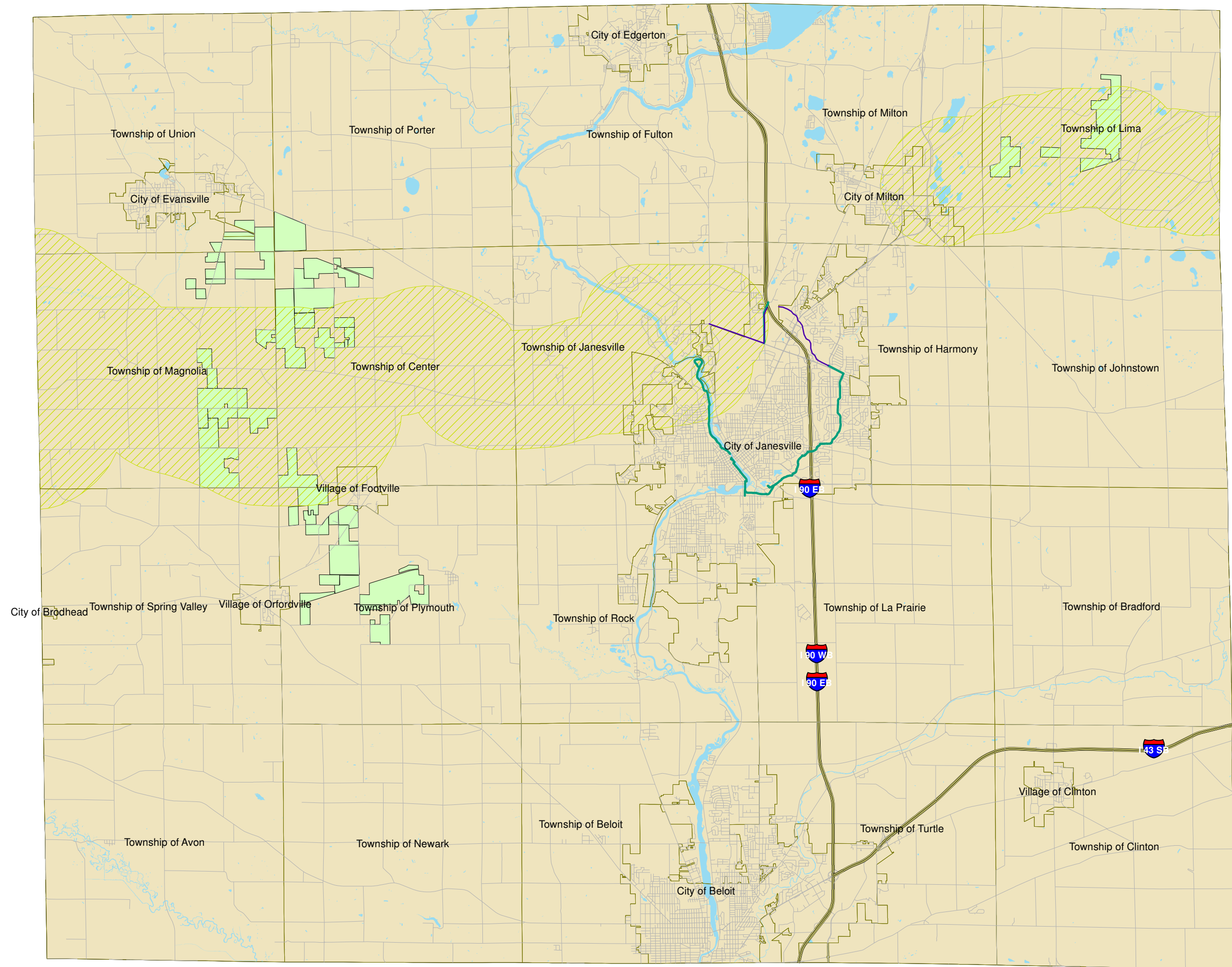
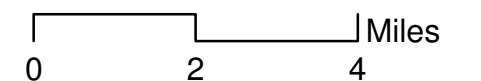


Rock County Wisconsin

Ice Age Trails & Corridor Plan

Legend







- Proposed Ice Age Trail
- Proposed Ice Age Trail Connector
- Existing Ice Age Trail
- Ice Age Trail Study Corridor
- Leased Public DNR Land
- Bodies of Water
- Rock County
- Townships

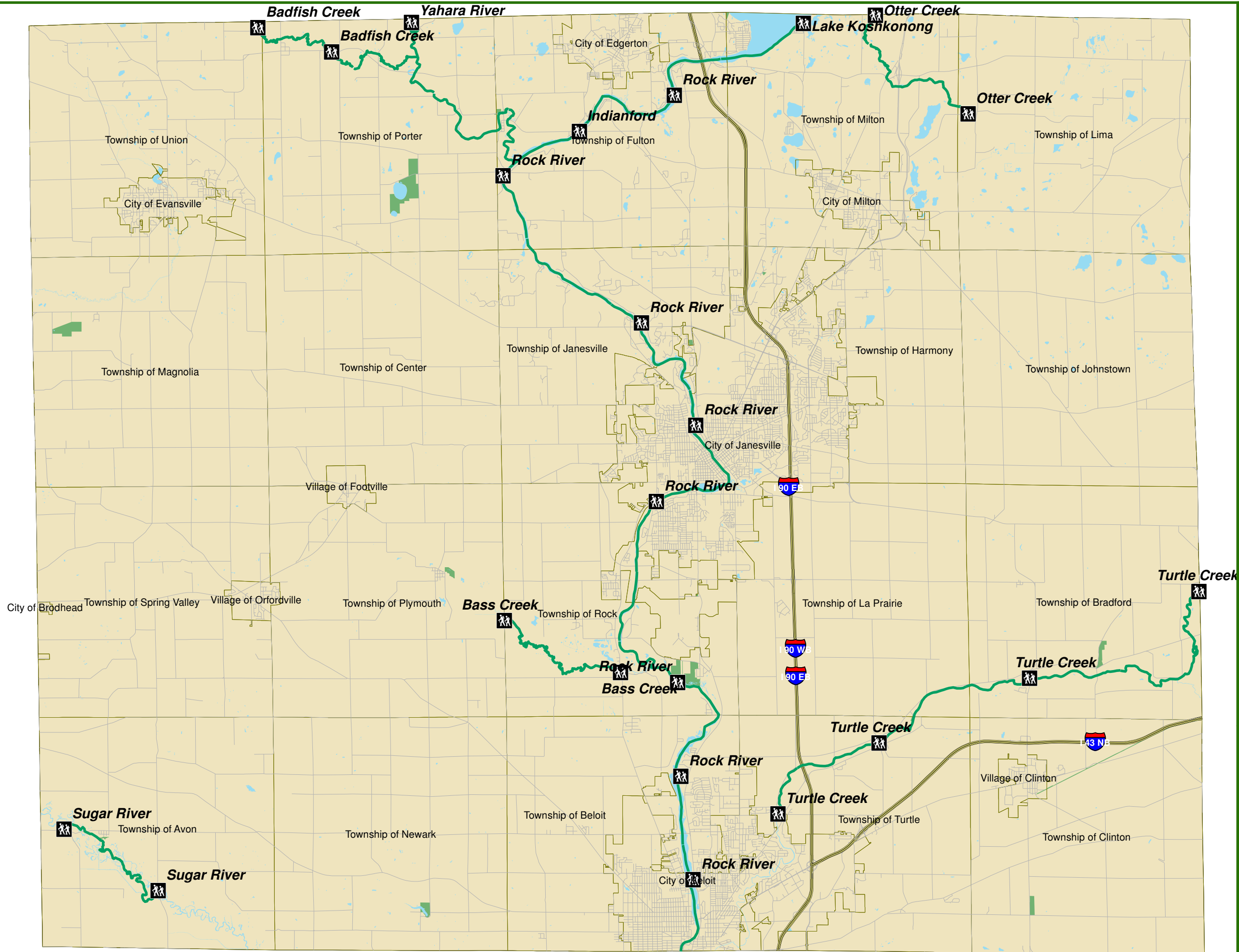


Rock County Wisconsin

River Trails

Legend







-  River Trail Access
-  River Trail
-  Townships
-  Bodies of Water
-  Parks
-  Rock County

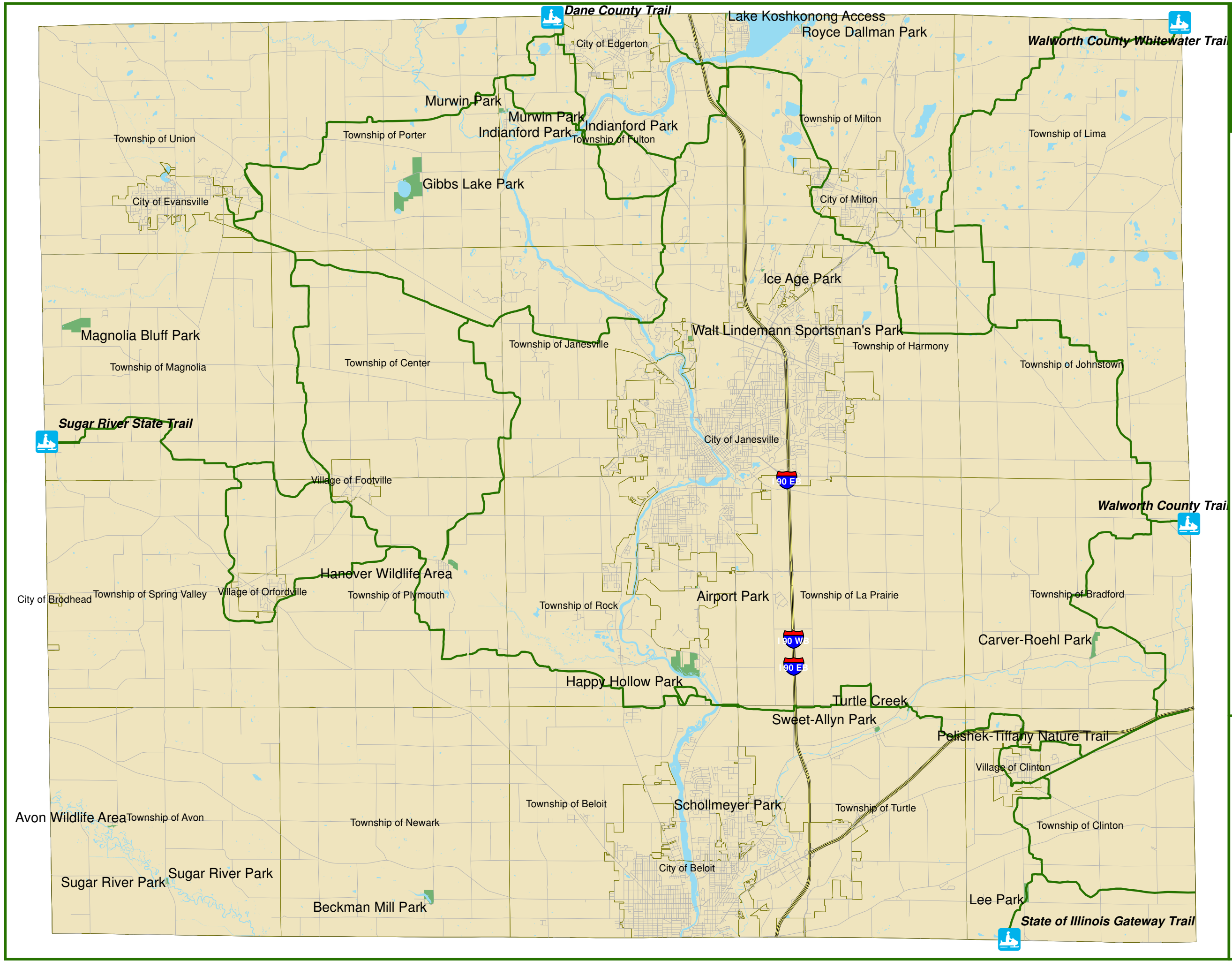


Rock County Wisconsin

Snowmobile Trails

Legend

-  TrailConnections
-  Snowmobile Trails
-  Townships
-  Bodies of Water
-  Parks
-  Rock County

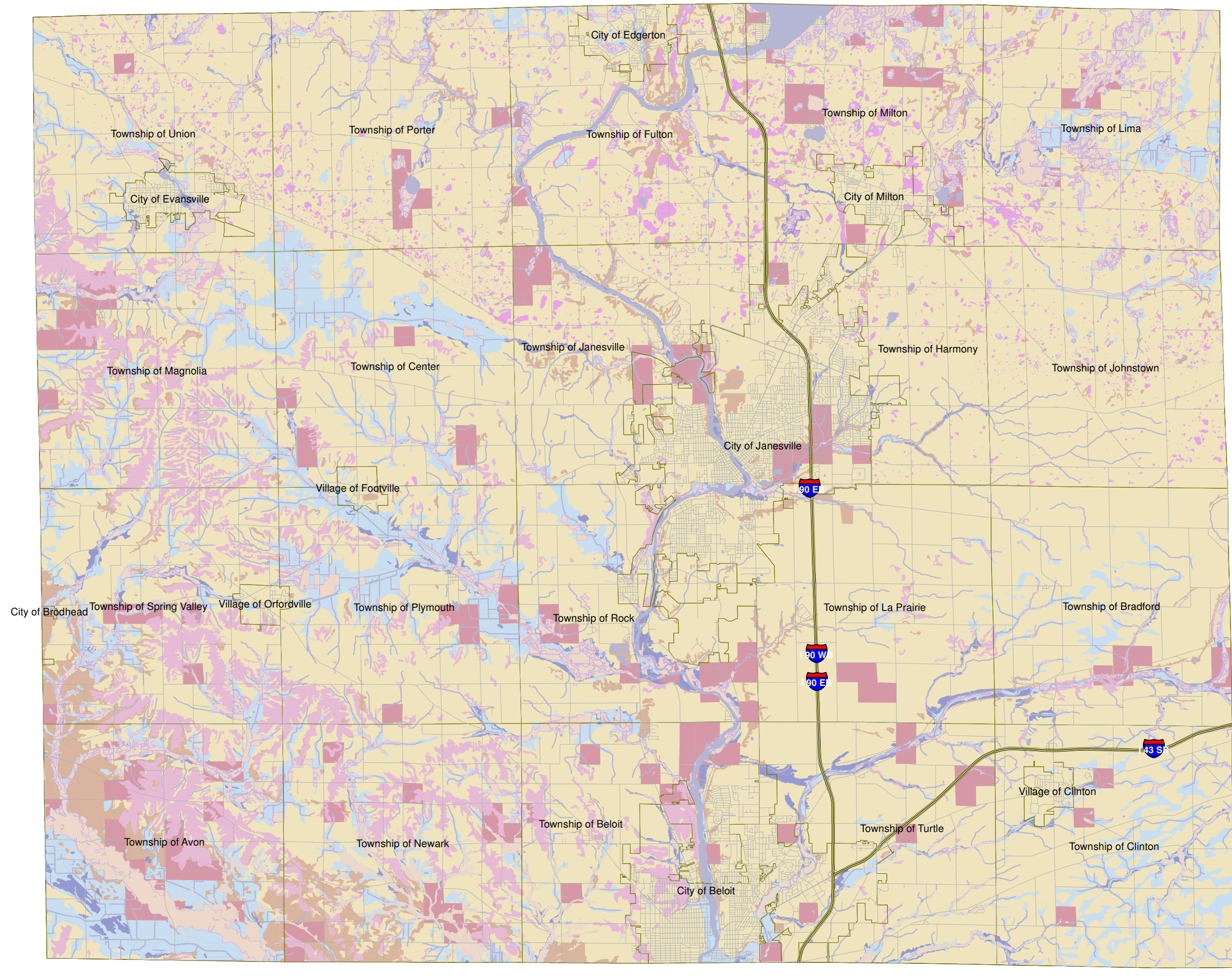
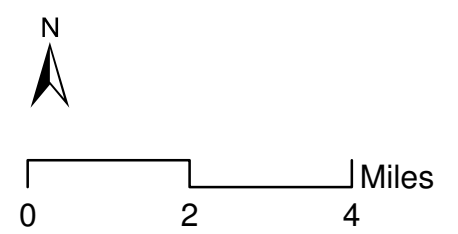


Rock County Wisconsin

Environmentally Sensitive Areas

Legend

- Bedrock <= 20 inches
- FEMA Floodplains
- GWRecharge
- Hydric No Inclusions
- Kettle
- Natural Areas
- Shoreland Setback
- Wetland Buffer
- Wetlands
- Bodies of Water
- Rock County
- Townships



Wisconsin County Parks Introduction

To understand the role of the Rock County Park System should play in providing parks and recreation services it is useful to understand the role that county park systems in general play. It is also important to understand how county park services are different from national, state or municipal services.

National parks are massive tracts of land that serve as vacation destinations or wilderness areas. They are run by the Department of Interior of the United States government, with most of them in the western part of the country.

State parks exist as conservation areas, scenic drives, or as weekend getaways, typically away from population centers. State parks are often designed to encourage tourism, but their primary purpose is to serve residents of their respective states.

Municipal parks exist to serve residents of municipalities, sometimes on an hourly basis, as hosts for active athletic or recreation programs. This leaves the function of county park systems to fill in the gaps that municipalities and state parks do not serve.

The gaps can include serving a municipal function in portions of the county with municipalities too small to have enough resources to provide parks. County parks also provide larger conservation areas that municipalities cannot provide, or tourist venues for people outside the county.

In order to compare the Rock County park system to other county park systems, it is important to establish bases of comparison. The most reasonable bases of comparison include population, location and structure of government.

Population and location are straightforward enough. But structure of government needs to be explained. In states like Ohio and Illinois, county park services are delivered by special districts, separate from general purpose county governments which provide police and public works services.

In states like Indiana and Wisconsin, county park services are provided by the general purpose county governments that provide police and public works services. In these states county park services are provided by parks departments or divisions of public works departments.

Wisconsin County Departments which are part of their general purpose county governments will be compared to Rock County first because they are more similar in terms of competition for county funding. In this analysis, since other Wisconsin county park systems should be considered relevant in terms of location and structure of government, Wisconsin county park systems of similar population would be considered the most relevant. The following analysis was provided in 2009 and has been updated. It remains relevant in this plan as a basis of comparison with other counties in Wisconsin.

Wisconsin County Park Systems

The Wisconsin Department of Health Services maintains a website which provides population estimates of county populations and updates them on a regular basis. This analysis searched that website and found nine counties which had populations of between 115,000 and 195,000 as of 2013. Comparable counties were selected based on location within the State of Wisconsin as well as population.

To perform meaningful case study analysis, Public Research Group selected four smaller and four larger Wisconsin counties to compare the Rock County park system to. The distribution is presented in the following table:

Most Comparable Counties in Wisconsin

Sheboygan	115,266
La Crosse	116,466
Washington	132,804
Marathon	134,961
Rock	160,331
Kenosha	167,314
Winnebago	168,539
Outagamie	179,830
Racine	195,224

In terms of relevant data to compare to Rock County, the number of parks that the comparable systems operate, the total of park acreage that they maintain, and their total operating and capital budgets to do so would be the most important variables to measure. The following table presents findings gathered from phone calls to agencies.

County	Population	Parks	Total Acreage	Operating Budget	Capital
Sheboygan	115,266	1	304	N/A	N/A
La Crosse	116,466	5	1136	\$774,700	\$125,000
Washington	132,804	11	1200	\$1,300,000	\$168,000
Marathon	134,961	19	4077	\$2,600,000	N/A
Rock	160,331	19	935	\$560,000	\$80,000
Kenosha	167,314	7	1725	\$1,600,000	\$512,000
Winnebago	168,539	1	270	N/A	N/A
Outagamie	119,830	9	900	\$750,000	\$185,000
Racine	195,224	25	2698	\$1,800,000	\$190,000

It should be noted that the table above only includes expenditures from the counties park system operations. It does not include large or medium size facility operations that some of these counties operate, which Rock County does not. For instance, the Kenosha County Department operates a golf course with a budget of \$3.2 million per year.

2015-2020 Parks, Outdoor Recreation & Open Space Plan

The Racine County Park Department operates several other facilities, including two golf courses with combined budgets of over \$4 million per year. Winnebago County operates a convention center with a budget of over \$1.5 million per year and Marathon County operates an ice rink with a budget of over \$500,000.

In order to compare these counties to Rock County, which has no such similar facilities, golf courses and ice rinks were deleted from consideration in the table. But it should be noted that other counties in Wisconsin do far more than just provide parks and trails.

Averages

The previous table shows a number of phenomena. One phenomenon is that Sheboygan and Winnebago counties only operate one park. In both cases the county rolled the park budget into the public works department, making it difficult for anyone at those counties to report how much money they spent to maintain or develop that one park.

Considering the budgets of the six counties that did segregate their budgets from other departments in the county, the six comparable counties averaged \$1,470,783 in operating expenditures per year. This average is nearly \$1 million more per year spent on park department operating budgets than Rock County's \$560,000.

On a per capita basis this computes to \$3.52 per Rock County resident to provide park services from its operating budget. Considering the average population of the six counties reporting their operating budgets is 151,000, per capita expenditures from the six reporting counties is \$9.74, nearly three times the \$3.52 per capita operating expenditures budgeted by Rock County. The average capital expenditures by the five counties reporting capital expenditures were \$236,000 year.

This computes to \$1.52 per person per resident of the five reporting counties, about three times the \$.50 spent per resident Rock County spends for capital improvements. Other relevant averages include the number of parks per thousand residents and the number of acres of parks per thousand people.

The previous table also shows that Rock County has 17 total park sites. This compares to an average of 10 parks provided by the eight similar sized counties. One observation is that Sheboygan and Winnebago counties only provide one park each. This lowers the average.

In terms of total acres within those parks, including Sheboygan and Winnebago counties, the average acreages operated by the eight Wisconsin counties is 1,539 acres. This is about 50% more acres than the 1,007 operated by Rock County.

On a per capita basis, with Rock County having a population of 159,000 and providing 1,007 acres of parks, its per capita acreage computes to 6.33 acres per thousand residents. Considering that the eight reporting counties averaging 148,125 residents, their capita park acreage averaged 10.39 acres per thousand.

This difference is presented on the following graphic.



Amenities

Another level of comparison is county park system amenities. These are nearly impossible to quantify with any meaning, so this study won't even attempt to do so. Rather, this analysis will present the ones that are readily available, either through website analysis or phone interviews.

For instance, beginning with the smallest county in the previous table, La Crosse County operates campgrounds, nature centers, and a miniature golf course. As mentioned Marathon County has an indoor ice rink, Kenosha and Racine counties have golf courses. In additions, Washington County has a golf course and historical sites, and Marathon County operates a shooting range.

Rock County in contrast has none of these amenities. Rock County does operate equestrian, biking, walking and snowmobile trails, boat launches, fishing areas and a swimming beach, which nearly every comparable system also operates.

The Midwestern Study

It is possible to corroborate the data from the previously mentioned nine Wisconsin counties comparable to Rock County. In February 2008, George Williams College (GWC) of Aurora University conducted an analysis of the levels of services provided by county park systems in the Midwest. Twenty county park departments and park districts volunteered to respond to the survey.

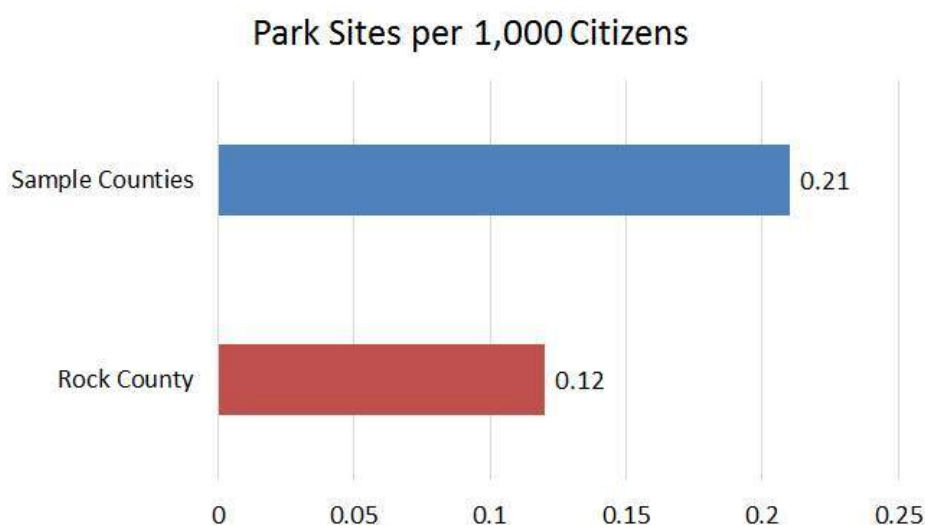
The counties that responded did so anonymously. But most of them indicated within which state they resided, shown in the table below.

State	Percent
Illinois	20%
Indiana	15%
Missouri	5%
Ohio	40%
Wisconsin	20%

The table shows that eight of the responding counties were from Ohio, four were from Wisconsin, four from Illinois, three from Indiana, and one from Missouri. While the responses of twenty agencies do not represent a generalizable statistical sample, they do provide a basis for case study comparison, allowing the services provided by the Rock County Park System to be placed in a perspective beyond Wisconsin.

There were several bases of comparison between the 20 county park systems. The first that will be analyzed in this report will be population, to see if the agencies serve populations of equivalent size.

The second basis of comparison will be park sites that the county agency provides, the third will be and the fourth will be the funding that it provides for operating and capital budgets. To maintain a level of comparison, park sites, park acreage and expenditures will all be controlled for population.



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The findings suggest that Rock County, while above the sample Midwestern counties in population, is below the sample Midwestern counties in terms of the number of park sites it provides.

Another basis of comparison that is commonly used in parks and recreation is the statistic of acres of park land per thousand that an agency provides.

Again, not counting the trail system, the Rock County Park System maintains about 1,000 total acres of park land. This computes to 6.549 acres per thousand people living in the county. Comparatively, the acres per thousand provided by the sample of Midwestern county park agencies is presented in the table below.

Number of Responding Agencies	Park Acreage per 1,000
20	22.7

The table shows that Midwestern county park agencies average 22.72 acres per thousand residents, nearly four times the acres per thousand that the Rock County Park System provides. Considering the operating budget that Rock County and the Midwestern agencies spend to support their park system, the typical statistical comparison in parks and recreation is the amount of the total operating budget (excluding capital expenditures) divided by the population of the county.

Based on its operating budget of approximately \$550,000, it was determined that the Rock County Park System spends about \$3.60 per resident on to maintain its parks and trails. Comparatively, the Midwestern study showed that county agency budgets average \$2,279,873 as shown in the following table.

	Number of Agencies Responding	Dollar Amount
Total operating expenditures	19	\$2,279,873
Expenditures per resident	19	\$28.27

The table also shows that the average expenditure by Midwestern county park systems responding to the survey is \$28.27 per resident, nearly eight times the per capita expenditures by Rock County.

Tax Expenditures per Resident



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Many of the Midwestern county park agencies were able to report capital expenditures. The average is in the table below.

	Number Responding	Average
Total Capital Expenditures	18	\$1,895,914

The table shows that the average annual expenditures by county governments on their park systems was reported to be \$1,895,914 per year in the Midwestern survey. In terms of per capita capital expenditures by the Midwestern counties responding to the survey, the following table shows the agency average.

	Number Responding	Average
Capital Expenditures per Capita	18	\$10.35

The table shows that the per capita expenditures in the responding Midwestern counties was \$10.35 per resident, in line with the \$9.74 spent by Wisconsin counties similar in population to Rock County.

Conclusions

The conclusion from this analysis is that, compared to Wisconsin counties of similar population, Rock County provides fewer parks on average and spends less to maintain and improve them. Not much has changed in the past five years. Even though Rock County has made great strides in improving its existing park system, it remains far behind other counties in terms of parks and recreations services.

It's not that there should be a contest as to which county is number one in park and recreation services. On the other hand, it would be difficult to assume that Rock County residents have any lower level of needs than residents of other Wisconsin or Midwest counties. The needs analysis in the upcoming chapter supports the hypothesis that Rock County residents have the need for parks and recreation services.

Chapter 12.3- Needs Assessment and Public Input

Community Survey

Methodology

The quantitative data for this 2015 POROS Plan for Rock County, Wisconsin was gathered using three data collection techniques. The three data gathering methodologies were mail, telephone and email surveys. The reason the three were selected was that mail and telephone surveys are somewhat biased toward older respondents and email surveys are somewhat biased toward younger respondents.

By combining the responses, the sample is more representative of the entire population of Rock County than it would be if only one or two of the methodologies were selected.

Mail surveys were sent to 2,000 randomly selected households; 475 were returned for a response rate of 23.75%, considered high in social science research. The mail survey is in the Appendix of this plan.

The pool for telephone surveys was a different data base of 500 randomly selected households; 147 surveys were completed from the first 300 households called, providing the portion of total responses necessary to make the combined sample representative of the entire population of the county. The telephone survey was identical in its sequencing of questions to the mail survey.

In addition, an email survey was sent out to a third randomly selected data base; 133 email survey responses were received. Email surveys were sent out until the entire sample was representative of the entire county population. Likewise, the email survey was identical to the mail and telephone surveys in its sequencing of questions.

It is important to understand that all three of the data bases were separate so that no one individual household could answer more than one of the three surveys. It is also statistically important that the 755 combined survey responses provide a 95% level of confidence that the sample is within a 3.5% margin of error in its representation of the entire 160,331 people of Rock County.

It is also important to note that, of the 755 returned surveys, not every question was answered by every respondent. This is quite common in social science research; however, the vast majority of respondents answered all the questions

A dimension of the data analysis is comparing results of the 2009 community survey, which was used to develop Rock County Parks System's 2009 POROS Plan. Comparisons are included in this report when the questions are the same and when they can advance the 2014 plan.

Demographics

Where respondents live is provided in the following table, based on how they answered the first question, “In which community or town do you reside?” Identifying where respondents live, illustrates that the sample is representative of the entire Rock County population by location not just age group.

The graph on the following page shows the unedited responses of those people answering the question. The graph shows the number of respondents who said they lived in a particular community or township and the percent of total responses.

Community of Residents of Respondents



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For instance, 122 respondents said they lived in Beloit, which calculates to be 16.2% of all respondents to the survey. Likewise, 36 respondent households said they lived in unincorporated areas of the county, 4.8% of the sample. These percentages show the sample is representative of the county.

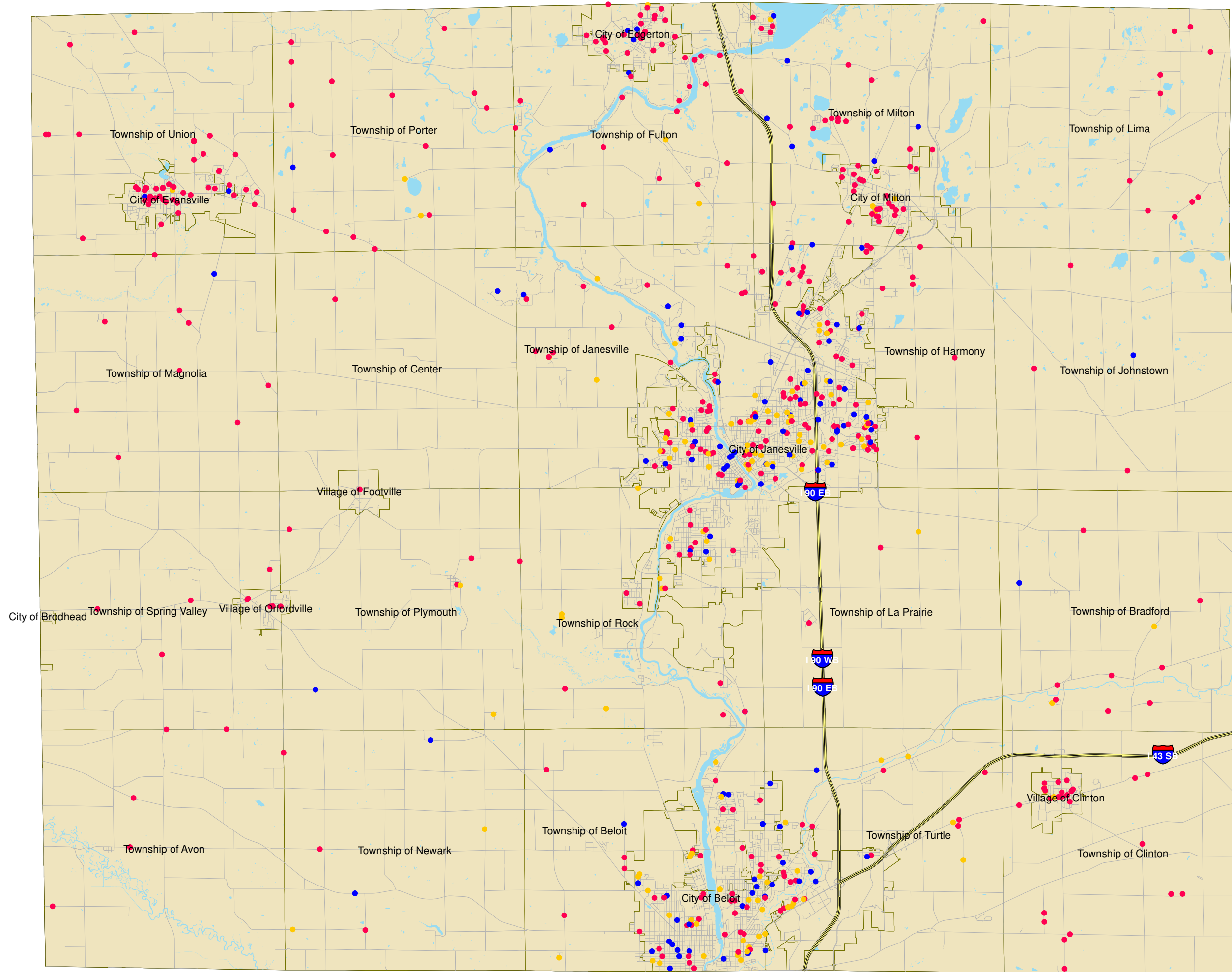
Another representation of where respondents lived is in the following map, which shows the survey responses by location. The map shows that respondents were concentrated in higher population municipalities than rural areas, another indication that the sample is representative of the county.

Rock County Wisconsin

Completed Surveys

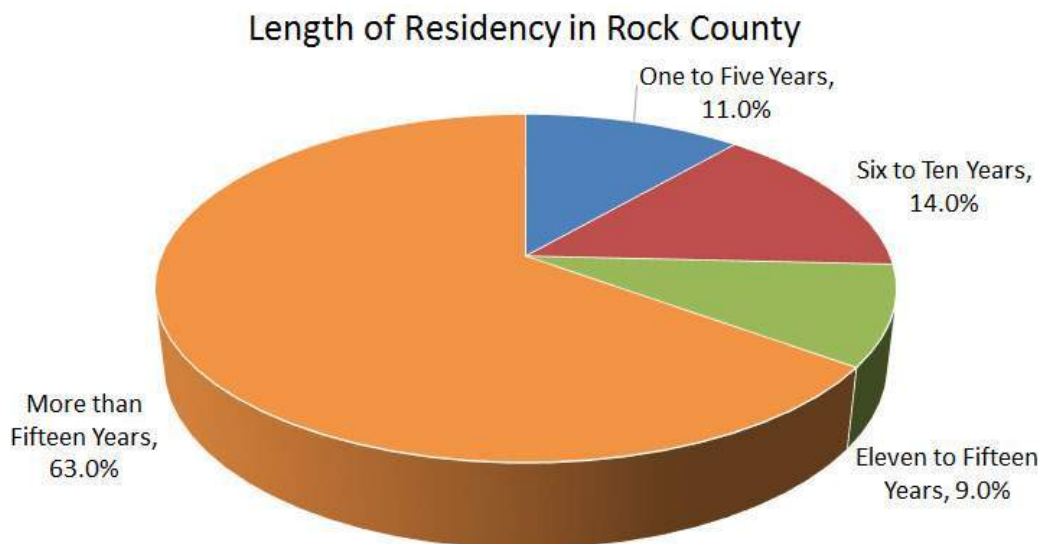
Legend

- Email
- Mail
- Phone
- Townships
- Bodies of Water
- Rock County



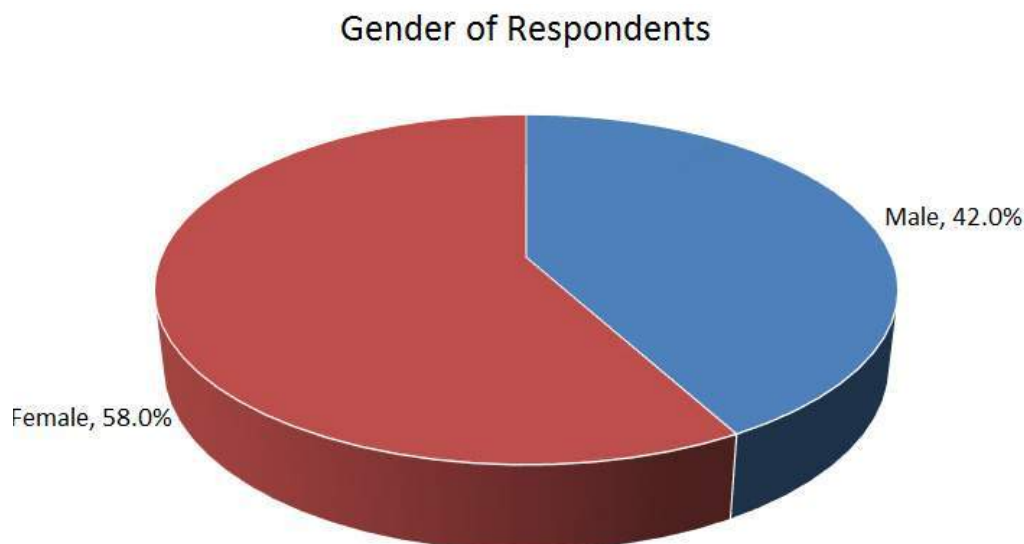
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Question 2 asked respondents how long they had lived in Rock County. Respondents were provided the choices 1-5 years, 6-10 years, 11-15 years, or more than 15 years.



The data shows that 11% of respondents lived in Rock County from one to five years, 14%, from six to 10 year; 9% from 11 to 15 years, and 63% more than 15 years, very similar to 2010 Census data.

Question 21 asked respondents if they were male or female. Of those who answered the question, the following graph shows the percentages.



The data shows that 42% of respondents were male and 58% female, all 18 years of age or older. This percentage is somewhat higher than the Census data estimates of 51.5% females and 48.5% of males 18 years or older.

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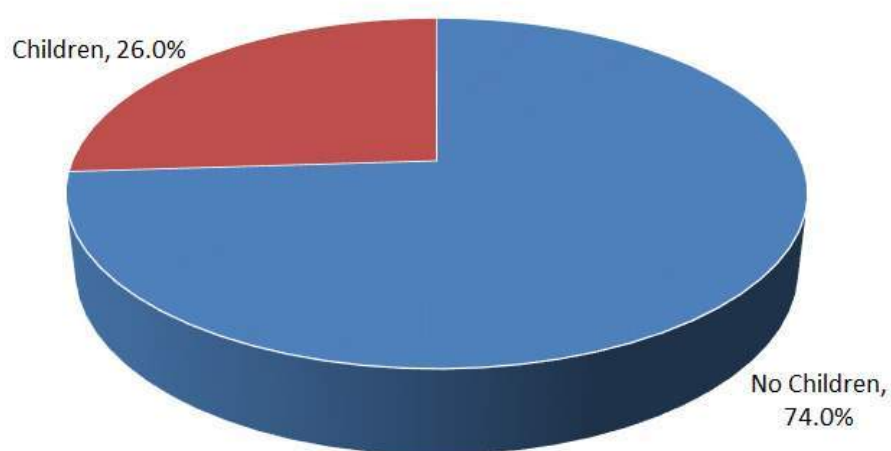
Question 20 asked respondents to list the ages of those people living in their household. The following table shows the average age of respondents, considering that all were 18 years of age or older.

The table shows the average age of respondents to be 57.63 years of age, compared to Census estimates (by gender) in the following graph.

	Number Responding	Average Age
Respondent	675	57.63

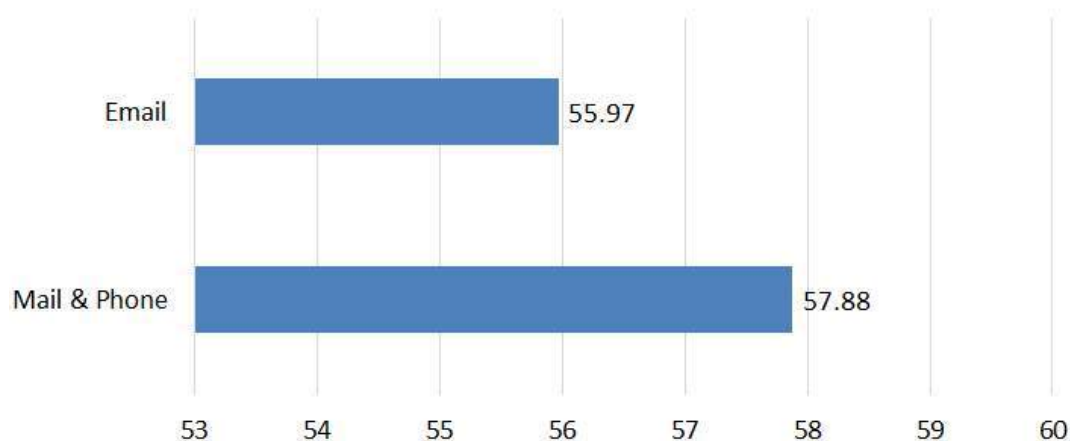
Considering the percentage of households with children, the following chart shows that 26% percent of respondents had children living in their household. Census data is very similar.

Households with Children



The following presentation discusses the hypothesis that email data is gathered from younger respondents.

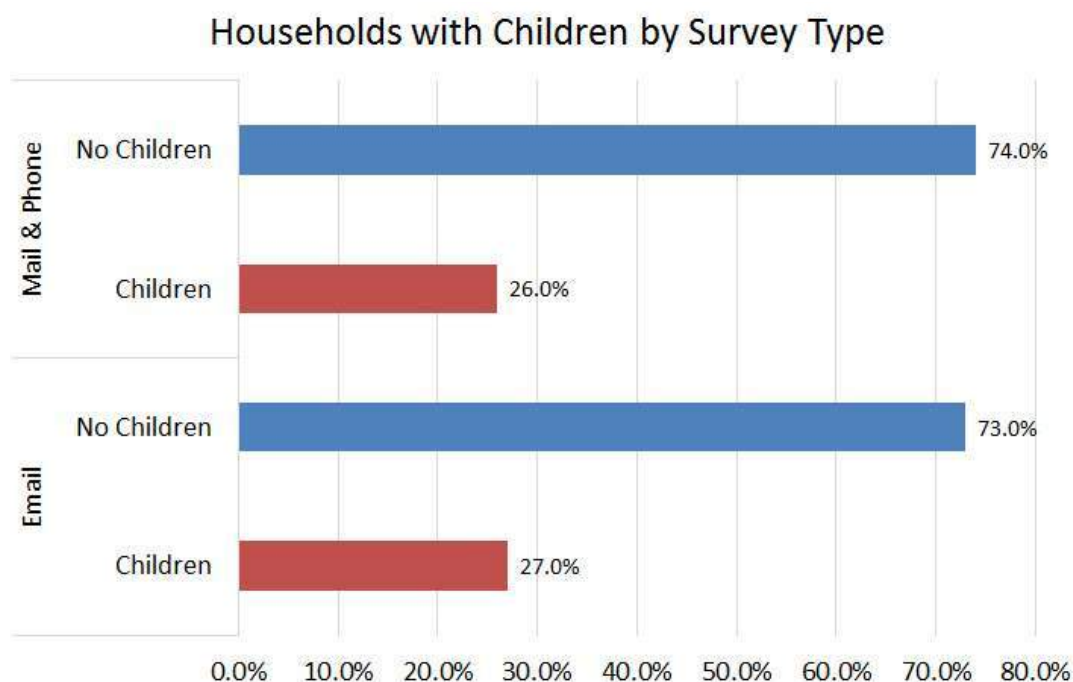
Average Age by Survey Type



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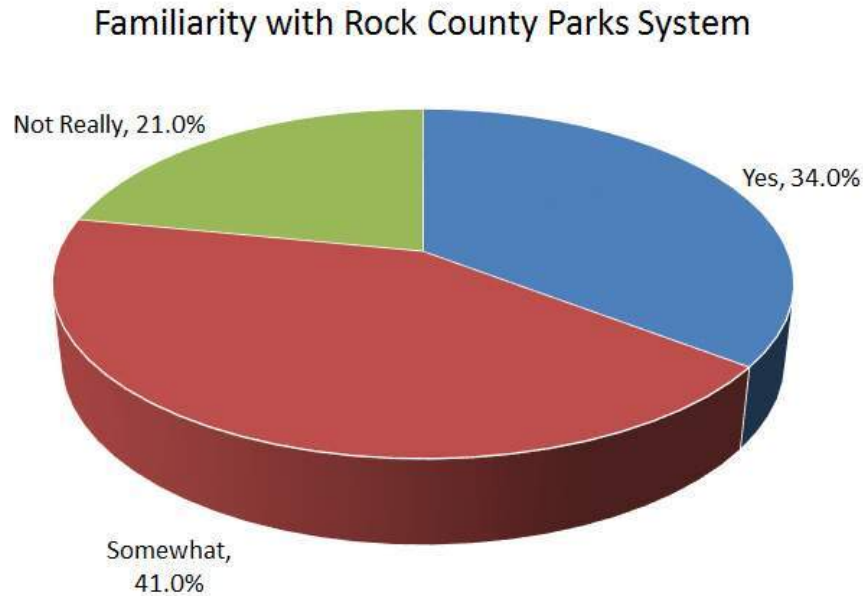
The data shows that the average age of email respondents was only two years younger than combined mail and telephone respondents, suggesting the difference is marginally meaningful.

Likewise, the data shows there were slightly higher percentages of households with children from the email data compared to the combined mail and telephone data, probably not meaningful.



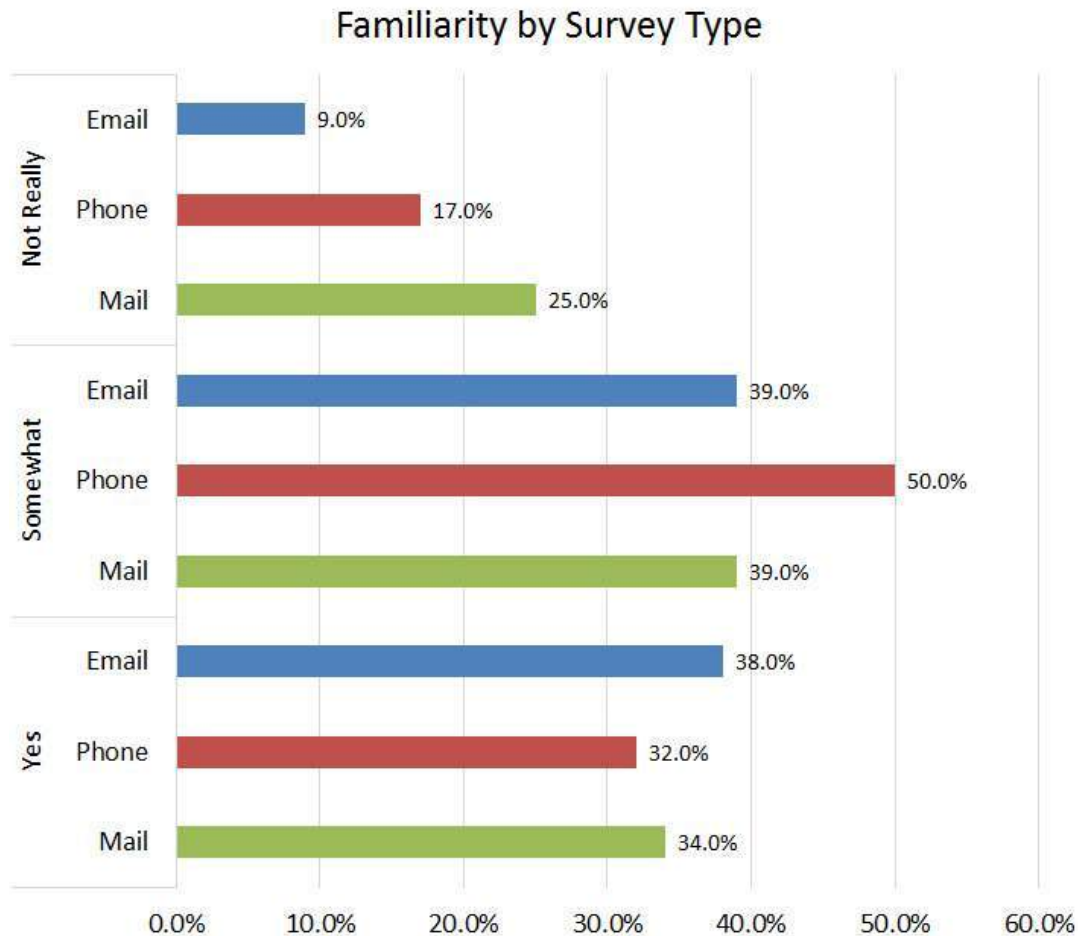
Familiarity with the Rock County Parks System

Question 3 asked respondents if they were familiar with the Rock County Parks System. Respondents were provided the choices of yes, somewhat or not really.



Thirty-four percent said they were familiar with the parks system, 41% said they were somewhat familiar, 21% said they were not really familiar, and 4% didn't answer the question.

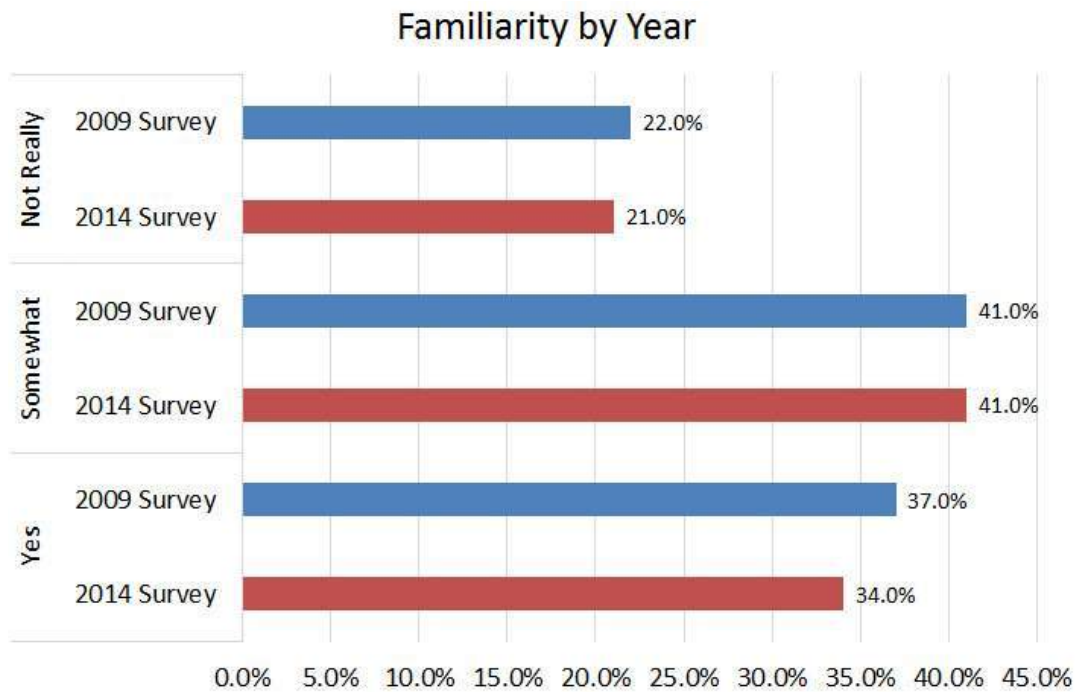
Considering familiarity by data gathering type, the graph on the following page compares mail to telephone to email respondents.



The graph above shows there are differences in the level of familiarity between mail, telephone and email respondents. Seventy-three percent of mail respondents were either familiar or somewhat familiar, compared to 82% of telephone respondents and 77% of email respondents.

The findings suggest that data gathering technique does make a difference, probably based on younger respondents paying more attention to information about the county parks system. However, there may be other factors at work.

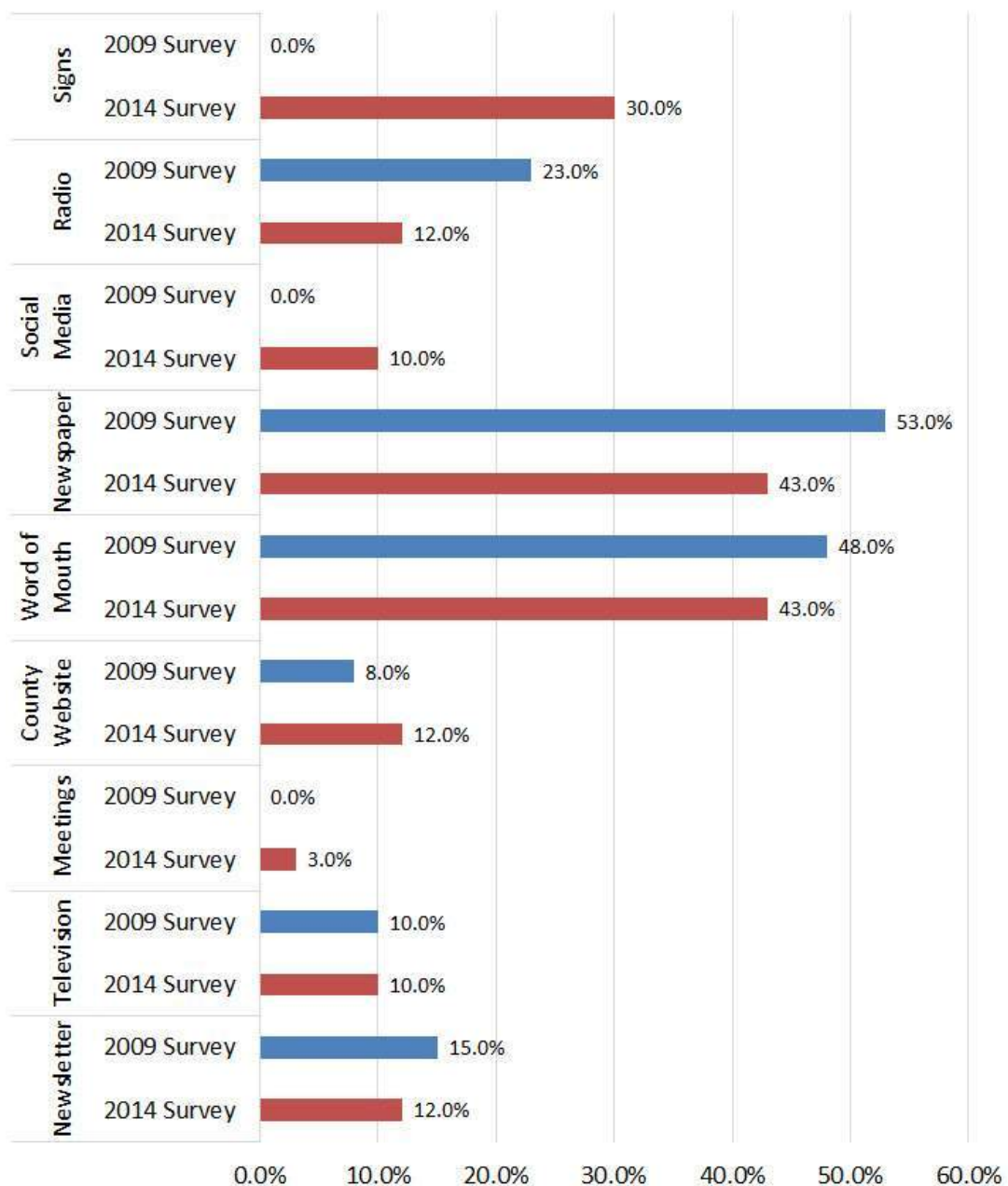
In 2009, a community needs assessment was conducted to gather data for the 2009 Rock County Parks System POROS Plan. In that study, an identical question was asked, although only mail and telephone data were gathered. The following graph compares the responses between the 2014 and 2009 study using the combined data for both studies.



The graph shows that familiarity has remained relatively stable over the past five years with about the same percentage of respondents being not really familiar with the county parks system and exactly the same percentage being somewhat familiar. The percentage of those familiar was slightly higher in 2009.

Question 3a asked respondents how they periodically heard about the Rock County Parks System. Respondents were provided seven choices of responses, including newsletter, the county website, newspapers, radio, television, word of mouth, social media, signs, and meetings. The graph on the following page compares responses to those from the 2009 study with the understanding that fewer media choices were provided in 2009 because choices like the county website, meetings and signage were either not available or not asked then. Open ended responses are in the Appendix of this plan.

Media Outlets Used to Hear About Parks by Year

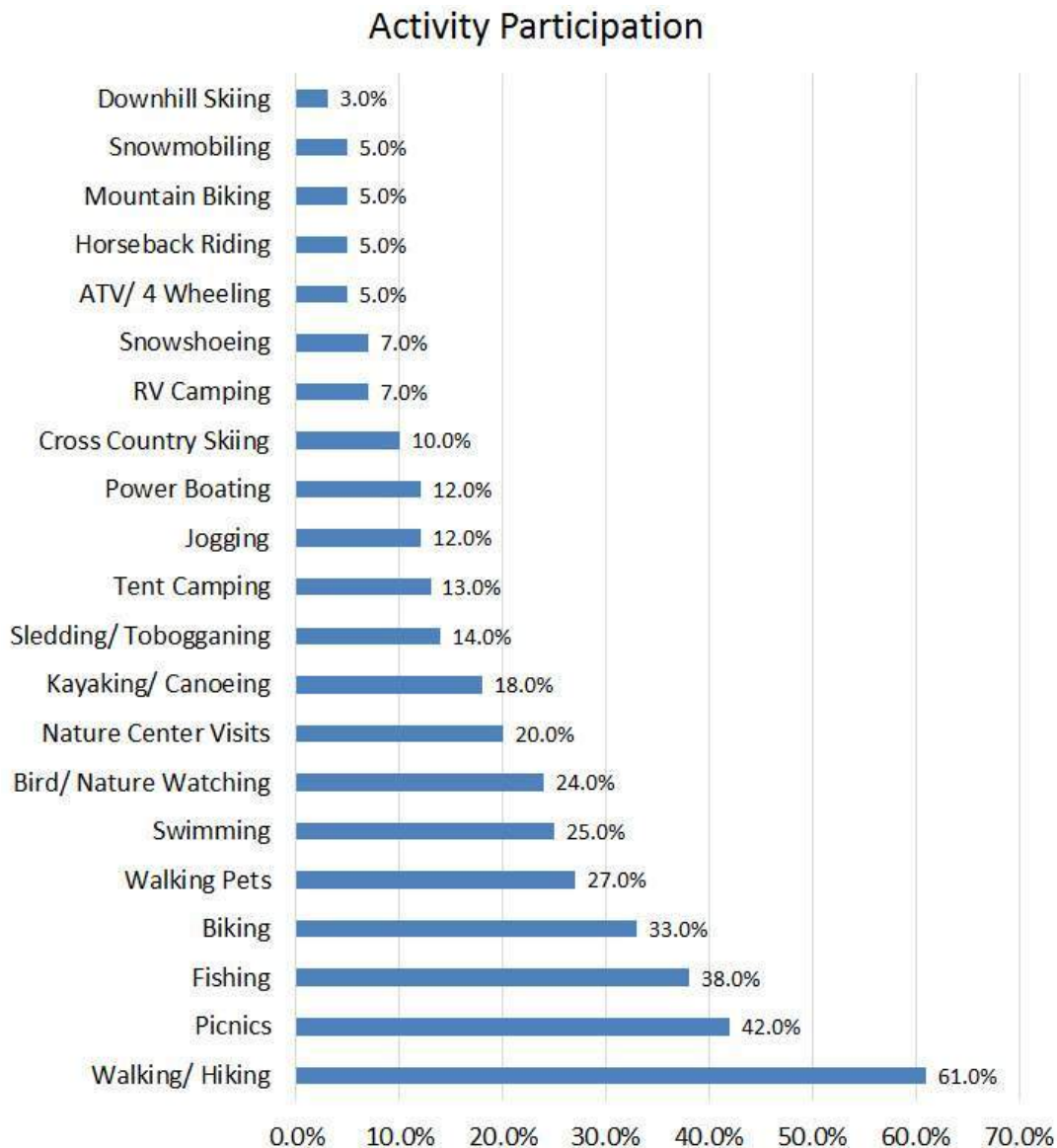


Most notably, hearing about the Rock County Park System through radio and newspapers was down rather significantly in 2014 compared to 2009. This could be attributed to more negative reporting of news stories in 2009, and even though reducing negative stories is a desirable outcome, it does reduce the visibility of the agency. But a bright spot was that website use was also up in 2014.

However, the data suggests that the high percentage of those learning about the parks system through improved signage has probably been helpful in improving the visibility of the agency in a positive way and has made up for the decline in radio and newspaper publicity.

Participation in Recreation Activities

Question 4 asked respondents in which recreational activities they or family members participated within the Rock County Park System. A list of choices was provided along with an open ended opportunity to provide their own activities. The following table shows the choices that were selected by respondents in this 2014 study.



The data shows the most popular recreational activities were walking and hiking with 61% of those responding saying they did so at Rock County parks. The second highest activity was picnicking at 42% of responses, followed by fishing at 38%.

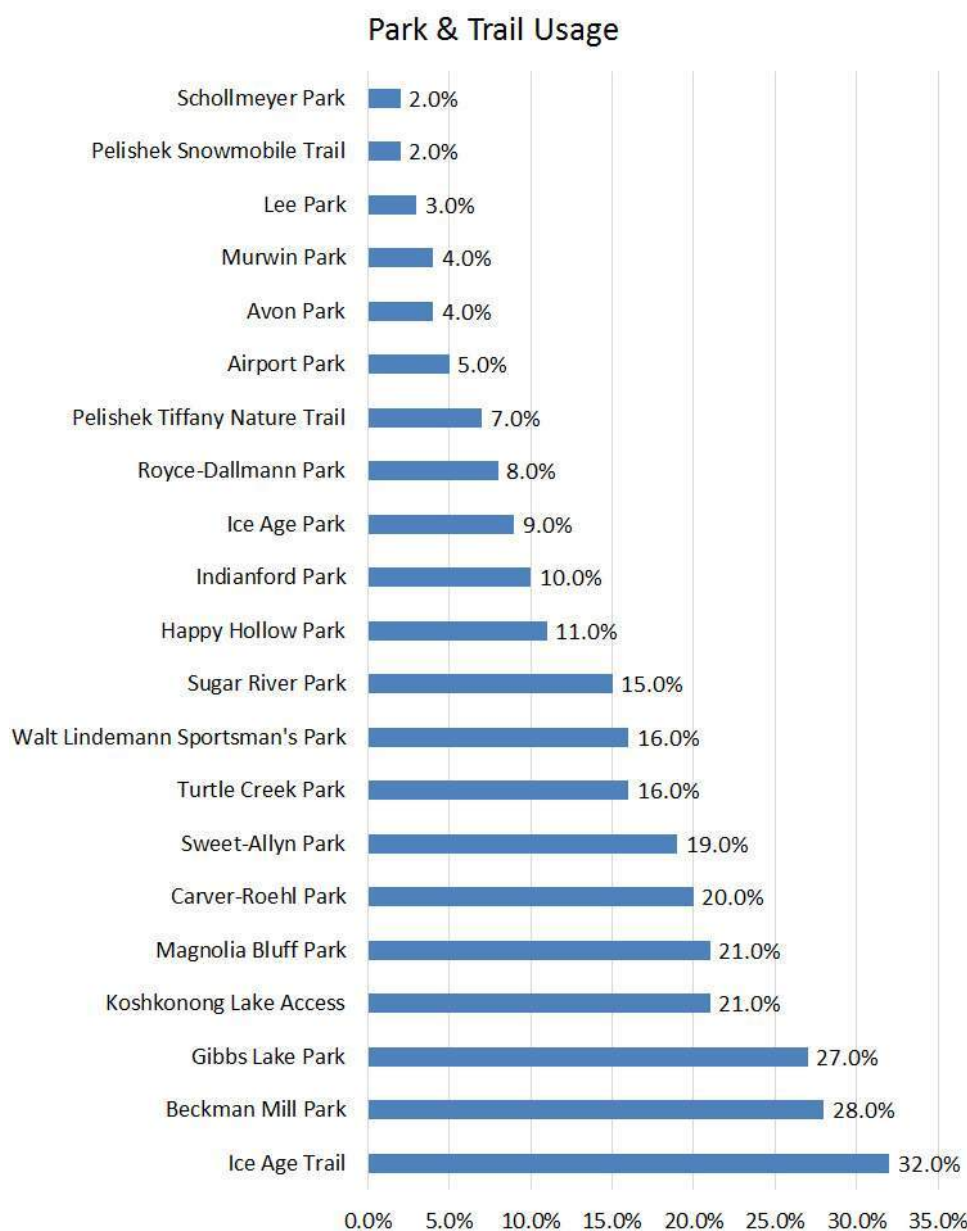
Other significant activities in which respondents participate were biking (33%), walking pets (27%), swimming (25%), bird and nature watching (24%), and nature center visits (20%). Responses to the open ended choice are in the Appendix.

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The findings suggest the residents of Rock County are highly engaged in recreational activities offered by the Rock County Park System with the implication that recreational services make a significant impact on residents' quality of life.

Park Usage

Question 6 asked respondents which of the Rock County parks and trails they or a family member visited. The following graph shows the percentages.

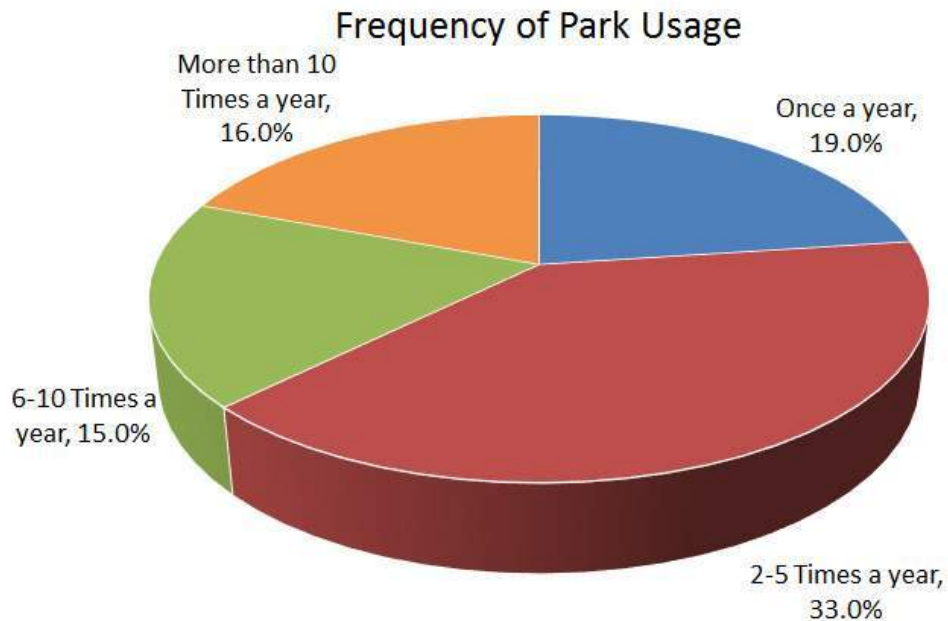


The graph shows that the most widely used Rock County Park is Ice Age Trail, with 32% of respondent households saying they used that trail. Beckman Mill was used by 28% of respondent households, Gibbs Lake Park by 27%, with 21% of household respondents saying they used Koshkonong or Magnolia Bluff parks.

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The data suggests that, just like recreation programs, park usage engages a large percentage of Rock County residents, especially when considered cumulatively.

The frequency of park and trail usage is asked in Question 7, where respondents were provided the choices of saying they used the facilities once a year, two to five times a year, six to 10 times a year, or more than 10 times a year.



The graph shows that a high percentage of respondent households said they used the parks frequently, meaning more than once a year. Overall, 64% of respondent said their household was a frequent Rock County Park System user, suggesting that parks and trail services are important to a majority of the Rock County population.

Question 8 asks how respondents get to Rock County parks and trails. Respondents were provided the choices of saying they walked, rode their bikes or drove their cars.

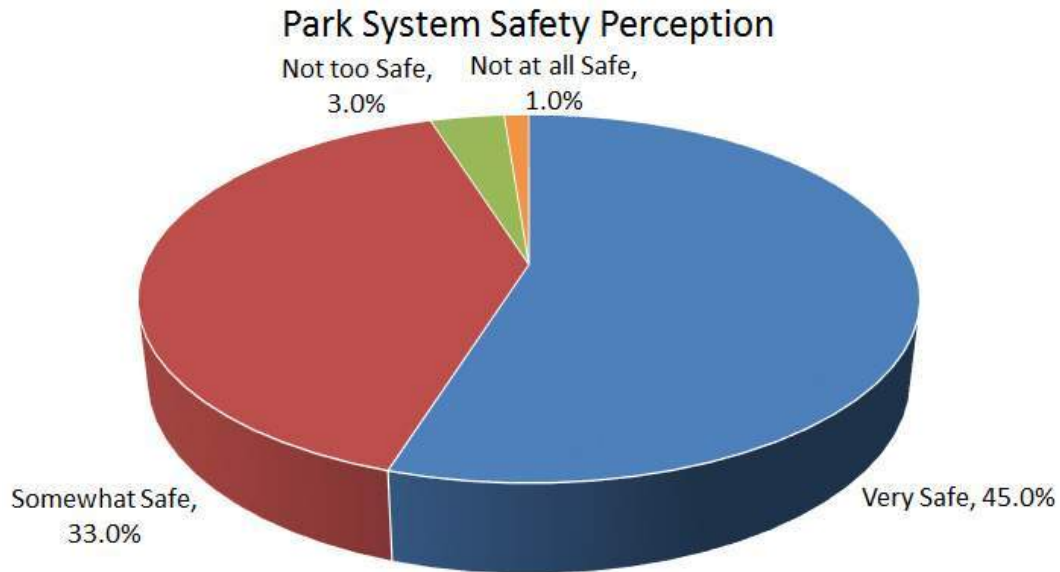


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Of those answering the question, 12% said they walked, 15% said they rode their bikes and 79% said they drove their cars, which are surprisingly high percentages of respondents who walk and ride their bikes. The findings suggest that many residents of the county begin their recreational walking when they leave the parks, not just when they arrive at the parks.

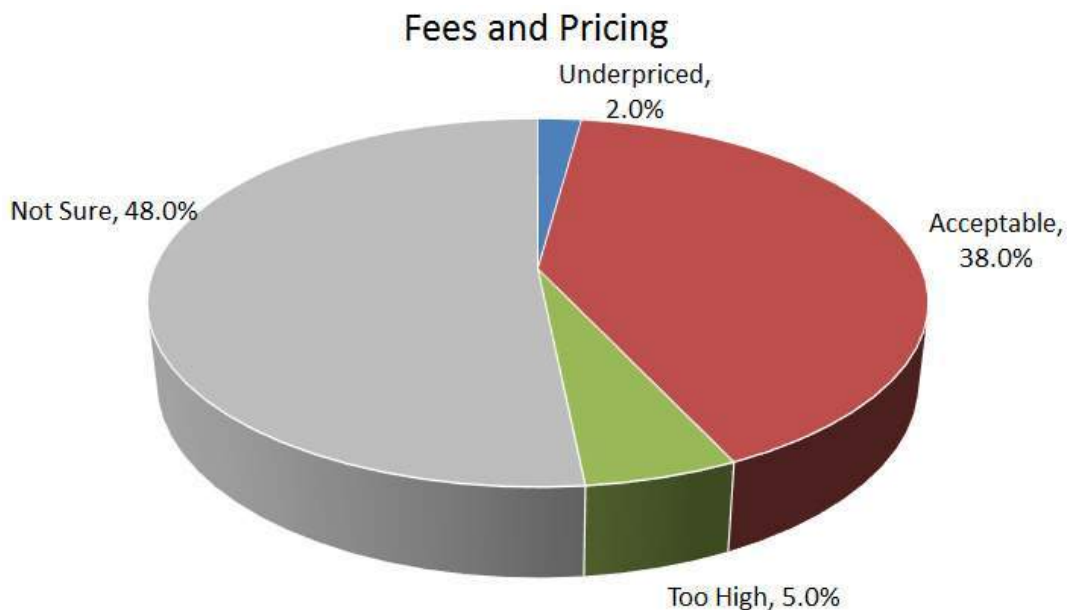
Perceptions about the Rock County Park System

Question 10 asked respondents if they felt safe while using Rock County's parks and trails. The answer selections were that they felt very safe, somewhat safe, not too safe, and not at all safe.



The graph counts all respondents, including those who didn't answer the question, showing that 45% of respondents said they felt very safe, 33% somewhat safe, 3% not too safe and 1% not at all safe. The other 8% were evidently not park or trails users because they didn't answer the question.

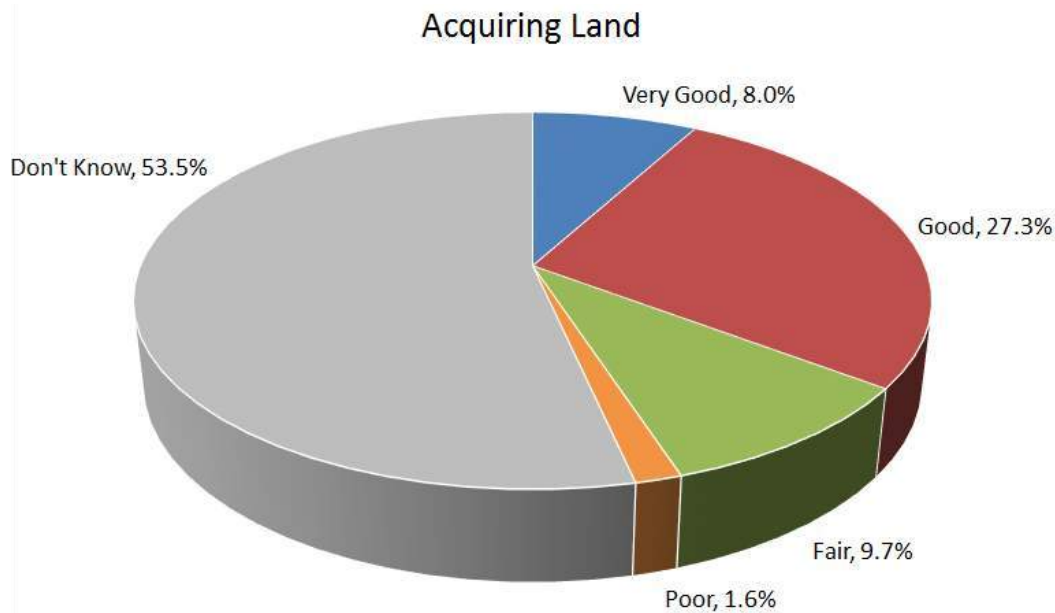
Question 5 asked respondents how they felt about the current program and facility fees. Respondents were provided the opportunity to say fees were under-priced, acceptable, too high, or that they were not sure.



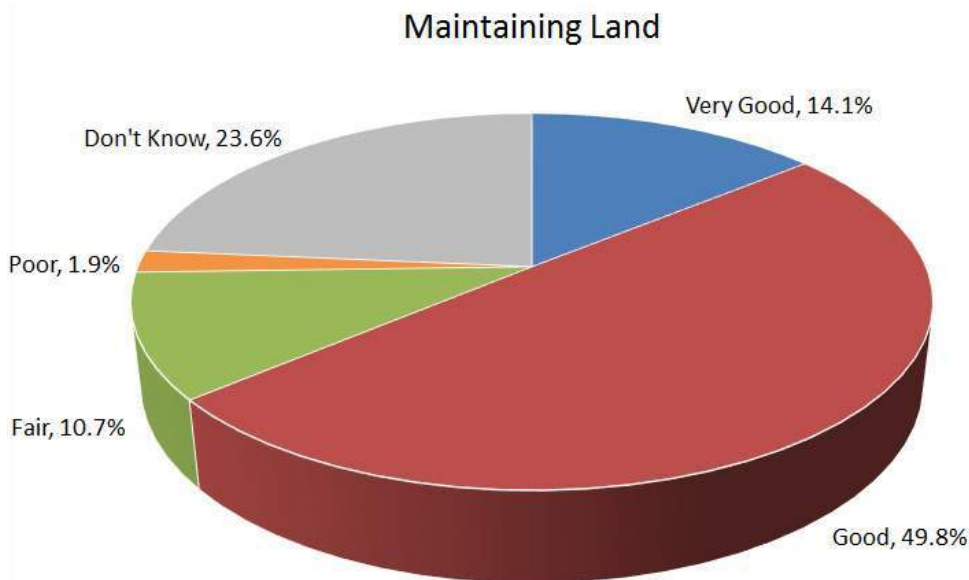
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As the survey responses show, most people, quite probably most of those who don't use county park services, were not sure if fees were too high, too low or just right. Thirty-eight percent said they were acceptable, 2% said they were underpriced, and 5% said they were too high, suggesting that fees are probably fine in their current structure. The other 7% of respondents were probably non-users of services and didn't answer.

Question 11 asked how respondents rated the Rock County Park System in the areas of acquiring land, maintaining land, nature education, preserving land, recreation, and restoring land. Respondents were provided a Likert Scale of responses where 5 was very good, 4 was good, 3 was fair, 2 was poor, and 1 they didn't know. These areas of consideration are presented in separate graphs.



The first graph shows that 114 of the 755 combined survey respondents didn't answer the question, and 343 didn't know for sure. Of those 298 respondents who did have an opinion, only 10 (3.4%) said the park system did a poor job, 62 (20.8%) said the system did a fair job, 175 (58.7%) said it did a good job, and 51 (17.1%) said it did a very good job.

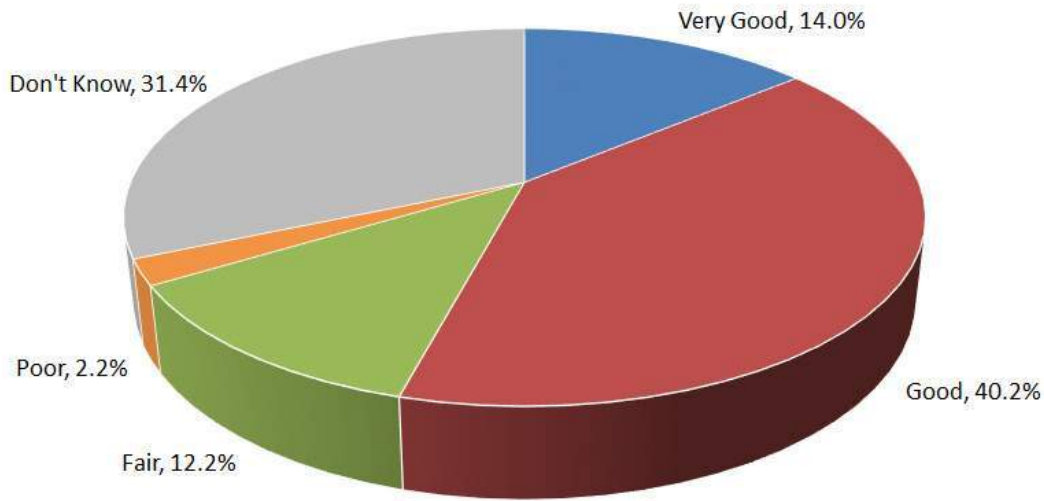


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Considering the issue of how the county park system has maintained its land, 110 people didn't answer the question and 152 didn't know. Of those 493 respondents who did have an opinion, 12 (2.4%) said the park system did a poor job of maintaining its land, 69 (14%) said it did a fair job, 321 (65.1%) said good job, and 91 (18.5%) said a very good job.

For the first two elements of Question 11, the public seems to be satisfied with the maintenance of the parks and trails but somewhat less high in their ratings about its efforts to acquire new land. The issue of preserving land is shown in the following two charts and receives similar endorsements.

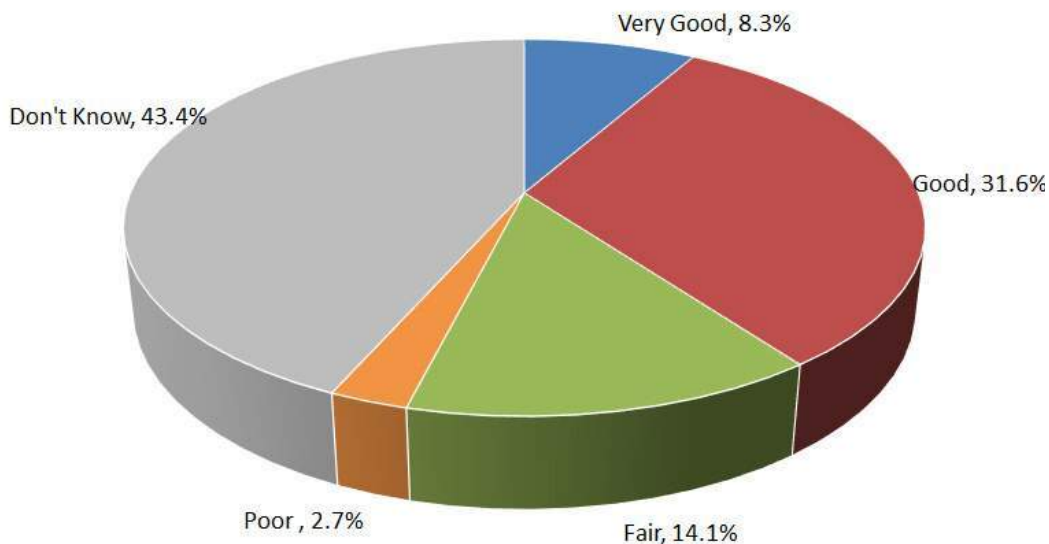
Perserving Land



Of those 641 people rating the Rock County Park System's efforts in preserving land, 201 said they didn't know. Of those 440 who had an opinion, 14 (3.2%) said it did a poor job, 78 (17.7%) said it did a fair job, 258 (58.6%) said it did a good job, and 90 (20.5%) said it did a very good job.

Restoring land is an important task that the Rock County Park System addresses. People seemed equally satisfied with the park system's efforts, as the following chart shows.

Restoring Land



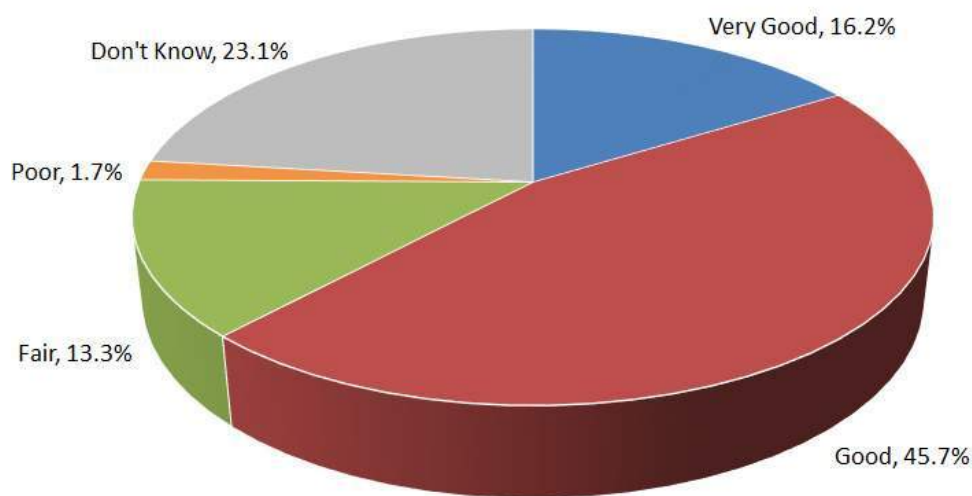
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The respondents' ratings for restoring land were based on the 362 people who answered the question, eliminating those who didn't know or who didn't answer. Of those who did, 4.7% said the system did a poor job, 24.9% said fair, 55.8% said it did a good job, and 14.6% said very good.

Overall, the Rock County Park System received high marks for acquiring, maintaining, preserving, and restoring land. The highest marks were for maintaining land, where 83.6% of those responding saying the park system did a good or very good job. The second highest ratings were to the park system's efforts in preserving land, where 79.1% said it did a good over very good job. Acquiring land was third at 75.8% followed by restoring land at 70.4%.

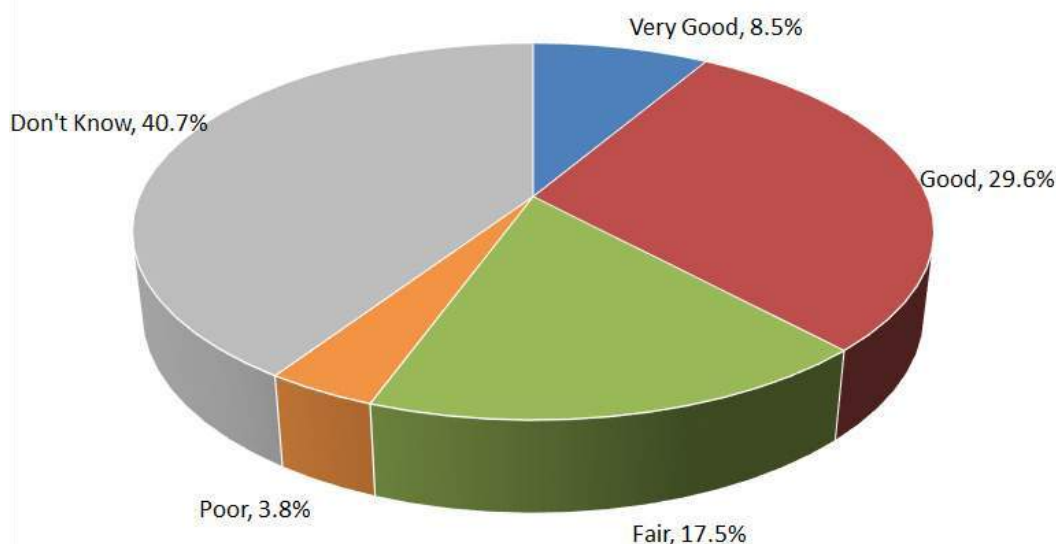
Two of the six subsets of Question 11 were about the provision of recreation services and nature education.

Recreation



There were 107 people who didn't respond to the question and 150 who said they didn't know. Of the 498 who had an opinion, 2.2% said the park system did a poor job of providing recreation, 17.3% a fair job, 59.4% a good job, and 21.1% a very good job.

Nature Education



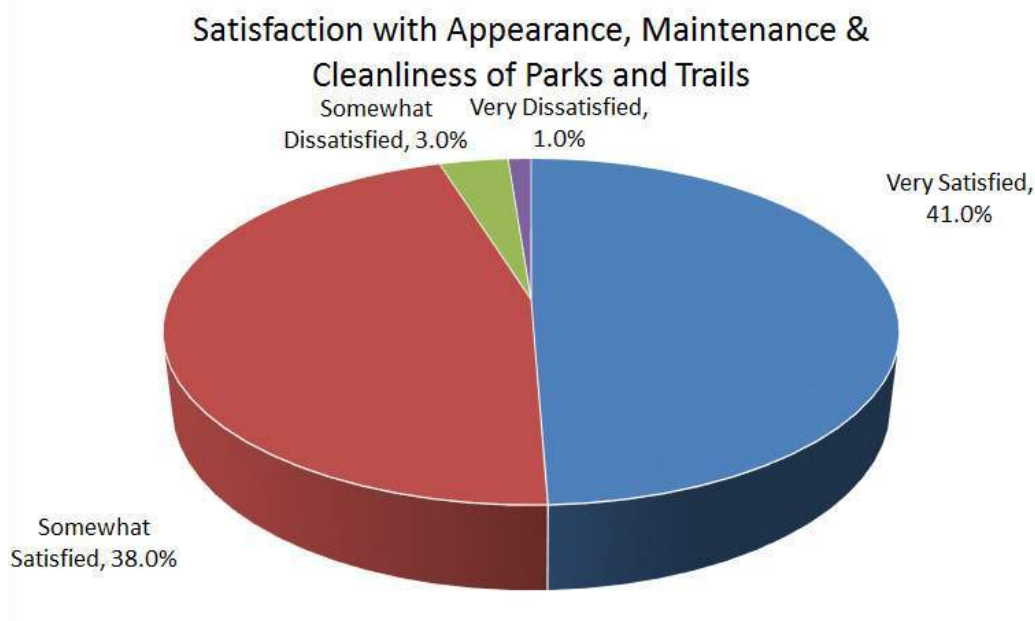
2015-2020 Parks, Outdoor Recreation & Open Space Plan

Eliminating those respondents who didn't answer the nature education question or didn't know, 379 had an opinion. Of them, 6.3% rated the park system as doing a poor job, 29.6% a fair job, 49.9% a good job, and 14.2% a very good job.

Considering the recreation and nature education questions, recreation received higher ratings than nature education with 80.4% of respondents rating the Rock County Park System as good or very good, compared to 64.1% who rated nature education as good or very good.

Considering all of the elements of Question 11 together, the Rock County Park System was rated highest in maintaining parks (83.6%) and providing recreation activities (80.4%) and lowest in providing nature education (64.1%).

Question 9 asked respondents to rate the appearance, maintenance and cleanliness of Rock County's parks and trails. This question corroborates the issue of park maintenance discussed in Question 11. Choices of answers provided were that they were very satisfied, somewhat satisfied, somewhat dissatisfied or very dissatisfied. In addition, Question 9a asked respondents to explain why they might be somewhat or very dissatisfied.



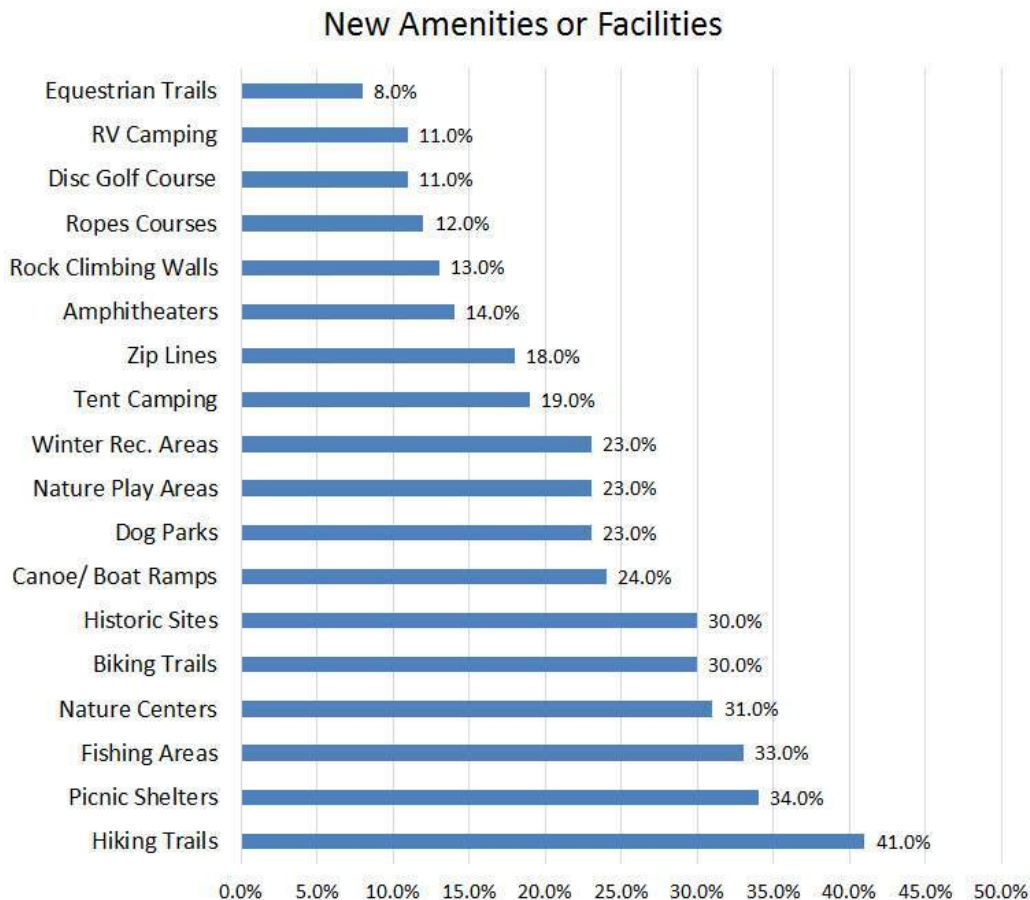
The responses to Question 9 show that 41% of respondents said they were very satisfied, 38% somewhat satisfied, and only 4% either somewhat or very dissatisfied. Seventeen percent of those survey did not answer the question, suggesting that 79% of respondents are very or somewhat satisfied with the maintenance, appearance and cleanliness of the parks.

The explanations provided in 9a are in the Appendix. Most of the explanations of dissatisfaction have to do with occasions when respondents saw trash somewhere. But overall, the complaints are relatively few.

Park Amenities

Question 13 in the survey asked what amenities or facilities respondents would like to see added to the Rock County Parks. Survey respondents were provided a list of choices and also provided an opportunity to explain what amenities or facilities they would like to see added that were not on the list in the survey.

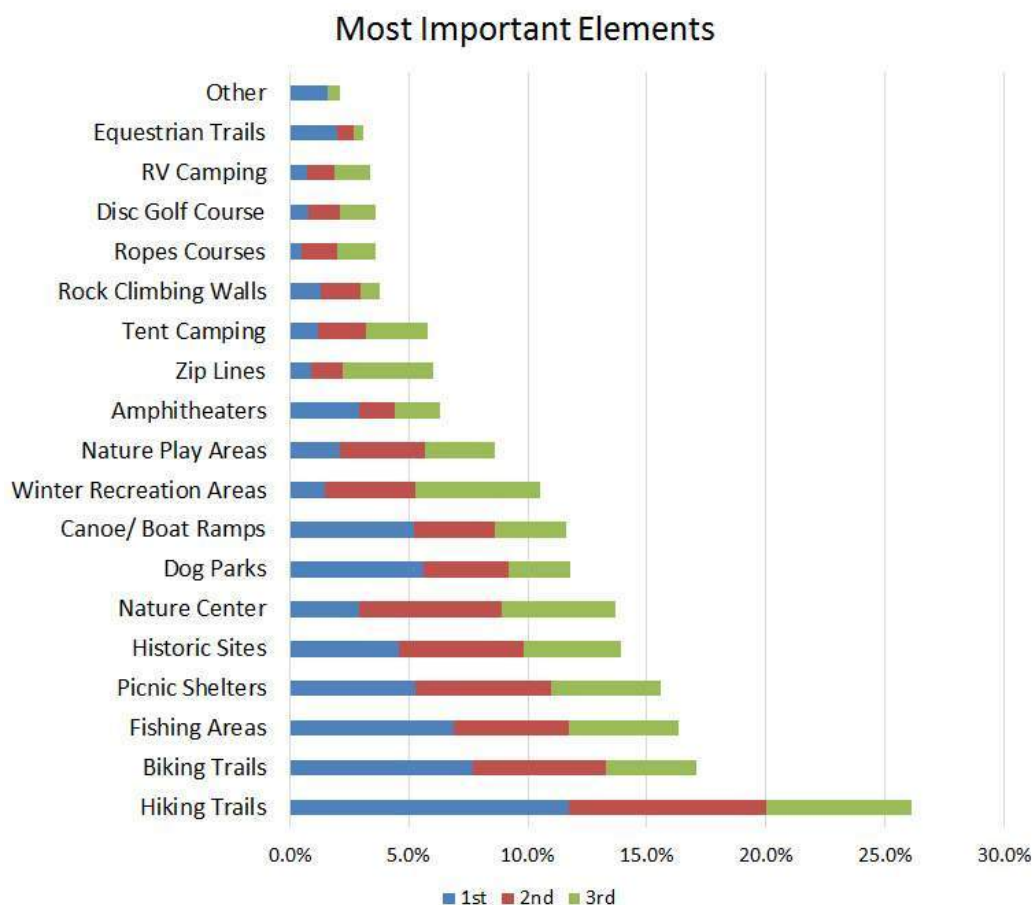
Since respondents could select more than one choice, the percentages reflected in the following graph are the percentages of all respondents that selected a specific choice. The total of those not selecting any of the choices is not presented.



The graph shows that the most popular amenity or facility in this study was more hiking trails with 41% of all respondents selecting them as a choice. Picnic shelters were second with 34%, fishing areas were third with 33%, nature centers fourth with 31%, and biking trails and historic sites were tied at fourth with 30%.

The few open ended responses to Question 13 are in the Appendix. Some contain ideas about restrooms or porta-potties. Others suggest ATV trails.

Considering that capital improvement resources might be scarce, in Question 14 respondents were asked to rank their three most important outdoor recreation facilities from the previous question. The graph on the following page shows the amenities or facilities that were selected as the most important, second most important and third most important.

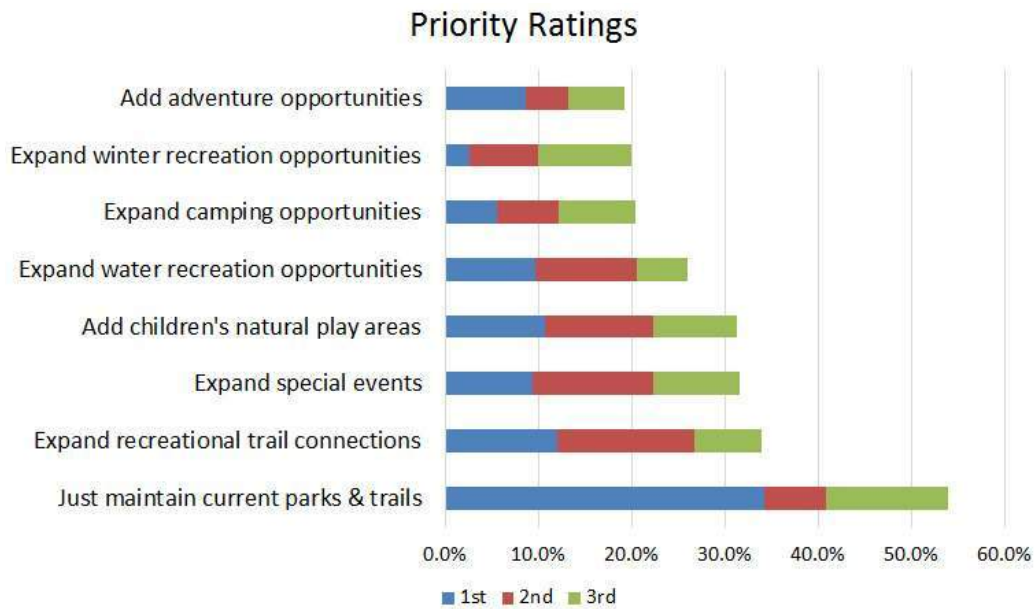


The findings from Question 14 show that, consistent with the findings from Question 13, hiking trails were the highest most important category, also the highest second most important as well as the highest third most important with a total of 26.1% of those responding choosing one of the three.

Biking trails had the second highest cumulative total at 17.1%, fishing areas were third at 16.3%, and picnic shelters were fourth at 15.6%. Historic sites were fifth at 13.9% and nature centers sixth at 13.7%.

The findings suggest that respondents were consistent in their responses about what facilities and amenities they would like to see added to the Rock County Park System.

Question 19 asked respondents to rank what improvements should be funded over the next five years. In the following table, 1 is the highest priority, 2 is the second highest and 3 is the third highest.



The graph shows that 34.2% of all respondents ranked just maintaining the current parks and trails as the number one priority with 6.6% ranking it as the second highest priority and 13.2% ranking it as the third highest priority. The total percentage of 54.0% was the highest sum of all three priorities. Such findings are typically the case, where maintaining current services are the most important considerations.

In this study, the most important issue raised by Question 19 is what comes after maintaining existing services. In this case, expanding recreational trail connections would be the highest priority of adding or expanding new services with 33.9% of respondents selecting this additional service as being their first, second or third priority. The second highest priority of expanding existing services would be to expand special events at 31.6%. The third highest would be to add children's natural play areas at 31.3%. After these, adding water recreation opportunities would be next at 26%.

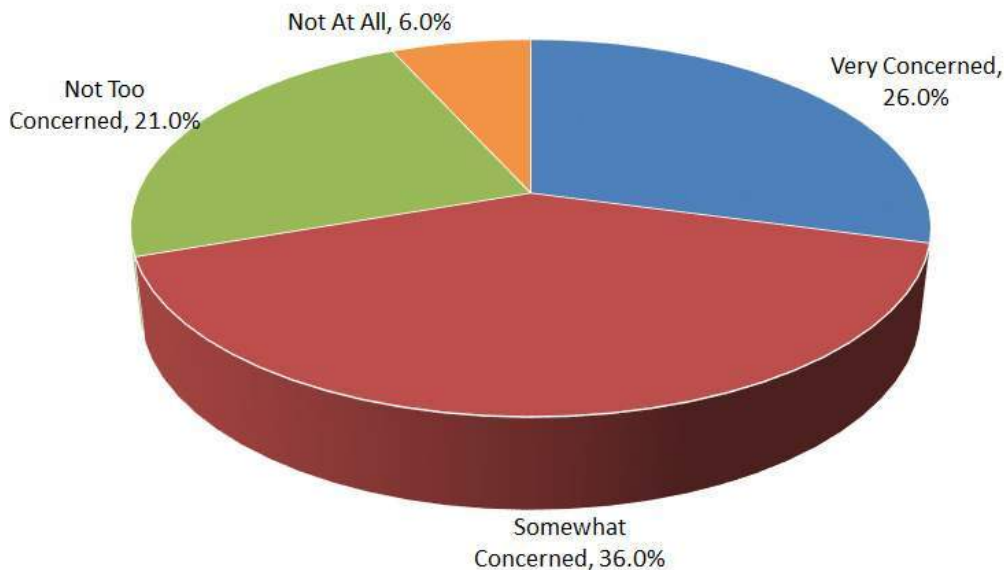
The findings show which priorities the public chooses to be the most important as well as the least important. But the least important should not be ignored. For instance, while expanding camping opportunities may seem like a low priority, since it would be the assumption that most residents would want to go outside the county for their camping experiences, it is understandable that expanding camping opportunities would be the third lowest priority.

On the other hand, since camping may provide revenue streams from outside the county, expanding camping opportunities may be a priority the county should consider.

Park Land Preservation

Question 12 of the survey asked how concerned respondents were with the protection of the remaining open space in Rock County. Respondents were provided the choices of being not at all concerned, not too concerned, somewhat concerned, or very concerned. The following graph shows the percentages of respondents who chose to answer the question.

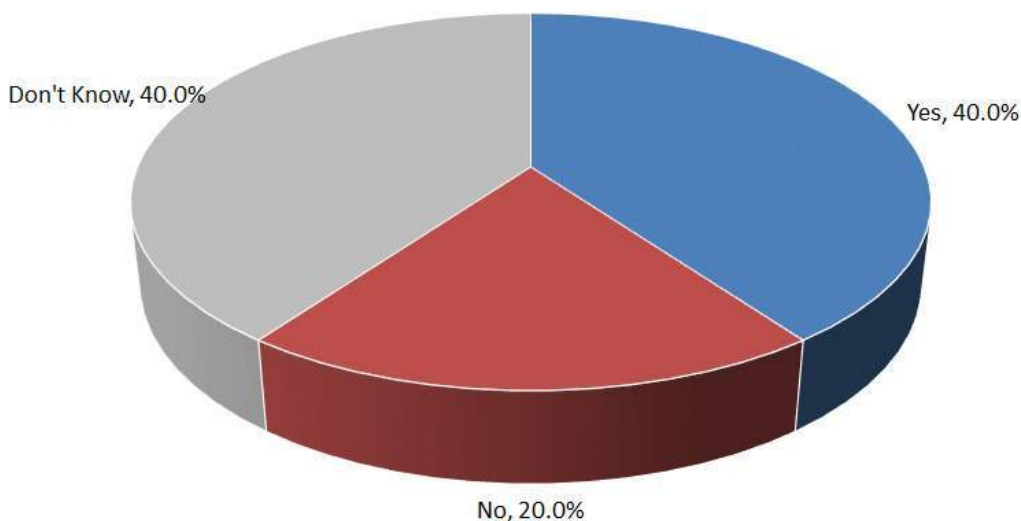
Concern with the Protection of Remaining Open Space



The chart shows that only 6% of all respondents were not at all concerned with the protection of the remaining open space in Rock County, while 62% were either somewhat concerned or very concerned; 21% were not too concerned and 11% didn't answer the question.

Question 15 asked respondents if they would be in favor of the Rock County Park System acquiring more park land. Choices were yes, no and that they didn't know.

In Favor of Acquiring More Park Land

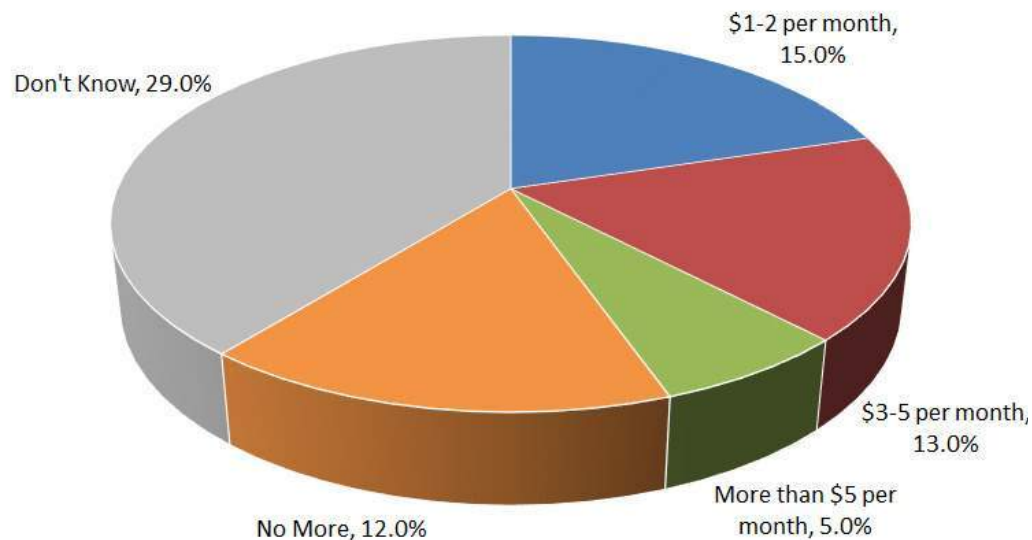


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The chart shows that 40% of respondents said that they were in favor of acquiring more park land, 18% were opposed to the idea, and 40% didn't know, with 2% not answering the question. The findings indicate that residents are overwhelmingly supportive of acquiring more county park land.

The real test of resolve on behalf of county residents is whether they would support a tax increase for acquiring more county park land. In Question 16, survey respondents were asked how much they would be willing to pay. Other answer choices were no more and that they weren't sure.

How Much More Would They Pay



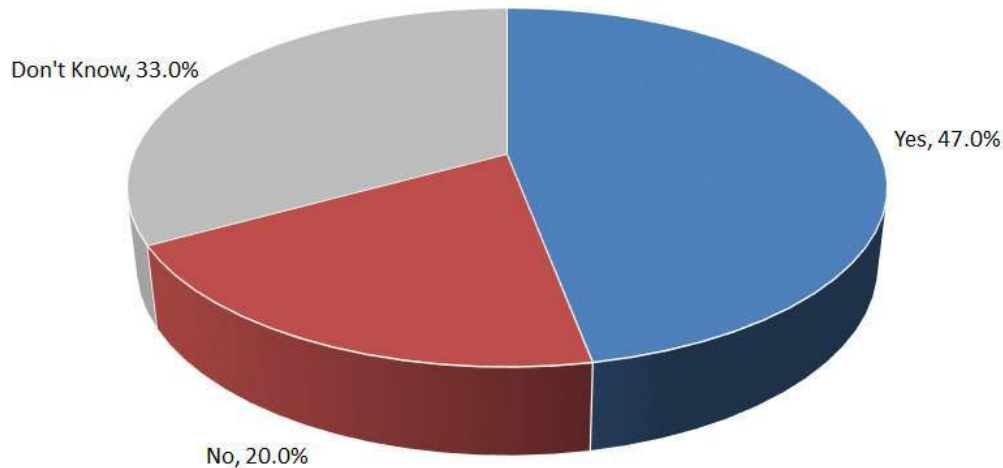
The data shows that 15% of those responding said they would pay \$1-2 more per month, which computes to \$12-24 more per year. Thirteen percent said they would pay \$3-5 more per month (\$36-60 more per year), and 5% said they would pay more than \$5 per month.

In total, 33% of respondents would be willing to pay something more per month for the county to acquire additional park land, while 12% would pay no more and 29% were not sure. Twenty-six percent did not answer the question. The findings show that by nearly a three to one margin, respondents who could make a decision were in favor of increasing their own taxes.

Nature Center

Question 17 asked respondents if they would be in favor of building a nature center. Respondents were offered the choices of saying yes, no and that they didn't know.

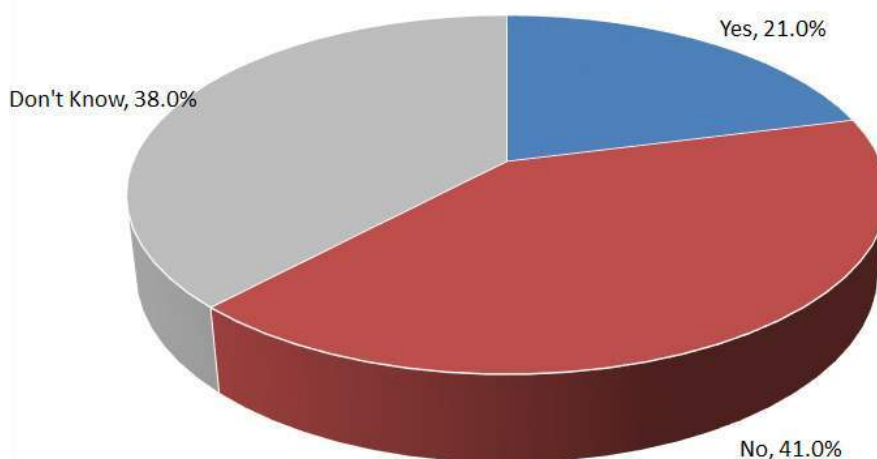
Building a Nature Center



The chart shows that 47% of those responding said they were in favor of the County Park System building a nature center, 20% were opposed to the idea, and 34% were undecided, a more than two to one margin of support for the idea.

Question 18 tested the resolve of the survey respondents by asking them if they would be willing to pay more in sales taxes to build a nature center. Respondents were provided the choices of saying they were in favor of the idea, opposed to it or that they didn't know.

Support for a Sales Tax Increase



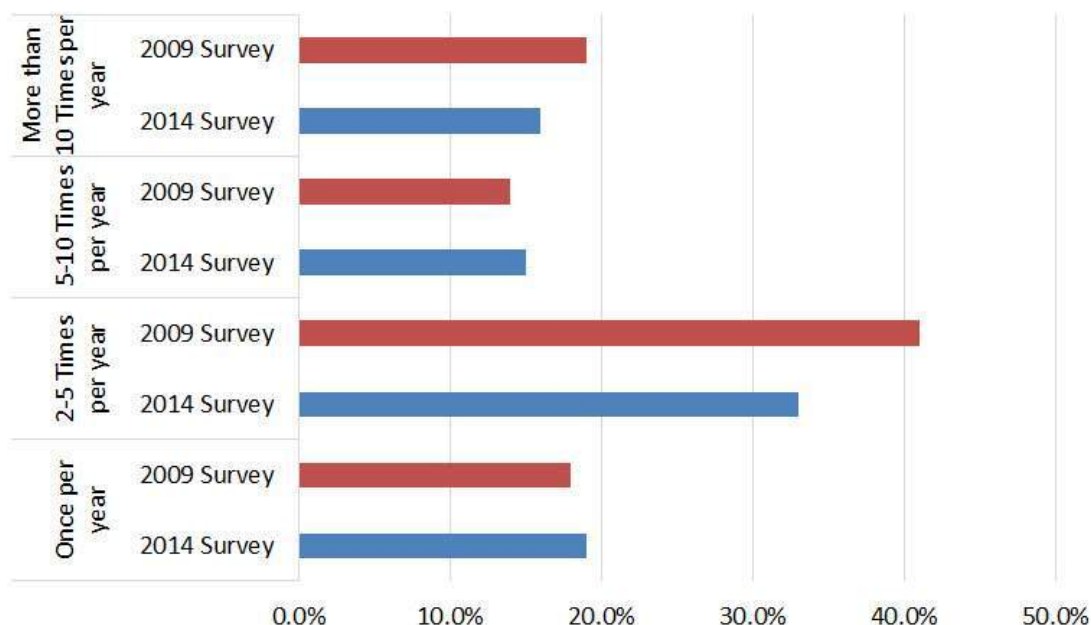
The data shows that the willingness to pay for a nature center with a sales tax increase is opposed by respondents by nearly a two to one margin with 21% in favor, 41% opposed, and 37% undecided. The findings suggest that, while respondents were in favor of a nature center, sales taxes are not necessarily the means of funding such an initiative.

Comparison to 2009 Survey

The following graphs compare survey responses to questions asked by the current community survey, as well as in the survey completed in 2009 to support the 2010-2014 POROS Plan.

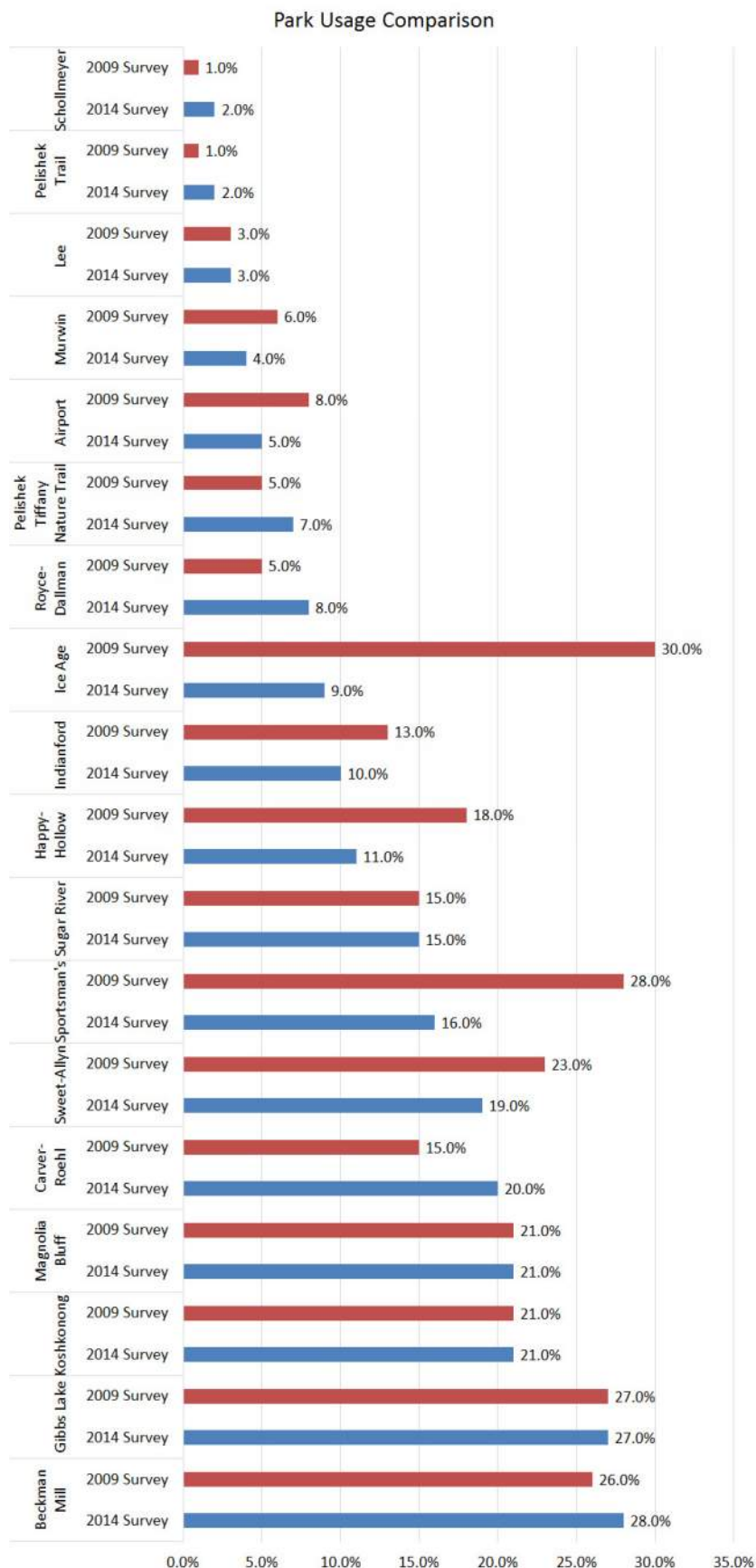
This graph compares the frequency that respondents said they use Rock County parks throughout the year. Overall, the responses between the two surveys are very similar, however 2009 did show more respondents visiting a county park 2-5 times per year.

Frequency of Park Use Comparison

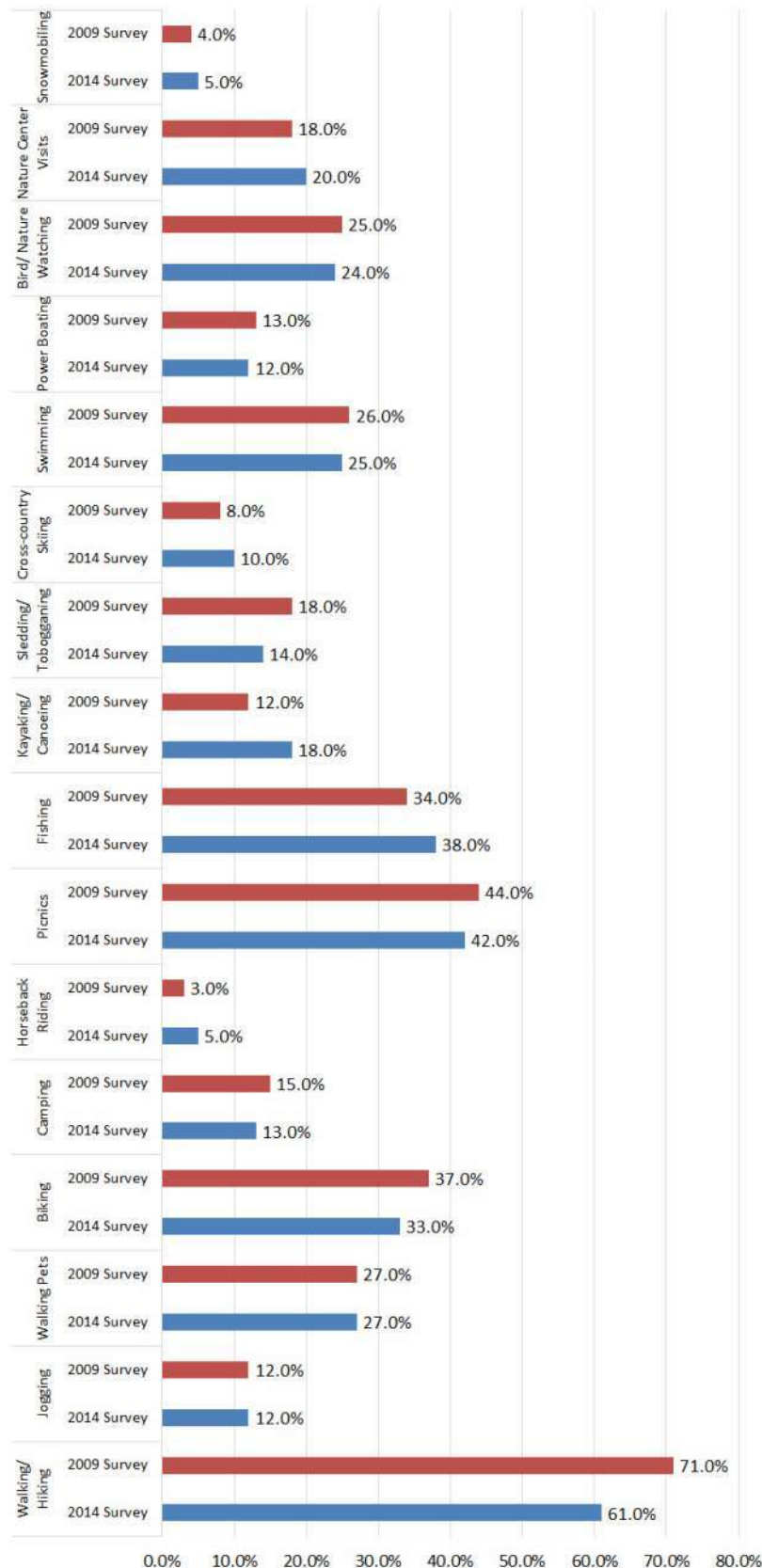


The two graphs on the following pages show which parks, and which activities respondents use the most. The graphs compare responses from 2009 to 2014, and for most of the parks and activities, the responses are very close. Each of the graph shows a couple of variations between the 2009 and 2014 data which may highlight some changing needs of the community, however, the majority of the parks and activities had very similar usage rates.

2015-2020 Parks, Outdoor Recreation & Open Space Plan



Activity Participation Comparison



Comments

Question 22 asked respondents to add comments about the Rock County Park System. It was an open ended opportunity for respondents to say whatever they would like about it. The responses are in the Appendix of this plan.

There were a number of comments. Comments included appeals by respondents of support for the Rock County Park System and praise for the job it is doing. Some comments appealed for no tax increases. Others suggested specific improvements that should be made at county parks. But overall, comments were generally positive and constructive.

Conclusions

The combined data from mail, telephone and email surveys showed where respondents lived, how long they have lived there and their familiarity with the Rock County Park System. The survey showed who respondents were in terms of gender, average age, and whether they had children in the household.

The survey showed that newspapers and signage are the most important means of informing Rock County residents about the existence of the park system, and word of mouth is important. However, the park system's website has more usage than in 2009, and social media, while low, is emerging with use by 10% of respondents. The Internet should not be ignored, especially for communicating to a younger more family-oriented clientele.

The survey showed that Rock County residents are highly engaged in recreational activities provided by the Rock County Park System, as well as being frequent users of county parks. Many Rock County residents walk or ride their bikes to the parks, corroborating the desire of a high percentage of residents to improve and expand the existing trail system.

The survey showed high levels of support for the acquisition of new park land with even higher support for maintaining and preserving and restoring land, as well as expanding recreation services. The addition of park amenities and facilities to the Rock County Park System was highly supported in the survey with the willingness to pay for the acquisition of new park land, but lower support for the construction of a nature center.

Overall, the survey reveals the importance of the Rock County Park System to Rock County residents by virtue of high park and recreation usage and wide interest in seeing expanded services in many areas. Specifically, the expansion of trails emerged as a funding priority over other initiatives.

SWOT Analysis & Staff Input

A strategic tool useful in the development of planning documents is the SWOT process. The goal is to develop an understanding of the strengths, weakness which is usually more internally focused and the opportunities and threats which is usually more externally focused surrounding the agency. The following is the data collected from the SWOT exercise.

Strengths

- Parks staff & advisory committee (Champions of the cause)
- Quality parks & outdoor recreation space
- Niche unique to the county as our parks do not compete with local municipal park agencies

Weakness

- Limited resources and in particular funds as much of the effort has been on infrastructure catch up
- Public awareness
- Individual identity & autonomy away from Public Works

Opportunities

- Visibility in communities & more networking
- Social media & networking
- Continue to improve the parks system with programming opportunities
- More friends groups to advance individual parks

Threats

- Lack of knowledge by new supervisors
- Push back on plan
- Diminishing grant funds
- Aging friends groups (succession planning)

Resources Discussion

As a follow up to the data gathered from the SWOT exercise, a discussion was held regarding resources. The main theme from the discussion centered on the desire to gain more resources. The following is a short summary of ideas as to how to accomplish this.

- Continue green fund (handles misc. items such as appraisals, etc)
- Create an endowment fund for natural resources
- Grants
- Develop a gifts catalog
- Maintain and more importantly, increase the parks budget each year
- Select Logging of county parks to clean out old growth

Recreation Programming Discussion

The opportunity to discuss ideas centering on recreation programming was a part of the staff input process. The data that gathered and reviewed showed a desire to grow programs that fit within county parks mission and natural resources. The primary focus should be on nature, the environment and recreation in the great outdoors. The following summarizes the major topics covered;

- There is a desire to staff up for programming. Would be great to offer limited nature based programs
- Current programs/activities in the county parks
 - o Stream
 - o Fishing
 - o Snowshoeing
 - o X-cross skiing
 - o Bike ride (Special event)
- New programs/activities ideas
 - o Geo-caching
 - o River clean up
 - o Zip Line/rock climbing/rappel ling at Magnolia Bluff
 - o Wilderness survival skills camp for adults
 - o Horse riding camp/lessons

Advisory Committee Visioning Session

The committee had an opportunity to engage in the planning process by participating in a visioning Meeting was held on Tuesday July 7, 2014 at 8 am. The following are the highlights from that meeting.

Top Goals:

- Purchase and/or gather more parkland
- Maintain what we have at a high level
- More support/strong support for the committee

What is the biggest challenge facing the County Parks?

- Resources
- Purchase more parkland
- More people power
- Budget
- Staffing/appointing committee members

Do you think the taxes and fees paid are fair to the average resident? Why or why not?

- Fees and taxes are fair to the residents

What additional resources need to be available for the Parks Division to improve in the future?

- Land resources as well as physical resources
- Look at transferring or leasing smaller park spaces to free up limited resources
- We know what we should do
- What are the hidden jewels/gems in the county in terms of parks/open space and protect for future generations
- We maintain 1100 acres with 3 FT staff (Very amazing compared to other agencies)

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The visioning questionnaire led to comments centered on both current and future concerns. The table highlights the findings of the questionnaire.

Yes	No	Question
4	1	Do you feel adequate park & recreation opportunities are being provided by the County Parks
5	0	Do you think that the parks are adequately maintained
5	0	Do you think the parks are safe
3	0	Do you feel that the Board of Supervisors supports Rock County Parks
4	0	Do you wish to expand the presence of the Rock County Parks within the various communities
4	0	Do you think that the Rock County Parks is on good terms with other intergovernmental agencies
1	4	Are you comfortable with the financial position for Rock County Parks
4	1	Would you support additional monies spent on future Capital Improvements within Rock County Parks
4	0	Do you think acquiring more park land/ open space should be the primary mission for the agency for the next 5 years
4	1	Are the policies and procedures in place to operate the agency appropriate
4	0	Do you feel that being an advisory committee member is rewarding for you with the time spent
3	2	Are you aware of what other communities around you are doing in terms of park and recreation

Delphi Committee Findings

Executive Summary

1. Park system should evaluate divest land holdings of less than 40 acres to other jurisdictions or public land holding entities, except where such holdings provide access to or protect natural resources.
2. Efforts should be completed to purchase current land offering on Turtle Creek.
3. Priority should be given to satisfying unmet recreational needs including more launches and access to the Rock River, as well as the need for campgrounds, dog parks, and disc golf, The Community Coordinator position has proven to very valuable and should be fully funded via the Operating Budget.
4. The need exists for an umbrella friends group 'Friends of Rock County Parks.' This group should meet annually to represent all volunteers and to allow staff to direct people and resources where and when they are needed most.
5. Since the last POROS Plan a fine parks website has been established. The next steps are for a Facebook page for promotion to youth and the social media demanding public and expending funds to market use of the park system.
6. A tagline or slogan is needed to promote Rock County Parks just as Janesville has Wisconsin's Park Place and Beloit has The Gateway to Wisconsin.
7. Promotion opportunities can be increased with park staff regularly meeting with the local tourism organizations Visit Beloit and The Janesville Area Convention and Visitors Bureau.
8. Match Grant Opportunities can be increased by meetings with the Community Foundation of Southern Wisconsin in Janesville and the Stateline Community Foundation and Beloit Foundation both in Beloit.
9. Tremendous value has been received from the \$900,000 in American Transmission Company (ATC) over the last six years. With these funds being all but depleted it is recommended that Rock County commit \$90,000 annually to on-going capital improvements in Rock County Parks. Further it is recommended that 90% of these funds be used to match local, state or federal grants and 10% be used to implement marketing of the county parks to promote tourism and increase park usage.

The Delphi Committee

On July 7, 2014 Delphi Committee for the Rock County Park System initially organized and met. This nine member committee was charged with reviewing and evaluating the park system and preparing recommendations for consideration as a part of the 2015-2020 Rock County Parks and Open Space (POROS) Plan. Comprised of diverse outdoor interests, committee members include staff, citizens, and a County Board representative. Members reside throughout Rock County, each sharing a common interest in the future of the County's park system. The committee met a total of six times.

The committee met at a cross section of Rock County Parks as a part of our review process to experience what resources, facilities, and programming are offered. Park meeting locations were selected by the committee. Park staff was asked to attend some of the meetings to answer a considerable list of questions that were developed by the committee. Discussion topics included budget, staffing, public relations, marketing, citizen support and involvement, resource protection, programming, facilities, and park usage.

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The committee reviewed the 2008-2013 Delphi Committee recommendations. In addition it reviewed the resources available to service the 1100 acre park system with a budget of \$326,268 (2014), staffing at 5.75 FTE'S or equivalent positions, and a capital improvement budget of \$180,000 (2014). The many accomplishments made in the past five years implementing the current POROS Plan were discussed. While the Delphi Committee felt that much is being accomplished with very little staff and funding, the need for a long-term consistent source of funding is clear.

The 2014 Delphi Committee found value in reviewing past recommendations and benchmarking progress being made toward implementation. The Committee felt that it should continue to exist throughout the next 5-year POROS planning cycle and meet annually with Park Department Staff to review continued progress.

General Evaluation of Current County Parks

With its current 18 parks and 4 trails there was discussion about what county land resources have been preserved and what land acquisitions and opportunities should be a priority for the future. Small land holdings of fewer than 40 acres generally were not considered of county significance, unless they provide access to key recreational resources. As an example, Avon Park is a 17 acre park on the Sugar River in the unincorporated Village of Avon which is immediately adjacent to Wisconsin DNR land. At present, it is a totally undeveloped park, but provides key access to the Sugar River for canoeists and kayakers. Another example is the ½ acre Schollmeyer Park in Beloit that provides public access to Turtle Creek for canoeing and fishing.

Within the current inventory, efforts should be made to find other jurisdictions or entities capable of caring for small parcels along with imposing protective easements in order to better utilize staff and resources for significant land holdings. At the same time a comprehensive review of unprotected lands is important to the committee along with priority funding to protect county significant land 'jewels'. Efforts should be made to purchase current land offerings such as an available parcel along Turtle Creek. Lands needed to connect and extend trails are equally important.

Unmet Outdoor Recreational Opportunities

The committee discussed outdoor-based recreational opportunities which should be available to county residents. Among these are linear destination trails that link County Parks and surrounding communities, outdoor facilities such as boat launches, campgrounds, dog parks and disc golf courses. The committee felt strongly that with comprehensive planning accomplished via ongoing communication with Rock County towns, villages, a list of needed outdoor recreation facilities can be prioritized. Priority should be given to high use revenue-generating activities that utilize low cost part time staffing and/or no cost volunteers. A review of need based on travel distance to such existing facilities would help justify services and help to establish priority locations for acquisition. New revenue streams are both politically desirable and help to support overall operational expenses.

Community Coordinator Position Nets Park System Usage

The committee recognizes the considerable value of the Community Coordinator position. Since its inception this staff position has proven to be invaluable to the director and more importantly to the bonds that have been established with volunteers and citizen supporters of the parks. The increase in volunteerism in the parks and the long list of accomplishments including new programming, public education, and park system visibility are all reason this position must be maintained with annual funding

through the County's operating budget. Successful programs serving county residents include Youth fishing, stream exploration, snowshoeing, and candlelight skiing and hiking.

Working with and Uniting Volunteers and Friends Groups

Currently there is a strong network of friends groups and support organizations providing meaningful service to the Rock County Park System. Nine such groups exist with a long list of accomplishments. The Community Coordinator does a fine job of communicating with these volunteers and maximizing their effectiveness.

The partnership with the Friends of Beckman Mill is an outstanding example of what can be accomplished by a group of dedicated volunteers who are engaged, empowered and supported by County staff and resources.

The Committee recommends that the County Staff annually call a "Friends of County Parks Summit" to allow the volunteer groups to learn about and celebrate the successes of the Friends groups in the past year and to help County Staff prioritize improvements and activities for the coming year. The Friends groups should be encouraged to coordinate an annual "Celebrate Rock County Parks Day" where each Friends organization would host outdoor activities in their respective parks and where all County residents would be encouraged to visit and enjoy multiple County parks. A "Celebrate Rock County Parks Day" could also be marketed regionally with cooperation from the Janesville and Beloit visitor and convention bureaus.

Meanwhile the Delphi Committee sees a lost opportunity in not uniting and harnessing the energy of what amounts to hundreds of volunteers and thousands of volunteer hours into causes which are of broad benefit to the park system. The Community Coordinator could lead the charge on major 'work together' projects that over time would touch all the county parks in very significant ways.

Trails Trails Trails

Rock County has 4 wonderful off-road pedestrian and bike trails and there is certainly need for more.

1. The 5.6 mile long Pelishek-Tiffany Nature Trail is a grass and gravel trail serving the southwest area of the county and is anchored by a parking and picnic area in the Village of Clinton.
2. The 4.1 mile Janesville to Milton Trail is a gravel multiuse trail, linking the northeast neighborhoods in Janesville to the southwestern portion of the City of Milton. Improvements include a paved parking area at the Janesville terminus of the trail on Kennedy Road and a gravel parking area on Rotamer Road at Townline Road.
3. The planned 6.75 mile gravel trail connection between the Peace Trail at Tripp Road through Afton and traveling through Big Hill Park to Afton Road (by 2015). This trail segment forms part of the Rock River Trail initiative (detailed below).
4. The recently completed (late 2014) 9.0 mile paved trail from Milton to the Rock - Jefferson County line. This trail segment connects to the Glacial River Trail that parallel's STH 26 from Fort Atkinson to Watertown that links the various communities along the Rock River in southern Wisconsin. Rock County and the City of Janesville need to finalize plans and construct the connection of this trail to the City of Janesville trail system at the STH 26 pedestrian overpass at Rotamer Road.

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Trails are tremendous assets for Rock County tourism and pedestrian-oriented transportation. Rock County needs to rally and support efforts to finalize the route of Rock County's portion of the Wisconsin Ice Age Trail and use the Ice Age Trail to link and enhance exposure to those County parks in the northern part of the county. County planning staff should meet with staff in Janesville and Beloit to plan for and secure further trail connections which would link residents to recreational opportunities before growth and development make trail extensions difficult and cost prohibitive.

Rock County is also a key link and destination along the recently designated Rock River Trail. The Rock River Trail was established in 2010 to promote recreational use of all 320 miles of the Rock River. Preservation, restoration & appreciation of the natural & historic attributes of the Rock River are the goal of this trails initiative. A water trail along the Rock River, a separate Rock River Scenic and Historic Route on roads within the river corridor, and a designated on-and off road bicycle route provide access for all to the natural resources, recreational opportunities, scenic beauty and historic and cultural assets of the Rock River Valley

The Committee felt there was great potential to develop a system of designated, on-road bicycle routes utilizing lower volume town roads to link the County Park facilities to the urban centers and to the existing and developing trail network. The recently published "Greater Beloit Rides" booklet shows the potential for on-road bike routes. Such a system of bike routes could be effectively marketed through the Janesville Convention and Visitors Bureau and Visit Beloit to attract regional visitors and their tourism related expenditures to Rock County. The bike route system should also be featured in future editions of the TRAVEL WISCONSIN OFFICIAL BIKING GUIDE with copies of the route maps and County Park brochures available at the I-39/90 Wisconsin Travel Center at Beloit and at the local bicycle shops.

The Committee also noted that there seems to be a disconnect between the implementation of the POROS Plan and the transportation component of the Rock County Comprehensive Plan. The County Comprehensive plan includes a transportation component that designates roads that are suitable for on-road bicycling. When these suitable bike routes are reconstructed, the resurfacing project should include accommodations for bicyclists to improve safety. The recent reconstruction of CTH "M" from Milton to the southeast was designated as a bike route in the Transportation Plan, but the reconstruction project did not improve the roadway with extra shoulders to improve bike safety. In the future, road improvement projects on designated bike routes should plan for improved bicycle safety.

Marketing and Social Media

The last Delphi Committee report spoke to the need of greater visibility and image. The 2014 Delphi Committee echoes this need. Since the last report, an appealing county parks web site with easy to find information on Rock County's Parks has been developed. Likewise, new informative park brochures with maps and directions now exist. The next step is marketing via Facebook and other social media. The Parks Department could organize a tech savvy group of youth who support county parks and charge them with coming up with initial marketing ideas. The Committee felt that social media are where citizens and tourists expect to find park and tourism information and they base their planned activities on the information they find on-line. The Welty Environmental Center reports enhanced participation and support with their Facebook page.

The Committee noted that both Visit Beloit (CVB) and the Janesville Convention and Visitors Bureau have a staff person devoted to marketing the area to visitors and tourists. The Committee recommends that the County Parks Staff meet quarterly with the CVB staff to coordinate plans and identify joint marketing opportunities

The last Delphi Committee recommended the need for a separate county parks logo. This is not as important as having a tagline or slogan that can be marketed to promote the essence of Rock County's parks.

Replacement of the Parks Portion of the ATC Funding

What a blessing Rock County has had with the gift of \$900,000 from American Transmission Company (ATC) designated for enhancement of the Rock County Park System. An equal amount was appropriated to the County Land Conservation Committee. Since its initiation, six years ago a long list of necessary and valued park improvements have been made without the need to increase county taxes. Replacement of several old wooden vault toilets, and resurfacing deteriorated parking lots, trail repairs, and boat docks are a large component of the completed work. ATC funds also provided need park master planning and provided matching staff funding. Fortunately such master planning prepared the county to successfully obtain matching state and federal grants to leverage other park improvements.

The parks portion of the ATC funds is now all but exhausted. The Countywide citizen survey conducted as part of this POROS Plan shows that residents value the County Park System and are willing to invest tax dollars to enhance them. A new funding commitment is now needed to continue with repairs, improvements, and needed land protection around existing parks and for trail extensions.

With funding from the ATC easement dwindling, the Committee feels that the Rock County Parks system needs secure and consistent funding for future Park capital improvements and for marketing the County Parks system. In 2014, Rock County's budget provided less than \$4.00 per capita in annual funding for the County parks department. This meager funding level pales in comparison to the funding per capita in neighboring Dane County or Winnebago County, Illinois.

The 2014 Delphi Committee recommends that the Rock County Board annually commit \$90,000 for on-going capital improvements in the County Parks. One possible source of funding would be County sales tax revenues, which the County Board has consistently used for capital projects.

This funding commitment would replace the one-time funds secured through the ATC monies. The impact of this funding commitment should be maximized by using a 90% of the sales tax funding to match federal and state grants for park improvements. The remaining 10% of sales tax funding should be used to implement a marketing strategy designed to inform County residents of the recreational opportunities available in the Rock County Parks, and to attract tourists to Rock County to utilize the wonderful park system. Over the 5-year POROS Planning period, this funding commitment for Park Capital Improvements would result in \$405,000 in local funding to leverage grant funding and \$45,000 to market the County Park system to Rock County residents and tourists.

The Committee further recommends the County Parks Staff establish on-going relationships with the Community Foundation of Southern Wisconsin and the Stateline Community Foundation or Beloit Foundation) to more fully utilize the available funds from charitable donations and donor advised funds, and to attract future bequests and donations to the County Parks system.

Seeking Citizen Comment

Jim Cheadle of the Delphi Committee made a huge effort to obtain citizen comment on the needs of Rock County's Parks. Two articles entitled "Now's the Time to Provide Input About County Parks" were published in local newspapers which showcased the parks and opportunities found in Rock County's park system. In and of themselves these articles were provided a real boost to visibility of the parks. A number of responses received back were of thanks for sharing this information and for sharing where to go to obtain more information on the county website. With 60 responses to the article it shows interest and the need for ongoing marketing.

Visibility with Park Directional Signage

The Delphi Committee points to the need for greater motorist and user visibility as to the direction and location of county parks. It is reported that the WI Department of Transportation has a program where they make and install roadside county park directional signs and install them. A priority of the committee is for staff to prepare a comprehensive list along with prioritization of all the roadside signs that are needed to direct users from county and state roads as well most commonly used local roads to each county park.

Delphi Committee Appreciation

The Delphi Committee wishes to extend our appreciation to the Rock County Parks Director Lori Williams, Community Coordinator Dave Hoffman, and Consultant Dave Emanuelson for giving of their time to meet with us and giving us the opportunity to participate in the planning process for the 2015-2019 Rock County Parks POROS plan.

Public Meetings

First Public Meeting

A public meeting to discuss the future of the park system, present survey data and very preliminary capital improvement ideas was held on October 13, 2014 at 6 pm. There were approximately 15 people in attendance. The following is a collection of the comments made and discussed during the public hearing.

- The County should look into acquiring the old rail line in Afton for a rail to trails conversion
- Is there a lot of success with increased sales tax measures in Wisconsin for additional park and recreation funding?
- The sales tax increase is not really an option as Rock County already levies the ½ cent. Any monies left over from the spending of the sales tax should be spent on capital project of which the Parks Division has projects that could be funded.
- In Fiscal Year 2015, the Parks Division is forecasting a \$200,000 capital improvement budget
- Marketing is always needed to get information out into the communities. The Parks Division is starting to work with Rock County Tourism to develop more ideas to showcase the parks.
- Tourism grants are available. Ideas like a poker run to various parks could be an existing start to developing special events that include tourism opportunities.
- A new unified "Friends of Rock County Parks" should be created as a nonprofit foundation to mold all of the smaller friends groups into a single group. This will allow for more opportunities to raise money, a greater use of funds and develop the next generation of leaders.
- The idea of a gifts catalog has been explored but should be advanced to allow for memorials and opportunities for giving
- The difference between county parks and municipal parks should be expressed in the plan as the county parks are unique and do not compete with the local forms of recreation
- The community coordinator position is an important position for the success of the Parks Division
- The elected board of supervisors needs to be educated on the parks and the benefits they provide. We have done so much with limited resources, and we can accomplish more with on-going support.
- The bottom line is there is a need for more people in our parks

Second Public Meeting

A public meeting to present goals and objectives as well as the capital improvement plan in more detail was held December 8, 2014 at 6 pm. There were 9 people in attendance. The following is a collection of the comments made and discussed during the public hearing.

- The Delphi Committee should continue meeting and providing guidance on the plan for the next five years
- The friends groups should have a yearly summit to discuss important topics facing each individual group as well as a collective ensemble to advance park improvements within the system
- To continue the visibility of the parks system both inside the county departments as well as within the communities of Rock County

Chapter 12.4- Goals, Objectives & Policies

The goals and objectives surrounding capital improvements as well as those with an administrative focus should be viewed as high priorities. These goals also should be viewed as interrelated activities as each will have a profound effect on each other. They will have influence on the remaining goals by providing much needed space for programs and the enhancement outdoor recreation opportunities.

Vision

Rock County is a growing system of parks, trails, and open spaces that are designed to preserve areas of natural beauty, significant ecological and historic value while balancing land stewardship with recreational opportunity while being fiscal responsible.

Goals & Objectives

Planning goals are functional ideas and values that help guide the planning process. Goals address major essential issues, which become apparent through the planning process. They are ideas and values, which are in the public interest and provide an end toward which the planning process is directed. Goals are followed by objectives, which are more specific statements that further define the goal and help shape the direction of the plan. Objectives also help measure progress toward meeting the established goals. A policy is defined as a course of action as pursued by a government, organization or individual entity.

Thus far, this plan has reviewed input provided by a number of sources in the community. Public meetings have been conducted, a group of community leaders have offered their suggestions, an email, mail and telephone survey has been analyzed and the staff and advisory committee have provided their ideas.

All of these sources need to be taken into consideration to determine the needs of the community as well as the needs of the Rock County Park System. For this reason, goals and objectives of this plan will be categorized as administrative, programming, land acquisition and park development.

Rock County Park System Administrative Goals

Goal 12.1

Continue to educate the County Supervisors about the mission and importance of the Rock County Park System to the residents of the county.

Objectives

12.1.1

Submit written and verbal annual reports at County Supervisor meetings about the contributions the park system makes to the quality of life in Rock County.

12.1.2

Schedule annual meetings between the County Administrator and Public Works Parks Advisory Committee to discuss operations and budgetary items as needed.

12.1.3

With the permission of the County Administrator, meet with individual County Supervisors to answer any questions they might have about the mission and importance of the Rock County Park System.

12.1.4

With the permission of the County Administrator, meet with the media that covers Rock County Supervisors regular meetings to explain the importance of the mission and contributions of the Rock County Park System.

Goal 12.2

Continue to work with the Public Works Parks Advisory Committee to educate its members about the mission and importance of the Rock County Park System.

Objectives

12.2.1

Provide the Public Works Parks Advisory Committee with detailed information about Rock County Park System usage by residents and visitors to the county.

12.2.2

Schedule regular visits to Rock County Parks in order to show Public Works Advisory Committee members the condition of the parks and help them understand how the vision for park development will improve the parks.

12.2.3

Involve Public Works Advisory Committee members in the planning process so that they can better understand the complexity of the planning and implementation process.

12.2.4

In advance of the submission of capital expenditure requests, show Public Works Advisory Committee members the costs associated with the park development goals for the year.

Goal 12.3

Increase public visibility and awareness of the Rock County Parks Division.

Objectives

12.3.1

Develop a Rock County Parks Division logo that provides an understanding of what the department is and what it does.

12.3.2

Update the Rock County Parks Division website, providing the public with current maps and images of the county parks and their amenities on a regular basis.

12.3.3

Develop and provide the public informational brochures for each park and about the parks and recreation services that the Parks Department provides.

12.3.4

Install uniform signage at all county parks, trails and amenities as well as directional signage to Rock County Parks.

12.3.5

Provide the media with regular news releases about the activities, parks services, recreational opportunities offered by the department or friends groups.

Goal 12.4

Foster and maintain relationships with related governmental groups and committees.

Objectives

12.4.1

Meet regularly with the municipal parks and recreation agencies within Rock County as well as the Department of Natural Resources, other state agencies, and federal agencies.

12.4.2

Network and coordinate with other county departments, local green agencies and industries, scouting and youth groups, and convention bureaus to promote park services within the county.

12.4.3

Continue to utilize the various Rock County resources of Planning, Public Works, and Sheriff's Departments in mapping and planning, large structural repairs and maintenance, and policing and related efforts.

Goal 12.5

Encourage friends group organizations to maintain and improve their partnerships with the Rock County Parks Division.

Objectives

12.5.1

Continue to develop and update formal agreements for collaboration with friends groups.

12.5.2

Develop volunteer handbooks and provide these handbooks to the groups and volunteers.

12.5.3

Encourage and partner with local corporations to support their employees in seeking out volunteer positions and projects with Friends groups.

Goal 12.6

On an annual basis, revisit the planning process in order to assess the direction for growth and to see what capital improvements will achieve directional goals.

Objectives

12.6.1

Develop an ongoing data collection process in order to base direction and improvements on Rock County resident needs.

12.6.2

Provide the data findings to Public Works Advisory Committee members and County Supervisors in order to pursue acquisition and preservation of additional park land and scenic areas based on the data collected.

12.6.3

Use the data collection process as an opportunity to educate the public about how it feels about the County Park System in order to build public support for park development initiatives.

12.6.4

Using the data collection process, through contacts with the media, and from Rock County Park System marketing efforts, seek additional input from the public about its needs.

12.6.5

Continue to focus on Natural resource management, provision of tourist supportive amenities and the maintenance of trails to provide unique and separate functions than municipal service agencies.

12.6.6

Develop specific site improvement plans for each existing county park and trail area based on the survey results which show the prioritize preferences.

Goal 12.7

Promote Capital initiatives for the Rock County Parks Division consistent with the 2015 POROS Plan and with the data received through the ongoing data gathering process.

Objectives

12.7.1

Recognize from the community surveys, public meetings and friends groups that residents of Rock County support research to acquire land, maintain land, develop a nature center, preserve land, recreation programs and preserve land.

12.7.2

Provide an opportunity for the public and friends groups to donate funds to make park improvements using the vehicle of a foundation as the source for receiving and allocating those donations.

Goal 12.8

Develop stable and sufficient financial support for Rock County's Parks, Outdoor Recreation and Open Space Facilities.

Objectives

12.8.1

Secure adequate county funding for land acquisition, facility improvement, operation and maintenance to update and improve infrastructure

12.8.2

Focus on the securing of grant monies for land acquisition and amenity development.

12.8.2

Pursue and utilize Federal, State and private grants as available.

12.8.3

Seek in kind donations from other governmental units.

12.8.4

Seek grants from non-profit foundations that provide funding to parks and recreation agencies.

12.8.5

Continue to research and expand the user fee system for Rock County Parks.

12.8.6

Continue to utilize the Capital Improvements Plan for Rock County Parks according to the needs and resources available.

Goal 12.9

Improve the marketing efforts of the provided by the Rock County Park System, both to residents and prospective visitors.

Objectives

12.9.1

Communicate information to the citizens and County Board through PSA's, written reports, quarterly meetings and the Rock County Website.

12.9.2

Establish a Rock County Parks Facebook page and utilize other social media to market programs and services.

12.9.3

Develop relationships with visitor and tourism bureaus both in and outside of Rock County in order to create links to their websites and linking the Rock County Park System website in order to create mutually beneficial outcomes.

Programming Goals

Goal 12.10

Continue to expand outdoor environmental education program series focusing on recreation for families and children through greater marketing efforts.

Objectives

12.10.1

Recognize from the survey that environmental education and nature based programming ranked high on the needs of the community.

12.10.2

Expand partnerships with outside organizations where possible, while retaining control of new programs to provide a new revenue stream for the Parks Division.

12.10.3

Provide valuable outreach services in terms of visibility within the community through area schools and service group events and fairs.

12.10.4

Identify ways to focus on children and families in order to meet their programmatic needs.

Goal 12.11

Develop outdoor recreation programs surrounding current natural features found with the existing park system.

Objectives

12.11.1

Develop program opportunities within the existing park system for meaningful recreation program opportunities, such as a kayaking class on Gibbs Lake.

12.11.2

Create and host special events, including candelight hikes or ski events.

Goal 12.12

Investigate addition program ideas and revenue sources.

Objectives

12.12.1

Explore and develop programs such as: tree cutting program, educational programs, special events, and trail passes.

12.12.2

Using new fee resources generated from program offered to Rock County residents expand program offerings.

12.12.2

Develop fee supported programs and services for non-residents of Rock County in order to generate revenues to provide services to Rock County residents.

Primary Land Acquisition & Development Goals

Goal 12.13

Invest into park development

Objectives

12.13.1

Prioritize limited capital development funds into projects that provide maximum benefits where possible.

Goal 12.14

Develop an improved pathway system

Objectives

12.14.1

Continue to identify funding sources to improve and enhance pathway system.

12.14.2

Apply for grants and assemble matching resources to fund construction of specific pathway projects.

12.14.3

Develop a map of pathway system and include it on the agency's website and program brochure.

Goal 12.15

Explore opportunity for a new environmental education center at Beckman Mill Park

Objectives

12.15.1

Further discussion with appropriate interest groups and form an advisory sub-committee.

12.15.2

A preliminary design concept of a facility should be developed inexpensively providing the advisory committee a starting place for discussions.

12.15.3

Explore alternative sources of capital funding for an environmental education center.

12.15.4

Perform a financial feasibility study once concept plans are ready on the probability on how the building will succeed on a financial and programming basis.

Goal 12.16

Acquire additional park space to address gaps in level of service.

Objectives

12.16.1

Perform a market analysis study to find suitable locations to address any gaps in service.

12.16.2

Evaluate the parcels with the assistance of the county planning department.

12.16.3

Make offer for parcels if the land will provide recreation/environmental benefit, is cost effective and there is a willing seller.

Defining Characteristics of the County Regional Parks

Facility Type	Acres Per Thousand Population	Suggested Acreage*	Service Area	Primary Providers	Defining Characteristics
County Community Parks (CCP)	3.25/1000	Less than or equal to 25 acres	Park Planning Area (5 miles)	Non-profit organizations, public schools, cities, county service areas & special districts	Play areas, sports fields & picnicking
County Regional Recreation Areas (CRRA)	5/1000	Less than 200 acres (also includes access sites to public waterways)	Park Planning Area (15 miles)	County	Generally above 25 acres where 10% of the area is devoted to developed recreation facilities (boat launching facilities, campgrounds, swimming, beaches, play areas, sports fields)
County Regional Open Space - Passive (CROSP)	15/1000	Less than or equal to 200 acres	Regional (Approximately 30 miles)	County	Resource management with public access
Trails (T)	1 mile per 10,000 people	None	Regional	County, State	Located primarily outside of parkland areas

Areas of County Recreation Parks/ Thousand Population by Park Planning Area

Park Planning Area	Population for the Planning Area (2014)	Total Acres of County Community Parks (CCP)	Acreage Guideline at 3.25 Acres/ 1,000	Recommended Land Acquisition by 2019
County Total	160,000	68.5	520	451.5
Park Planning Area	Population for the Planning Area (2014)	Total Acres of County Regional Recreation Area (CRRA)	Acreage Guideline at 5 Acres/ 1,000	Recommended Land Acquisition by 2019
County Total	160,000	361.5	800	438.5
Park Planning Area	Population for the Planning Area (2014)	Total Acres of County Regional Open Space-Passive (CROSP)	Acreage Guideline at 15 Acres/ 1,000	Recommended Land Acquisition by 2019
County Total	160,000	505	2400	1895
Park Planning Area	Population for the Planning Area (2014)	Total Miles of Trails (T)	Miles Guideline at 1 Mile/ 10,000	Recommended Land Acquisition by 2019
County Total	160,000	9.7	16	6.3

Chapter 12.5- Plan Implementation

A plan is only as good as its ability to be implemented. The previous chapter outlined specific goals and objectives that have the ability to make the Rock County Parks Division a stronger and more successful agency. This chapter is organized into a series of action plans that should be implemented to meet the goals and objectives outlined in this plan. All of the work involved in this plan is represented in the following pages. It is the culmination of all the research, meetings, responses and discussions that have transpired during the planning process. The end goal of this plan is to set priorities for the Parks Division to follow with the support of the public each year that will positively impact the quality of life for the residents.

The following sequence of action items should be viewed as an agreement between the agency and the public. It is specific in nature to make significant improvements to the agency in a short amount of time. One of the key items that will allow for continued improvements and implementation are frequent internal staff discussions regarding project costs and direction as well as the timeframe that will be necessary to accomplish the project. This is encouraged to match the agency's financial position with capital project funding. This is a key step to ensure project success. It is important to have a clear funding picture for the projects of this master plan to get the necessary buy-in at all levels within the organization. This will ensure the financial monies are in place during the upcoming budget years to move forward with each component of the implementation action plan. The costs that follow are only preliminary numbers and will need to be finalized each budget year.

In review of the recent survey data, the preferred amenities include the following ranked in order:

Rank	Amenity	Rank	Amenity
1	Hiking Trails	11	Amphitheatres
2	Biking Trails	12	Zip Lines
3	Fishing Areas	13	Tent Camping
4	Picnic Shelter	14	Rock Climbing Walls
5	Historic Sites	15	Ropes Courses
6	Nature Centers	16	Disc Golf Course
7	Dog Park	17	RV Camping
8	Canoe/ Boat Ramps	18	Equestrian Trails
9	Winter Recreation Areas	19	Other
10	Nature Play Areas		

The action items outlined by year are based on the public survey data, public meetings and meetings with various county groups and staff. The conceptual ideas for each park are subject to change as each specific park is looked at. Final programming and development for each park will be developed with a master plan and public input process specific to that park.

The Rock County Parks Division has certain infrastructure needs and obligations, such as maintaining the trail network, facilities and service roads and creating safe environments that will continue to be reviewed and evaluated.

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Goal	Objective	2015	2016	2017	2018	2019
Administrative						
1	Submit written and verbal annual reports at County Supervisor meetings about the contributions the park system makes to quality of life in Rock County	X	X	X	X	X
1	Schedule annual meetings between the County Administrator and Public Works Parks Advisory Committee to discuss operations and budgetary items as needed	X	X	X	X	X
1	With the permission of the County Administrator, meet with individual County Supervisors to answer any questions they might have about the mission and importance of the Rock County Park System	X	X	X	X	X
1	With the permission of the County Administrator, meet with the media that covers Rock County Supervisors regular meetings to explain the importance of the mission and contributions of the Rock County Park System	X	X	X	X	X
2	Provide the Public Works Parks Advisory Committee with detailed information about Rock County Park System usage by residents and visitors to the county	X	X	X	X	X
2	Schedule regular visits to Rock County Parks in order to show Public Works Advisory Committee members the condition of the parks and help them understand how the vision for park development will improve the parks	X	X	X	X	X
2	Involve Public Works Advisory Committee members in the planning process so that they can better understand the complexity of the planning and implementation process	X	X	X	X	X
2	In advance of the submission of capital expenditure requests, show Public Works Advisory Committee members the costs associated with the park development goals for the year	X	X	X	X	X
3	Develop a Rock County Parks Division logo that provides an understanding of what the department is and what it does	X				
3	Update the Rock County Parks Division website, providing the public with current maps and images of the county parks and their amenities on a regular basis	X				
3	Develop and provide the public informational brochures for each park and about the parks and recreation services that the Parks Department provides		X			
3	Install uniform signage at all county parks, trails and amenities as well as directional signage to Rock County Parks			X		
3	Provide the media with regular news releases about the activities, parks services, recreational opportunities offered by the department or friends groups	X	X	X	X	X
4	Meet regularly with the municipal parks and recreation agencies within Rock County as well as the Department of Natural Resources, other state agencies, and federal agencies	X	X	X	X	X
4	Network and coordinate with other county departments, local green agencies and industries, scouting and youth groups, and convention bureaus to promote park services within the county	X	X	X	X	X

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4	Continue to utilize the various Rock County resources of Planning, Public Works, and Sheriff's Departments in mapping and planning, large structural repairs and maintenance, and policing and related efforts	X	X	X	X	X
5	Continue to develop and update formal agreements for collaboration with friends groups	X	X	X	X	X
5	Develop volunteer handbooks and provide these handbooks to the groups and volunteers	X	X	X	X	X
5	Encourage and partner with local corporations to support their employees in seeking out volunteer positions and projects with Friends groups	X	X	X	X	X
5	Hold and host a friends summit once a year	X	X	X	X	X
6	Develop an ongoing data collection process in order to base direction and improvements on Rock County resident needs	X	X	X	X	X
6	Provide the data findings to Public Works Advisory Committee members and County Supervisors in order to pursue acquisition and preservation of additional park land and scenic areas based on the data collected	X	X	X	X	X
6	Use the data collection process as an opportunity to educate the public about how it feels about the County Park System in order to build public support for park development initiatives	X	X	X	X	X
6	Using the data collection process, through contacts with the media, and from Rock County Park System marketing efforts, seek additional input from the public about its needs	X	X	X	X	X
6	Continue to focus on Natural resource management, provision of tourist supportive amenities and the maintenance of trails to provide unique and separate functions than municipal service agencies	X	X	X	X	X
6	Develop specific site improvement plans for each existing county park and trail area based on the survey results which show the prioritize preferences		X	X	X	
7	Recognize from the community surveys, public meetings and friends groups that residents of Rock County support research to acquire land, maintain land, develop a nature center, preserve land, recreation programs and preserve land	X	X	X	X	X
7	Provide an opportunity for the public and friends groups to donate funds to make park improvements using the vehicle of a foundation as the source for receiving and allocating those donations	X	X	X	X	X
8	Secure adequate county funding for land acquisition, facility improvement, operation and maintenance to update and improve infrastructure	X	X	X	X	X
8	Focus on the securing of grant monies for land acquisition and amenity development	X	X	X	X	X
8	Pursue and utilize Federal, State and private grants as available	X	X	X	X	X
8	Seek in kind donations from other governmental units	X	X	X	X	X
8	Seek grants from non-profit foundations that provide funding to parks and recreation agencies	X	X	X	X	X
8	Continue to research and expand the user fee system for Rock County Parks		X		X	

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8	Continue to utilize the Capital Improvements Plan for Rock County Parks according to the needs and resources available	X	X	X	X	X
9	Communicate information to the citizens and County Board through PSA's, written reports, quarterly meetings and the Rock County Website	X	X	X	X	X
9	Establish a Rock County Parks Facebook page and utilize other social media to market programs and services	X	X	X	X	X
9	Develop relationships with visitor and tourism bureaus both in and outside of Rock County in order to create links to their websites and linking the Rock County Park System website in order to create mutually beneficial outcomes	X	X	X	X	X
Programming						
10	Recognize from the survey that environmental education and nature based programming ranked high on the needs of the community	X	X	X	X	X
10	Expand partnerships with outside organizations where possible, while retaining control of new programs to provide a new revenue stream for the Parks Division	X	X	X	X	X
10	Provide valuable outreach services in terms of visibility within the community through area schools and service group events and fairs	X	X	X	X	X
10	Identify ways to focus on children and families in order to meet their programmatic needs	X		X		X
11	Develop program opportunities within the existing park system for meaningful recreation program opportunities, such as a kayaking class on Gibbs Lake	X	X	X	X	X
11	Create and host special events, including candlelight hikes or ski events	X	X	X	X	X
12	Explore and develop programs such as: tree cutting program, educational programs, special events, and trail passes		X		X	
12	Using new fee resources generated from program offered to Rock County residents expand program offerings		X		X	
12	Develop fee supported programs and services for non-residents of Rock County in order to generate revenues to provide services to Rock County residents		X		X	
Land Acquisition & Development						
13	Prioritize limited capital development funds into projects that provide maximum benefits where possible	X	X	X	X	X
14	Continue to identify funding sources to improve and enhance pathway system	X	X	X	X	X
14	Apply for grants and assemble matching resources to fund construction of specific pathway projects		X		X	
14	Develop a map of pathway system and include it on the agency's website and program brochure	X				
15	Further discussion with appropriate interest groups and form an advisory sub-committee	X				
15	A preliminary design concept of a facility should be developed inexpensively providing the advisory committee a starting place for discussions		X			

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15	Explore alternative sources of capital funding for an environmental education center			X	X	X
15	Perform a financial feasibility study once concept plans are ready on the probability on how the building will succeed on a financial and programming basis				X	
16	Perform a market analysis study to find suitable locations to address any gaps in service		X		X	
16	Evaluate the parcels with the assistance of the county planning department		X		X	
16	Make offer for parcels if the land will provide recreation/ environmental benefit, is cost effective and there is a willing seller			X		X

QOS Scorecard

The chart shown below is the Quality of Service Scorecard. It takes four categories (facility use, cost, level of service and impact) and ranks each park or facility. The highest scores are the most important items, which should be focused on first.

Park	Facility Use	Cost	Level of Service	Impact	Score
Environmental Education Center	3	3	4	3	13
Gibbs Lake Park	3	1	3	3	10
Regional Trail Development	3	3	4	2	12
Park Land Acquisition	1	3	4	3	11
New Park Development	2	3	4	2	11
Pelishek-Tiffany Nature Trail	1	1	4	2	8
Ice Age Connector Trail	2	1	4	3	10
Sweet-Allyn Park	3	1	2	2	8
Beckman Mill Park	3	1	2	1	7
Happy Hollow Park	2	1	3	2	8
Magnolia Bluff Park	2	2	2	2	8
Walt Lindemann Sportsman's Park	3	1	1	3	8
Carver-Roehl Park	2	2	2	1	7
Murwin Park	1	1	2	2	6
Lee Park	1	1	2	2	6
P&T Snowmobile Trail	1	1	4	1	7
Snowmobile Trail	1	1	4	1	7
Ice Age Park	3	1	1	1	6
Sugar River Park	2	1	1	1	5
Indianford Park	2	1	1	1	5
Koshkonong Lake Access	2	1	1	1	5
Royce Dahlman Park	1	1	1	1	4
Airport Park	1	1	1	1	4
Schollmeyer Park	1	1	1	1	4
Avon Park	1	1	1	1	4
Hanover Wildlife Area	1	1	1	1	4
Turtlecreek Park	3	1	4	2	10
	1- Low Use	1- Low (\$300,000 & Under)	1- Low (CCP)	1- Low Impact	
	2- Medium Use	2- Medium (\$300,000- \$800,000)	2- Medium (CRRRA)	2- Medium Impact	
	3- High Use	3- High (Over \$800,000)	3- High (CROSP)	3- High Impact	
			4- High (Special Use/ Trails)		

Capital Improvement Recommendations Overview

2015 Development Action Plan

<i>Turtle Creek Park:</i>	\$50,000-\$55,000
1. New Roof	
<i>Happy Hollow Park:</i>	\$120,000-\$125,000
1. Asphalt paved entry road, boat launch & parking lot area with van accessible parking space with sign	
2. Upgrade boat launch area	
3. Lower informational kiosk for fee paid envelopes	
<i>Carver- Roehl Park</i>	\$70,000-\$75,000
1. Pre-fabricated restroom building	
2. Parking area with handicap parking spaces close to restroom	
3. Asphalt walking path for accessibility	
<i>Sweet-Allyn Park</i>	\$50,000-\$55,000
1. Pre-fabricated restroom building	
<i>Walt Lindemann Sportsman's Park</i>	\$75,000-\$80,000
1. Playground renovation	
<i>Pathway Development</i>	\$20,000-\$25,000
1. ADA limestone paths	

2016 Development Action Plan

<i>Turtle Creek Park</i>	\$25,000-\$30,000
1. New canoe launch	
<i>Murwin Park</i>	\$10,000-\$15,000
1. Upgrade canoe launch	
<i>Carver- Roehl Park</i>	\$50,000-\$55,000
1. Fitness stations	
2. 18 Hole frisbee golf course	
<i>Dog park</i>	\$75,000-\$80,000
1. Basic Design- Open one location in 2016	
<i>Pathway Development</i>	\$100,000-\$110,000
1. Carver-Roehl Park	

2017 Development Action Plan

<i>Gibbs Lake Park</i>	\$75,000-\$80,000
1. Mountain bike circuit/ Pump track	
<i>Beckman Mill Park</i>	\$175,000-\$180,000
1. Nature/ adventure playground	
<i>Sweet-Allyn Park</i>	\$75,000-\$80,000
1. Playground renovation with accessible walk	
<i>Indianford Park</i>	\$70,000-\$75,000
1. Parking lot upgrade with asphalt	
2. Van accessible parking space with sign for each lot	
3. Limestone paths to restroom area	
4. Shoreline native plantings	
5. Fishing station	
<i>Pathway Development</i>	\$20,000-\$25,000
1. Sugar River Park	

2015-2020 Parks, Outdoor Recreation & Open Space Plan

2018 Development Action Plan

Lee Park \$125,000-\$130,000

1. Paved parking lot
2. Boardwalk area

Dog Park \$75,000-\$80,000

1. Basic Design- Open one location in 2018

Pathway Development \$50,000-\$55,000

1. Lee Park

Nature Center (Partnership) \$TBD

1. Beckman Mill Park

Land Acquisition \$TBD

1. Acquire 50-80 acre park to be added into the system
2. Acquire additional land at Magnolia Bluff Park if possible

2019+ Development Action Plan

Magnolia Bluff Park \$150,000-\$160,000

1. Lookout/ observation tower

Campground Development \$40,000-\$45,000

1. Magnolia Bluff & Gibbs Lake Parks

Regional Trail Development \$TBD

A. Indianford Park

Park Description: Indianford Park is made up of two parcels (2.5 acres) of land on both sides of the Rock River. Currently it has non-flushing restroom facilities, parking areas, picnic table and shoreline for fishing. The shoreline is dammed with rip-rap.

Recommendations:

1.	Parking Lot Upgrade with Asphalt	\$30,000
2.	Van accessible parking space with sign for each lot	\$3,000
3.	Limestone paths to each restroom	\$2,000
4.	Add shoreline native plantings	\$7,000
5.	Add fishing station	\$15,000
6.	20% Contingency	\$11,400
Total:		\$68,400

B. Gibbs Lake Park

Park Description: Gibbs Lake Park is 229 acres and currently has equestrian and hiking trails, boat launch, two parking areas – one for equestrian trailers and one for cars. The area also includes lake shoreline, wetlands, woodlands, prairie and savanna areas.

Recommendations:

1.	Mountain bike circuit/Pump track	\$75,000
2.	Hiking foot paths	\$10,000
3.	Fitness stations circuit (5)	\$30,000
4.	Native plantings/Invasive plant removal	\$20,000
5.	Environmental education pods (3)	\$15,000
6.	Tent campground site	\$20,000
7.	Lower informational kiosks for fee paid envelopes	\$700
8.	Limestone path to the boat launch informational kiosk	\$1,000
9.	20% Contingency	\$34,300
Total:		\$206,040

C. Carver-Roehl Park

Park Description: Carver-Roehl Park contains 53 acres of hiking and cross-country skiing trails, group shelter, playground area, non-flushing restroom facilities, benches, historic grave site, water access, and picnic tables.

Recommendations:

1. Pre-fabricated restroom building	\$50,000
2. Parking area with handicap parking spaces close to restroom	\$10,000
3. Upgrade bridges	\$15,000
4. Establish new trails and trail connections	\$100,000
5. Asphalt walking path for accessibility	\$5,000
6. Fitness stations circuit (5)	\$30,000
7. 18 hole frisbee golf course	\$20,000
8. Site furnishings (Benches/Litter Cans/Picnic Tables, Etc.)	\$25,000
9. Signs	\$5,000
10. 20% Contingency	\$260,000
Total:	\$312,000

D. Beckman Mill Park

Park Description: Beckman Mill Park is 50 acres and currently includes educational museums, picnic shelters, flushing and non-flushing restroom facilities, water access, old machinery and demonstration areas, river access, trails, fire ring and parking area. The park also contains the Beckman Howe Mill and the Welty Environmental Center.

Recommendations:

1. Nature/adventure playground with accessible walkway	\$175,000
2. Environmental education pods (5)	\$50,000
3. Nature center (LEED Certified)	\$TBD
4. 20% Contingency	\$45,000
Total:	\$270,000

E. Airport Park

Park Description: Airport Park is 2 acres and provides a grassy picnic area to watch airplanes taking off and landing at the Southern Wisconsin Regional Airport. The park currently includes a small parking lot, shelter, park benches, picnic tables, and a fire ring.

Recommendations:

1. Van accessible parking space with sign	\$1,500
2. 20% Contingency	\$300
Total:	\$1,800

F. Royce-Dallman Park

Park Description: Royce-Dallman Park is 3 acres and currently has a fishing pier, bench shelter, parking area, drinking water, picnic shelter and restroom facilities.

Recommendations:

1. Van accessible parking space with sign for boat launch	\$1,500
2. Van accessible parking space with sign for restroom	\$1,500
3. Limestone path to boat launch informational kiosk	\$1,000
4. Lower informational kiosk for fee paid envelopes	\$500
5. 20% Contingency	\$900
Total:	\$5,400

G. Walt Lindemann Sportsman's Park

Park Description: Walt Lindemann Sportsman's Park is 10 acres and includes a deer observation area, playground, drinking water access, picnic shelter, an open area with soccer field overlays, restroom facilities and park grills.

Recommendations:

1. Playground renovation with accessible walkway	\$75,000
2. 20% Contingency	\$15,000
Total:	\$90,000

H. Sugar River Park

Park Description: Sugar River Park is 15 acres and sits on the Sugar River, park amenities include a boat launch area, parking and a fire pit. Much of the park is floodplain forest and stream bank.

Recommendations:

1. Improve canoe/Boat launch	\$10,000
2. Hiking path	\$25,000
3. Site furnishings (Benches/Litter Cans/Picnic Tables, Etc.)	\$5,000
4. 20% Contingency	\$8,000
Total:	\$48,000

I. Murwin Park

Park Description: Murwin Park is 40 acres and located on the Yahara River, it currently provides river access, picnic tables, drinking water access, park grills, restroom facilities and a parking area.

Recommendations:

1. Improve canoe/Boat launch	\$10,000
2. Picnic shelter with accessible limestone path	\$35,000
3. Site furnishings (Benches/Litter Cans/Picnic Tables, Etc.)	\$5,000
4. 20% Contingency	\$10,000
Total:	\$60,000

J. Magnolia Bluff Park

Park Description: Magnolia Bluff Park is 120 acres and contains the highest point in Rock County. The park contains a picnic shelter, restroom facilities, drinking water access, fire pit, park grills and a series of trails, including hiking and equestrian trails. There are also two parking areas, one at the bottom of the bluff and one at the top. Natural areas include woodland, prairie/savanna, bluff restoration and wetlands.

Recommendations:

1. Playground with accessible walkway	\$75,000
2. Van accessible parking space with sign at each lot	\$3,500
3. Lower informational kiosk for access	\$500
4. Tent campground site	\$20,000
5. Picnic Shelters (2)	\$15,000
6. Site Furnishings (Benches/Litter Cans/Picnic Tables, Etc.)	\$15,000
7. Lookout Tower	\$150,000
8. 20% Contingency	\$55,800
Total:	\$334,800

K. Sweet-Allyn Park

Park Description: Sweet-Allyn Park is 39+ acres bordering Turtle Creek and includes a playground, picnic tables, picnic shelter, restroom facilities, a memorial area, a baseball field, boat launch area, fire department tug-o-war area, sand volleyball, benches, park grills, drinking water access, dog area, basketball area and parking. Natural areas include stream bank, woodland areas and drainage way.

Recommendations:

1. Playground renovation with accessible walkway	\$75,000
2. Pre-fabricated restroom building	\$50,000
3. Asphalt walking paths for accessibility	\$30,000
4. 20% Contingency	\$31,000
Total:	\$186,000

L. Lee Park

Park Description: Lee Park is 40 acres of woodland with a small prairie area and a small stream running east to west in the property. The park contains an arboretum, baseball field, non-flushing restroom facilities, picnic shelter, benches, drinking water access, trails (both mown and woodchip) and two small parking areas.

Recommendations:

1. Asphalt paved parking lot area with van accessible parking space with sign	\$75,000
2. Boardwalk area	\$50,000
3. Asphalt walking paths	\$50,000
4. Site Furnishings (Benches/Litter Cans/Picnic Tables, Etc.)	\$7,000
5. 20% Contingency	\$36,400
Total	\$218,400

M. Happy Hollow Park

Park Description: Happy Hollow Park is 206 acres bordering on the Rock River. It provides hiking trails, a boat launch, parking area, shelter with benches, picnic tables, drinking water access and restroom facilities.

Recommendations:

1. Asphalt paved entry road, boat launch and parking lot area with van accessible parking space with sign	\$75,000
2. Upgrade Boat Launch Area	\$25,000
3. Limestone path to boat launch informational kiosk	\$1,000
4. Lower informational kiosk for fee paid envelopes	\$500
5. 20% Contingency	\$101,500
Total:	\$121,800

N. Turtle Creek Park

Park Description: Turtle Creek Park is a picturesque 3.5 acre park along Turtle Creek with a fantastic view of the Five Arch Stone Bridge. The park has a building for rent with appropriate parking and open space.

Recommendations:

1. Roof Replacement	\$50,000
2. 20% Contingency	\$10,000
Total:	\$60,000

Park Acquisition:

- Acquire 50-80 acre parcel in NE part of County
- Acquire additional land at Magnolia Bluff if possible

Buildings:

Seek out a LEED Certified Nature Center for Rock County to be built with a strong partnership. This building should be state of the art in environmental education.

Regional Trails:

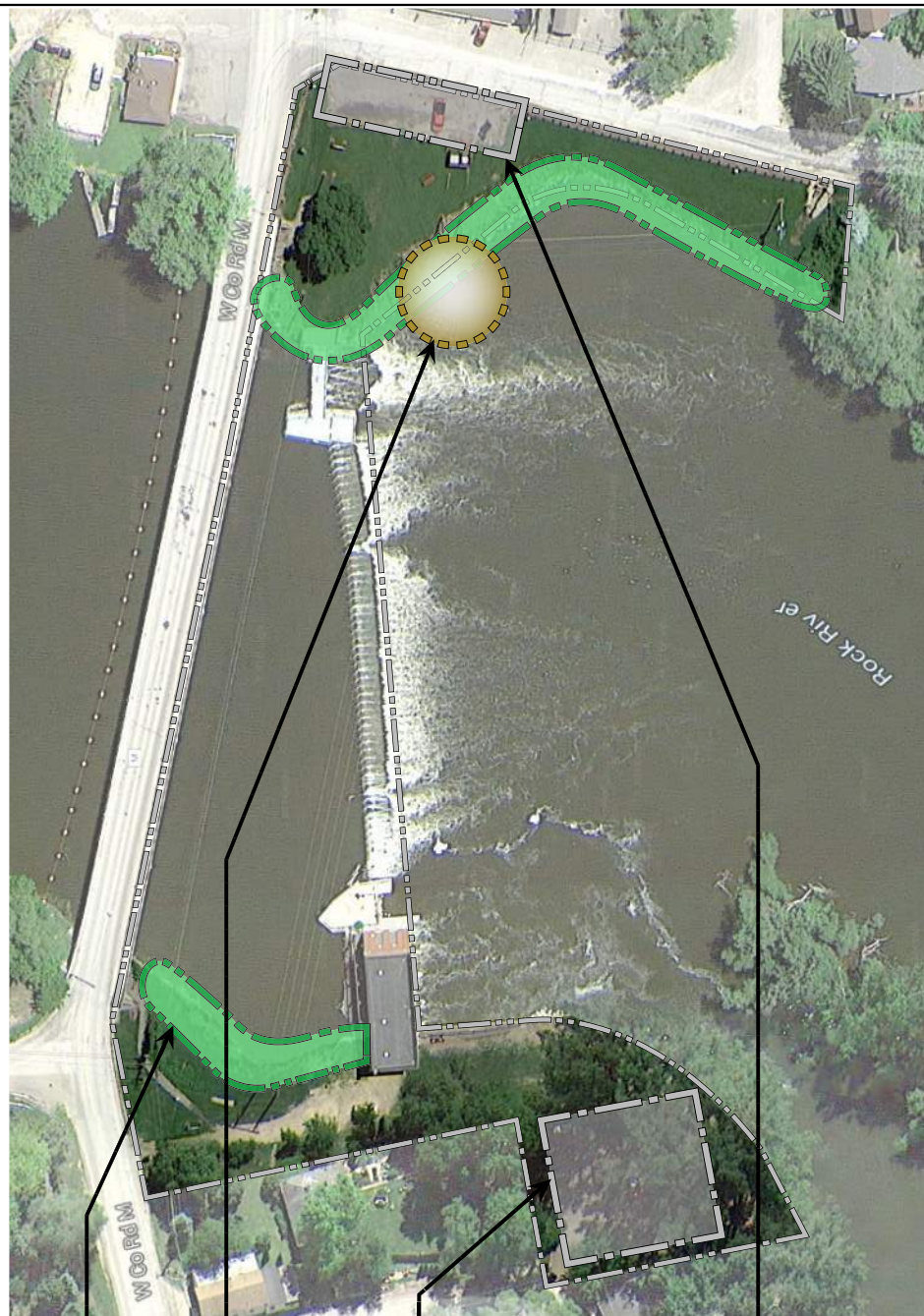
Seek out funding partnerships and acquire needed easements to complete missing or incomplete trail. Look at developing a "Rock River Trail" running from North of Janesville to IL state line. This would be fantastic multi-use trail and could become a regional draw.

Conceptual Park & Facility Planning

Conceptual park & facility planning is developed through existing conditions inventory, current amenities analysis and the recreational needs of the residents to further develop each individual park site. The following plans are conceptual in nature, and are not to be interpreted as the final designs for each park site except for Magnolia Bluff and Carver-Roehl parks as those two have been master planned through a comprehensive site planning process. Based upon the inventory and analysis, these ideas give a general idea as how the different park sites can be improved for the benefit of the park system.

Indianford Park

Concept



Native Shoreline
Plantings (typ.)

Fishing Station

Asphalt Parking Lot w/
Van Accessible Spaces

Asphalt Parking Lot w/
Van Accessible Spaces

Scale: NTS

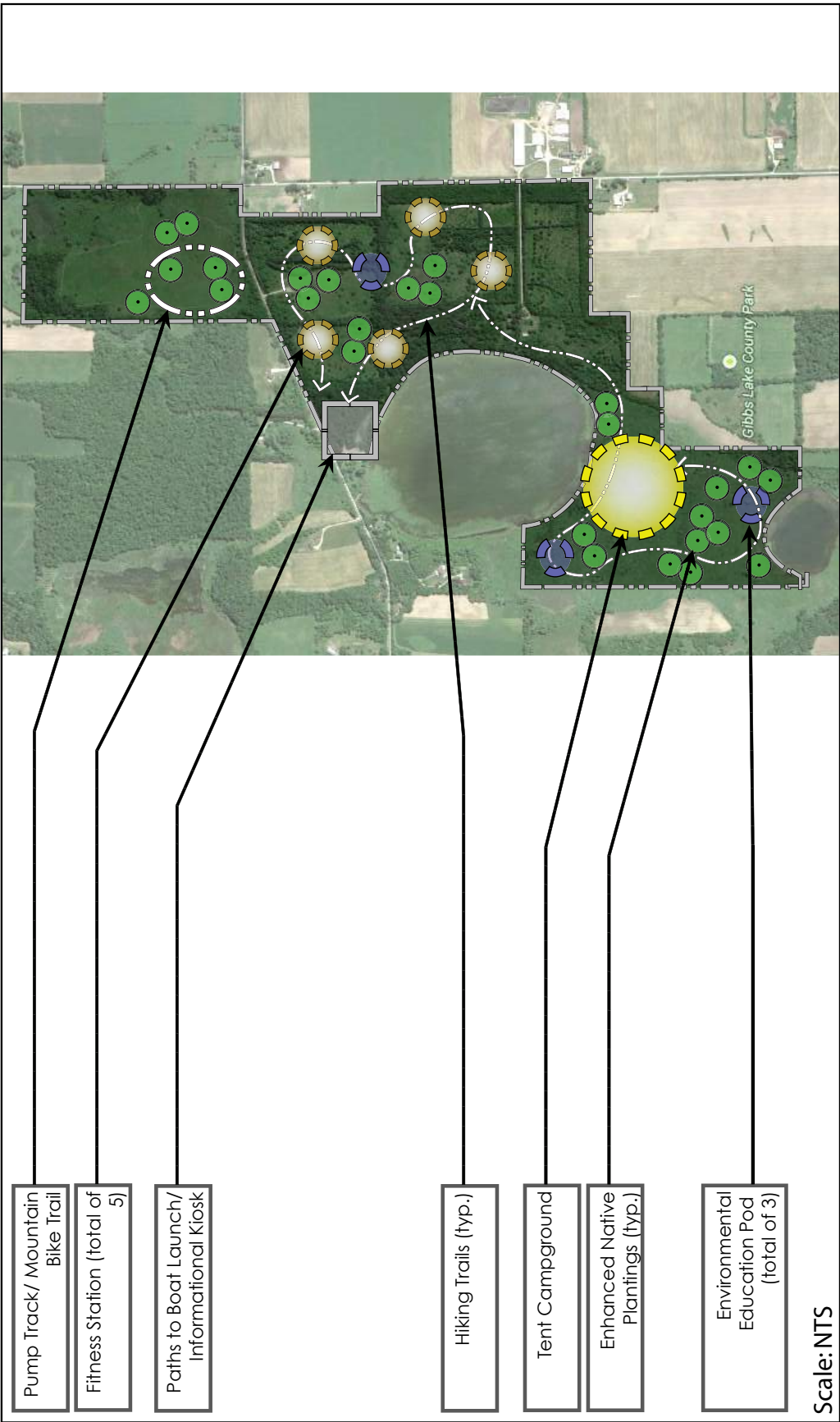


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Gibbs Lake Park

Concept



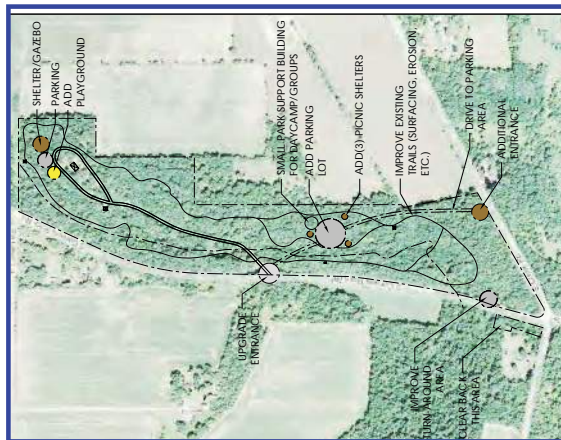
January 2015

Recommendations

CHAPTER THREE

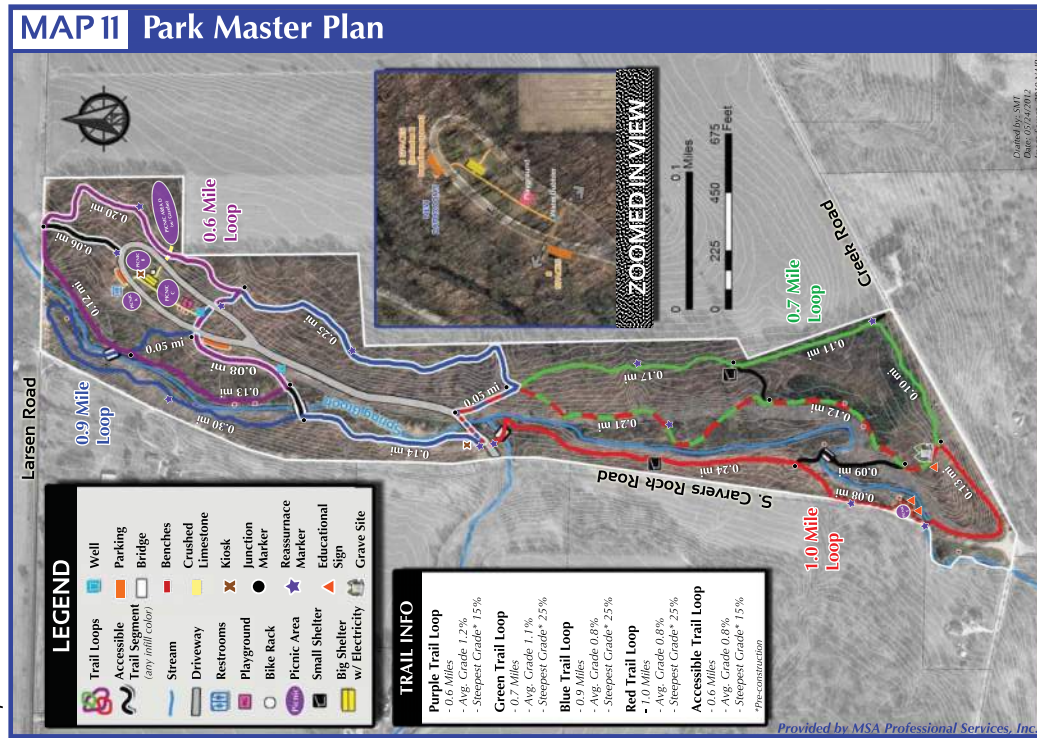
24 - Park Facilities / 26 - Trail System / 27 - Signage / 28 - Land Management / 30 - Other

In developing the recommendations for Carver-Roehl Park, the 2009-2014 Rock County Parks, Outdoor Recreation and Open Space (POROS) Plan was reviewed. The POROS Plan was created as a vision for the entire park system with some specific recommendations for each park. The map displayed on the right illustrate the major suggested improvements for Carver-Roehl Park. Since the POROS Plan was adopted, the driveway entrance was upgraded, a playground was built (however it was located within the looped driveway), and the turnaround has been paved. Due to feedback from County staff, Friends of Carver-Roehl and the general public, some of the suggested improvements were not carried forward in this plan. These recommendations include a support building for day camp/groups, additional picnic shelters and an additional parking lot with a new park entrance. The remainder of the recommendations have been included in this plan.



The Carver-Roehl Park Master Plan (shown in Map 11) provides a vision for the park in the form of public improvements to be completed over the next ten to twenty years. This Master Plan is intended to enhance existing assets and identify opportunities for improvements. The subsequent sections of this chapter will outline the specific action steps to meet this vision. Chapter 4 will discuss implementation strategies and estimated costs.

Map 11: Master Plan



CHAPTER THREE

3.1 PARK FACILITIES (PF) RECOMMENDATIONS

1. **Build a new vault toilet building near the other park facilities (along the looped driveway).** The current building has outlived its life cycle, as it needs major repairs and lacks newer technology to mitigate odors associated with vault toilets. The proposed location for this facility (near Picnic Area A) will greatly improve user access as compared to other park facilities. New parking to include handicap spaces will be directly adjacent to this facility (see Action PF.3).
2. **Pave an area for 5-8 parking spaces adjacent to the restrooms, including two handicap spaces.** In conversations with park users, parking is not an issue outside of the two major events held at the park and they did not want any major disturbance to the green space within the looped driveway. As proposed, the limited number of spots will not affect the existing tree canopy or overall atmosphere within the park. It will, however, provide ADA-compliant parking with easy access to all of Carver-Roehl's park facilities.
3. **Build a ADA-compliant path in the looped driveway section, connecting the proposed bathroom facility (see Action PF.1), existing pavilion, playground, and the proposed water hand pump (see Action PF.4).** This path could either be a concrete sidewalk or a hard surfaced crushed limestone trail. The key is to provide a firm and stable surface at least 5' wide connecting the main park facilities.
4. **Add an ADA-compliant water hand pump within the looped driveway adjacent to proposed trail crossing.** The current hand pump is still in good condition; however, it is significantly further away from the other park facilities and is not ADA-compliant. This distance is not great, but can be overlooked by users due to its location. The



CHAPTER THREE

3.2 TRAIL SYSTEM (TS) RECOMMENDATIONS

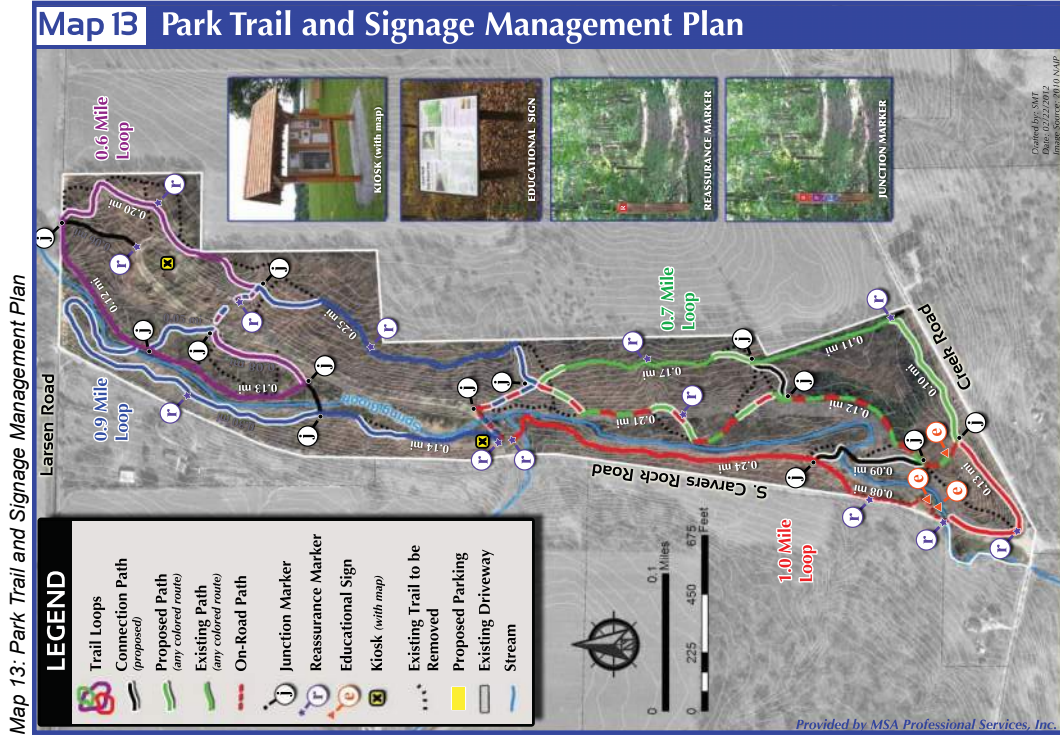
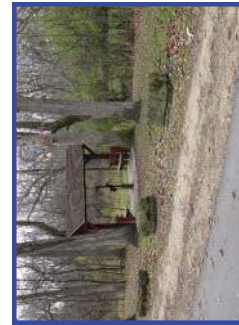
1. **Close trail sections that have erosion and accessibility issues, and establish new trail segments to complete the trail system.** As discussed in Chapter 2, there are several locations where grade changes and constant foot/ski traffic has created erosion issues. Additionally, these sections often are inaccessible to all trail users. The proposed changes shown in Map 12 will mitigate these issues, creating a low-impact and sustainable trail system. Refer to Appendix B for additional information on trail redesign guidelines.

- **As part of the trail reconstruction, create several interlocking trail loops that can be followed using a map and park signage.** Instead of establishing a single trail route, this plan suggests creating several trail loops. This allows the user to create their own experience and/or exercise route. It is recommended that each loop be given a color or name (e.g. animal or tree species).

2. **Establish a new trail west of Spring Brook from the park entrance to existing trails east of Spring Brook.** During the public process it was noted that this section of the park was inaccessible to its users, and that they would like a trail be built within this area. As proposed this trail will require a crossing (see Action PF.10).

3. **Establish a trail that is accessible to all users, especially disabled individuals confined to a wheelchair.** The Park Master Plan (Map 11) identifies a trail loop that could be converted from a natural surface to a hard mineral surface to provide an accessible trail within the park. This loop was chosen because it connects the park's main facilities and because the existing natural grade has the least amount of undulations compared to the other

trail segments. A firm and stable surface (e.g. crushed limestone) at least 5' wide is recommended. In addition, a hard surfaced trail should be provided from the edge of the driveway to the existing water hand pump if this facility is upgraded with an ADA hand pump.



Beckman Mills Park

Concept



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Airport Park

Concept



Van Accessible Parking
Space with Sign

Scale: NTS

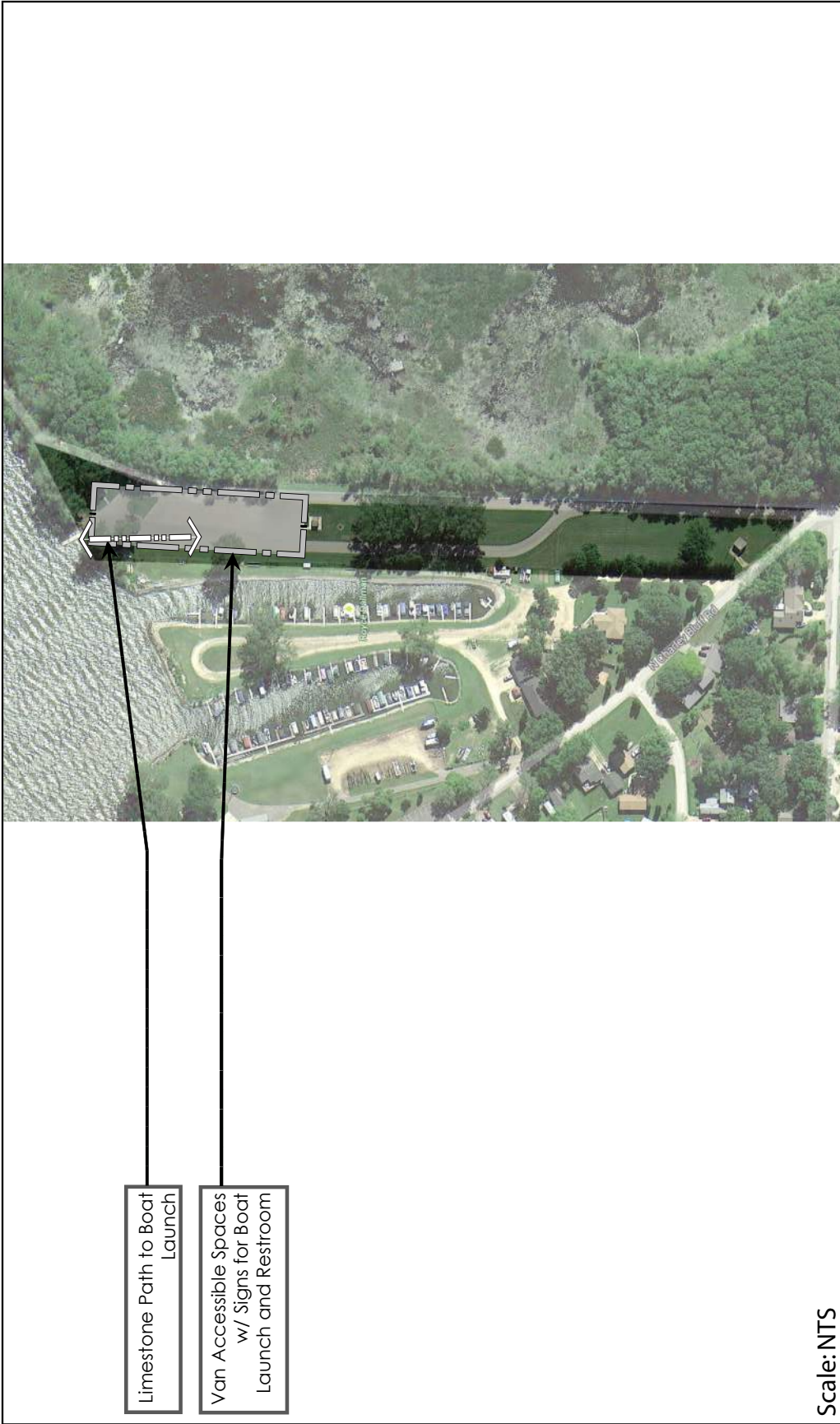
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Royce Dallman Park

Concept



Scale: NTS

January 2015

DesignPerspectives^{INC.}
Grounded in Creativity



Walt Lindemann Sportsman's Park

Concept



Playground Renovation
w/ Accessible Walks

Scale: NTS

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Sugar River Park

Concept



Improved Canoe/ Boat Launch

Site Furnishings

Hiking Trails

Scale: NTS

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Murwin Park

Concept



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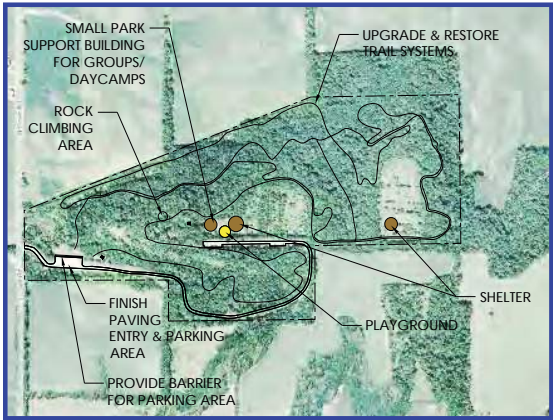


Recommendations

28 - Facilities / 29 - Trails / 31 - Signage / 33 Land Management / 35 Other

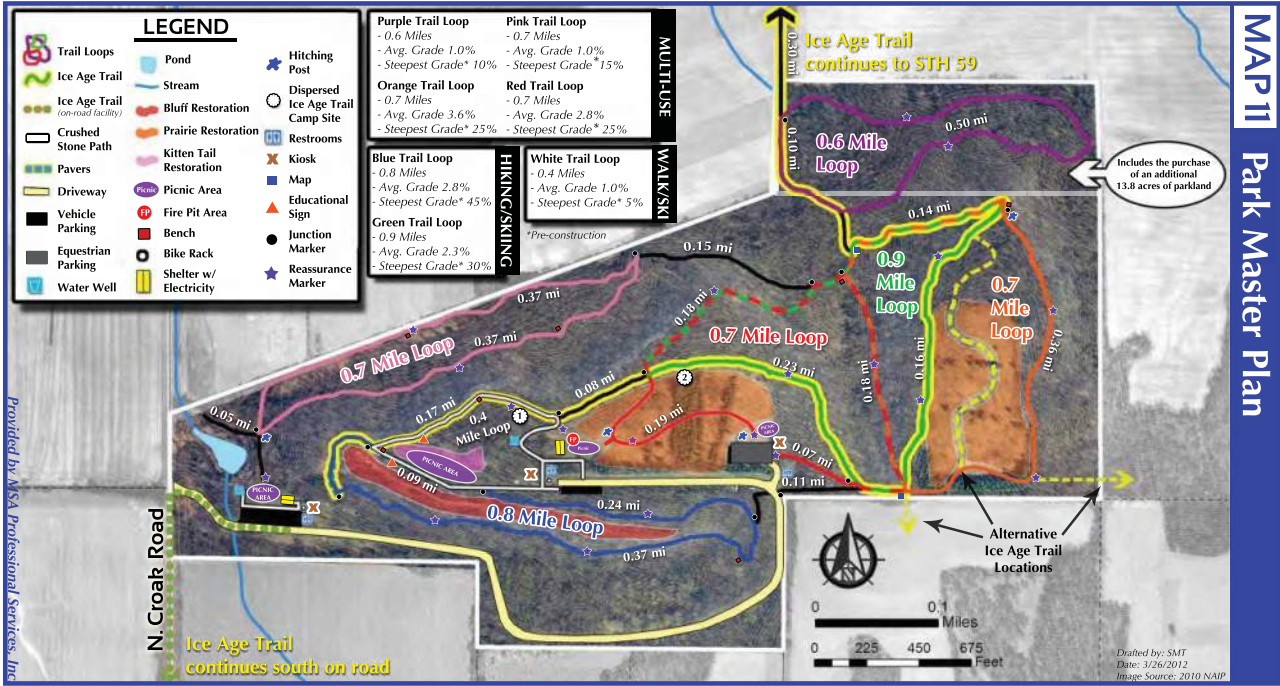
In developing the recommendations for Magnolia Bluff Park, the 2009-2014 Rock County Parks, Outdoor Recreation and Open Space (POROS) Plan was reviewed. The POROS Plan was created as a vision for the entire park system with some specific recommendations for each park. The map displayed on the right illustrate the major suggested improvements for Magnolia Bluff Park. Since the POROS Plan was adopted, the lower parking area was paved and the guard rail was removed. Due to feedback from County staff, Rock County Multi-Use Trail Group and the general public, some of the suggested improvements were not carried forward in this plan. These recommendations include adding a playground and a small nature center. The remainder of the recommendations have been included in this plan.

The Magnolia Bluff Park Master Plan (shown below) provides a vision for the park in the form of public improvements to be completed over the next ten



to twenty years. This Master Plan is intended to enhance existing assets and identify opportunities for improvements. The subsequent sections of this chapter will outline the specific action steps to meet this vision. **Chapter 4** will discuss implementation strategies and estimated costs.

Map 11: Magnolia Bluff Park Master Plan



CHAPTER THREE

3.1 FACILITIES (F) RECOMMENDATIONS

1. Add picnic shelters with electricity within the lower and upper picnic areas. A picnic shelter is a great asset to a park, as it provides cover from weather



conditions (e.g. sun exposure, rain, etc.), can be rented out for events, or used as part of environmental education programs. As shown in the above example, a unique structure could be built using reclaimed wood from land management activities. The two shelters need not be built at the same time, although this may provide some cost savings. Electricity is preferable because it allows for a greater variety of hosted events. Electricity would be brought in from Croak Road, 1,500 feet north of the park entrance. Consideration should be given to placing the wires underground and along the driveway to minimize its affect on the park's natural setting, although this does increase cost. An additional alternative is to provide only electricity to the

lower shelter, or to use a photovoltaic system, particularly for the upper shelter to minimize the amount of land disturbance. Depending on the outcome of a solar assessment it may be possible to mount the solar panels directly to the roof of the park shelter. A half to one kilowatt system is probably sufficient for the electrical needs of the park. If lights are provided at the shelter consideration should be given to full cut off (dark sky compliant) fixtures to reduce light trespass or impacts to wildlife.

2. Update the existing wells with ADA-compliant water hand pumps. The current hand pumps are still in working condition; however, they are not ADA-compliant. Updating them will benefit all park users, especially those that are handicapped.



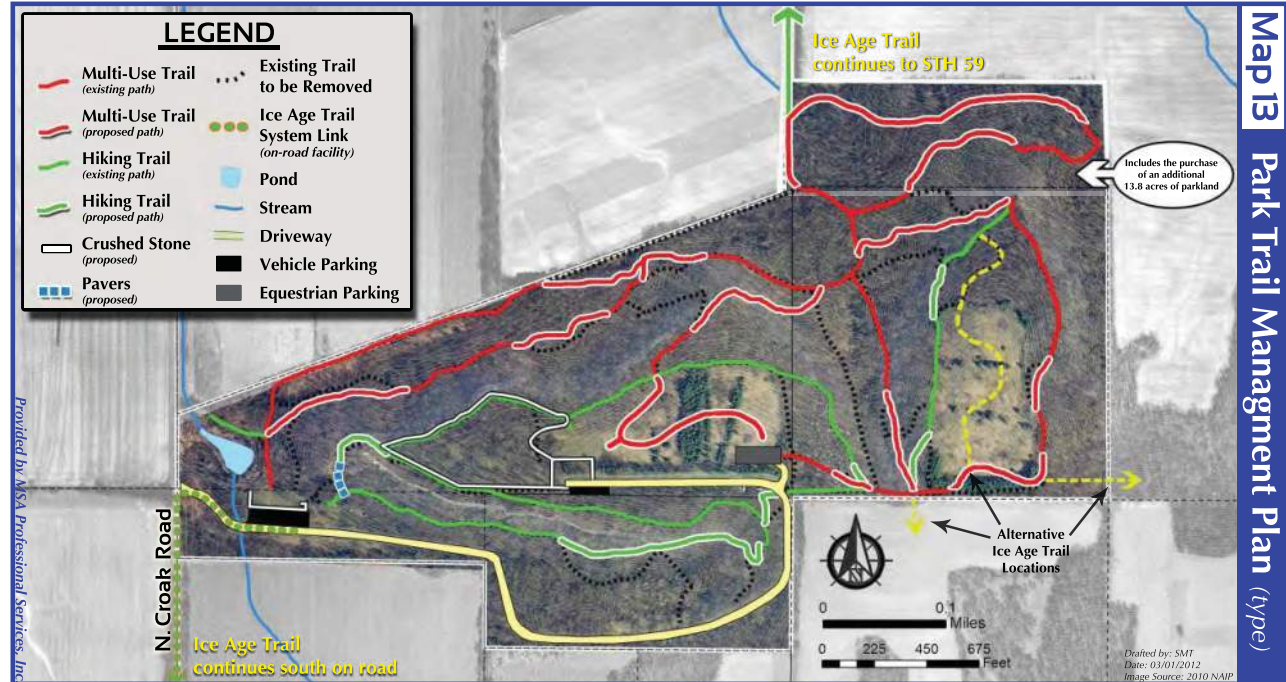
3. Improve the equestrian parking area. The majority of the parking area lacks hard surfacing, such as crushed limestone or asphalt. Creating a full driveway loop will help alleviate erosion and rutting issues.

Map 12: Park Facilities Management Plan

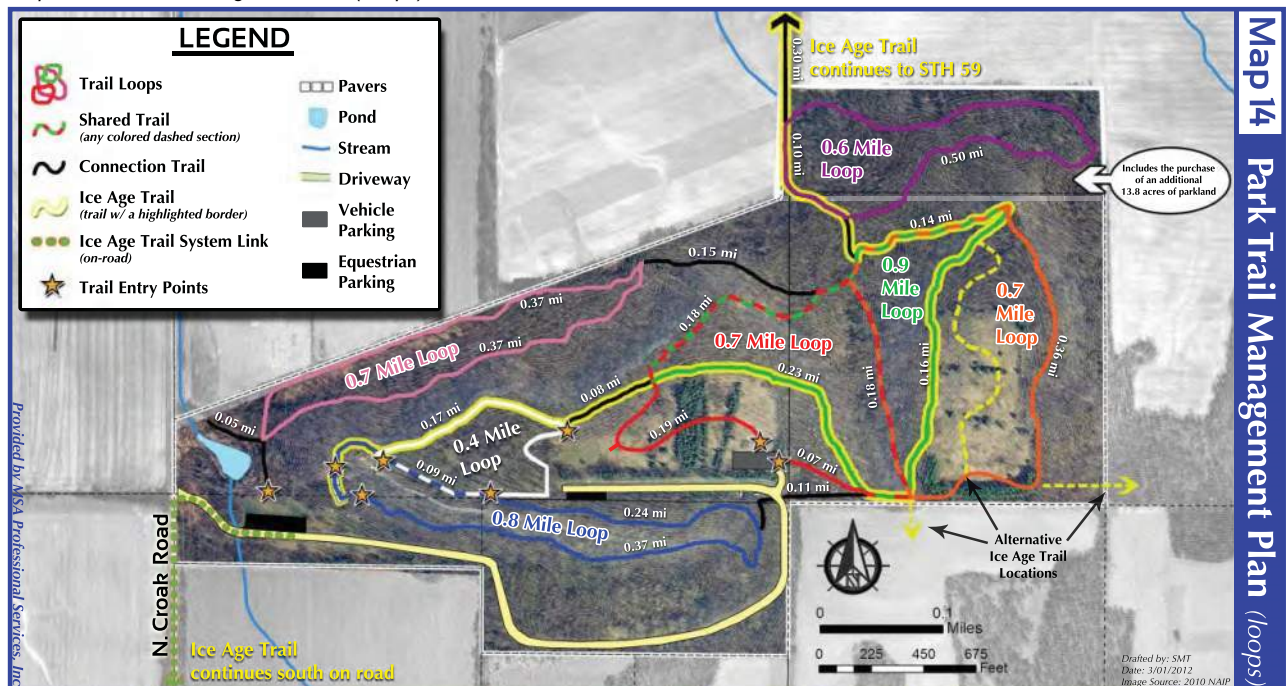


CHAPTER THREE

Map 13: Park Trail Management Plan (Type)

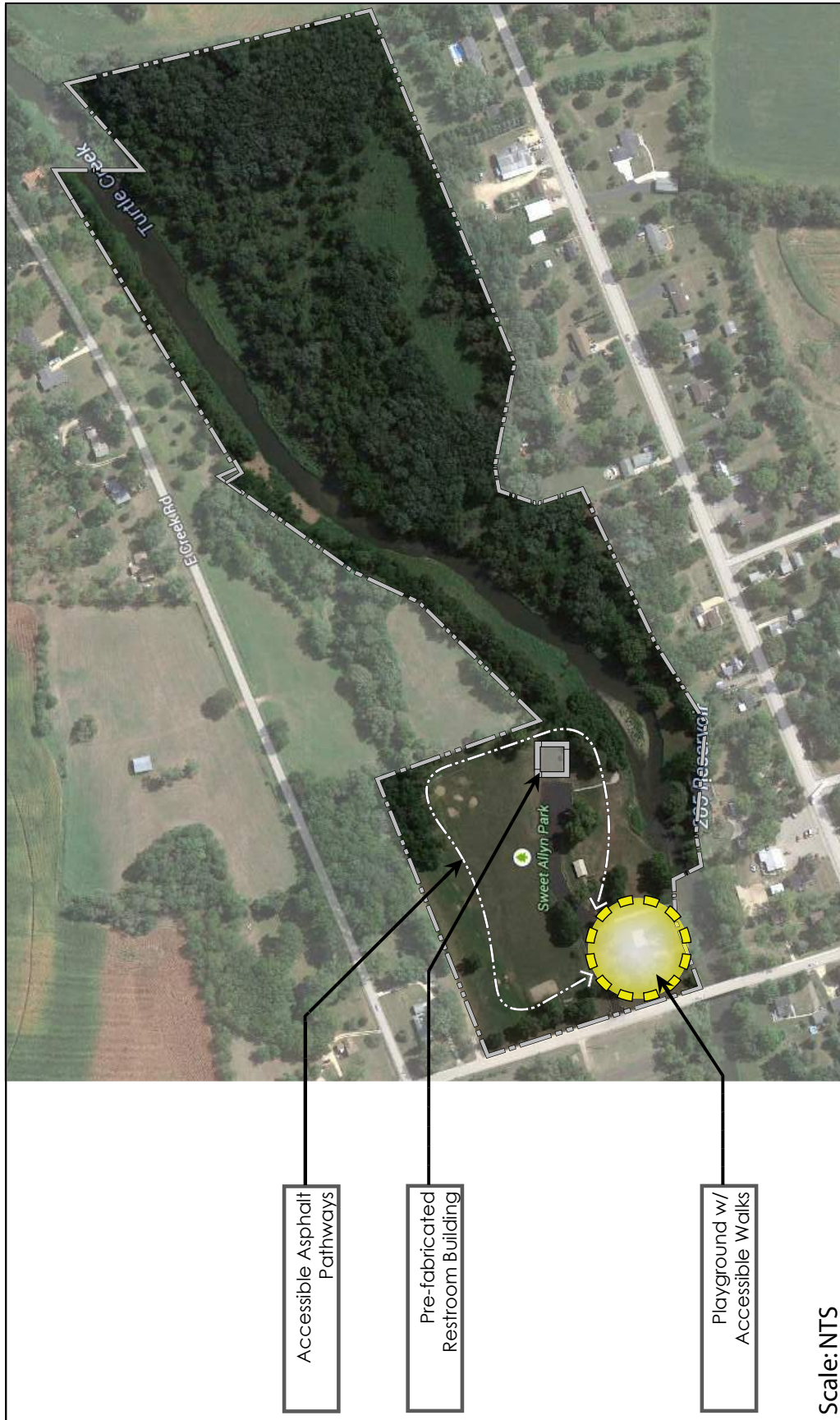


Map 14: Park Trail Management Plan (Loops)



Sweet-Allyn Park

Concept



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Lee Park

Concept



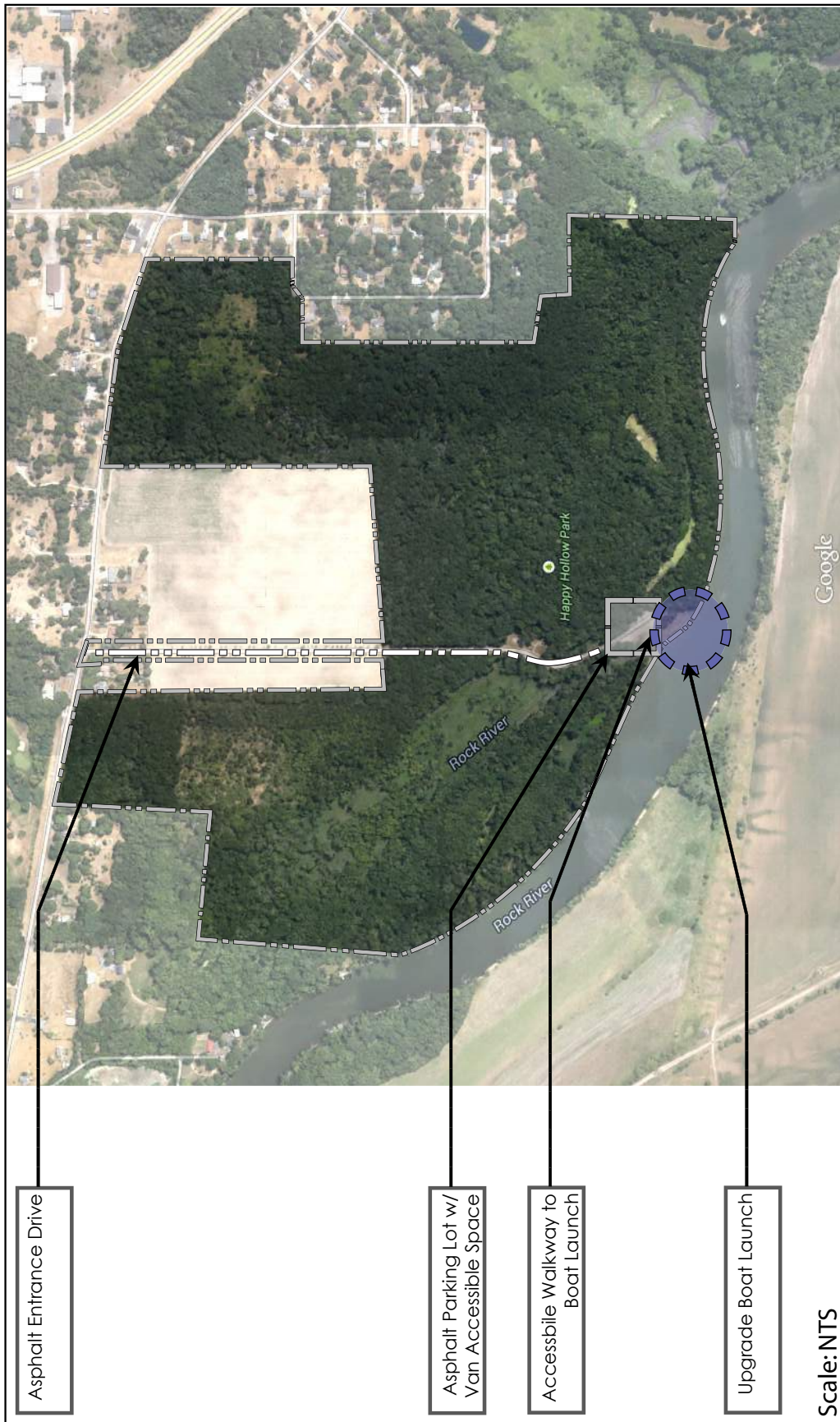
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Happy Hollow Park

Concept



Scale: NTS

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Turtle Creek Park

Concept



Roof Replacement

Scale: NTS

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Conclusion

"Action is the foundational key to all success." (Pablo Picasso)

The previous plan has been a valuable tool to advance Rock County parks into a better place during the last 5 years. The parks system provides many outdoor recreation experiences, mostly centered on passive interaction with nature. It has been building a new brand, holding better dialogues with partners and made improvements that centered on improving the basic infrastructure of the park system.

This plan focuses on bringing new and exciting park improvements into the system, expanding nature based recreation programs and advancing partnerships to create enhanced opportunities to learn and enjoy nature. The new environmental education center at Beckmill Mill Park is just one example of those opportunities.

In the past several months, much work has been done in gathering data and seeking to develop an understanding of it in preparation of this plan. Several items became clear. First, there is a need to increase capital funding both for park improvements and land acquisition. Second, advancing marketing and communication efforts in continuing the development of the Rock County Parks brand will lead to increasing visibility and ultimately to more resident use. Finally, there is a need to find the way to advance capital projects that have the ability to change residents' perception of the park system and make a difference in the public's eye.

There are still areas that need attention in finances, organizational footprint, recreational programming and capital development. This master plan does not provide every answer but does provide strategic direction to advance the park system into a better position into the future by giving recommendations based upon layers of analysis. Improvement needs to be charted regularly, and the plan discussed frequently in the next five years. The plan will provide the framework for a better park system for the residents of Rock County to enjoy for many years to come.

Appendix

County of Rock
Public Works Department
Highways
Parks
Airport



3715 Newville Rd.
Janesville, Wisconsin 53545
Telephone: 608/757-5450
Fax: 608/757-5470

July 15, 2014

Dear Resident,

Thank you for your support of the Rock County Park System. We really appreciate it. But as you might suspect, we need more of your help.

The County Park System is updating our parks, outdoor recreation and open space (POROS) plan to accommodate your expanding recreational needs. We are considering many improvements to make your life better.

Please take a few minutes to complete this brief survey and return it in the enclosed stamped envelope. The more people that respond, the better decisions we can make. Your response is confidential.

And please call me at 608-757-5451 or email me at williaml@co.rock.wi.us if you have any questions.

Again, thank you for your support. We hope to hear from you soon.

Sincerely,

A handwritten signature in black ink that reads "Lori Williams". The signature is written in a cursive, flowing style.

Lori Williams
Rock County Parks Director

Rock County Parks Questionnaire

The Rock County Parks Division is in the process of updating its comprehensive plan for the future. You were selected to participate in a survey to assist in identifying community needs. Please take a few minutes to answer these questions and return this questionnaire in the enclosed envelope by Friday August 8, 2014. Your contribution to the success of the Rock County Park System is greatly appreciated. Your responses are confidential.

Please note that the Rock County Park System is completely separate from local municipal park systems run by cities such as Beloit and Janesville. The Rock County Park System includes 19 properties, 3 trail ways, covering 1,100 acres across Rock County, mostly in rural areas of the county.

1. In which community or town do you reside in _____

2. How long have you lived in Rock County? **(Please check the appropriate answer)**

___ 1-5 years ___ 6-10 years ___ 11-15 years ___ more than 15 years

3. Are you familiar with the Rock County Parks System?

___ Yes (Answer Q#3a) ___ Somewhat (Answer Q#3a) ___ Not really (Skip to Q#4)

3a. How do you periodically hear about the Rock County Park System?

(Please check all that apply)

___ Newsletter ___ County Website ___ Newspaper ___ Radio

___ Television ___ Word of Mouth ___ Social Media ___ Signs

___ Meetings Other: _____

4. In which of the following recreational activities do you and your family participate at the Rock County Park System or elsewhere? **(Please check all that apply)**

___ ATV/4 Wheeling	___ Mountain Biking
___ Biking	___ Nature Center Visits
___ Bird/Nature Watching	___ Picnics
___ Camping (Tent)	___ Power Boating
___ Camping (RV)	___ Sledding/Tobogganing
___ Cross country skiing	___ Snowmobiling
___ Downhill Skiing/Snowboarding	___ Snowshoeing
___ Fishing	___ Swimming
___ Horseback Riding	___ Walking/Hiking
___ Jogging	___ Walking Pets
___ Kayaking/Canoeing	___ Other (Specify): _____

5. How do you feel about the current program and facility fees charged directly to you by the Rock County parks? **(Please check the appropriate answer)**

___ Fees are under-priced for the value received
 ___ Fees are acceptable for the value received
 ___ Fees are too high for the value received
 ___ Not sure

Please answer the questions on the reverse side of this page.

2015-2020 Parks, Outdoor Recreation & Open Space Plan

6. Which of the Rock County parks and trails do you or your family visit? **(Please check all that apply)**

<input type="checkbox"/> Airport Park	<input type="checkbox"/> Ice Age Trail	<input type="checkbox"/> Pelishek Snowmobile Trail
<input type="checkbox"/> Avon Park	<input type="checkbox"/> Indianford Park	<input type="checkbox"/> Royce-Dallman Park
<input type="checkbox"/> Beckman Mill Park	<input type="checkbox"/> Koshkonong Lake Access	<input type="checkbox"/> Schollmeyer Park
<input type="checkbox"/> Carver-Roehl Park	<input type="checkbox"/> Lee Park	<input type="checkbox"/> Sugar River Park
<input type="checkbox"/> Gibbs Lake Park	<input type="checkbox"/> Magnolia Bluff Park	<input type="checkbox"/> Sweet-Allyn Park
<input type="checkbox"/> Happy Hollow Park	<input type="checkbox"/> Murwin Park	<input type="checkbox"/> Turtle Creek Park
<input type="checkbox"/> Ice Age Park	<input type="checkbox"/> Pelishek- Tiffany Nature Trail	<input type="checkbox"/> Walt Lindemann Sportsman's Park
<input type="checkbox"/> Other (Please specify): _____		

7. How often do you or your family visit these parks or trails? **(Please check the best answer)**

☐ Once a year ☐ 2-5 times per year ☐ 6-10 times per year ☐ More than 10 times

8. How do you currently get to Rock County parks and trails? **(Please check all that apply)**

☐ Walk ☐ Ride my bike ☐ Drive my car

9. How satisfied are you with the appearance, maintenance and cleanliness, of Rock County's parks and trails? **(Please check the best answer)**

☐ Very satisfied ☐ Somewhat satisfied ☐ Somewhat dissatisfied ☐ Very dissatisfied

9a. If you answered somewhat or very dissatisfied, please tell us why:

10. Do you feel safe while using Rock County's parks and trails? **(Please check the best answer)**

☐ Very safe ☐ Somewhat safe ☐ Not too safe ☐ Not at all

11. How would you rate the Rock County Park System in the following areas? **(Please circle the best answer)**

	Very Good	Good	Fair	Poor	Don't Know
Acquiring land	5	4	3	2	1
Maintaining land	5	4	3	2	1
Nature Education	5	4	3	2	1
Preserving land	5	4	3	2	1
Recreation	5	4	3	2	1
Restoring land	5	4	3	2	1

12. How concerned are you with the protection of the remaining open space in Rock County? **(Please check the best answer)**

☐ Not at all ☐ Not too concerned ☐ Somewhat concerned ☐ Very

2015-2020 Parks, Outdoor Recreation & Open Space Plan

13. What amenities or facilities would you like to see added to the existing Rock County Parks?
(Please check all that apply)

- | | | | |
|----------------------------|-------|----------------------------|-------|
| a. Amphitheaters | _____ | k. Nature centers | _____ |
| b. Biking trails | _____ | l. Nature play areas | _____ |
| c. Canoe/boat ramps | _____ | m. Picnic shelters | _____ |
| d. Disc golf course | _____ | n. Rock climbing walls | _____ |
| e. Dog Parks | _____ | o. Ropes courses | _____ |
| f. Equestrian trails | _____ | p. RV camping | _____ |
| g. Fishing areas | _____ | q. Tent camping | _____ |
| h. Hiking trails | _____ | r. Winter recreation areas | _____ |
| i. Historic sites | _____ | s. Zip lines | _____ |
| j. Other (Please specify): | _____ | | |

14. Please rank the three most important outdoor recreation facilities in the previous question.
(Please insert the letter of the amenities from the previous list)

____ Most important ____ Second most important ____ Third most important

15. Would you be in favor of the Rock County Park System acquiring more park land?

____ Yes (Answer Q#16) ____ No (Skip to Q#17) ____ I don't know (Skip to Q#17)

16. How much of a tax increase would you be willing to pay to acquire more county park land?

____ \$1-2 per month ____ \$3-5 per month ____ more than \$5 per month ____ None ____ I don't know

17. Would you be in favor of the Rock County Park System building a nature center?

____ Yes ____ No ____ I don't know

18. Would you be willing to pay more in sales taxes to build a nature center?

____ Yes ____ No ____ I don't know

19. The Rock County Park System funds the development, operations and maintenance of park sites and services with tax dollars, donations, user fees and grants. What is your opinion concerning where future funding for improvements for the next 5 years should be spent? Please rank your highest priority by inserting a "1", "2" or "3" as your priorities. (Please choose only three)

- ____ Add adventure opportunities (e.g., ropes courses, zip lines, climbing walls, etc.)
 ____ Add children's natural play areas (i.e., climbing boulders, sand play, etc.)
 ____ Expand camping opportunities
 ____ Expand recreational trail connections
 ____ Expand special events and programs (e.g., nature education, concerts, etc.)
 ____ Expand water recreation opportunities (e.g., boat launches and rentals, programs, etc.)
 ____ Expand winter recreation opportunities (e.g., sledding, cross country skiing, etc.)
 ____ Just maintain the current parks and trails

20. Beginning with yourself, what are the ages of the people living in your household?

____, _____, _____, _____, _____, _____, _____, _____, _____

Please answer the questions on the reverse side of this page.

21. What is your gender?

☐ Male

☐ Female

22. Please feel free to add any comments you might have about the Rock County Park System.

Thank you very much for your time. Please return this questionnaire as soon as you can. Survey results will be posted on the Rock County Park System website by the end of August (<http://www.co.rock.wi.us/parks-home>)

Question 3a- Other

- Daily visits
- Don't hear too much
- Don't really see ads, none that I can remember at least
- Drive by
- Driving thru area
- Found location of parks on Rock Co map
- Frequent user
- Friends
- Friends groups
- General knowledge from living in area
- General knowledge of Rock Co. parks and trails
- General knowledge
- Gibbs Lake is only a few miles away
- Husband Don Webb originally donated the Alden Hill property to Janesville
- I don't hear about them
- Just living in Janesville area for 30 years
- Lived here 32 years before
- Looking for myself
- Maps
- Maps
- Maps internet search
- Park Board of Clinton
- Personal experience
- Publications
- Rotary botanical gardens
- Travel center info
- Visits as a child
- Voter
- Web search

Q4- Other

- Basketball
- Water skiing
- Beckman Mill
- Children's play areas
- Don't do any of the above
- Driving
- Elderly; doesn't participate
- Enjoy peace & quiet
- Enjoying the beauty
- Family
- Geocaching
- Golf
- Golf
- Grandkids at Clinton Park
- Hiking

- Hunting
- Ice Age Trail
- Just outdoors
- Just sit and enjoy scenery
- Looking for wildflowers
- Medal detecting
- Metal detecting
- Nature events
- Need place to swim
- None right now
- Picnics at Palmore Riverside Park
- Playground
- Playground equipment
- Playground equipment
- Playgrounds
- Playing on the playgrounds
- Rollerblading
- Roller skating
- Snow tubing
- Sports
- Taking grandkids
- Taking studying to the park for quiet time; taking children to play grounds
- Too old for the above
- Trails, boating fees
- Tubing on Yahara River
- We really don't participate, because we don't know what they have and where they are located.

Q9a- Tell us why not satisfied

- 90 years old, do not use
- Always trash when visit
- Appearance
- Appears a bit unkempt as far as grass and weeds go
- Basically clean & groomed
- Bathroom updates needed grass mowed
- Broken bottles
- Consider marking the trail at Turtle Creek off Milwaukee Rd
- Could be better
- Do not visit parks
- Don't even know where any of the parks are located
- Don't feel Safe
- Don't go to any ever often
- Don't visit
- Garbage control is a
- Gibbs Lake Park needs work
- Happy Hallow launch needs dredging; it's always very shallow. Not safe
- Happy Hollow boat launch is not good and fees are nuts when we already pay too much in taxes I've never visited Rock Co Parks
- Indianford park has litter & dead fish issues

2015-2020 Parks, Outdoor Recreation & Open Space Plan

- Litter
- Litter left by others
- Lived in Rock Co all my life and did not know we have 21 parks and trails that I help pay for
- Facilities leave much to be desired
- More natural resources planning
- Most are clean & mowed
- Mowing and maintenance of city parks are excellent. I am unfamiliar with county parks
- Need a map to know where they are
- Need cleaner & updated bathrooms
- Need more communication
- Notice improvement this summer, but before parks I enjoy were neglected
- Occasionally appears not to be kept up
- Parks seem under-tended, bathroom facilities not maintained
- Pelishek trail full of holes
- People leaving garbage/littering
- Please continue to eradicate unwanted plant species.
- Poor signage; parks need much better and more maps/"You are Here" signs along trails
- Shower rooms are not regularly cleaned
- Some parks are well taken care while others are not
- Some people are litterbugs and don't care about how it looks
- Sometimes littered
- Sometimes party lots dirty with trash
- Sometimes there is too much garbage
- Sometimes they are messy
- Sportsman park is good Others are very run down
- There's always room to improve anything; should always be a work in progress.
- They should be all connected Janesville thru Milton
- Trash
- Trash
- Trash can be maintained better
- Trash pieces, bags.
- Trouble walking and hard to go by wheelchair
- Usually drive out of county to other parks
- We need to keep up on the mowing/edging
- Weeds and underbrush growth sometimes get in the way.
- Wish Rock River was cleaner
- Won't use toilets

Q13- Other

- 4wheel trails
- A lot of people put in canoes on Hwy 59 into Yahara River. A parking lot and ramp would make it safe
- Additional Rec programs
- ATV & UTV Trails
- ATV UTV Routes trails
- Bathrooms
- Better boat launches
- Clipping weeds in lake

- Don't know
- Don't know parks enough to have opinion; no children and we are seniors
- Don't use
- Foot bridge over turtle creek to connect trails
- Hiking trails we use are fine
- Hunting
- I use the county parks so seldom
- It's counterproductive to add mechanized artificial amusements to a park.
- Maintain what we have
- Man made lakes or ponds
- Metal detecting allowed
- More places to swim
- Mountain biking single track trails
- Move fairgrounds to a different location
- No opinion
- No preference
- Not familiar w parks yet
- Paved trails for rollerblading
- Porta potties, benches on Ice Age Trail
- Public swimming areas/beaches
- Purchase more land
- Restroom
- Restrooms
- Some weed control on Gibbs lake to help provide a healthier lake and fish population.
- Swimming
- The zip lines at Palmer Park
- Water park
- X-country skiing, snowshoe trails
- Zip lines would be great, but liability?

Q22- Comments

- 6 or 7 dollars to launch a boat seems very high
- Like to spend time with grandkids
- Please consider improving the Koshkonong lake access area
- Thanks for this survey
- I think it's silly to have No firearms signs on every building and outhouse in the county
A Rock County Conservation Foundation or similar fund would be a way to attract funding.
Long term planning should continue.
- Above all maintain parks and activities and reasonably affordable amenities replacing worn out elements
- Add handicapped accessibility at dog parks so service dogs can run and handicapped owners can sit and let their dogs play; also make all parks accessible and add area for seniors to socialize. Add more self funding river access and trails
- Adding rope courses, zip lines, climbing walls etc should help pay for other programs
Adequate opportunities provided by county, city and state; focus should be on maintaining existing facilities, expanding substandard existing parks if funding available thru partnerships, not tax increase.
- As I age don't use park like I used to. The park system is at least worth preserving and keeping

2015-2020 Parks, Outdoor Recreation & Open Space Plan

maintained

- At my age I'm mostly home bound and cannot get ride to church
- At my age, limit use of parks but want it available for all families.
- At our age we don't partake any of these
- Based on current use and population trends, Rock County's excellent system of parks will serve us well for many years to come with minimal additions and upgrades.
- Beckman Mill park is outstanding
- Better signs telling where the parks are. Not everybody has the internet
- Bike trails allow everyone to see the area from a different perspective.
- Bring more revenue in by adding camping
- Can the Nature Center that already exists at the Janesville School's Outdoor Lab be made available to the public instead of building another?
- Carver Rock well maintained; have special events
- City of Beloit itself needs to build an indoor recreation center
- Clean up the river, dredge boat landing; why do we have to pay launching fees on the river?
- Community coordinator position is vital to linking friends groups and the county parks.
- Complete trail from Afton to Big Hill
- Concentrate on nature, not softball diamonds
- Conserve as much land for wildlife and work more towards educating the public the importance of conservation
- Did not know about a county park system Maybe you should spend some money promoting the system
- Do not use the park system
- Does not see a need for expansion
- Doesn't use parks
- Doing well so far!!!!!!!
- Don't do much of anything but work 2 jobs
- Don't know any of the parks; only visit the one park mentioned in Evansville and do 4th of July and church service there
- Don't use any of the parks
- Emphasize natural phenomena. Add more wildflowers. Eradicate garlic mustard. Keep paths easy to walk on and Carver-Roehl family oriented.
- Enjoy drives through parks now
- Enjoy spending lot of time in the Rock County
- Entertaining is lacking Not just a Rock Co issue
- Would like to see picnic areas and shelters expanded in the Rock Co parks & Trails areas
- Expand camping opportunities and add equestrian trails
- Expand money making activities. Use existing park land instead of acquiring new
- Expand the ice age trail through the Milton area
- Family visits in summer
- Gibbs Lake Park needs to be better maintained. There is a lot of garbage in the park
- Good luck with future planning.
- Happy just to have a park system that gets attention.
- Have always enjoyed the parks in Janesville as a kid
- Have never Heard anything about Rock Co parks & what they ha
- Have not lived in Rock Co long enough for an opinion
- Haven't had much time for parks in my life
- How do you advocate for volunteers If so let volunteer time work towards yearly pass for household park use

- I am a firm believer that if the county doesn't acquire land now it will be lost in the future for purchase and protection.
- I am new to this area I have a tendency to go to my old favorite spots in Dane Co
- I am not in favor of raising taxes
- I am pleased with the improvements at Magnolia Bluff and Carver's Rock. Thank you!
- I am very pleased with how the park near Lake Usta in Evansville maintained
- I appreciate the availability of public use lands for those who do have interest and use them, as I did while I was raising my family. I live in the country and get exposure to nature at my own place I appreciate the opportunity to give input
- I don't know anything about other parks
- I don't know much about the parks and the way it works. I also did not understand the questions where you have to drag and put your priorities, so disregard those questions. I would like to see a bike
- I don't use the parks much but my families do
- I don't utilize many of our parks that often. I tend to use the Janesville city bike trails. I'm very in favor of purchasing more park land and developing open space for future use.
- I feel with all the boat recreation our launch system for boats is very inadequate for the amount of recreational users
- I generally use city parks
- I have nothing against any parks But tax money needs to go to cleaning up Avon
- I haven't visited the Rock Co parks I visit the local (Oregon bike paths)
- I like parks but don't know anything about Rock Co parks
- I like that park hours are enforced by law enforcement. Just wish that there could be some gray area in the closing hours for fisherman that are there to do some night time fishing
- I love camping My husband loves TV
- I moved from Dane Co -Rock co is very nice because of the Parks
- I no longer ride horseback so we don't use the park as often
- I pay the same registration fees on my ATVs as the snowmobiles do
- I really don't get out much I am busy all week
- I think Rock County currently does a good job maintaining the parks for what money they have to work with.
- I think we pay too much taxes as it is
- I would like to be able to walk my dogs in the park anytime of the year I'd like to.
- I would like to see more attention to creating and maintaining a buffer along Badfish Creek
- I would like to see more news stories on Rock Co parks This survey has sparked my interest
- I would like to see more private public projects like the ice age trail, no federal dollars and keep the taxing to a minimum. Thanks
- I would like to see the parks maintained at a reasonable level for all to enjoy
- I would love lake swimming without the high fees
- I would strongly advocate a natural play area for Rock County. Kids could explore with their senses and experience the world through the motion of their own bodies.
- I'm impressed by all the parks & facilities that the county parks division manages and do so with an extremely limited number of staff and funding! They should be commended for the excellent job!
- I'm retired on a fixed income. Do not use county park system that much. I don't want to see my taxes go up
- Ice Age Trail is beautiful and a wonderful ride
- If you need more funds they should come from the so-called campgrounds

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- Important to provide good & healthy activities for all ages and families; we have a beautiful state with lots of resources
- Improve Happy Hollow Boat Launch
- In younger years, golfed often and found the golf offered very well maintained. Wish I could use them now
- Increasing youth appreciation for nature is important
- It is unfortunate that metal detecting is not allowed in the park system.
- It would be nice to know where the county parks are or have one built in this area
- It would be really great if a weed management program like the one started but never maintained in the early 90s was restarted at Gibbs Lake.
- It would be nice to add adventure facilities/Bike/ Kayak rentals for paraplegic Janesville in the city of parks. Rock Co could also benefit from bringing people to county parks.
- Quality of life issue
- Just maintain what we have now & keep it nice
- Just providing green space is an important function for the county. if people want more, they can get it through commercial vendors. i.e. water park or summer camp
- Keep it simple
- Keep parks as they are They're pretty nice
- Keep up great work! I appreciate signs that show directions, distance or type of trees, land etc. There are too many deer in Turtle Creek area. A foot bridge to connect trails on Turtle Creek would
- Keeping dogs away from the parks
- Land trusts are effective ways to preserve land and purchase it for the future.
- Like green space for hiking and walking dogs; building in green space questionable
- Like to ski at Gibbs Lake but many times after a snow I go there And the parking lot is not cleared for up to 2 days
- Living in Janesville we have no need to use the County park system
- Love walking my dog on the trail off Afton Rd. Safety concerns for me, however
- Madison has all these things and is a short drive away, Janesville is too small to spend money on such things! There won't be enough interest and it will cost way too much!
- Make "hidden amenities" more visible, keep encouraging friends groups and volunteers, keep focusing on maintaining and restoring natural areas.
- Maybe are aware of maps of parks, but not aware of them. Nature Center ok if they work with cities
- More ads in shopper and on radio
- More equestrian trails
- More info sent on parks or advertising
- More publicity; promote activities to engage children; add splash pad somewhere. Eminent domain is wrong. No more amenities, plenty wonderful facilities exist already
- More trails for horses, bikes walking
- Most all county parks are under utilized! Why are you considering spending more tax payer funds? Most of these parks go unused for weeks/months, except for trash dumping grounds. Enough Parks in Rock Co
- My husband golf's almost daily. I enjoy hiking and picnicking. we really don't use the parks except for Magnolia
- My property taxes are already too high to the point I'm considering moving
- My retired husband has been grooming the Pelishek Tiffany for many years
- My sister comes to visit to take her kids to Palmer park a couple of times /month
- My wire is afraid to ride her bike down trails for fear of running into dogs and others that want

- to rob or rape her. Not everyone likes dogs although dog owners think everyone does
- Need dog parks
- Need more for older kids to do to stay out of trouble, outdoor programs: skidoo rentals, boat rentals, bike rentals
- Need more places to camp, fish and picnic
- Need to make trails for UTV and ATVs
- Never add or include hunting or trapping or ATV
- No more taxes
- No more taxes!!!
- Not familiar with the majority of parks names
- Our family is already grateful for the wonderful park system that Rock County has. Any additions would be a bonus for us.
- Our family loves the park system but would really appreciate a place our 5 yr old dog could also play
- Our taxes are so high now we are moving to another state during our retirement
- Overall nice parks but if you look at a map open space that is usable
- Overall, I think the county does a good job with its park system. However, there's always room for improvement.
- Park is good the way it is; don't raise taxes for nature center; try to keep out roadways and business
- People fishing take over boat launch areas They need their own areas
- People today want active outdoor activities. These are the areas I suggest you concentrate on.
- Please contact us if interested in purchasing wayside on Hwy 140 which public currently uses as a canoe launch in turtle creek
- Please do not ask for more tax money
- Police patrolling would be nice
- Preserve the land. Improve wisely. nature center good idea
- Put in more playground equipment
- Put park and activity info at travel centers; printed info on trails and rec options
- Really upset about the rocks put on the river but too far in shore
- Resident is wheelchair bound Would like to see wheelchair accessibility
- Riverside park is one of the best in Wisconsin
- Rock County park system and city of Janesville park dept. have a great opportunity for all ages to enjoy our out of doors. please do not increase our property taxes to pay for this
- Rock Co should look into combined use trails that connect to other county trails
- Rotary Gardens should be free we used to go once every week or two and take our grandchildren
- Since Clinton doesn't have any lakes or ponds, I would like to see water or swimming pools for Clinton residents too.
- Some County parks are dirty as kids use parks as dumpsters
- Still walk in parks, lots of music concerts; love to to Nature Center; family wedding in park
- Stop spending; don't expand at this time; too many taxpayers hurting; ideas are nice but certainly not necessary
- Tax form be given more information on the parks
- Thank you for asking for input We enjoy Big Hill park in Beloit
- Thank you for more toilets easy for elderly and handicapped
- Thank you for placing No Swimming signs @Gibbs Lake boat l
- Thank you for the opportunity to share our feedback

2015-2020 Parks, Outdoor Recreation & Open Space Plan

- Thanks for the great Rock Co park system. Walworth Co only has 2 parks!
- The Fulton fishing was ruined & powerhouse were removed
- The park is nice and peaceful
- The parks need to be marketed much better using all means of communication. Beloit and Janesville CVG's can help.
- The people that actually use them should pay for them Our taxes are too high
- There many beautiful parks
- There needs to be more promotion of the current parks before adding
- There's people that can't afford their own houses
- they talk a good story but never do anything or get upset if someone take it upon themselves to do what needs to be done
- Thinks it would be beneficial for the Rock County Parks Division to add adventure opportunities such as zip line rock climbing, ropes courses in one recreation facility.
- This person wrote a letter
- Use existing building for nature center; special events like music, theatre would be nice in an amphitheater
- Very nice parks, need a little more TLC, maybe flowers
- Very satisfied
- Visitors love seeing Beckman Mill
- Wants bike trails only in wooded areas not on streets
- We are 85 years old and do not get to do things as we used to
- We are on a fixed income and pay high property taxes We cannot afford to continue paying higher and higher taxes
- We are overtaxed
- We don't actually use the parks on a regular basis
- We don't use much of the parks
- We enjoy the parks as they are - quiet & peaceful
- We had family reunions at County parks
- We have a ton of parks around , don't need to spend more money
- We have enough parks in this town
- We have many parks in Rock County that are under utilized
- We love Evansville parks We have very little knowledge of
- We need a good dog park available fenced in type
- We need more available and unlocked bathrooms more recreation opportunities
- We need our roads repaired
- We need to take care of what we have without having to raise taxes and take on more expenses. We really don't use the Rock Co park system so we can't say what we think needs to be done
- We use trail by water treatment plant for unleashed dogs
- We've always spent lots of time in parks-starting when our children were young. We continued with our grandchildren. We spent time fishing, swimming and picnicking, and we always carried outdoor gear.
- What concerns me is the upkeep, weeds, cans, cigarettes, plastic etc
- What would you include in the Nature Center Please answer in News Media
- Why buy more land then turn around and sell it off
- Wood cutting permits
- Work on boat landings Gibbs Lake needs help
- Would be great to see dog park or allow dogs in pars in Edgerton; more concerts in Central Park

- Would like to see enhancements as long as they don't involved tax increases
- Would like to see the Ice Age Trail expanded
- Would like to see the Rock County park systems maintain & provide
- Would like to see more publicity and information Rock County parks
- Would like to utilize more of the county parks but don't have info on programs
- You are doing a great job. Please be sure to add more police patrols to keep the sexual deviants and the drug users out of our nature areas. I am happy with the current safety in the parks.
- You could do more promotion of Rock Co's park system
- You do take care of the current parks well I will admit
- You need some camping. Rock County has a few private campsites, but no public ones that I know of. Your survey needs to be redesigned as one entire section lacks a N/A choice. Also first question ends
- You need to preserve the lakes & water quality in the park system



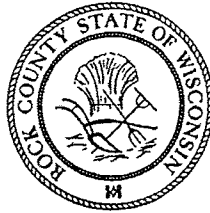
Rock County Parks ADA Assessment and Improvement Plan

Adopted September 27, 2012

ROCK COUNTY, WISCONSIN

From the office of the Rock County Clerk
51 South Main Street
Janesville, WI 53545

Lori Stottler, Rock County Clerk
Maureen K. Johnson, Chief Deputy
Lisa Mianecki, Deputy

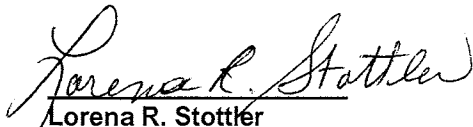


Office (608) 757-5660
Fax (608) 757-5662
www.co.rock.wi.us
stottler@co.rock.wi.us

STATE OF WISCONSIN)
COUNTY OF ROCK) SS

This is to certify that this Resolution is a true and correct copy of the original as passed by the Rock County Board of Supervisors at a meeting of said Board held in the Rock County Court House, Janesville, Wisconsin, Thursday, September 27, 2012.

Given under my hand and Official Seal of the County of Rock, State of Wisconsin, this 4th of October, 2012.


Lorena R. Stottler
Rock County Clerk

(SEAL)

**RESOLUTION
ROCK COUNTY BOARD OF SUPERVISORS**

Public Works Committee
INITIATED BY

Public Works Committee
& Parks Advisory Comm.
SUBMITTED BY



Lori Williams, Parks Director
DRAFTED BY

August 21, 2012
DATE DRAFTED

**ADOPTION OF THE ROCK COUNTY PARKS
ADA ASSESSMENT AND IMPROVEMENT PLAN**

1 WHEREAS, it is good management practice for the Rock County Parks Division to evaluate and have long-
2 range plans for its parks operations, and assets in regards to accessibility requirements; and,
3

4 WHEREAS, state and federal regulatory standards were used as the basis for evaluation of the facilities; and,
5

6 WHEREAS, the Rock County Parks Division has prepared an assessment of park facilities for compliance with
7 applicable state and federal accessibility guidelines; and,
8

9 WHEREAS, the Parks Division has prepared a report that identifies improvements needed to bring facilities up
10 to these standards to the maximum extent possible; and,
11

12 WHEREAS, the Rock County Parks ADA Assessment and Improvement Plan is intended to be used by the Rock
13 County Board of Supervisors to direct the Public Works Committee and County staff to pursue appropriate
14 projects in Rock County Park facilities; and,
15

16 WHEREAS, the Rock County Parks ADA Assessment and Improvement Plan has been reviewed and
17 recommended for adoption by the Public Works Committee and Parks Division staff.
18

19 NOW, THEREFORE, BE IT RESOLVED, that the Rock County Board of Supervisors on this 27 day of
20 September, 2012, hereby adopts the Rock County Parks ADA Assessment and Improvement Plan; and,
21

22 BE IT FURTHER RESOLVED, that the Rock County Board of Supervisors shall pursue the implementation of
23 the Rock County Parks ADA Assessment and Improvement Plan as opportunities and resources are presented and
24 available.

Respectfully submitted,

PUBLIC WORKS COMMITTEE

Kurtis L. Yankee
Kurtis L. Yankee, Chair

Betty Jo Bussie
Betty Jo Bussie, Vice-Chair

Eva M. Arnold
Eva M. Arnold

Brent Fox
Brent Fox

Dave Brown
Dave Brown

Endorsed by:
PARKS ADVISORY COMMITTEE

Floyd Finney
Floyd Finney

Thomas Presny
Thomas Presny

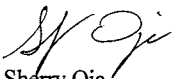
Dean Paynter
Dean Paynter

**ADOPTION OF THE ROCK COUNTY PARKS ADA ASSESSMENT AND IMPROVEMENT
PLAN**

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FISCAL NOTE:

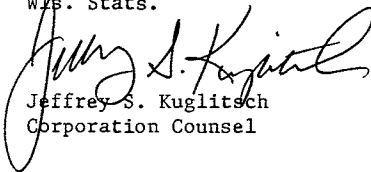
This resolution approves the Parks ADA Assessment and Improvement Plan and has no fiscal impact in and of itself. Funding for items included in the Plan would need to be approved through the budget process or by separate resolution.



Sherry Oja
Finance Director

LEGAL NOTE:

The County Board is authorized to take this action pursuant to § 59.01 & 59.51, Wis. Stats.



Jeffrey S. Kuglitsch
Corporation Counsel

ADMINISTRATIVE NOTE:

Recommended.



Craig Knutson
County Administrator

**ADOPTION OF THE ROCK COUNTY PARKS
ADA ASSESSMENT AND IMPROVEMENT PLAN**

- EXECUTIVE SUMMARY -

The Rock County Parks Division has prepared an assessment and Improvement Plan for the purpose of documenting and evaluating park facilities for compliance with applicable state and federal accessibility guidelines. It also identifies needed improvements to bring facilities up to these standards to the maximum extent feasible.

The regulatory standards that are the basis for evaluation of the facilities include the following:

1. Americans with Disabilities Act 2010 Standards for Accessible Design
2. Title II of the ADA; 2010 Standards for State and Local Government Facilities
3. US Access Board Accessible Recreation Facilities
4. Wisconsin Administrative Code, Department of Commerce, Chapter Comm 69, Barrier Free Design

For all regulations, the requirements apply to newly constructed or altered facilities and are not retroactive. If a facility was built prior to 1991, no standards were in place at the time of construction. If a facility was built between 1991 and March 15, 2012 the 1991 standards apply. Any new construction or alterations built after March 15, 2012 must comply with the 2010 standards. Many of the Rock County facilities were built prior to 1991 and reasonable accessible improvements are proposed to the maximum extent feasible.

For each park we have provided an assessment identifying the primary amenities and the compliance status of each. The assessment was completed with the assistance of Andrew Janicki, the Wisconsin Department of Natural Resources Accessibility Coordinator.

Also provided are the improvement recommendations for each park. Recommended improvements will require further evaluation and design to determine the best approach and resolution.

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Introduction

The Rock County Parks Division has prepared the following report. The purpose is to document and evaluate a list of park facilities for compliance with applicable state and federal accessibility guidelines and to identify improvements to bring facilities up to these standards to the maximum extent feasible.

The regulatory standards that are the basis for evaluation of the facilities include the following:

1. Americans with Disabilities Act 2010 Standards for Accessible Design
2. Title II of the ADA: 2010 Standards for State and Local Government Facilities
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For each park, we have provided an assessment identifying the primary amenities and the compliance status of each. The assessment was completed with the assistance of Andrew Janicki, the Wisconsin Department of Natural Resources Accessibility Coordinator.

Also provided are the improvement recommendations for each park. Recommended improvements will require further evaluation and design to determine the best approach and resolution.

Duplicated amenities are recommended for improvements in a 1:3 ratio (1 accessible per 3 duplicated amenities) and dispersed throughout the county.

For the purpose of recommendations for improvements to Rock County Park facilities, we classified the recommended improvements in the following classifications:

1. Immediate Priority: Improvements must be made as quickly as funding allows. Plan to complete these improvements over the next three years.
2. Desirable Priority: Plan to make these improvements as funding allows after completing all of the immediate priority improvements. Plan to complete these improvements over the next three to ten years.
3. No Improvements Planned: Similar amenities are accessible in other locations in the system and the facility was built before 1991. No improvements are planned at this time.
4. Technically Infeasible: Unable to be accomplished without major modifications.

Item priority is detailed further by their rank in each priority list. For example, the first item listed is the highest priority in that category.

Airport Park
1020 Knilians Road
Janesville, WI 53546

Accessibility Assessment			
Date: December 15, 2011			
Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Gravel lot with no parking spots marked
Number of accessible parking spaces 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Gravel lot with no parking spots marked
Shelter At least one accessible table in shelter with min 36" space between each table	Only one table in shelter, is accessible	Not enough space to maneuver around	Built pre-1991
Path to shelter At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair		No other accessible table or picnic area in park	

Improvement Recommendations

Immediate Priority:

1. Designate van accessible parking space.

Desirable Priority:

1. Build a crushed limestone accessible picnic area adjacent to the proposed accessible parking space.

No Improvements Planned:

None

Technically Infeasible:

1. Shelter is too small to make accessible, there is not enough maneuver space around the one existing picnic table.

Avon Wildlife Area

At the end of Main & Madison Streets
Avon, WI

Map-able address:
9731 South Main Street
Brodhead, WI 53520

Currently, this parcel is completely undeveloped with no visible sign for the park location and very limited access. It is basically a wildlife area with mature tree canopy covering the entire park site. There is potential for access to the Sugar River.

No park improvements are planned at this time.

An accessibility study was not conducted.

Beckman Mill Park

11450 South County Highway H
Beloit, WI 53511

Accessibility Assessment			
Date: December 15, 2011 and March 16, 2012			
Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking (main lot) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%	Yes		
Number of accessible parking spaces (main lot) 1 accessible per 25 spaces, at least 1 van accessible	Yes		2 spaces
Hand pump well 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf	Spout 35" high	Force to operate too high	
Water fountain 30" wide by 48" deep clearance space, spout outlet no higher than 36", Control at front operable with closed fist	Yes		
Path to water fountain or well At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Neither water fountain or well has accessible path	
Visitor Center restroom stall Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max		58" x 58" stalls	All other elements accessible
Restroom door (entry and/or stall) Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"		Entry doors to both men's and women's 15 lbf	
Restroom sink 30" wide by 48" deep clearance space, max 34" to rim or counter surface, faucets operable with closed fist		Sink height 35"	
Path to restroom At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Yes		
Information kiosk (main lot) If any materials are available, reach 48" max, 15" min (prefer ~30" min, 40" max)	Two lower brochure holders reach 40"	Upper brochure holder reach 57"	No route needed, it is adjacent to the main parking lot

Path to kiosk (fish ladder) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	No information to take, just to read, so kiosk height is acceptable
Savanna interpretive trail guide If any materials are available, reach 48" max, 15" min (prefer ~30" min, 40" max)		Reach 56"	
Shelter At least one accessible table in shelter with min 36" space between each table		No accessible tables in shelter	
Path to shelter At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Yes		
Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair		None	
Hiking trails At least 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Savanna trail from bathroom north to boardwalk, and south to mill, to the greatest extent feasible	Northwoods trail not accessible	
Boardwalk 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, Curbs or barriers shall extend min 2" above the deck surface	Yes, across boardwalk	End of boardwalk to northwoods trail not accessible	
Path to sawmill display At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Fishing pier Railing height max 34" for 25% of railing with edge protection provided, turning space 60" x 60"		Rail height 36" all around	All other elements accessible
Path to fishing pier At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Yes, to the greatest extent feasible	Highest cross slope 7.2%	
Path to heritage garden At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	

Visitors center Entrance door min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48", space between aisles min 36" wide, service counter 28"-34" high	35" wide, screen/storm opens out	entry door handle inoperable with closed fist	
Visitors center ramp Slope max 8%, rise for run max 30" (if more, need landing), each landing 60" square, min width 36", railing or curb on each side, railing height 34"-38"		9.6% slope for 180" run	
Cooperage museum Entrance door min 32" wide, change in level max ¼", force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48", space between exhibits min 36" wide	Yes (door opened by request)		
Path to cooperage museum At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Yes		
Cooperage museum ramp Slope max 8%, rise for run max 30" (if more, need landing), each landing 60" square, min width 36", railing or curb on each side, railing height 34"-38"		8.6% slope for 156" run	
Beckman Mill Entrance door min 32" wide, change in level max ¼", force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48", space between exhibits min 36" wide	South entrance is accessible by request	Stairs at the main entrance	Listed in the National Register of Historic Places, all accessibility alterations must comply to the maximum extent feasible without significantly changing the historic aspect of the building
Path to mill At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Entrance path from the north is accessible	South entrance path gravel size too large to be firm, stable surface	
Accessible parking (south) Van accessible: min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		Signs too low, no accessible aisle	
Path from south parking At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Gravel size too large to be a firm, stable surface	
Welty Environmental Center (WEC) Entrance door min 32" wide, change in level max ¼", force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48", space between furniture/displays min 36" wide		Door handle inoperable with closed fist	Temporary building to be removed when new facility is built

Path to WEC At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Yes		Temporary building to be removed when new facility is built
WEC ramp Slope max 8%, rise for run max 30" (if more, need landing), each landing 60" square, min width 36", railing or curb on each side, railing height 34"-38"		12% slope for 122" run	Temporary building to be removed when new facility is built
Covered bridge At least 36" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Approach slope 11.6%	
Path to covered bridge At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	



Accessible savanna trail



Visitors Center (ramp entrance on left and restroom path on right)



Cooperage Museum accessible entrance



Beckman Mill



Welty Environmental Center (temporary building)



Accessible water fountain

Improvement Recommendations

Immediate Priority:

1. Lower informational kiosks so the brochures are in appropriate reach range or add new brochure holders to the kiosk posts.
2. Build a paved accessible route from the shelter to the water fountain.
3. Add fines to the south path to the mill.
4. Remove accessible parking spaces on the south end of the park – this really should be designated as no parking because it blocks a main access gate.

Desirable Priority:

1. Build crushed limestone accessible routes to the heritage garden, covered bridge, and sawmill display.
2. Add a crushed limestone, firm, stable surface 36" wide adjacent to one of the benches in the park. Build a crushed limestone accessible route to the bench. This is not a requirement for compliance, but would allow someone in a wheelchair to sit next to someone on the bench.

No Improvements Planned:

1. No improvements are planned for the pit toilets (and an accessibility study was not conducted on these facilities) because flush restrooms are available and accessible.
2. No changes are proposed to the fishing pier railing height or the accessible bathrooms (sink height or stall size) because the measurements are 1-2" away from compliance.

Technically Infeasible:

1. No improvements are planned for the Beckman Mill because it is on the National Register of Historic Places.
2. No improvements are planned for the Cooperage Museum ramp because it is a historic building.
3. No improvements are planned for the Welty Environmental Center because it is a temporary facility.

Carver-Roehl Park

4907 South Carvers Rock Road
Clinton, WI 53525

Accessibility Assessment			
Date: January 25, 2012 and March 20, 2012			
Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	No parking spots marked, just park at will along park road
Number of accessible parking spaces 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	No parking spots marked, just park at will along park road
Hand pump well 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf	Spout 35" high	Force to operate too high	
Path to well At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Restroom stall Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max		Women's stall 56" x 43" Men's stall 56" x 49"	Built pre-1991
Restroom door (entry and/or stall) Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"		Women's exterior door 14 lbf, handle 50" high Men's exterior door 14 lbf, handle 49" high	Built pre-1991
Path to restroom At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Paved surface worn and unstable to both men's and women's, cross-slope by doors 7%	Built pre-1991
Information kiosk If any materials are available, reach 48" max, 15" min (prefer ~30" min, 40" max)		Reach 69"	
Path to kiosk At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	

Shelter At least one accessible table in shelter with min 36" space between each table		No accessible tables in shelter	
Path to shelter At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		At steepest point, slope 8.7%	Accessible to the greatest extent feasible
Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair	One accessible picnic table in picnic area	No accessible route or firm, stable surface around table	
Multi-use (hiking and cross country ski) trails		None	
Bridges 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, Curbs or barriers shall extend min 2" above the deck surface		Approach slope varies among bridges from 4.5% - 13.4%, May have step up as high as 7"	Built pre-1991 by CCC, has historic value
Interpretive sign Min height for bottom of sign 30", max height 48"	Yes		
Path to interpretive sign At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Yes		
Playground equipment Ground surface comply with ASTM F 1951, transfer platform level surfaces min 14" deep, 24" wide, 11"-18" high with at least one means of support, transfer steps shall have level surfaces min 14" deep, 24" wide, 8" high max rise, accessible lanes to all ground-level equipment with	Transfer station meets requirement, 2 of 8 elements at ground level, crash material meets ASTM F1951 when properly maintained		Engineered wood fiber must be raked and compacted regularly to continue to meet standards.
Path to playground At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	Ramp goes from crash area to grass



Accessible playground (built 2011)



Accessible route to shelter



Historic trail bridge

Improvement Recommendations

Immediate Priority:

1. Replace one of the picnic tables in the shelter with an accessible picnic table.
2. Build a crushed limestone accessible route to the playground ramp.
3. Lower the informational kiosk to appropriate reach range. (The kiosk location is on the accessible trail recommended in the park's master plan, so this could be lowered as part of the trail improvements, or it can be lowered now with the accessible route built as part of the trail improvements.)
4. Designate van accessible parking space, the best location for this is on the northwest side of the parking loop. Pull-in parking spaces are recommended in the park's master plan and one will be designated as van accessible.

Desirable Priority:

1. An accessible trail is recommended in the park's master plan as part of the trail sustainability redesign. Implement this in the first phase of the trail improvement process.
2. Build a crushed limestone accessible picnic area adjacent to the proposed accessible parking space.
3. Add a firm, stable surface 36" wide adjacent to the benches by the playground. Add an accessible route to the bench. This is not a requirement for compliance, but would allow someone in a wheelchair to sit next to someone on the bench.

No Improvements Planned:

1. No improvements are planned for the bathroom facilities. A replacement is recommended in the park's master plan. The replacement will be ADA compliant.
2. No improvements are planned for the hand-pump well because a new water fountain is recommended in the park's master plan. The replacement will be ADA compliant.

Technically Infeasible:

3. No improvements are planned for the bridges because of their historic value.

Gibbs Lake Park

9103 West Gibbs Lake Road
Janesville, WI 53545

Accessibility Assessment

Date: December 15, 2011

Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking (main lot) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Gravel lot with no parking spots marked
Number of accessible parking spaces (main lot) 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Gravel lot with no parking spots marked
Van accessible parking (equine lot) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Gravel/grass lot with no parking spots marked
Number of accessible parking spaces (equine lot) 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Gravel/grass lot with no parking spots marked
Hand pump well 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf		Force to operate too high	
Path to well At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Restroom stall Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max	Yes		
Restroom door Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"	Yes		
Path to restroom At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Slope 0.2%	Gravel size too large to be a firm, stable surface	
Information kiosk by bathroom If any materials are available, reach 48" max, 15" min (prefer ~30" min, 40" max)		Reach 67"	
Boat launch fee envelopes Reach 48" max, 15" min (prefer ~30" min, 40" max)		Reach 52"	

Boat launch fee drop Reach 48" max, 15" min (prefer ~30" min, 40" max)	Reach 34"		
Path to kiosk by lake At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Boat launch dock 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, barrier-free sides	Yes		
Path to boat launch At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		6.5% walkway slope	Accessible to the greatest extent feasible
Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair,	One accessible picnic table in picnic area	No accessible route or firm, stable surface around table	
Multi-use (hiking, equestrian and cross country ski) trails At least 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No trails accessible	



Boat launch dock



Path to restroom with picnic area in background

Improvement Recommendations

Immediate Priority:

1. Designate van accessible parking spaces in both parking lots. In the boat launch parking lot, one accessible space should be designed adjacent to the bathroom path and one space should be designated closest to the boat launch.
2. Lower both informational kiosks so the fee envelopes and brochures are in appropriate reach range.
3. Add fines to the path to the restroom.
4. Build a crushed limestone accessible route to the boat launch informational kiosk.

Desirable Priority:

1. Build a crushed limestone accessible picnic area off of the bathroom path.
2. Build a crushed limestone accessible path to the hand-pump well.
3. Build a horse mounting ramp in the equestrian parking lot.

No Improvements Planned:

1. No improvements are planned for the hand-pump well.

Technically Infeasible:

1. The multi-use trails are fairly flat, but cannot be considered a firm, stable, surface, as most trails are grassy paths. Accessibility improvements would not be wise because horses are hard on trails and may compromise the surface. Accessible trail improvements across the entire Rock County Park system focus on hiking-only trails.

Hanover Wildlife Area

Corner of Schuman Road and Mill Street
Hanover, WI

Map-able address:
South Schuman Road
Orfordville, WI 53576

Currently, this parcel is completely undeveloped with no visible sign for the park location and very limited access. It is basically a wildlife area with mature tree canopy covering the entire park site with Bass Creek flowing on the south. There is potential for hiking trails.

No park improvements are planned at this time.

An accessibility study was not conducted.

Happy Hollow Park
1731 Happy Hollow Road
Janesville, WI 53546

Accessibility Assessment

Date: December 15, 2011 and March 16, 2012

Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking (boat launch) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		Designed, but doesn't meet requirements	Designation is painted on the pavement, not properly signed. The total stall width is correct, but the access aisle isn't painted.
Number of accessible parking spaces (boat launch) 1 accessible per 25 spaces, at least 1 van accessible	Yes		
Van accessible parking (well/bathroom) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		Designed, but doesn't meet requirements	Sign height 51", cross slope 4.5%, width 125"
Number of accessible parking spaces (well/bathroom) 1 accessible per 25 spaces, at least 1 van accessible	Yes		There is one accessible parking spot on the east side of the entrance road, but it doesn't meet van requirements.
Hand pump well 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf	Spout 34" high	Force to operate too high	
Path to water fountain or well At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Paved path 8.6% slope	Accessible to the greatest extent feasible
Restroom stall Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max		Women's stall 59" x 48" Men's stall 59" x 48"	Built pre-1991
Restroom door (entry and/or stall) Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"	Women's exterior door handle 33" high, Men's exterior door handle 34" high	Women's exterior door 16 lbf to open (gets stuck) 6 lbf to swing, Men's exterior door 6 lbf	Built pre-1991
Path to restroom At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Paved path 8.1% slope	Accessible to the greatest extent feasible

Boat launch fee envelopes Reach 48" max, 15" min (prefer ~30" min, 40" max)		51" reach	
Boat launch fee drop Reach 48" max, 15" min (prefer ~30" min, 40" max)	29" reach		
Path to kiosk At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Boat launch dock 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, barrier-free sides	Yes		
Path to boat launch At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		10.6% slope	Accessible to the greatest extent feasible
Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair, also within accessible path or stable surface		None	
Multi-use (hiking, equestrian and cross country ski) trails		No trails accessible	



Boat launch dock



Restroom and paved path

Improvement Recommendations

Immediate Priority:

1. Properly sign the boat launch accessible parking space.
2. Lower the boat launch informational kiosk so the fee envelopes and brochures are in appropriate reach range.
3. Build a crushed limestone accessible route to the boat launch informational kiosk.

Desirable Priority:

1. Build a crushed limestone accessible picnic area adjacent to the parking lot.

No Improvements Planned:

1. The well/bathroom parking space sign is slightly too low and the cross-slope is too steep, and it is not wide enough for a van. But proper parking is given in the main launch lot and this stall is useable. No improvements are planned.
2. No improvements are planned for the hand-pump well.

Technically Infeasible:

2. The hand-pump well path is paved, which is the best we can get without completely re-grading the entire area.
3. The boat launch path is the best we can get without completely re-grading the entire parking lot and launch.
4. The multi-use trails are fairly flat, but cannot be considered a firm, stable, surface as most trails are grassy paths. Accessibility improvements would not be wise because horses are hard on trails and may compromise the surface. Accessible trail improvements across the entire Rock County Park system focus on hiking-only trails.

Ice Age Park

5504 North Sable Drive
Janesville, WI 53545

Currently, this parcel is undeveloped. The park contains a suburban storm water retention pond and one picnic table. The property is adjacent to the Ice Age Trail, so there is potential for trailhead connection, although no linking trail exists at this time.

No park improvements are planned at this time.

An accessibility study was not conducted.

Ice Age Connector Trail

Runs from Milton to Janesville

Trailhead Location:

4101 Kennedy Road

Janesville, WI 53545

This trail runs along an old railroad bed, so surface is gravel, bare mineral soil, or grassy.

An accessibility study was not conducted because the trail allows horses and accessibility improvements would not be wise because horses are hard on trails and may compromise the surface. Accessible trail improvements across the entire Rock County Park system focus on hiking-only trails.

Indianford Park
3895 Riverside Drive
Edgerton, WI 53534

Accessibility Assessment

Date: December 15, 2011

Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking (east) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Gravel lot with no parking spots marked
Number of accessible parking spaces (east) 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Gravel lot with no parking spots marked
Van accessible parking (west) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Gravel lot with no parking spots marked
Number of accessible parking spaces (west) 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Gravel lot with no parking spots marked
Hand pump well 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf	Spout 35" high	Force to operate too high	
Path to well At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Canoe launch 60" wide, cross slope max 2%, walkway slope max 5%		Totally unimproved launch	
Porta-potty (east) Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max, door open out, handle/latches operable with a closed fist, handle height max 48"		56" x 56"	All other elements accessible
Porta-potty partition entry (east) Min 60" wide	66" wide		
Path to porta-potty (east) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Slope 3.2%, path not a firm, stable surface		

Porta-potty (west) Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max, door open out, handle/latches operable with a closed fist, handle height max 48"		56" x 56"	All other elements accessible
Porta-potty partition entry (west) Min 60" wide	63" wide		
Path to porta-potty (west) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Slope 4.6%, Gravel path only 16" wide		

Improvement Recommendations

Immediate Priority:

1. Designate van accessible parking spaces in both parking lots.
2. Build crushed limestone accessible routes to each restroom.

Desirable Priority:

1. Build a crushed limestone accessible path to the hand-pump well.
2. Improve canoe launch, making route accessible to the maximum extent feasible.

No Improvement Planned:

1. No improvements are planned for the hand-pump well.

Technically Infeasible:

None

Koshkonong Lake Access

1005 East Lakeside Drive
Edgerton, WI 53534

Currently, this parcel is completely undeveloped. The park contains a suburban storm water retention pond, but the majority of acreage is a floodplain forest. The park has potential for an elevated boardwalk for lake access.

No park improvements are planned at this time.

An accessibility study was not conducted.

Lee Park

9205 E. STH 67
Clinton, WI 53525

Accessibility Assessment

Date: March 16, 2012

Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	No parking spots marked, just park at will along park road
Number of accessible parking spaces 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	No parking spots marked, just park at will along park road
Hand pump well (north) 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf	Spout 33" high	Force to operate too high	Built pre-1991
Path to well (north) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Hand pump well (south) 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf	Spout 35" high	Force to operate too high	Built pre-1991
Path to well (south) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Restroom stall (north) Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max		Not accessible, specifics not measured because obviously not accessible and replacement planned in 2012	Built pre-1991
Restroom door (north) Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"			Built pre-1991
Path to restroom (north) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface			

Restroom stall (south) Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max		Not accessible, specifics not measured because obviously not accessible and replacement planned in 2012	Built pre-1991
Restroom door (south) Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"			Built pre-1991
Path to restroom (south) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface			
Shelter At least one accessible table in shelter with min 36" space between each table		No accessible tables in shelter	Built pre-1991
Path to shelter At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair, also within accessible path or stable surface		None	
Hiking trails		No trails accessible	
Path to softball field fan seating At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Path to softball player benches At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	



Park driveway



Softball diamond and player's benches

Improvement Recommendations

Immediate Priority:

1. Bathroom replacement is scheduled for the summer of 2012, replace with an accessible restroom and build an accessible path.
2. Replace one of the picnic tables in the shelter with an accessible picnic table.
3. Designate one van accessible parking space near the shelter, new bathroom location, and softball diamond.

Desirable Priority:

1. Build a crushed limestone accessible route to the shelter.
2. Build a crushed limestone accessible route to one of the hand pump wells.

No Improvements Planned:

1. No improvements are planned for the hand-pump well.
2. No improvements are planned for the route to the softball field. Similar improvements are planned for Sweet-Allyn Park, which is very close to Lee Park and the more used field.
3. The trails are fairly flat, but cannot be considered a firm, stable, surface, as most trails are grassy paths. Since the trails are not a main feature of the park and the park's driveway acts as an accessible link from north to south, no improvements are planned.

Technically Infeasible:

1. None

Magnolia Bluff Park

4002 North Croak Road

Evansville, WI 53536

Accessibility Assessment

Date: December 15, 2011

Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking (lower) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Paved lot with no parking spots marked
Number of accessible parking spaces (lower) 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Paved lot with no parking spots marked
Van accessible parking (upper) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Paved lot with no parking spots marked
Number of accessible parking spaces (upper) 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Paved lot with no parking spots marked
Van accessible parking (equestrian) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Gravel/grass lot with no parking spots marked
Number of accessible parking spaces (equestrian) 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Gravel/grass lot with no parking spots marked
Hand pump well (lower) 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf		Force to operate too high, spout 42" high	Built pre-1991
Path to water fountain (lower) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Hand pump well (upper) 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf		Force to operate too high, spout 42" high	Built pre-1991
Path to water fountain (upper) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	

Restroom stall (lower) Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max	Yes		
Restroom door (lower) Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"	Yes		
Path to restroom (lower) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		9.5% slope	Accessible to the greatest extent feasible
Restroom stall (upper) Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max	Yes		
Restroom door (upper) Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"	Yes		
Path to restroom (upper) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		6.8% slope, 7.8% cross slope	Accessible to the greatest extent feasible
Restroom stall (equestrian) Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max	Yes		
Restroom door (equestrian) Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"	Yes		
Path to restroom (equestrian) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Yes		
Information kiosk (lower) If any materials are available, reach 48" max, 15" min (prefer ~30" min, 40" max)		63" reach	
Path to kiosk (lower) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Information kiosk (upper) If any materials are available, reach 48" max, 15" min (prefer ~30" min, 40" max)		63" reach	
Path to kiosk (upper) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	

Information kiosk (equestrian) If any materials are available, reach 48" max, 15" min (prefer ~30" min, 40" max)		50" reach, bench is in the way	
Path to kiosk (equestrian) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Donation can (equestrian) Reach 48" max, 15" min (prefer ~30" min, 40" max)	Yes		
Path to donation can (equestrian) At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair, also within accessible path or stable surface		None	
Multi-use (hiking, equestrian and cross country ski) trails		None	
Hiking trails		None	
Interpretive signs Min height for bottom of sign 30", max height 48"	Yes		
Path to interpretive signs At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	



Lower accessible restroom (installed 2011)



West overlook



Equestrian kiosk



Upper kiosk



Lower well

Improvement Recommendations

Immediate Priority:

1. Lower all informational kiosks to appropriate reach range or add new brochure holders to the kiosk posts.
2. Designate van accessible parking spaces in all three lots.

Desirable Priority:

1. An accessible hiking trail is recommended in the park's master plan as part of the trail sustainability redesign. Implement this in the first phase of the trail improvement process.
2. Build a crushed limestone accessible route to the lower hand pump well.
3. Build a crushed limestone accessible picnic area adjacent to the lower parking lot and hand pump well path.
4. Update one of the hand-pump well with an accessible handle.

No Improvements Planned:

1. No plans to build an accessible horse mounting ramp; one is planned for Gibbs Lake Park.
2. No plans to build a crushed limestone accessible route to the equestrian donation can since a mounting ramp is not planned.

Technically Infeasible:

5. The multi-use trails are fairly flat, but cannot be considered a firm, stable, surface, as most trails are grassy paths. Accessibility improvements would not be wise because horses are hard on trails and may compromise the surface. Accessible trail improvements across the entire Rock County Park system focus on hiking-only trails.

Murwin Park

6407 West Caledonia Road
Edgerton, WI 53534

Accessibility Assessment

Date: December 15, 2011

Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking (west) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Paved lot with no parking spots marked
Number of accessible parking spaces (west) 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Paved lot with no parking spots marked
Van accessible parking (east) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Paved lot with no parking spots marked
Number of accessible parking spaces (east) 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Paved lot with no parking spots marked
Van accessible parking (gravel) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Gravel/grass lot with no parking spots marked
Number of accessible parking spaces (gravel) 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Gravel/grass lot with no parking spots marked
Hand pump well 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf		Force to operate too high, but artesian at times; spout 39" high	Built pre-1991
Path to water well At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Paved path, 9.3% slope	Accessible to the greatest extent feasible
Restroom Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max	Yes		
Restroom door Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"	Yes		

Path to restroom At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Yes		
Canoe launch 60" wide, cross slope max 2%, walkway slope max 5%		Totally unimproved launch	
Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair, also within accessible path or stable surface		None	
Hiking trails		None	



Route to well (added 2011 when lot was re-paved)



Accessible restroom and route

Improvement Recommendations

Immediate Priority:

1. Designate van accessible parking spaces in the west parking lot.

Desirable Priority:

1. Improve canoe launch, making route accessible to the maximum extent feasible.
2. Build a crushed limestone accessible picnic area adjacent to the west parking lot.

No Improvements Planned:

1. No improvements are planned for the hiking trails because they are not a highly used amenity in this park.
2. Accessible stalls are not planned for the other two lots. They do not lead to any amenities and are not used often.
3. No improvements are planned for the hand-pump well.

Technically Infeasible

None

Pelishek-Tiffany Nature Trail

Runs from Clinton to Allens Grove

Trailhead Location:

Farmer's Gateway Park

128 Mill Street

Clinton, WI 53525

This trail runs along an old railroad bed, so surface is gravel, bare mineral soil, or grass. At points, the surface could be considered accessible, but not the entire trail. Picnic areas, benches, rest stop shelters, and bike racks are provided along the trail.

An accessibility study was not conducted because the trail allows horses and accessibility improvements would not be wise because horses are hard on trails and may compromise the surface. Accessible trail improvements across the entire Rock County Park system focus on hiking-only trails.

However, accessibility was discussed with the DNR Accessibility Coordinator. This park poses a unique challenge: Rock County Parks constructed a restroom (on County property) adjacent to the trailhead park, which is owned by the Pelishek Nature Trail Foundation. An accessible path is required to the restroom, but the path would run on land not owned by Rock County. A cooperative agreement must be made to build this path.

Royce Dallman Park

11500 N. Charley Bluff Road

Milton, WI 53563

Accessibility Assessment

Date: December 15, 2011

Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Paved lot with no parking spots marked
Number of accessible parking spaces 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Paved lot with no parking spots marked
Hand pump well 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf		Force to operate too high	Built pre-1991
Path to well At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Restroom Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max	Yes		
Restroom door Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"	Yes		
Path to restroom At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Paved path, 5.6% slope	Accessible to the greatest extent feasible
Boat launch fee envelopes Reach 48" max, 15" min (prefer ~30" min, 40" max)		52" reach	
Boat launch fee drop Reach 48" max, 15" min (prefer ~30" min, 40" max)	Yes		
Path to kiosk At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		16.8% slope	
Boat launch dock 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, barrier-free sides		47" wide	

Path to boat launch At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		7.3% slope	Accessible to the greatest extent feasible
Shelter At least one accessible table in shelter with min 36" space between each table	2 of 4 tables accessible	Only 26" maneuver space	
Path to shelter At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Paved path, 5.2% slope	Accessible to the greatest extent feasible
Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair, also within accessible path or stable surface		None	



Boat launch (will be replaced 2012)



Shelter with accessible route



Well shelter (no accessible route)

Improvement Recommendations

Immediate Priority:

1. Boat launch dock replacement is scheduled for the summer of 2012, replace with an accessible pier.
2. Designate van accessible parking spaces. One handicapped space should be designed adjacent to the bathroom and one handicapped space should be designated closest to the boat launch.
3. Lower the informational kiosk so the fee envelopes are in appropriate reach range.
4. Remove one picnic table from the shelter so there is enough maneuver space.
5. Improve the accessible route to the boat launch informational kiosk with crushed limestone.

Desirable Priority:

1. Build a crushed limestone accessible path to the hand-pump well.

No Improvements Planned:

1. No improvements are planned for the hand-pump well.

Technically Infeasible:

1. The boat launch path is the best we can get without completely re-grading the entire parking lot and launch.

Schollmeyer Park

2767 East Trail Drive

Beloit, WI 53511

Currently, this park is undeveloped. It is under utilized, but some people use it as an unimproved canoe/kayak launch site.

No park improvements are planned at this time.

An accessibility study was not conducted.

Sugar River Park

11317 South Nelson Road
Beloit, WI 53511

Currently, this parcel is mostly undeveloped with an unimproved canoe/kayak launch on the Sugar River.

No park improvements are planned at this time.

An accessibility study was not conducted.

Sweet-Allyn Park

7149 South CTH J

Beloit, WI 53511

Accessibility Assessment

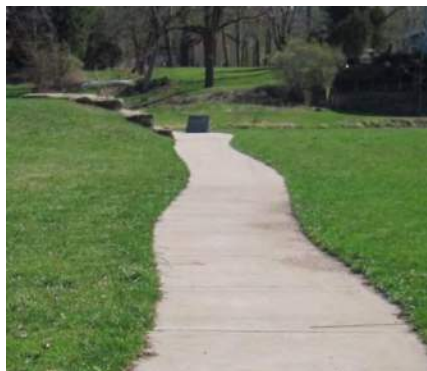
Date: January 25, 2012

Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking (west) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		Designed, but doesn't meet requirements	Designation is painted on the pavement, not properly signed. The total stall width is correct, but the access aisle is too narrow and the stall too wide.
Number of accessible parking spaces (west) 1 accessible per 25 spaces, at least 1 van accessible	Yes		
Van accessible parking (east) Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	
Number of accessible parking spaces (east) 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	
Hand pump well 30" wide by 48" deep clearance space, spout outlet no higher than 36", force to operate under 5 lbf		Force to operate too high	Built pre-1991
Path to well At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Stairs from shelter, no accessible route	
Restroom stall Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max		Men's and Women's stall size 47"x57"	Built pre-1991
Restroom door (entry and/or stall) Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"	Yes		Built pre-1991
Path to restroom At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Slope max 9/8%, pavement too broken to be considered firm and stable, cross slope by men's entry door is 7.4%, women's 8.5%	

Canoe launch 60" wide, cross slope max 2%, walkway slope max 5%		Totally unimproved launch	Some people use the paved drainage path to launch canoes
Shelter At least one accessible table in shelter with min 36" space between each table			Built pre-1991
Path to shelter At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair, also within accessible path or stable surface		None	
Playground equipment Ground surface comply with ASTM F 1951, transfer platform level surfaces min 14" deep, 24" wide, 11"-18" high with at least one means of support, transfer steps shall have level surfaces min 14" deep, 24" wide, 8" high max rise, accessible lanes to all ground-level equipment with		Not accessible	Built pre-1991
Path to playground At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Softball field fan seating Firm, stable surface adjacent to fan seating min 36" wide		None	
Path to softball player benches At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		None	
Path to dam memorial At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Paved path, slop 0.3%	55" wide	



Restroom path
(note condition of walkway)



Route to dam memorial



Accessible picnic table on grass



Stairs from shelter to well



Shelter

Improvement Recommendations

Immediate Priority:

1. Properly sign the accessible parking spaces.

Desirable Priority:

1. Build a crushed limestone accessible route to the shelter.
2. Build a crushed limestone accessible route to the hand pump well.
3. Improve canoe launch, making route accessible to the maximum extent feasible.
4. When playground equipment is replaced, use accessible equipment and add crushed limestone accessible route.
5. Build a crushed limestone accessible route to the softball player benches.

No Improvements Planned:

1. Parking stalls will not be relined for proper aisle and stall width until entire lot is relined. The total stall width is OK.

Technically Infeasible:

None

Turtle Creek Parkway

6528 S. Smith Road

Clinton, WI 53525

Accessibility Assessment

Date: January 25, 2012

Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		No accessible parking spots designated	Paved lot with no parking spots marked
Number of accessible parking spaces 1 accessible per 25 spaces, at least 1 van accessible		No accessible parking spots designated	Paved lot with no parking spots marked
Restroom stall Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max		Not accessible, specifics not measured because obviously not accessible and replacement planned in 2012	Built pre-1991
Restroom door (entry and/or stall) Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"			Built pre-1991
Restroom sink 30" wide by 48" deep clearance space, max 34" to rim or counter surface, faucets operable with closed fist			Built pre-1991
Building entrances Entrance door min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48", change in level max 1/4"		Door opens in, force to open too high, change in level 1 3/4"	
Service counter 28"-34" high		46" high	
Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair, also within accessible path or stable surface		None	



Building exterior before any improvements



Serving kitchen
(note height on the service window counter)

Improvement Recommendations

Immediate Priority:

1. Building renovation scheduled for 2012, which will create one unisex accessible restroom, an accessible entrance, parking lot resurfacing with designated stalls and other building improvements, such as new windows, floor, etc...

Desirable Priority:

None

No Improvements Planned:

None

Technically Infeasible:

None

Walt Lindemann Sportsman's Park

3411 North Hwy. 51
Janesville, WI 53545

Accessibility Assessment

Date: December 15, 2011 and March 16, 2012

Amenity	Accessible	Not Accessible	Additional Comments
Van accessible parking Min 96" wide with access aisle min 60" wide, properly signed, sign min height 72", surface slope max 2%		Designed, but doesn't meet requirements	The total stall width is correct, but the access aisle is too narrow and the stall too wide. Sign height 65"
Number of accessible parking spaces 1 accessible per 25 spaces, at least 1 van accessible	Yes		
Water fountain 30" wide by 48" deep clearance space, spout outlet no higher than 36", Control at front operable with closed fist		Spout height 37"	Built pre-1991
Path to water fountain or well At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		Concrete pad under fountain has 2" raise from shelter concrete	
Restroom stall Min size 60" wide x 56" deep, 17"-19" height of toilet seat, grab bars 36" high rear and 42" high side, flush control height 44" max		Men's and Women's stall size 44' x 60'	Built pre-1991
Restroom door (entry and/or stall) Min 32" wide, force to open under 5 lbf, door open out, handle/latches operable with a closed fist, handle height max 48"	Yes		Built pre-1991
Restroom sink 30" wide by 48" deep clearance space, max 34" to rim or counter surface, faucets operable with closed fist	Yes		Built pre-1991
Donation can Reach 48" max, 15" min (prefer ~30" min, 40" max)	Yes		
Path to donation can At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	
Shelter At least one accessible table in shelter with min 36" space between each table	Yes		Built pre-1991
Path to shelter and restrooms At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface	Yes		

Picnic area At least one accessible table in picnic area with accessible path leading to it and a firm stable surface 60" around table, grill has clearance space of 30" x 40" for wheelchair, also within accessible path or stable surface	One accessible picnic table in picnic area	No accessible route or firm, stable surface around table	
Playground equipment Ground surface comply with ASTM F 1951, transfer platform level surfaces min 14" deep, 24" wide, 11"-18" high with at least one means of support, transfer steps shall have level surfaces min 14" deep, 24" wide, 8" high max rise, accessible lanes to all ground-level equipment with	One swing has poured in place surfacing	Swing isn't accessible – it is the standard bench swing	
Path to playground At least 36" wide, if passing is needed (can't see end of path) 60" wide, cross slope max 2%, walkway slope max 5%, 80" clear head-room, firm stable surface		No accessible route	



Accessible parking with shelter route



Poured in place surface



Accessible picnic table on grass

Improvement Recommendations

Immediate Priority:

1. Properly sign the accessible parking spaces.

Desirable Priority:

1. Build a crushed limestone accessible route to deer donation can.
2. When playground equipment is replaced, use accessible equipment and add crushed limestone accessible route.

No Improvements Planned:

1. Parking stalls will not be relined for proper aisle and stall width. The total stall width is OK.
2. The drinking fountain is very close to accessible, the spout is only 1" too high. Considering that it was built before 1991, no improvements are planned.

Technically Infeasible:

1. No improvements are planned for the bathroom stalls or water fountain path. Given the bathroom design (not square) and the fact that the shelter was built well before 1991, standards could not be met without significant shelter renovations.

Policy Review

The current ordinances state:

CHAPTER XI – PARKS:

11.01 ROCK COUNTY PARK ORDINANCE.

(2) Regulation of Motor Vehicles.

(e) Disabled persons may use a motorized wheel chair or similar means of personal conveyance.

(f) Golf carts may be authorized for transporting physically challenged persons on trails designated by the Director.

All park brochures currently state:

Rock County does not discriminate on the basis of disability in accommodations provided to persons using our parks. For additional information or if special accommodations are required, please contact us.

Rock County Parks feels these policies allow for reasonable accommodations.

Summary

Three major accessibility deficits can be found across the entire Rock County park system:

1. Parking stalls not marked or not adequately marked
2. Bathrooms do not meet current standards
3. Kiosks, boat launch fee envelopes, and brochures racks have very high reach ranges

These deficits are listed as immediate priorities in all of the parks where they exist.

Of 11 parks with drinking water provided, mostly with hand-pump wells, only 1 is currently accessible (Beckman Mill) and one is very close to meeting accessibility standards (Sportsman's Park). Improvements are planned for 2 more (Magnolia Bluff and Carver-Roehl Park), which will spread this accessible amenity evenly around the county and ensure that drinking water is accessible in our most used parks.

Of 3 parks with playgrounds, 1 is currently accessible, although it does not currently have an accessible route, which is an immediate priority. The remaining playgrounds will be updated as equipment is replaced.

Most of the developed boat launches do not meet new accessibility standards, but are as accessible to the greatest extent feasible given the grade of the park and launches. The Rock County park system contains several unimproved canoe launches that also do not meet accessibility standards. As these launches are improved, accessibility issues will be addressed.

Although accessible trail standards are still in the draft form, Rock County Parks has included proposed improvements in two parks with frequently used hiking trails. ADA trail loops are proposed for both Magnolia Bluff Park and Carver-Roehl County Park. These parks were chosen because of their high use and desirable vistas. The ADA loops are also included in both park's master plan as part of a larger trail improvement. In the summer of 2011, an accessible trail was built in Beckman Mill Park, connecting a new accessible board with the savanna hiking trail and leading south to the museum and mill.