



COMPREHENSIVE OUTDOOR RECREATION & PARKS PLAN

2018



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Town of Beloit

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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

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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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CHAPTER 1 INTRODUCTION

What is the Town of Beloit Comprehensive Outdoor Recreation and Parks Plan?



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

Purpose of this Plan

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.



In addition to maintaining and expanding the Town’s public park, recreation and transportation offerings and facilities, it is important to add comprehensive planning to broaden the bicycle and pedestrian facilities available and increase connectivity throughout the Town and with neighbors. Simple, accessible, inexpensive and environmentally-friendly forms of transportation continue to be a pivotal component of the Town of Beloit’s vision for an active citizenry, vibrant economy and engaging street life. Every day, residents and visitors in the Town choose to walk or bike to manage errands, commute to work or school, visit friends and neighbors, maintain a healthy lifestyle and have fun. It is vital to the future of the Town that residents are continuously provided increasing opportunities to walk, bike, or utilize public transportation as a cost-efficient, viable alternative to vehicular ownership and usage. An active pedestrian and bicycle culture has been a key factor in attracting residents and businesses on which the Town of Beloit relies to succeed. Individuals and businesses are choosing to locate in areas where multi-



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.



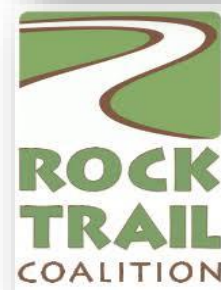
Parks Commission Issues & Opportunities

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.



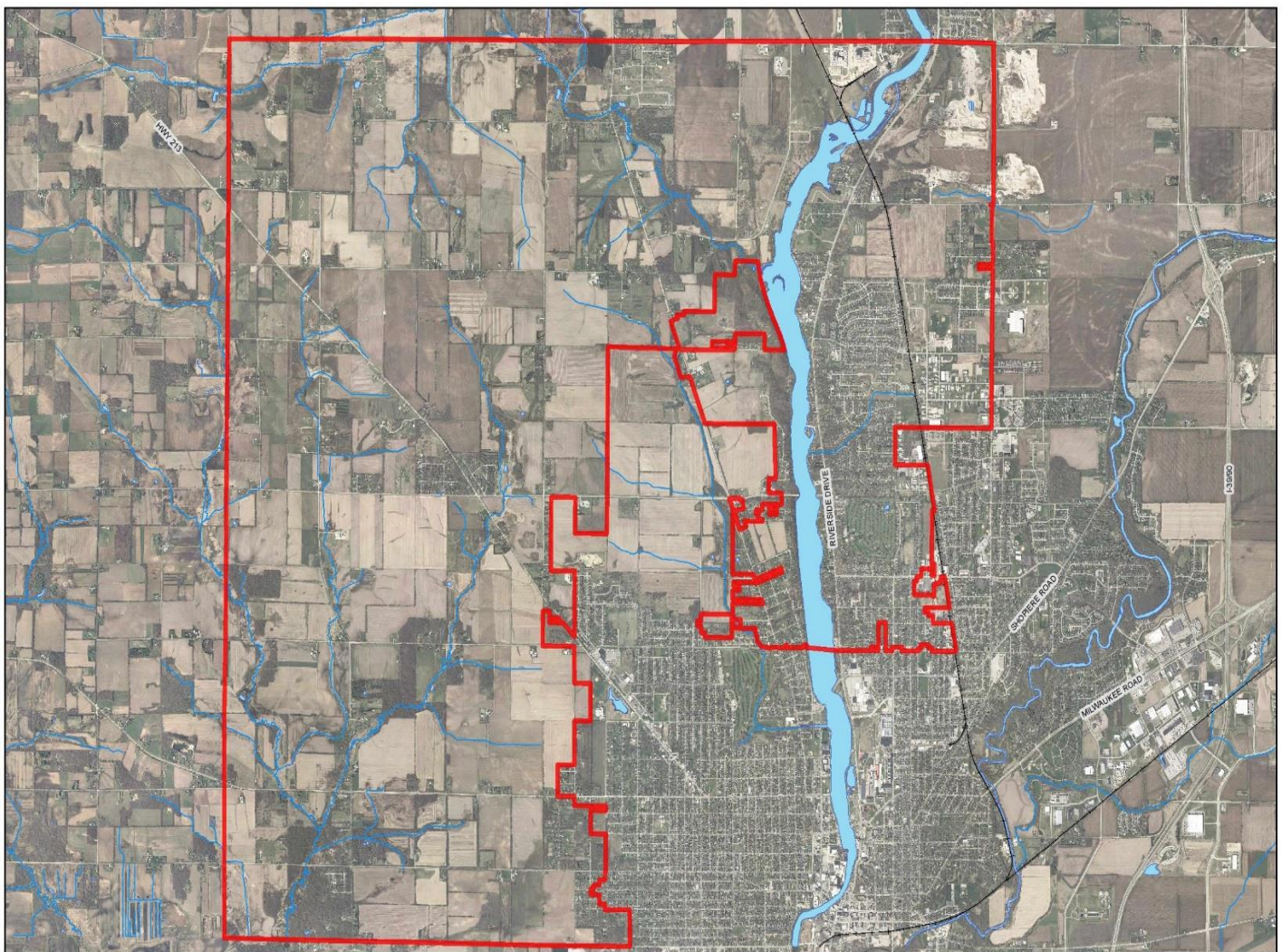
Keeping Up with Residential Growth

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 Ration 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.

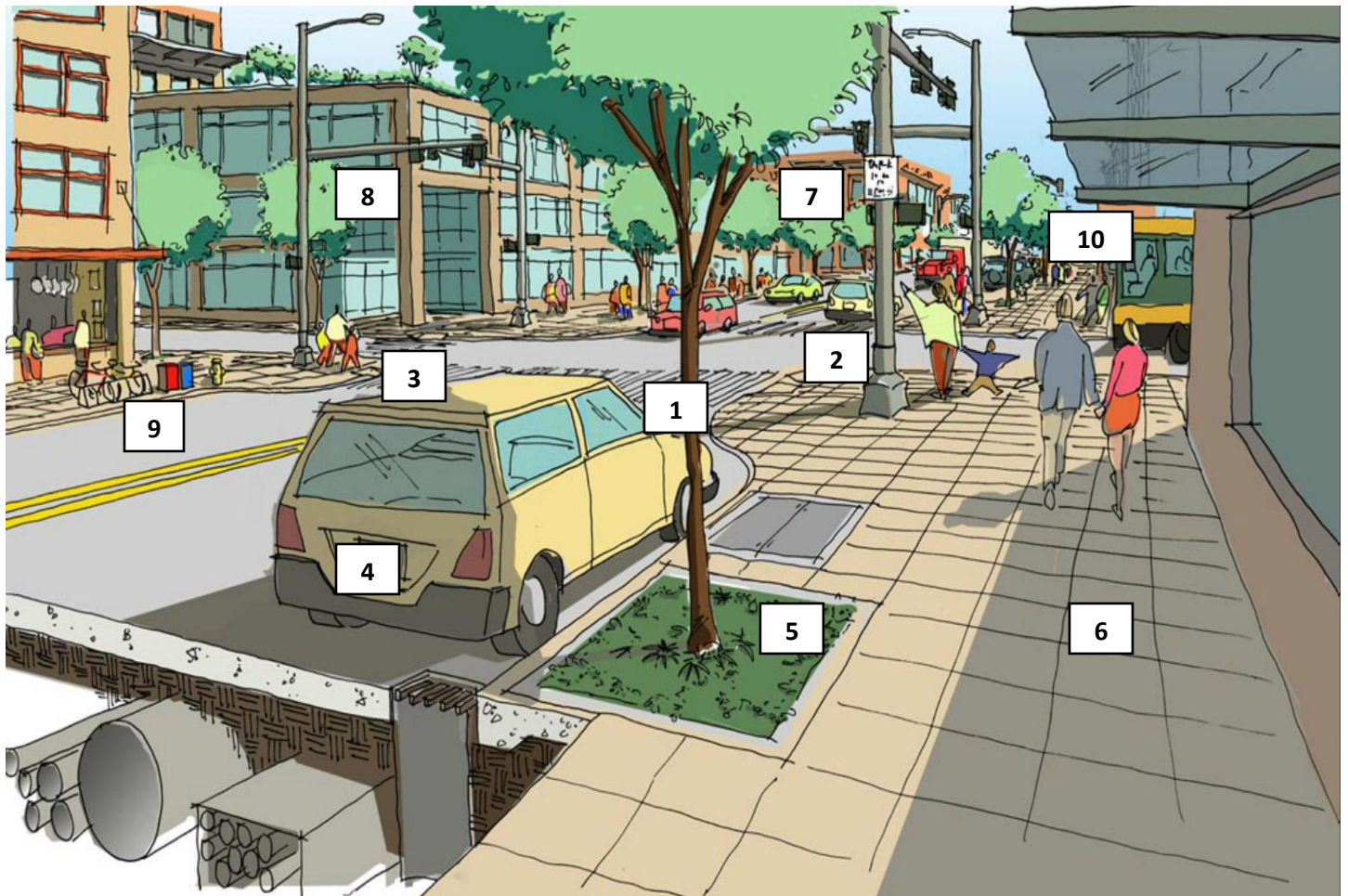


Transportation Infrastructure-Best Practices

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.

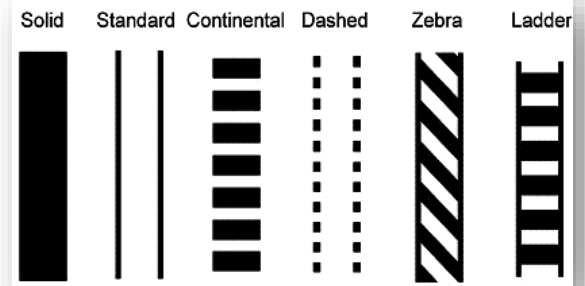
There is no singular design prescription regarding how the Town of Beloit should implement this plan as each street is unique and each project must be addressed in context. Improvements to infrastructure will be planned and implemented where possible and practical for the community. While the unique 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

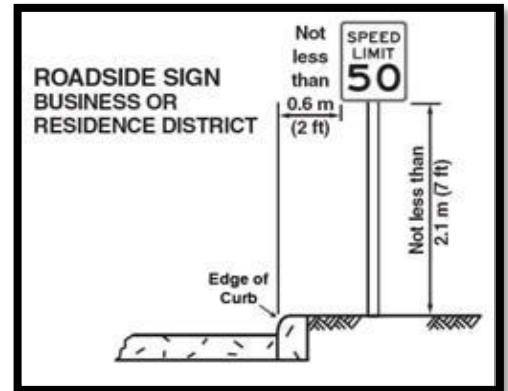
- ✓ Ensure that sidewalks are maintained, repaired and monitored for the safety of pedestrians;
- ✓ Ensure that sidewalks are cleared of snow and ice in accordance with Town Ordinance; and
- ✓ Evaluate sidewalk width and design to maximize pedestrian travel with all new infrastructure, development and 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.

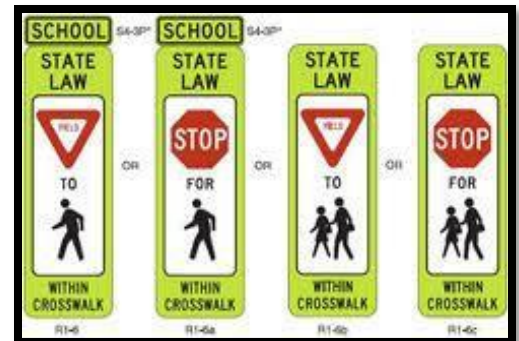
Advance pedestrian warning signs should be used where pedestrian crossings may not be expected by motorists, especially if there are many motorists who are unfamiliar with the area. A new fluorescent yellow/green color is recommended for pedestrian, bicycle, and school warning signs. This bright color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



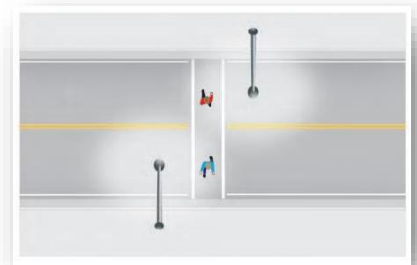
Recommendations

- ✓ 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

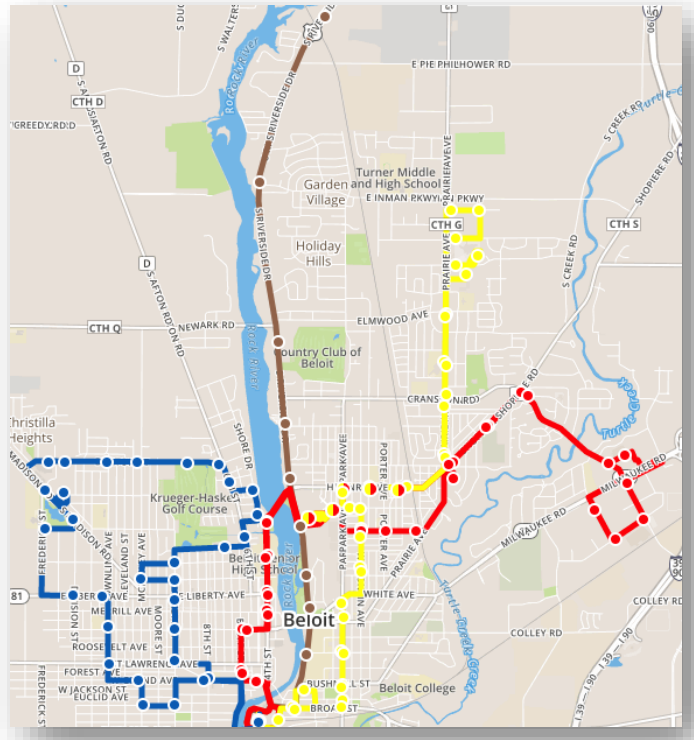
The Town of Beloit is currently, partially, served by Beloit Transit bus system. While most Beloit Transit routes are located solely in the City of Beloit, two (2) routes, the “Brown” Beloit-Janesville Express and the “Yellow” North End-Prairie, either have stops that serve Town residents or traverse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



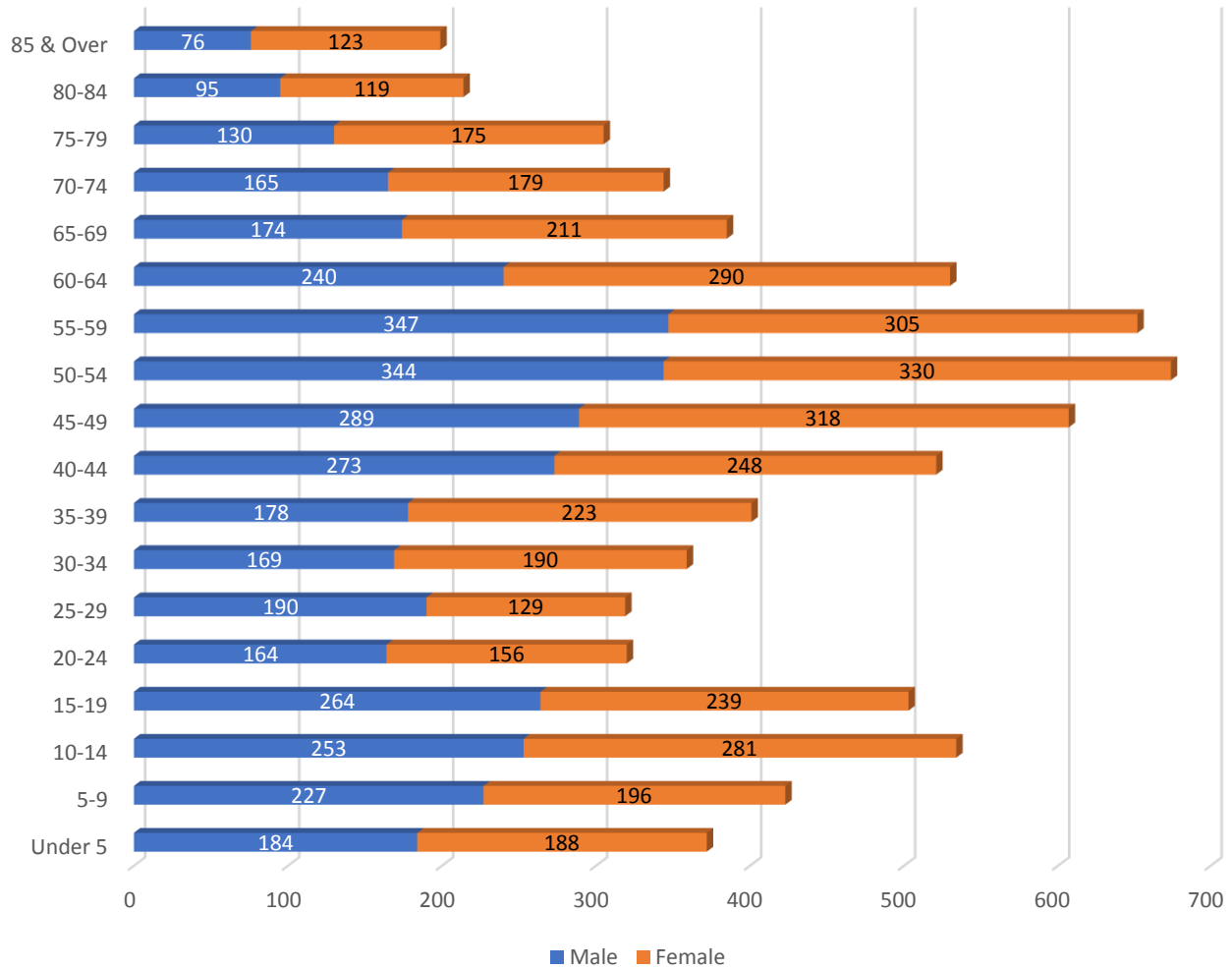
Miscellaneous Population Characteristics

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 Raccoon Creek- The East Fork of Raccoon 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 “Aurorama”, 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.



TOWN HALL PARK
TOWN OF BELOIT

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.



TOWN OF
BELOIT
Wisconsin

MCKEARN PARK

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.



TOWN OF
BELOIT
Wisconsin
ARMSTRONG-EDDY PARK
Improvement Plan
October 11, 2017

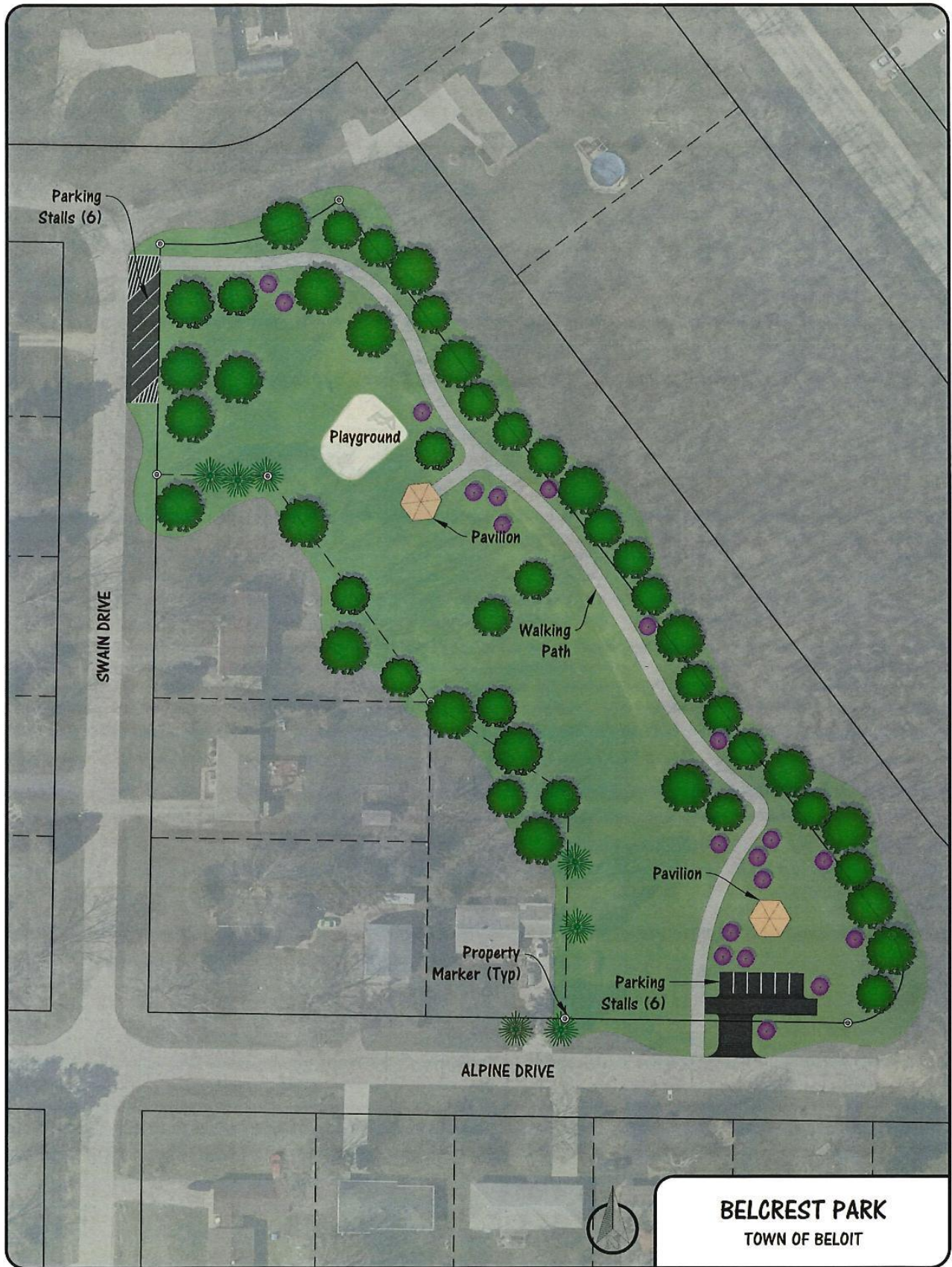
Neighborhood Parks

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.

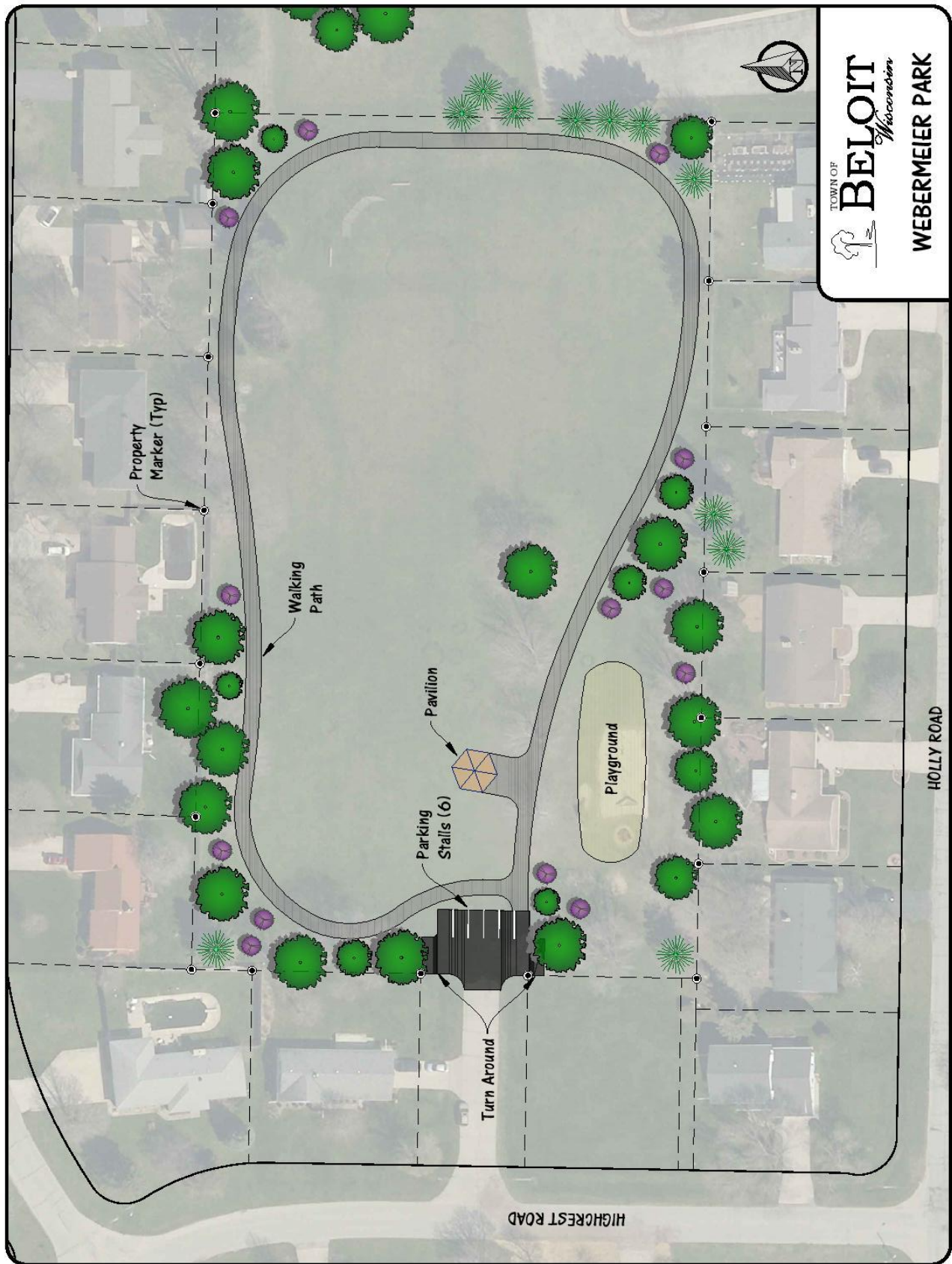


2. *Webermeier Park*- This 4.4-acre Park is located in the Garden Village Subdivision, adjacent to the Higher Ground Church Complex. This park is entirely surrounded by single-family residential homes and a church complex, making the only access an access drive off of High Crest Rd. The park has been 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.



TURNER ESTATES PARK
TOWN OF BELOIT

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

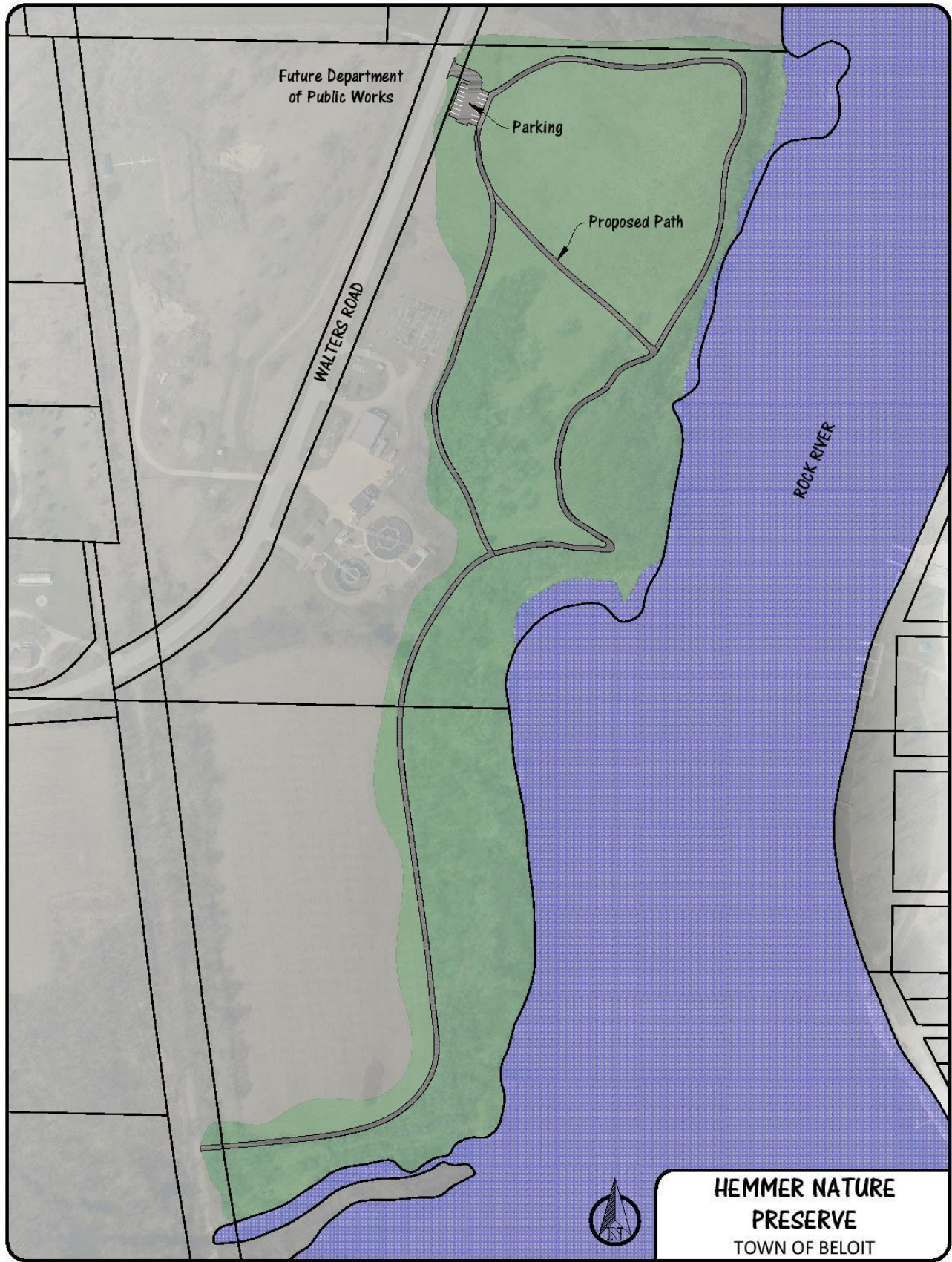


4. Hemmer Nature Preservation Area- The Hemmer Nature Preservation Area is a new concept for a trail system and conservation area on 105 acres of Town-owned lands which are also home to the Town’s Waste Water Treatment Plant, New Roads Department and Police Shooting Range. This land is currently largely 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.



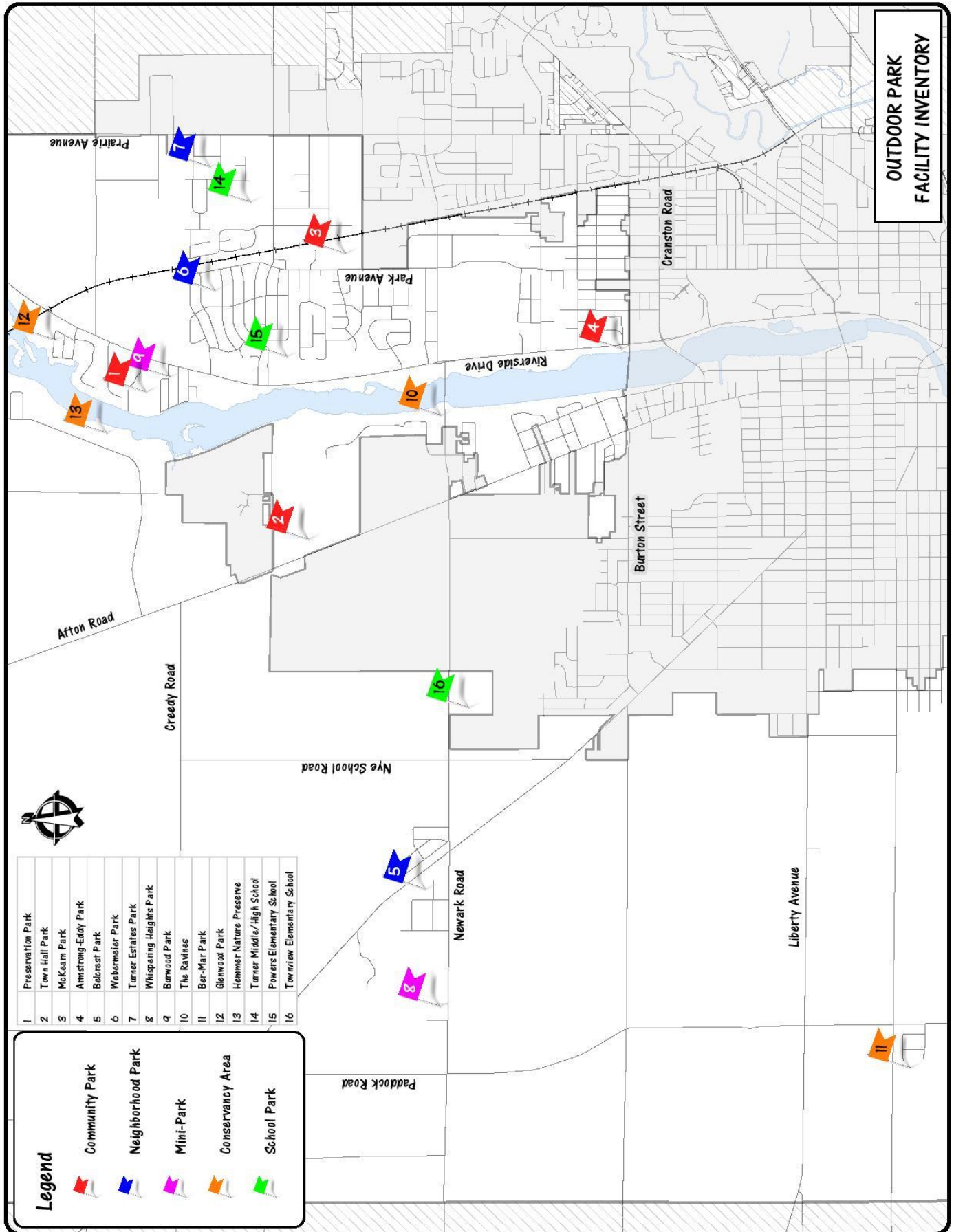
Figure 1-Turner Middle/High School Campus



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 throughway 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.

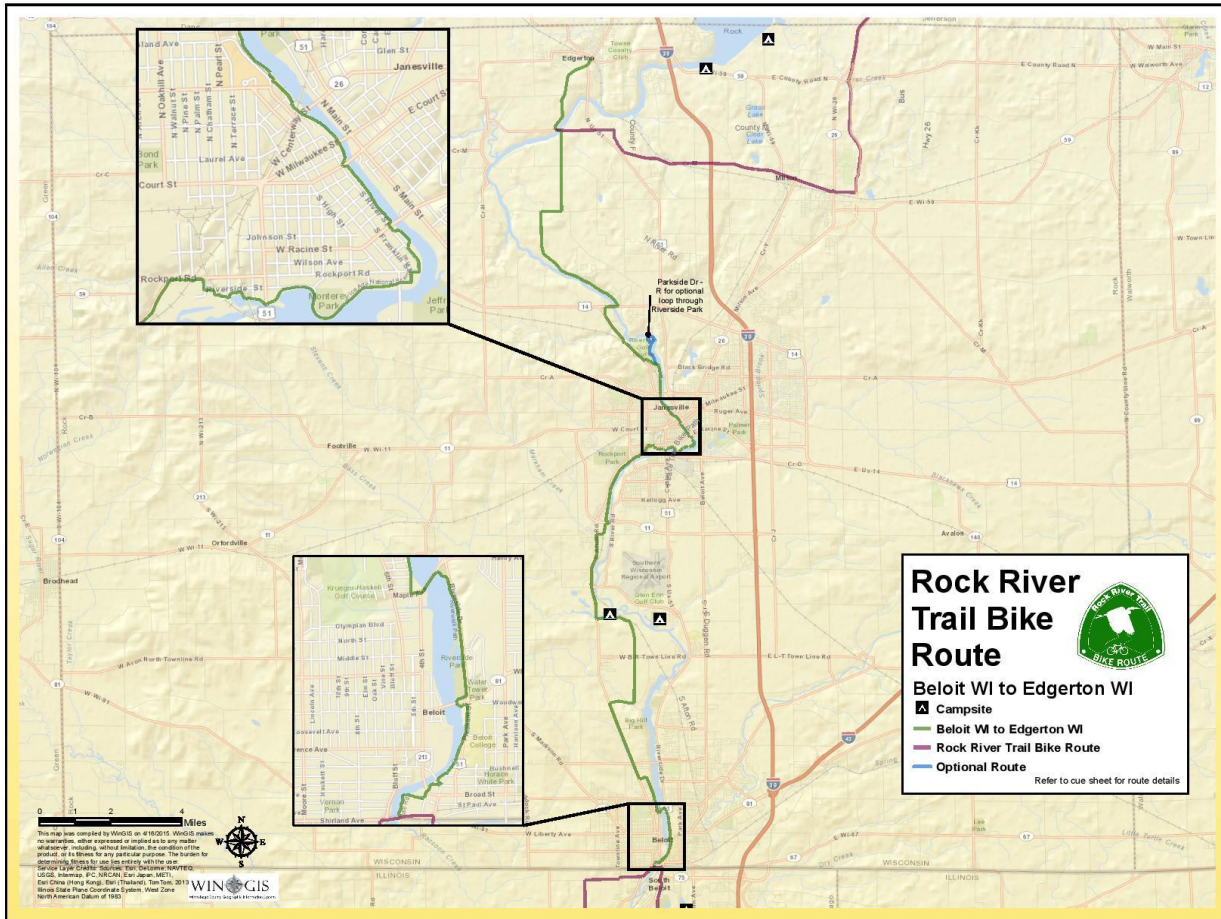
On the next several pages, the summary of the Town’s existing pedestrian and bicycle facilities includes details about the current use and condition of each facility as well as the locations and types of future facilities. Information for this portion of the plan was solicited from residents as well 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.



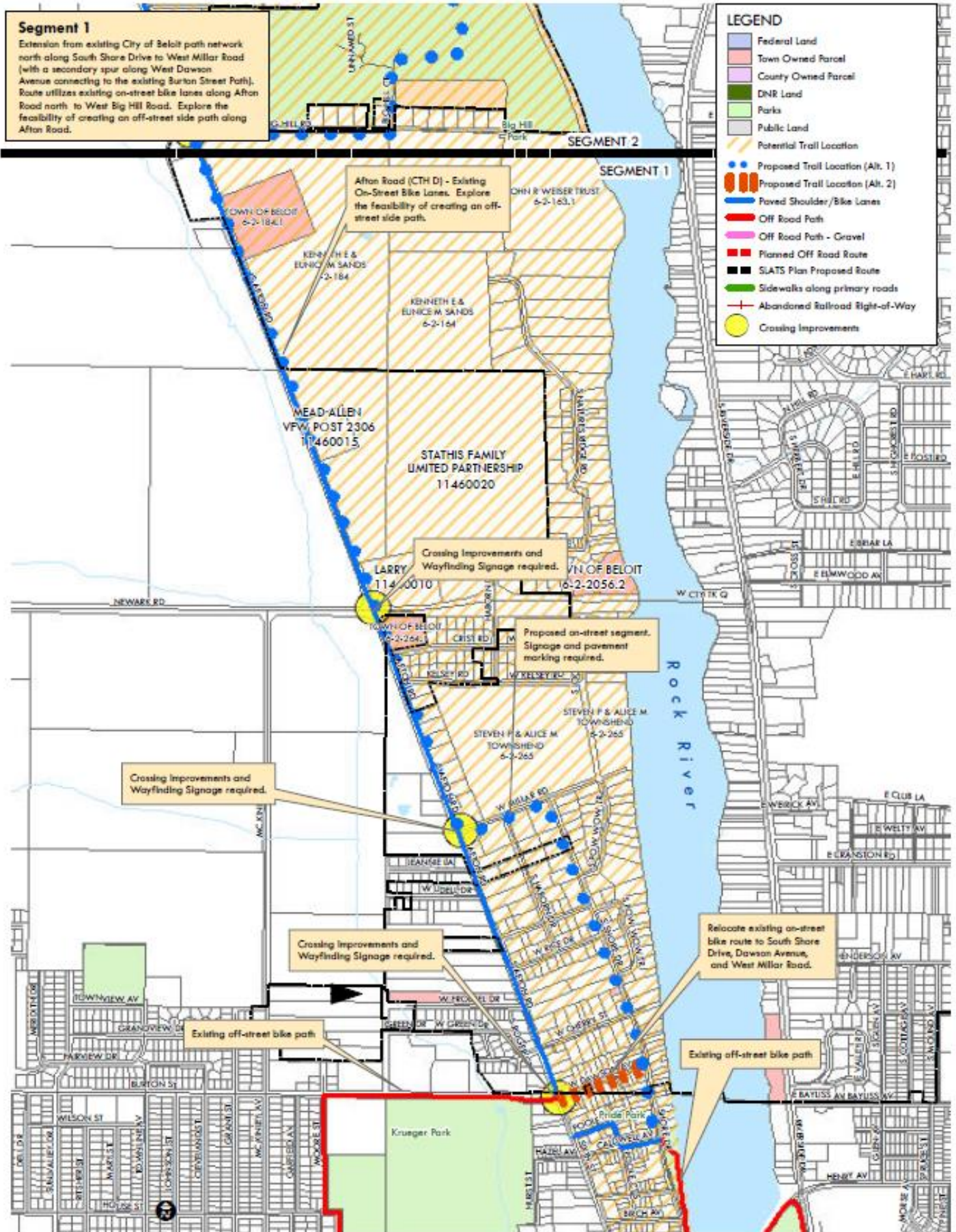


Big Hill to Krueger Link (Segment 1)

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.

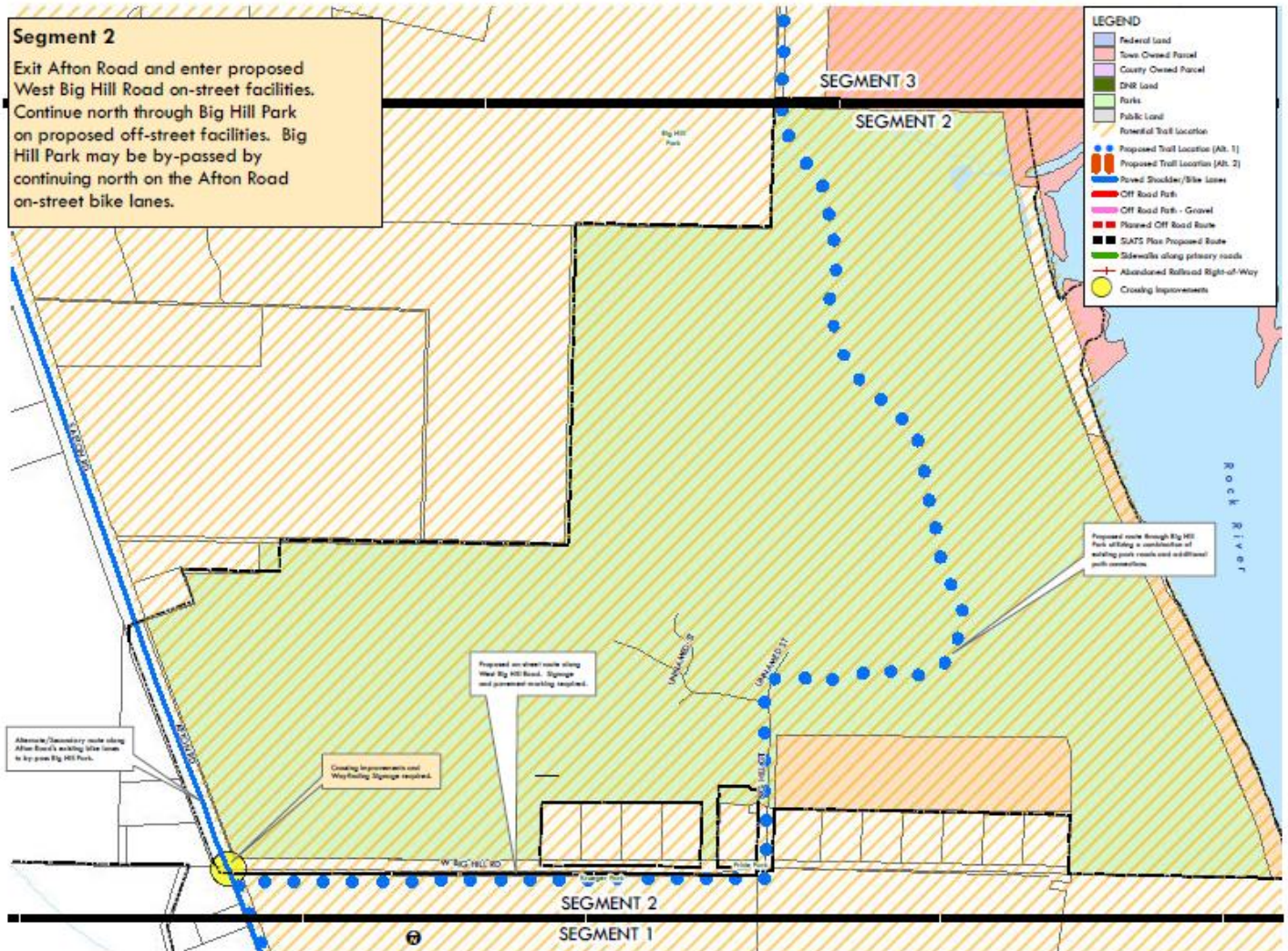
In addition to the Afton Road side path, several signage and crossing improvements are recommended within Segment 1. Wayfinding signage is recommended for Dawson Avenue, Shore Drive, and Millar Road as these proposed on-street systems provide new connections linking the off-road facilities discussed 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.

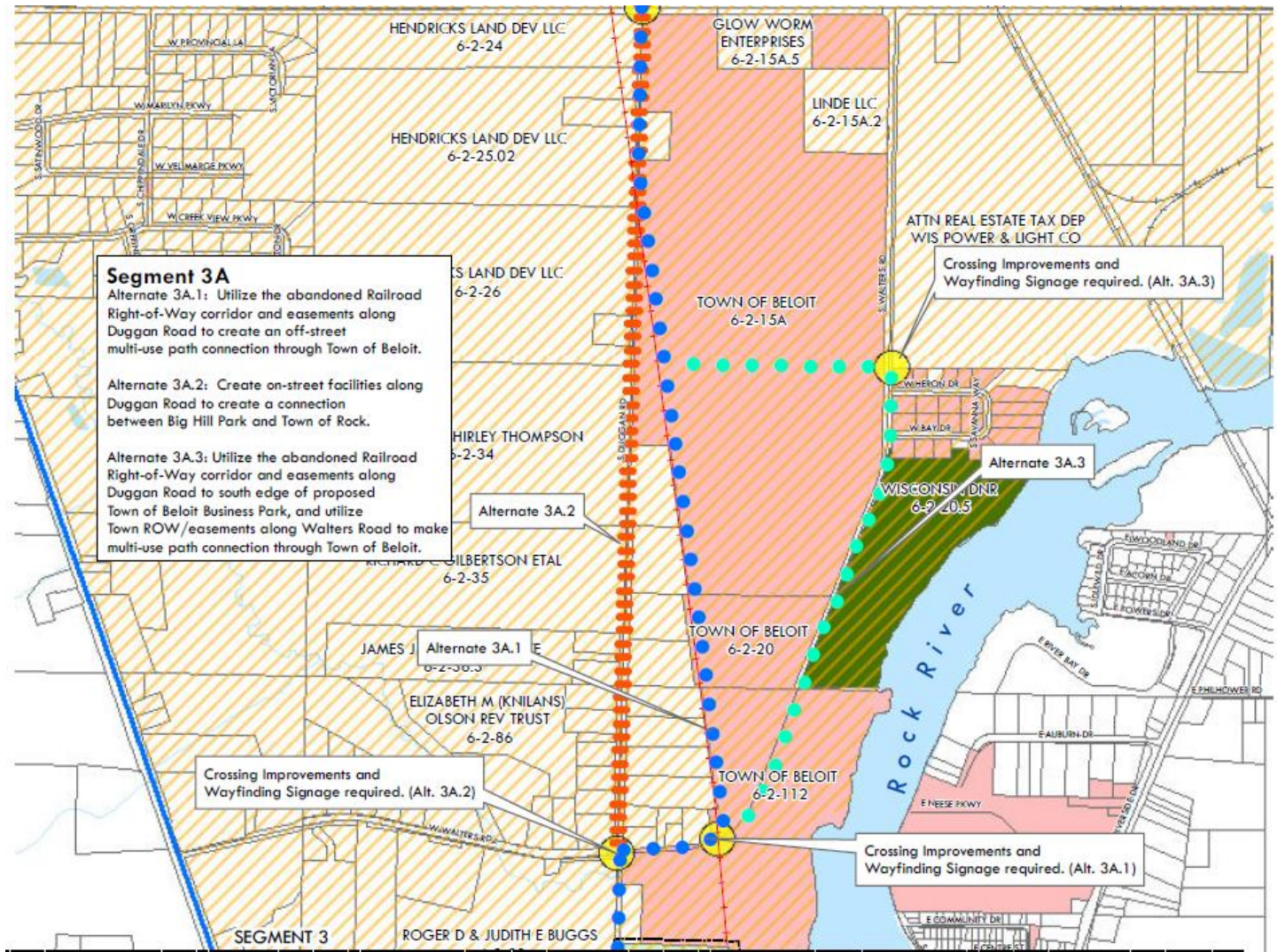


Walters-Duggan Route (Segment 3)

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

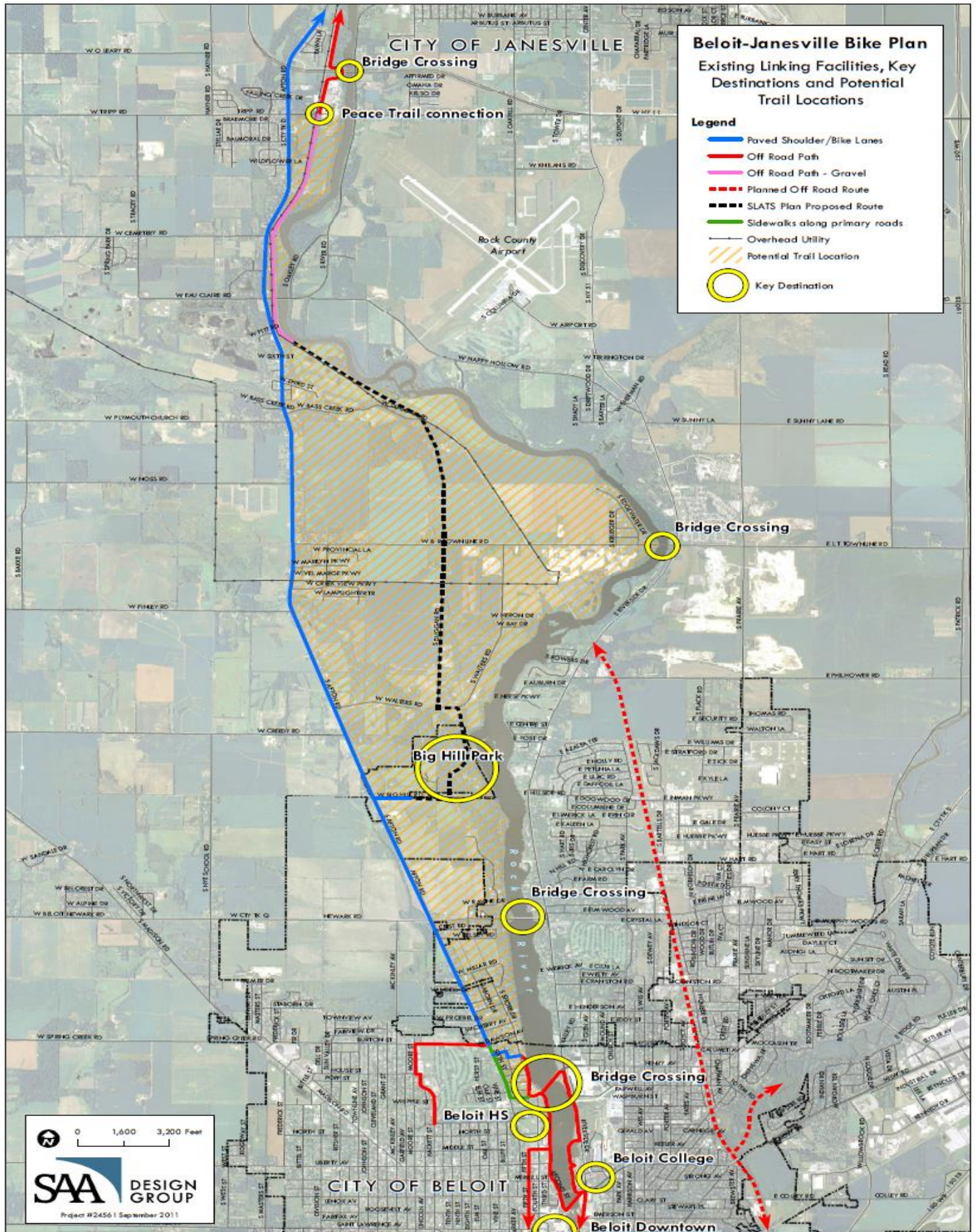
former right-of-way for the Chicago and Northwestern Railroad just east of Afton. In addition to the proposed Walters and Duggan route, it should be noted that existing on-street lanes on Afton Road will remain. Essentially, the Walters-Duggan route provides an alternative journey through the Towns of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

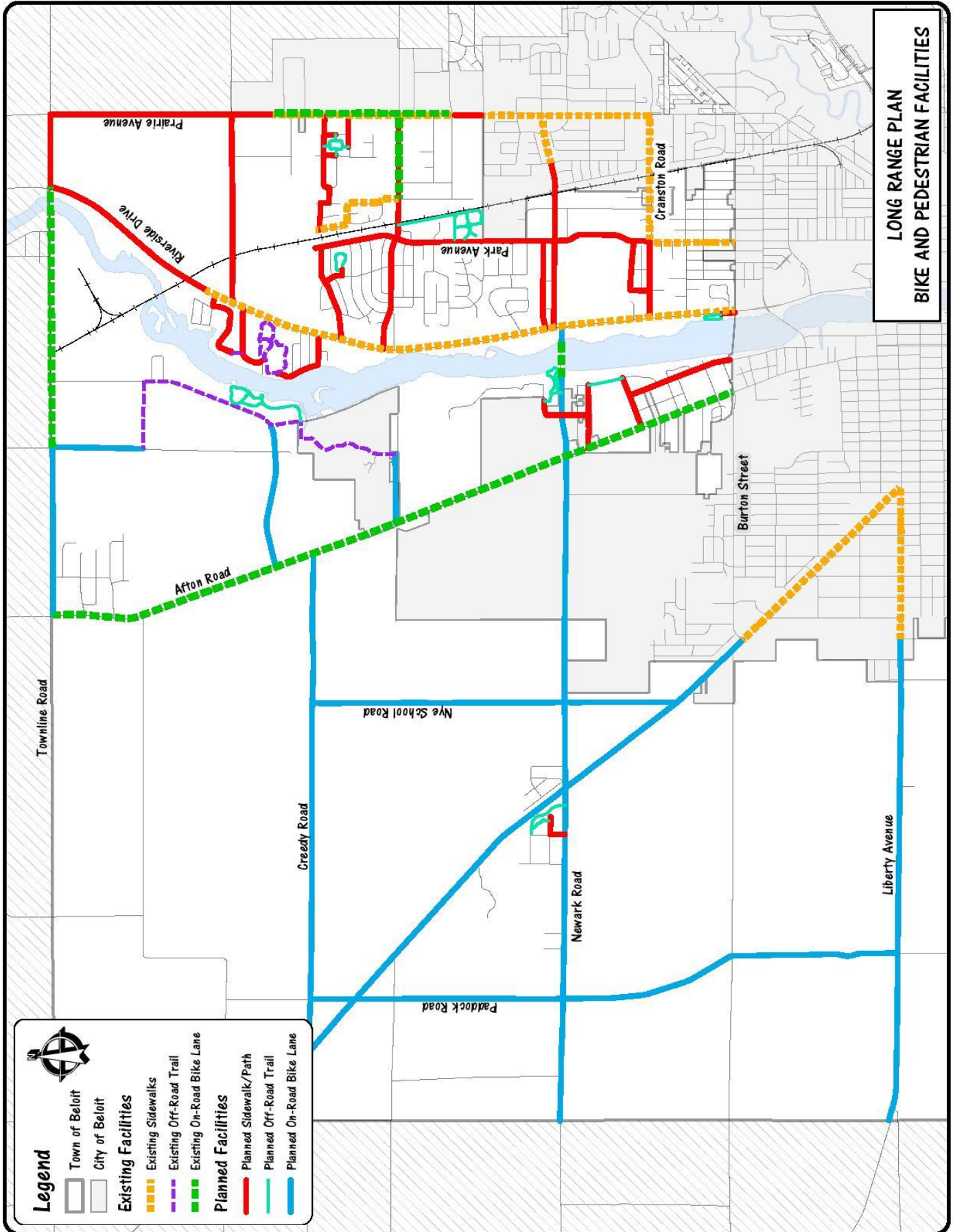
Pavement marking, signage, and crossing improvements will be an important component of the development of Segment 3. Wayfinding signage is recommended at the Duggan Road intersection with the proposed off-road path and at the Duggan Road/Townline Road intersection. Crossing improvements will be necessary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





**LONG RANGE PLAN
BIKE AND PEDESTRIAN FACILITIES**

Legend

- Town of Beloit
- City of Beloit

Existing Facilities

- Existing Sidewalks
- Existing Off-Road Trail
- Existing On-Road Bike Lane

Planned Facilities

- Planned Sidewalk/Path
- Planned Off-Road Trail
- Planned On-Road Bike Lane

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:

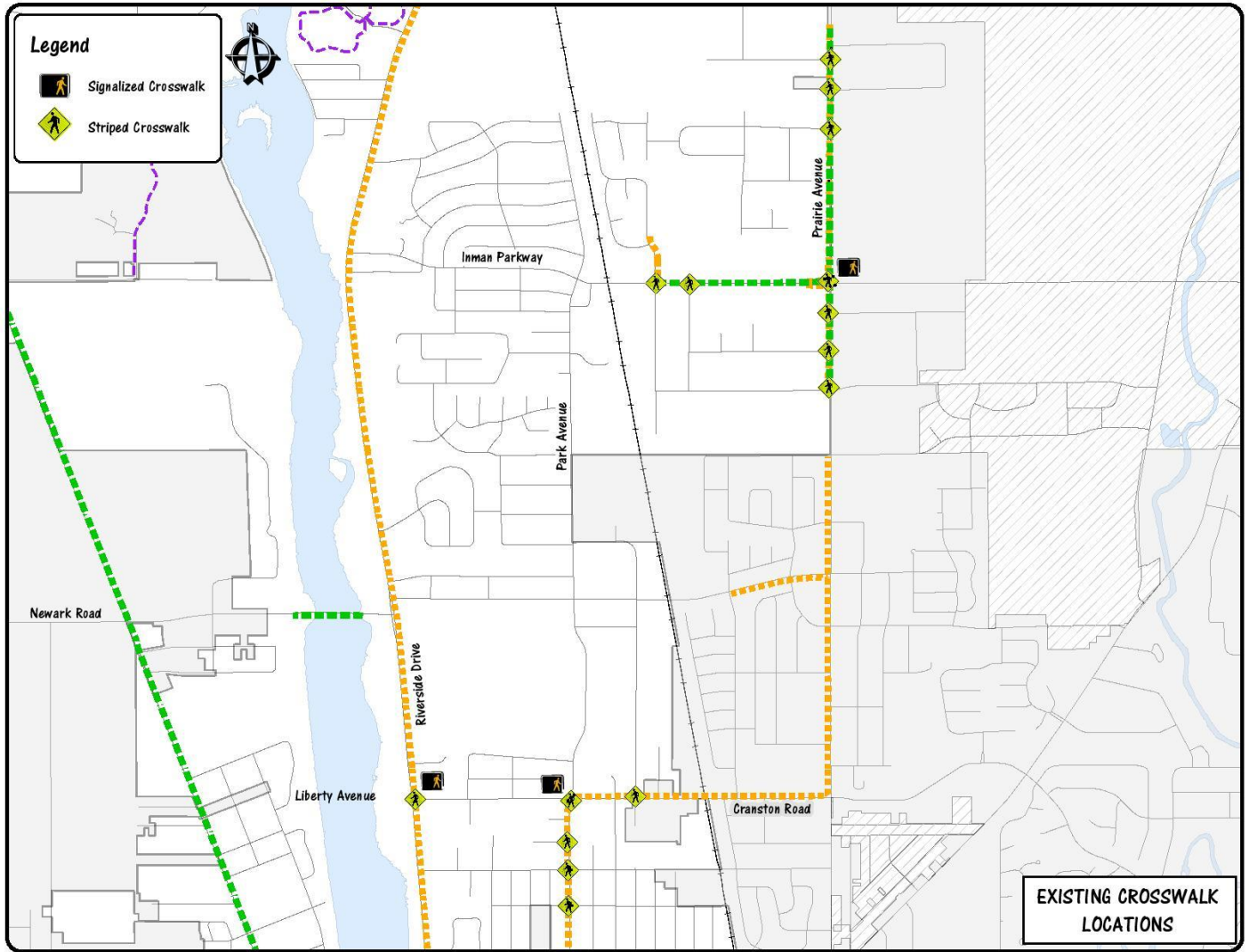
- County Highway D (Afton Road) from Burton Street to Townline Road. This bike lane runs north-south on the eastern side of the roadway.
- Townline Road from Duggan Road to State Highway 51 (Riverside Drive). This bike lane runs west-east and on the southern side of the roadway.
- County Highway G (Prairie 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 & FUNDINGOverview

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://wisconsin.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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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**

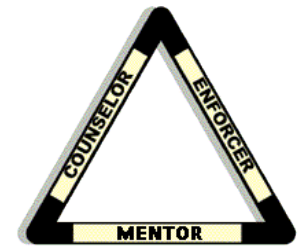
Fostering innovation in educational options and providing materials and training within the Turner School District is a major component in the success of this partnership. This requires the administration, faculty and staff to use expertise in their fields to develop new ways to reach school-aged children 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.



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.



CHAPTER 9 EDUCATION, PROGRAMS, ENCOURAGEMENT & MARKETING

Educating the community will require a concerted effort from various Town entities such as the Town’s Parks Commission, Turner School District, Town of Beloit Police & Fire Departments, Rock County Health Department and many more. In order for education to be truly successful and to reach the goals of this plan, the culture of the Town toward an expanded and heavily-used parks and recreation program and a multi-modal transportation network must evolve to meet the demands of the community. Education efforts relating to this plan and the recommended actions within should be easily disseminated to the public in numerous innovative ways as well as ways in which are personal and relatable to everyday life. There will be a transfer of knowledge through the Turner School District, but it is equally important that this knowledge be passed to all community partners and residents in an effort to be as inclusive and informed as possible. One consistent, positive, repeated message will be necessary to reach this Plan’s education goals.

Education

How, when and where to educate can affect the transfer of information regarding the information in this plan. There are many potential partners to educate school-aged children along with the School District in the community. Town programs and partners such as the Parks Commission and the Northeast Business Association (NEBA) are ideal partners. It will fall to Town Staff and Volunteers to identify innovative methods to bring entities together for full implementation and improvement.

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.



Programs

Unfortunately, the Town currently has very few options for education and recreational programming 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



As of fall 2015, 371 communities have received recognition as a bronze, silver, gold or platinum BFC. There are currently no diamond BFCs. See the full list at bikeleague.org/community



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 Marked Crosswalks
Number of Unmarked 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.

Activity or Project Type	U.S. Department of Transportation Transit, Highway, and Safety Funds														
	TIGER	TIFIA	FTA	ATI	CMAQ	HSP	NIPP	STBG	TA	RTP	SRIS	PLAN	NHTSA	NHTSA	FLTP
													402	405	
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.



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	SRIS	PLAN	NHTSA	NHTSA	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															
Safety education positions															
Safety enforcement (including police patrols)															
Safety program technical assessment (for peds/bicyclists)															
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															
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															
Tunnels / undercrossings for pedestrians and/or bicyclists															

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
 SRIS: 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.
- **TIFLA:** 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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Town of Beloit Links

1. Town of Beloit Website, <https://townofbeloit.org/>
2. Town of Beloit Facebook Page, <https://www.facebook.com/Beloit.Town/>
3. Town of Beloit Fire Department Facebook Page, <https://www.facebook.com/Town-of-Beloit-Fire-Department-466872990005695/>
4. Town of Beloit Police Department Facebook Page, <https://www.facebook.com/Town-of-Beloit-Police-Department-250657794945494/>

County Government & Partner Links

1. Rock County Website, <http://www.co.rock.wi.us/>
2. Rock County Parks, <http://www.co.rock.wi.us/parks-info-maps>

City of Beloit Links

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3. National Bike Month, <http://www.bikeleague.org/bikemonth>
4. Safe Routes to School Walk/Bike Day, <http://www.walkbiketoschool.org/>
5. Smart Growth America (Complete Streets) Website, <http://www.smartgrowthamerica.org/complete-streets>
6. Wisconsin Bicycle Federation, <http://bifw.org/>
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9. Generations United Website, <http://gu.org/HOME.aspx>
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11. City Parks Alliance, <http://www.cityparksalliance.org/>
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