



BIKE AND PEDESTRIAN TASK FORCE MEETING AGENDA

THURSDAY, SEPTEMBER 04, 2025 AT 4:00 PM

WATERTOWN MUNICIPAL BUILDING, 106 JONES STREET, WATERTOWN, WI 53094 - ROOM 2044

Virtual Meeting Info: <https://us06web.zoom.us/join> Meeting ID: 225 151 7335 Passcode: 589577 One tap mobile +16469313860

<https://us06web.zoom.us/j/9178580897?pwd=eUOpCUyvIV65zIPMYImMdPU1LVLx5I.1>

1. CALL TO ORDER

2. NEW BUSINESS

- A. Review and take action: Task Force minutes from May 13, 2025
- B. Review and take action: Appoint Chairperson
- C. Update, No Action Required: S. Church Street Shared-use Path Design
- D. Update, No Action Required: Labaree Street Reconstruction Design
- E. *City-wide Bike and Pedestrian Plan Community Advisory Group Meeting #2:*
Review and Discuss: Community Comments, Priority Topics for the Draft Plan:
 - i. Community Engagement Phase 1 Summary (15 mins)
 - ii. Existing Facility Review (10 mins)
 - iii. Issues + Opportunities Summary (15 mins)
 - iv. Plan Framework / Deliverables (20 mins)
 - v. Next Steps (5 mins)
- F. Future Agenda Topics

3. ADJOURNMENT

Persons requiring other reasonable accommodations for any of the above meetings, may contact the office of the City Clerk at cityclerk@watertownwi.gov phone 920-262-4000

A quorum of any City of Watertown Council, Committee, Board, Commission, or other body, may be present at this meeting for observing and gathering of information only

MEMO

TO: Task Force Commissioners

FROM: Andrew Beyer, P.E., Interim Chairperson

DATE: May 13, 2025 (DRAFT)

RE: May 13, 2025, Bicycle & Pedestrian Path Plan Task Force Meeting in Room 2044 @ 4:00 p.m. and Go to Meeting Minutes

Bicycle, Pedestrian Path Task Force Room 2044

May 13, 2025, 4:00 – 5:30 PM (America/Chicago)

PRESENT: Maureen McBroom, Andrew Beyer, Carol Quest, Kristine Butteris, Joe Kallas, Rod Laudenslager, Jeff Hensley, Kevin Weisman, Jody Rader

Agenda Items:

- 1) Call to Order by Andrew Beyer at 4:02 p.m.
- 2) Review and take possible action: Approve minutes of August 13, 2024 meeting and forward to the Public Works Commission for review and acknowledgement. Motion to approve: Joe Kallas, Second: Carol Quest. Approved unanimously.
- 3) Update, no action required: Tivoli Island Historic Bridge Study (WisDOT TAP Grant). Maureen presented update. Request for Proposals (RFP) due 5/13/25. Plan will be conducted this fall. Grant is an 80/20 with State sponsoring the 80%.
- 4) Update, no action required: S. Church Street Shared-use Path (WisDOT TAP Grant). Maureen presented update. Request for Proposals (RFP) due 5/13/25. City received grant for design and construction of a shared-use path along S. Church Street, between Jefferson Road and Air Park Drive. Grant is an 80/20 with State sponsoring the 80%. Task Force members' observations indicate more people are walking/biking now than a few years ago. The path is planned to be 10 feet wide, for year-round use. The nearby snowmobile route is not anticipated to be a conflict.
- 5) Update, for Discussion: City-wide Bicycle and Pedestrian Path Network Plan (WisDOT TAP Grant). Jody Rader from HKGi presented slides and information on the City-wide Bicycle and Pedestrian Network Plan that is under development.

(Jody's presentation:)

City-wide bike and ped plan:

- (Slides accompanied discussion.)
- Why paths?
- Variety of users
 - Walkers, bikers, going to work, people with disabilities, public transportation, those who choose not to drive, children, older adults, etc.
- Make connections- better connect to (variety of different places; see slides)
- Encourage/educate – (see slide)
 - Promote active living – don't need a gym membership, etc.
- Easy to prioritize and implement plan
 - Vision
 - Strategies for implementation
 - Not only city staff; champions/stewards of plan
 - Fundraising/grants
 - Catalyst projects to show progress right away
- Question: re: future project estimates?
 - HKGI will work with this group to determine the best level of cost estimates toward the end of the project;
 - Per mile cost?
 - Probably not enough detail to formal estimate, but enough for CIP/budgeting
- Project schedule: kick off in March
 - Staff
 - Community Advisory Group (Task Force Plus)
 - Collected info, now analyzing existing facilities, comments on what's working and what's not; this will run through summer
 - Community Engagement will continue through most of project
 - Mid-summer = priority engagement timeframe.
 - Pop-up events
 - Maybe 3 or 4 more meetings with this (task force plus) group
 - Task 4 – fall – develop draft recommendations; work with this group and staff to finalize over winter, then present to council and commissions early 2026.
- Community Engagement so far:
 - Review different possible events/ways to collect info
 - CE Plan has been drafted; engaging with people at different/right levels
 - Technical Advisory staff – city staff
 - Community Advisory Group – task force plus
 - Provide recommendations, review draft materials, recommend plan to PWC, share engagement opportunities
 - Trying to align project meetings with the quarterly meetings this group normally does.
 - Listening Sessions

- Developing stakeholder list to invite
 - Looking for suggestions from task force plus group on
- Project website – general public outreach
 - Social media
 - City connection newsletter article (fall)
 - Print media/flyers
- General in-person events
 - Community workshop/walkability assessment
 - A walk audit – assess experiences in real life
 - Open house – toward end of project
 - Pop-up events – set up a booth at other events to engage people.
- Survey and pin-point map – live on website right now.
 - Will be open through July.
 - Pin-point: interactive mapping tool; put a “pin” on a map and tell people what they think
 - Carol: is the bike plan prominently displayed on the City website?
 - Can it be highlighted in a “bubble”?
- Meet back with this group in late August (?)
- Then return to community with draft ideas
 - Series of community events later in the fall
- CE so far:
 - 152 responses as of last week
 - *Please take the survey!*
 - ~ 10% experience disabilities
 - Most bike/walk for exercise/recreational purposes
 - (see slide)
 - 43% interested and concerned
 - 32% enthusiastic and confident
 - Reasons not to bike or walk more:
 - Lack of facilities, unsafe near motorized traffic, unsafe at intersections, destinations are too far apart
 - Wayfinding or other things may help with destinations being too far apart.
 - E-bikes are used a lot
 - Parks, trails, shopping, dining and entertainment are top destinations for biking and walking.
 - Ideas: (see slide)
 - Joe K’s questions: what exactly is a bike facility?
 - Answer: any infrastructure built for biking/walking: sidewalk, bike lane, trail, restrooms, trailhead,
 - Is biking on a sidewalk ok?
 - No; City has children under 13 can ride on sidewalk
 - Not downtown – no wheeled devices allowed downtown
 - state statute determine wheel size, details?
 - Jody – sidewalks = pedestrians; other paths are bikes or bikes and peds

- KB: Map on Endeavour Drive: fully paved path off road street from school
- Kayak launches:
 - not at Heiden Pond currently;
 - Second Street: below the dam – take-out right by the bridge
 - Used it for the RockMan in the past
 - Senior Center site is now at the Town Square, and there is a new one at Riverside Park
- Interactive Map: 130 visitors, 48 comments
 - (see slide) suggestions, concerns
 - Places they like (see slide)
- Homework for this group: take the survey, check out the map, share links with networks/co-workers
- Existing conditions: mapping, regional connections – how to get to state and other connections to the City routes
 - Kevin: IUT connects to Lake Country Trail
 - Dodge County trail connects to Wild Goose, Gold Star Trail
 - Other existing conditions =wetlands/waterways, slope analysis, land use and development areas, roadway functional classes, bike & ped crash data, traffic volumes
 - Other maps in progress: intersections, barriers, planned roadway projects, community destinations
- HKGI is completing plan reviews
 - Biking and walking touch a lot of things/plans
 - This plan will be different/separate from previous plans
- Carol described previous planning approach for this task force-
 - Review maps, where is there a lot of traffic/use of bike/ped trails, then look at feasibility (\$\$) to do a project.
 - Carol: Ex.: some work near the hospital was easier, so it happened sooner, momentum behind path near school was done sooner.
 - Andrew: Low-hanging fruit, cost-effective items – sharrows, etc.
 - Identified projects, tried to knock projects off the list.
 - Helmsley: Engineering has ID'd street projects and overlaid bike/ped paths onto those projects.
 - Carol: no sidewalks in many areas;
 - Concord, for example
 - Important to build a story to help elected officials with budgeting; they need to hear from community that they want these features.
 - Jody: has task force brought projects to elected officials, or other way around? How does the list of projects get done?
 - AB: if budget is there, it gets formalized at task force level, take it to PWC, then modify contract.
 - Or bigger project goes through this task force, to PWC, then get it into a budget year.
 - Get approval to ok grant app, then it's easier to get that project into the budget.

- Helmsley – projects come out of task force, or other staff; Engineering; projects are not assigned to this group from officials.
- Jody – the plan will be used by staff and this group to prioritize work in the future. Need to have this group on board with implementing the plan.
- Jody: re: inter-urban trail: 2016 grading and shaping of IUT;
 - Streets used excess millings to provide access to IUT until paving was completed a few years later.
- Jody: how has list of potential projects used in the past?
 - Carol: list was reviewed annually in the past; a previous alderperson was a previous champion of this group
 - List has been used for grant applications in the past
 - Task force has been around since 2016.
- What are some big issues/wishlist items for the plan? Hot topic issues?
 - AB: Connectivity – southwest neighborhood – no sidewalk on Dayton Street, or to Main Street.
 - Lots of breaks in the network
 - KB: proposed neighborhoods should have shared-use paths along/in it. – Hoffmann Drive/Rock River Ridge example
 - Would be nice to have a shared-use path near Mary rose subdivision, or near Milford Street – southwest side of City where subdivisions are being proposed.
 - AB: city requires sidewalks on both sides of street in subdivision code. Shared-use paths can be required if it is in a previous plan.
 - KB: maintenance should be discussed at the design/construction stage, too.
 - Jody: winter use of trails?
 - Not much snow, so yes.
 - People use IUT year-round
 - Waukesha County's CMAQ grant will require year-round maintenance
 - We may get pressure to do year-round maintenance
 - J County may want to put restrooms/trailhead (?) between Watertown and Oconomowoc (?)
 - How to get to IUT from downtown?
 - Clearly defined bike lanes; making connections; making recommendations (?) for what is on the south end from the IUT.
 - Helmsley: third grade ed., bike rodeo:
 - Families are too nervous to take kids on trails. Safety.
 - Bike lanes are also on truck routes

- Sidewalk prohibition - major the rules (city is pretty lenient)
- Bike racks – folks don't know the bike racks are what they are. (Loop with W logo)
 - Need media out there to say what the bike racks are.
 - Need special locks on those racks.
- Bike thefts – near library, coffee shops
- No helmet ordinances in City
 - Old program with Mullens – no longer around
- City still has a license program.
 - Free license at third grade program and bicycle rodeo.
 - Helps with recovering bikes that were stolen.
- (add link to survey, website, from meeting agenda.)
- Please send ideas, thoughts, etc., to Jody. Please email call

6) Adjourn. Motion by Helmsley, Seconded by Carol. Motion approved.

MEMO

Engineering Division of the Public Works Department

To: Interim Chairman Beyer and Bicycle and Pedestrian Path Task Force Members

From: Maureen McBroom

Date: 8/28/2025

Subject: S. Church Street Shared-use Path TAP Grant- Update

Background

The City of Watertown was awarded a Transportation Alternatives Program (TAP) Grant from WisDOT for construction of the S. Church Street Shared-use Path. The proposed path will run along S. Church Street, between Jefferson Road and Air Park Drive.

A Request for Proposals (RFP) for engineering services and design was posted with a proposal deadline of May 13, 2025. The agreement with RH Batterman & Co., the selected consultant, has been executed. The engineering consultant is beginning to collect data for design of this path. Design is planned for 2025 and 2026, with construction in 2027.

Budget Goal

1. Proactively maintains and improves our parks and infrastructure to ensure safety, quality, and equity
2. Fosters community growth by assessing opportunities, stakeholder input, environmental needs, and modern code and policy priorities
3. Maintains a safe and healthy community, with an eye toward future needs and trends

Financial Impact

The WisDOT TAP Grant funds 80% of construction of the path, up to \$1,213,256.66. The City is paying for design.

MEMO

Engineering Division of the Public Works Department

To: Interim Chairman Beyer and Bicycle and Pedestrian Path Task Force Members

From: Maureen McBroom

Date: 8/28/2025

Subject: Labaree Street Reconstruction Design

Background

The City of Watertown was awarded a Surface Transportation Program (STP) grant from WisDOT for reconstruction of Labaree Street between Division Street and Anne Street. Part of this project includes sidewalk and bicycle path improvements.

A Request for Proposals (RFP) for engineering services was posted and an agreement with McMahon Associates, Inc., the selected consultant, has been executed. The consultant has been collecting information and working through preliminary design, reports and communications with WisDOT and City Staff to improve walkability and bicycle routes along Labaree Street, particularly as it runs along and through Riverside Park. Design is planned for 2025 and 2026, with construction in 2028.

Budget Goal

1. Proactively maintains and improves our parks and infrastructure to ensure safety, quality, and equity
2. Fosters community growth by assessing opportunities, stakeholder input, environmental needs, and modern code and policy priorities
3. Maintains a safe and healthy community, with an eye toward future needs and trends

Financial Impact

Design costs for reconstruction of Labaree Street per the agreement are \$202,607.00. Design of the sidewalk and bicycle path improvements are included in the overall street reconstruction cost.

MEMO

Engineering Division of the Public Works Department

To: Interim Chairman Beyer and Bicycle and Pedestrian Path Task Force Members

From: Maureen McBroom

Date: 8/28/25

Subject: City-wide Bike and Pedestrian Plan Community Advisory Group Meeting

Background

The City of Watertown was awarded a Transportation Alternatives Program (TAP) Grant from WisDOT to develop a city-wide bicycle and pedestrian path network. Jody Rader from HKGi, Inc. is leading this planning project, and will present community engagement results and priority topics for discussion and future inclusion in the plan. The Task Force members are encouraged to provide information about bicycle and pedestrian activities, connecting paths, destinations, and other feedback during this time.

The study is currently planned to be completed in February 2026.

Budget Goal

1. Proactively maintains and improves our parks and infrastructure to ensure safety, quality, and equity
2. Fosters community growth by assessing opportunities, stakeholder input, environmental needs, and modern code and policy priorities
3. Maintains a safe and healthy community, with an eye toward future needs and trends

Financial Impact

The WisDOT TAP Grant funds 80% of this planning study, up to \$80,000.00. The City will pay for the remaining 20% of the project.

Watertown Bicycle and Pedestrian Path Network Plan

COMMUNITY ADVISORY GROUP MEETING #2
9/4/2025

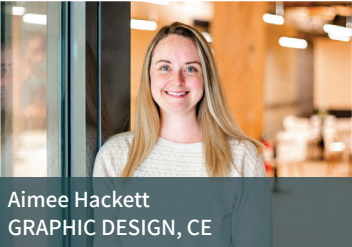


Agenda

- Introductions
- Schedule Update
- Community Engagement Phase 1 Summary
- Existing Facilities Review
- Issues + Opportunities
- Concept Development Framework
- Next Steps



Project Team



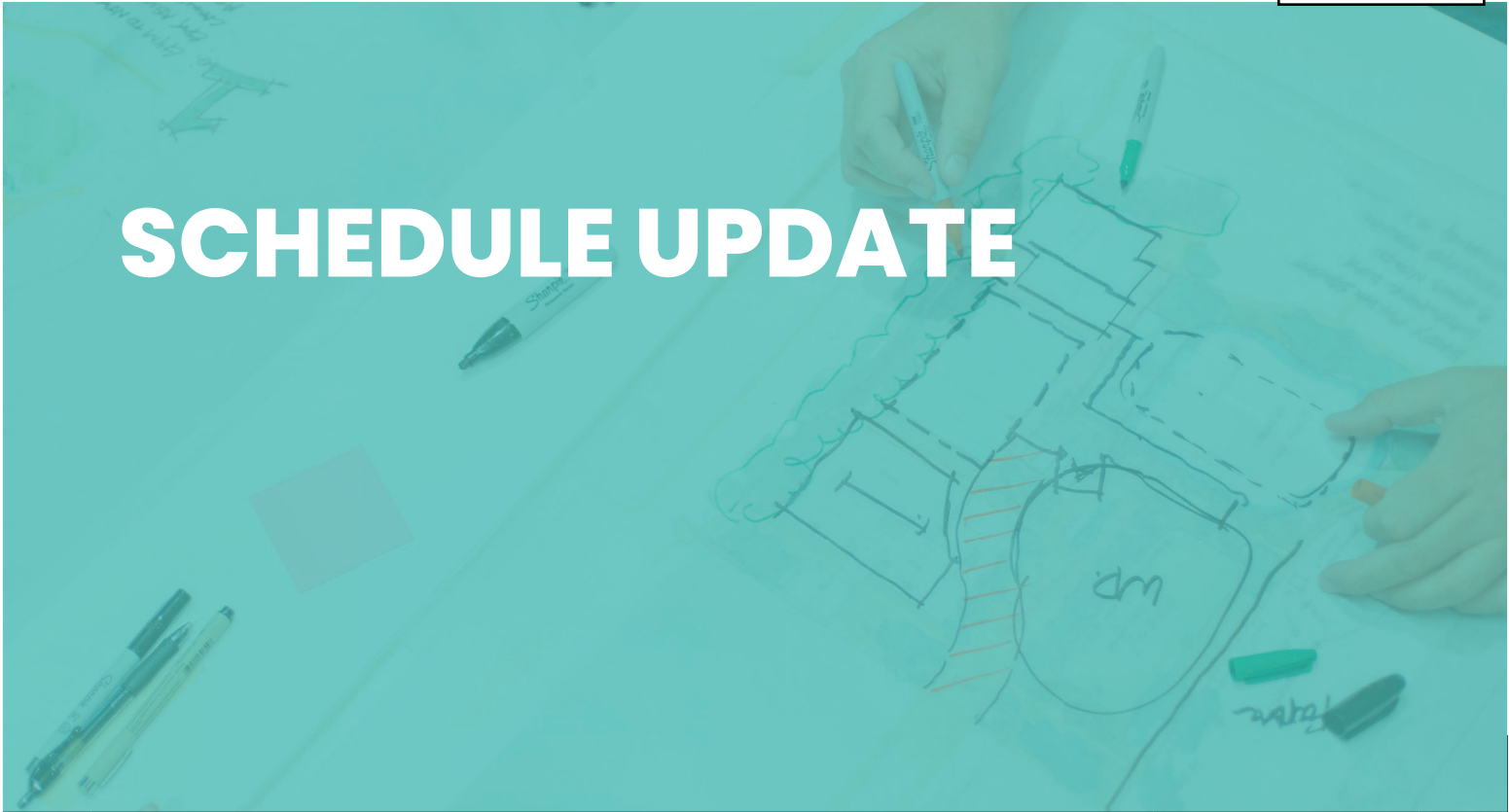
Community Advisory Group

CITY-WIDE BICYCLE AND PEDESTRIAN PATH TASK FORCE +

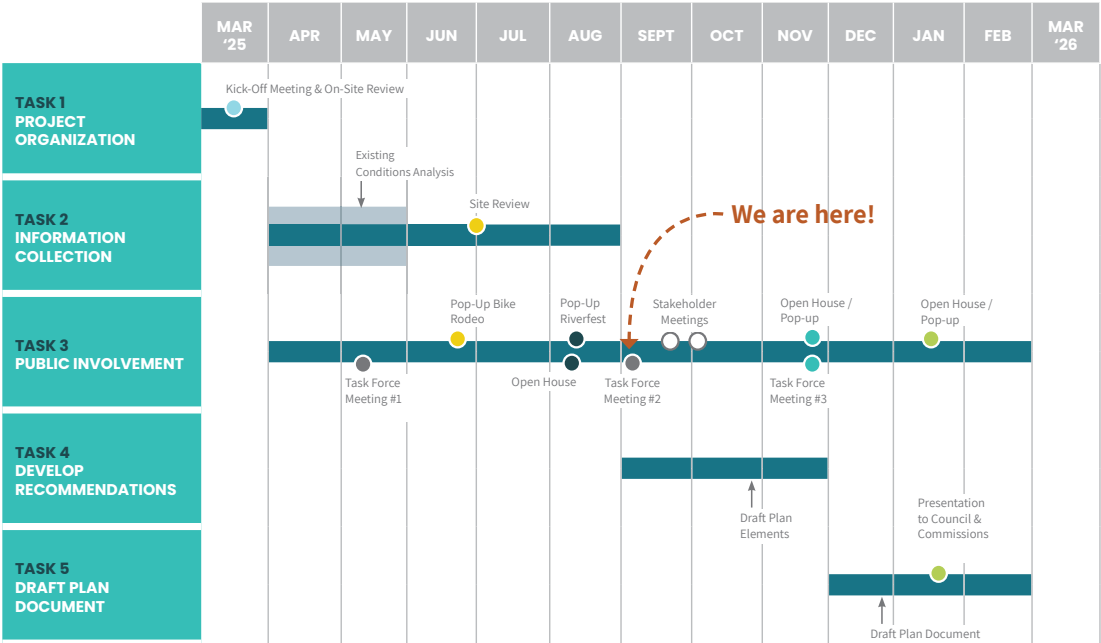


- » Will provide technical and organizational guidance
- » Serve as decision-makers
- » Provide guidance for preferred recommendations, review draft materials
- » Will recommend the plan to the City’s Public Works Commission
- » Support engagement efforts
- » Task Force Meets quarterly; will try to align Community Advisory Meetings with this schedule (3x)

Org / Agency/Committee	Name	Email	Notes / Accommodations
BP Path Task Force	Dale Oestreich		
BP Path Task Force	Jason Widiker		
BP Path Task Force	Joseph Kallas		
BP Path Task Force / City of Watertown Health Officer	Carol Quest	cquest@watertownwi.gov	Technical Advisory Group
BP Path Task Force / City Alder	Bob Wetzel	bwetzel@watertownwi.gov	
BP Path Task Force / City Alder	Fred Smith	fsmith@watertownwi.gov	
BP Path Task Force	Rod Laudenslager		
BP Path Task Force / Mayor	Robert Stocks	rstocks@watertownwi.gov	
BP Path Task Force / Public Works Director	Andrew Beyer	abeyer@watertownwi.gov	Technical Advisory Group
BP Path Task Force / Police Chief	David Brower	dbrower@watertownwi.gov	
BP Path Task Force / Engineering	Maureen McBroom	MMcBroom@watertownwi.gov	Technical Advisory Group
BP Path Task Force / Park and Rec Director	Kristine Butteris	KButteris@watertownwi.gov	Technical Advisory Group
Dodge County			
Jefferson County			



Schedule





Engagement Events

IN-PERSON



- » Pop-up: Bike Rodeo 6/21
 - Spoke with approx. 20 people
 - Families, local to Watertown
 - **Concerns about sidewalk gaps (Water Street)**
 - **Interested in River Walk expansion,**
 - **Interest in bike lanes in downtown area.**
 - **Concerns about safety**



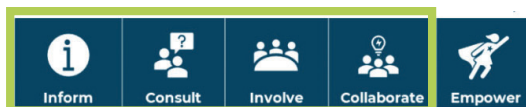
Engagement Events

IN-PERSON

» Open House: Library 8/7

- 20 - 30 people
- More seasoned bicyclists, runners, hikers
- **Lots of discussion about trail connections around 12th St, Interurban Trail, Western & Concord**
- **Concern about crossing Hwy 16, Meadowbrook Dr / Hospital area**
- **One-way streets in downtown are difficult for bicyclists**

- **Lack of bike parking was noted**
- **Interest in making downtown better for biking (business draw, Riverwalk)**
- **Soft shoulders on newer paved roads are difficult for bicyclists**
- **Lots of interest in regional trail connections to the west and finishing Interurban Trail**
- **Interest in bike lanes, neighborhood sidealks, natural surface trails and shared-use paths**
- **Wayfinding for Glacial River Trail**

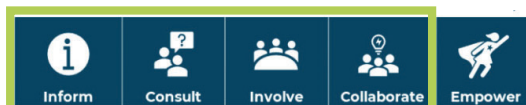


Engagement Events

IN-PERSON

» Pop-up: Riverfest 8/8

- Spoke with approx. 25 people
- Mostly families, broader geography
- **Interest in regional trail connections**
- **Apprriative that the City is asking residents to weigh in**
- **Interurban Trail is popular**



Survey Results

COMMUNITY SURVEY



- » Open from April 22 through August 28 2025
- » **369 Responses**
- » Online Survey - 10 minute survey to understand use, priorities, ideas, and concerns <https://www.surveymonkey.com/r/watertown-bike-ped-survey>

Watertown City-Wide Bicycle and Pedestrian Plan

Community Survey

The City of Watertown is creating a City-Wide Bicycle and Pedestrian Plan. This plan will guide the City's future investments in bike routes and trails, as well as programs, and initiatives that will increase safety, accessibility, and connectivity for biking, walking, and rolling around Watertown.

Your input is extremely valuable as this plan is developed! The survey questions below will help the City to understand how to focus efforts and develop priorities for the plan. This survey is expected to take 5 to 10 minutes to complete and will be open until mid-August, 2025.

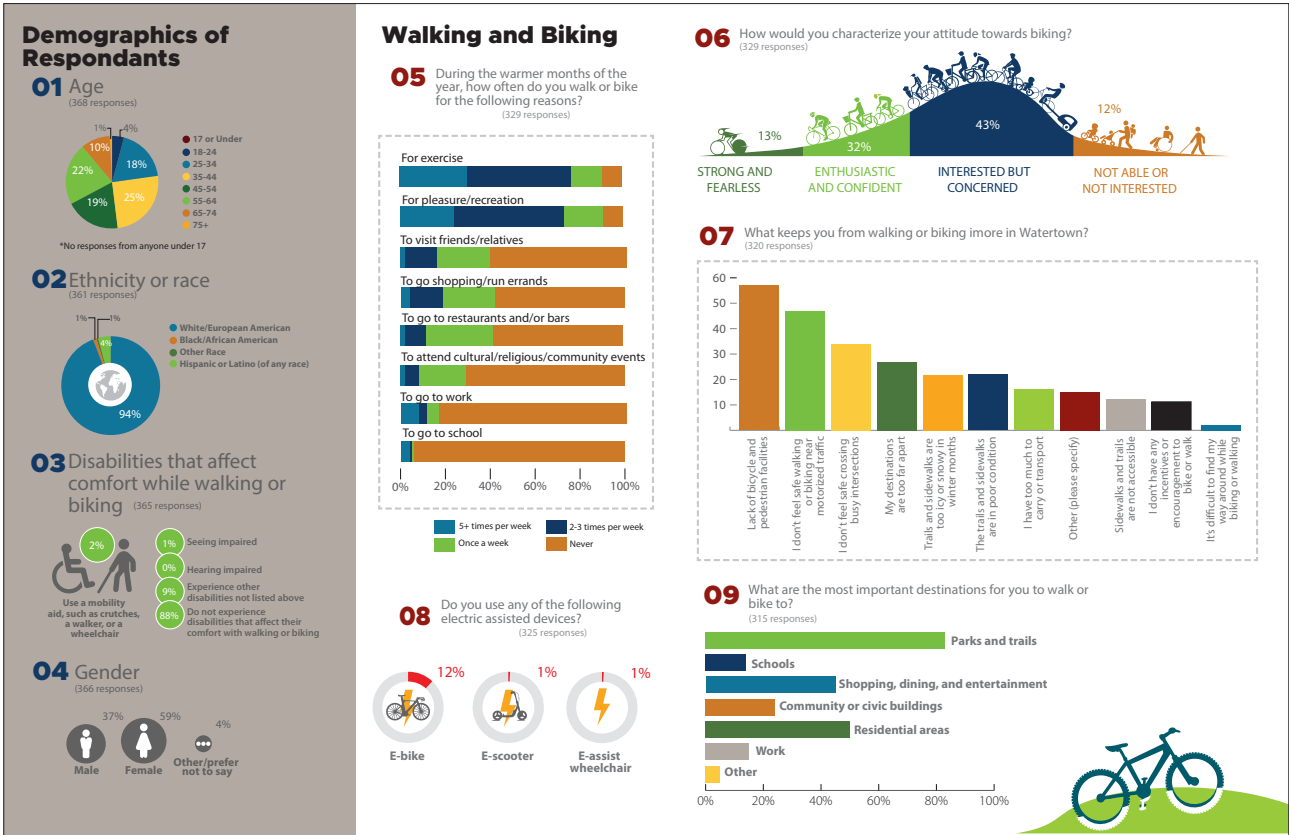
To learn more about this project, visit: <https://www.watertownwi.gov/page/bike-and-pedestrian-plan>
Thank you for your time!

Next

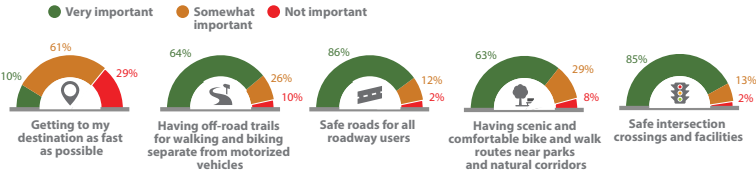
Powered by SurveyMonkey

See how easy it is to create surveys and forms.

Watertown Bicycle and Pedestrian Path Network Plan



10 How important are each of the following to you when planning for the future bicycle and pedestrian network? (322 responses)



11 Ideas for improving conditions for walking, biking, or rolling in Watertown (Primary Themes) (177 responses)

IDEAS

- Strong support for protected bike lanes
- Interest in more/ more obvious bike route signage to increase awareness for vehicles
- Increase in e-scooter/e-bike use
- Interest in looping trail options
- Additional amenities, such as bike racks, benches, public restrooms, water fountains
- Better highlight the Rock River with additional trails
- Interest and concern around UTVs
- Sidewalk and trail connections to industrial areas, hospital, businesses (Kwik Trip, Walmart)
- Decrease lane width to make room for bike and pedestrian spaces
- Additional crosswalks with signage near schools and parks
- Encourage bike and walking with social groups, signs, and informational materials
- Interest in converting one-ways to single driving lane and increasing bike/ped infrastructure
- Interested in a connected system across town
- Requests for winter maintenance
- Interest in better ways to bike to neighboring communities: Oconomowoc Waterloo
- Interest in expanding the Riverwalk
- Eliminate parking spaces closest to intersections for visibility
- Fill in sidewalk grid and gaps as much as possible
- Signs/Maps on bike routes (brochures, etc.)
- Other organizations to consider for encouraging walking and biking include the Chamber, Police Dept, enrolling in Bike Benefits Program

CONCERNS

- General interest in biking/walking more, or allowing kids to bike/walk more but concerns for safety
- Significant concern for lack of sidewalks especially between businesses and just outside of residential areas, general support for additional sidewalks
- Trail/sidewalk maintenance issues
- Cracking/uneven
- Brush overgrowth
- Interest and concern around UTVs
- Concerns about safety crossing busy intersections
- Prevent parking in bike lanes
- Issues with ped ramps - lack of consistency
- Issues with visibility around building corners and cars parked near intersections
- Concern about drivers speeding, not stopping for cross walks
- Concern about biker intimidation by drivers
- Concerns about biking on sidewalks

BIKE LANES

- Dewey Ave
- Main St
- Connecting to Interurban Trail
- Kwik Trip to Walmart on Church St
- 12th St
- Dayton Rd by Pepsi

INTERSECTION IMPROVEMENTS

- Church/Main St in the area around the high school
- Kwik trip on 4th St
- Western Ave
- Hwy 26/Church St Downtown
- Look into HAWK or RRFB at intersections

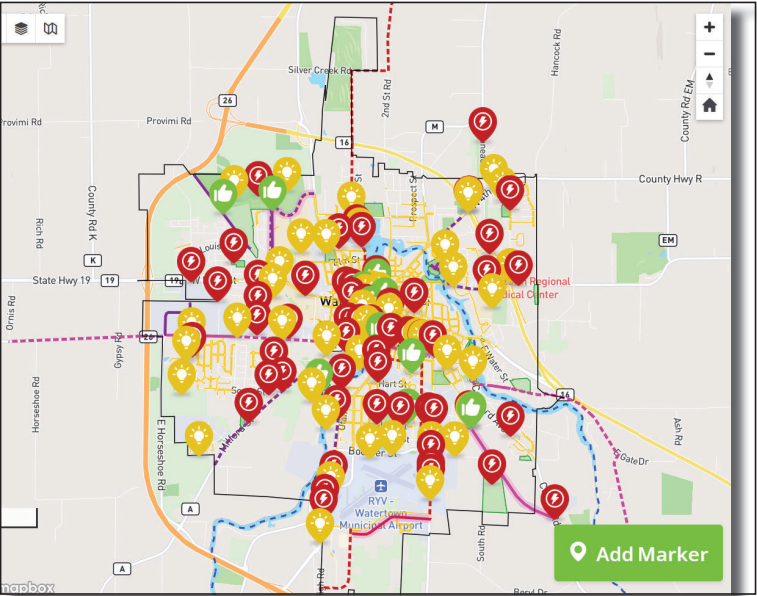


Interactive Map

SOCIAL PINPOINT



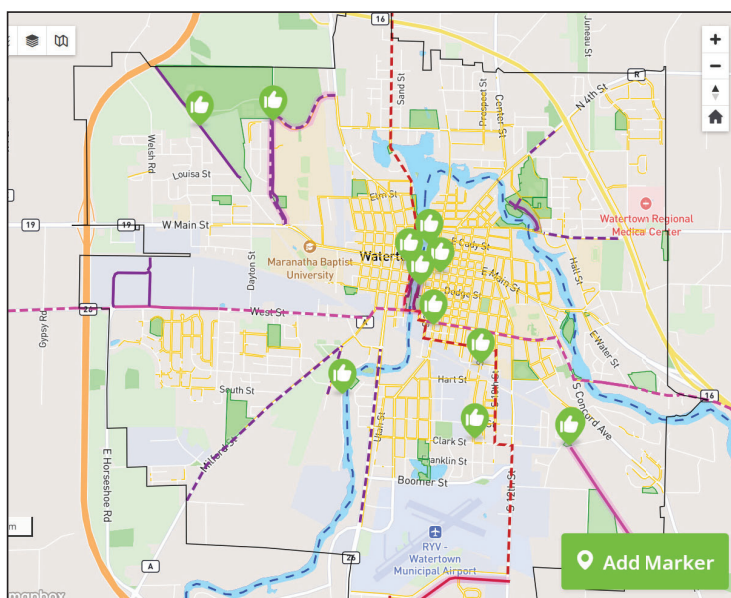
- » Open from April 22 through August 28 2025
- » **338 Visitors, 121 Comments**
- » Social Pinpoint - interactive mapping tool:
<https://hkgi-engage.mysocialpinpoint.com/watertown-bike-and-pedestrian-plan>



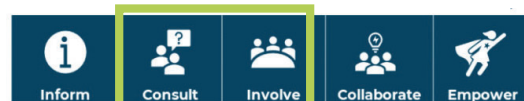
Interactive Map

PLACES I LIKE

- » Interurban Trail and Trailhead
- » Riverwalk and areas along the Rock River in downtown
- » Water Street / Library
- » New trail on Hoffman Rd



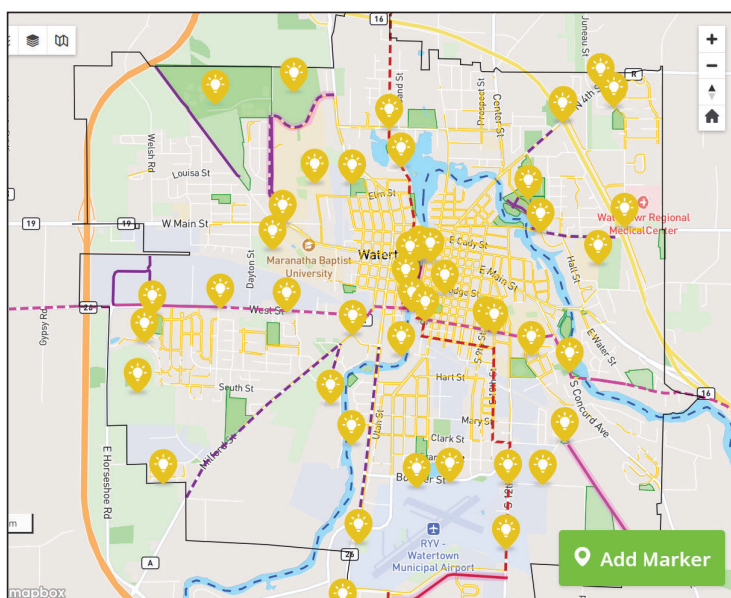
Watertown Bicycle and Pedestrian Path Network Plan



Interactive Map

IDEAS

- » Extend Riverwalk
- » More bike racks in downtown
- » Connect Interurban Trail to downtown
- » Crosswalk improvements (bumpouts, markings) on Western
- » 12th St / Boomer St connections
- » West St / Maranatha area connections
- » Fill gaps in sidewalk network



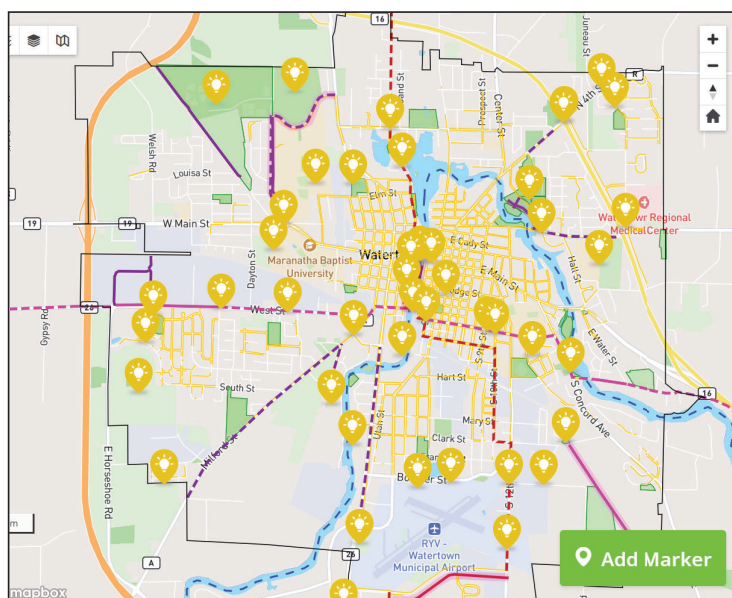
Watertown Bicycle and Pedestrian Path Network Plan



Interactive Map

IDEAS (CONTINUED)

- » Make trails accessible
- » Improve safety and connections around 4th St / Hwy 16 / Meadowbrook / Hospital / Riverside Middle School
- » Trail loop in Riverside Park
- » Soft surface trails at Brandt-Quirk Park
- » Bike lanes on N. Water St.



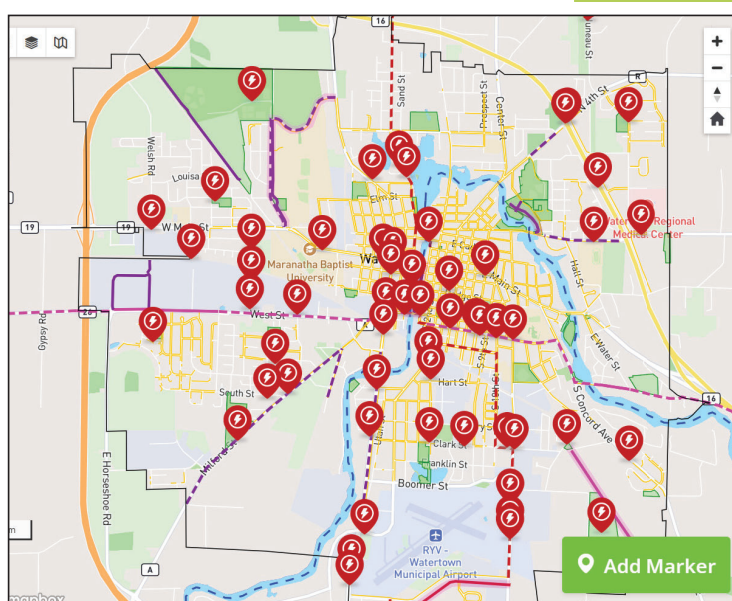
Watertown Bicycle and Pedestrian Path Network Plan

THE CITY OF WATERTOWN
Opportunity runs through it.

Interactive Map

CONCERNS

- » Safety/visibility on Milwaukee St and West St
- » Need for upgraded facilities along 12th St
- » Gaps in sidewalk network (Clark St, Church St, area around Grinwald Park)
- » Need for bike/walk facilities on Dayton St, N. Water St
- » Intersection of 4th St & Hwy 16
- » Intersection of Church & Main St



Watertown Bicycle and Pedestrian Path Network Plan

THE CITY OF WATERTOWN
Opportunity runs through it.

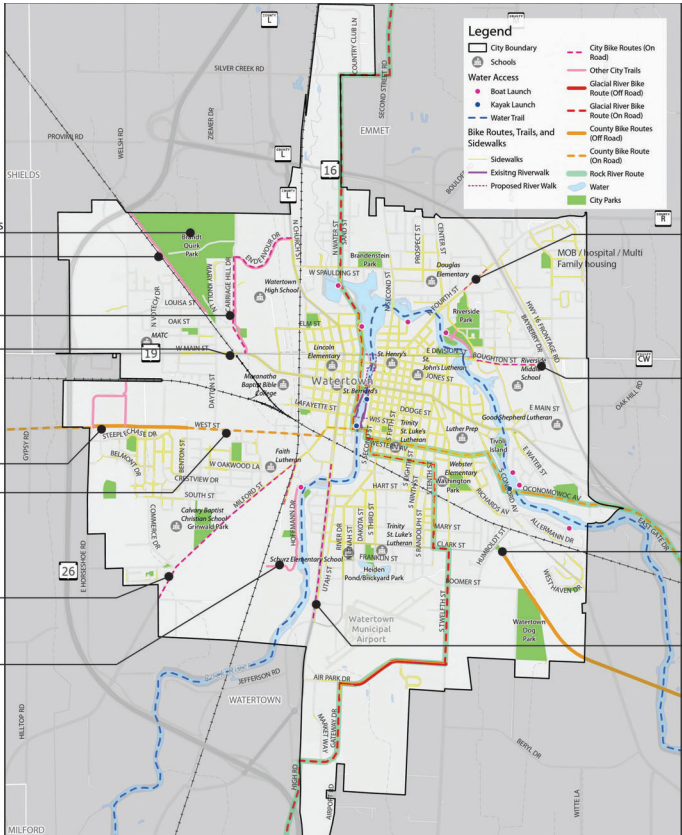


EXISTING FACILITY REVIEW

Recently Completed Projects

EXISTING FACILITIES

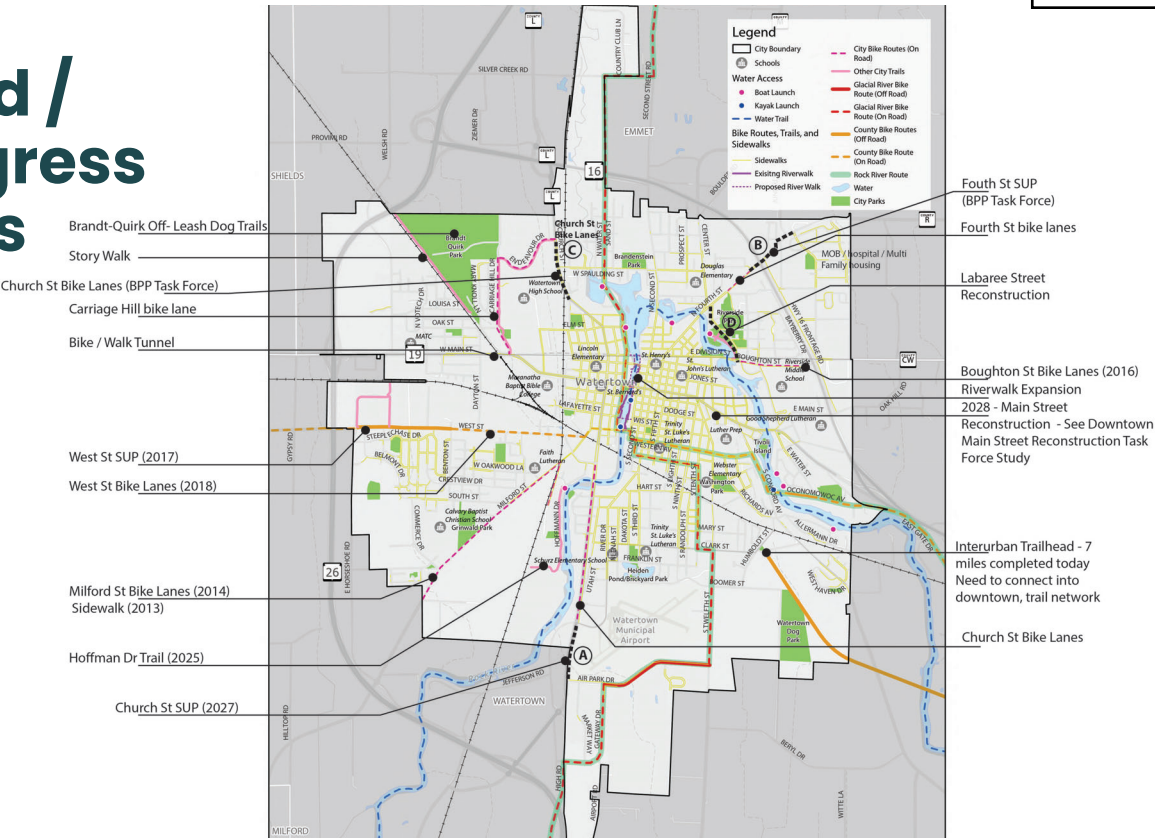
- Brandt-Quirk Off-Leash Dog Trails
- Story Walk
- Carriage Hill bike lane
- Bike / Walk Tunnel
- West St SUP (2017)
- West St Bike Lanes (2018)
- Milford St Bike Lanes (2014)
- Sidewalk (2013)
- Hoffman Dr Trail (2025)



- Fourth St bike lanes
- Boughton St Bike Lanes (2016)
- Interurban Trailhead - 7 miles completed today
Need to connect into downtown, trail network
- Church St Bike Lanes

Planned / In-Progress Projects

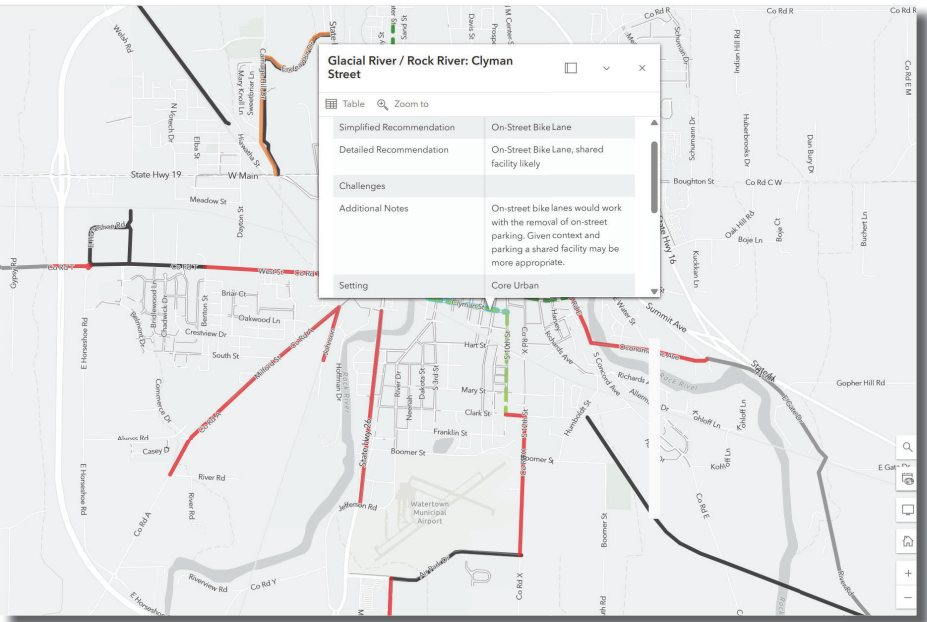
BIKE AND PED TASK FORCE PROJECTS



Existing Trail Network

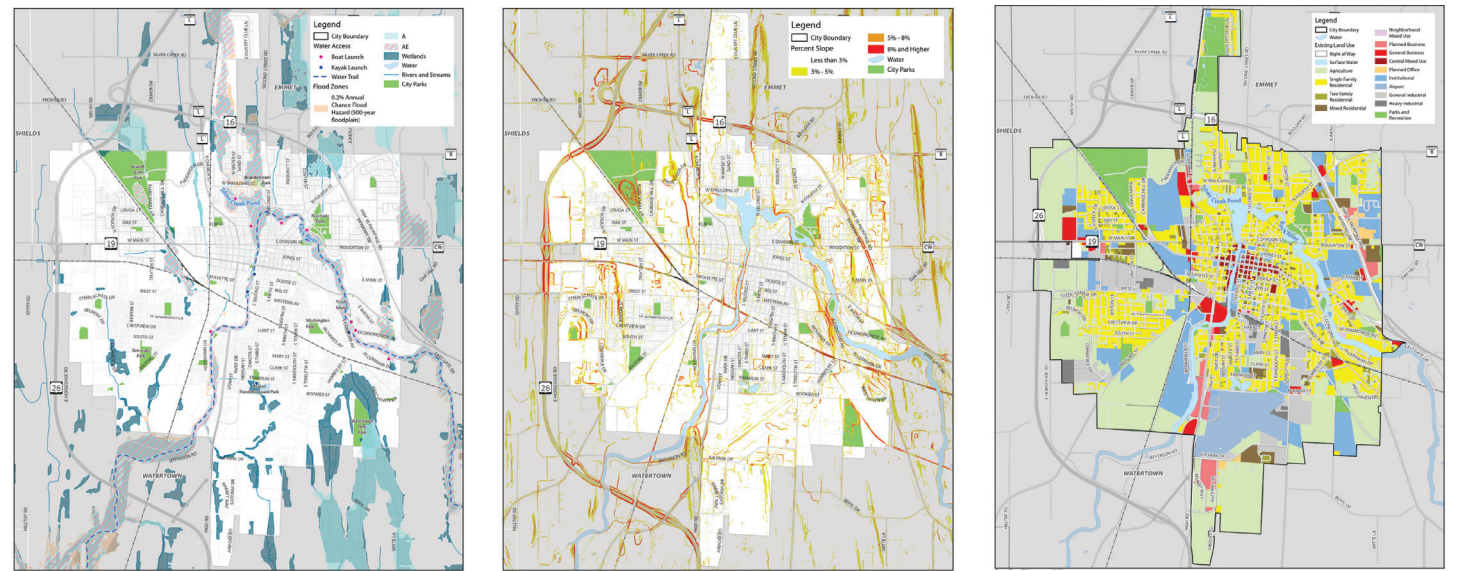
DETAILED REVIEW

- » Existing Facility
- » Traffic volume
- » Traffic speed
- » Condition
- » Width of Roadway / Width of ROW
- » Recommendation for Upgrade
- » Challenges/Constraints
- » <https://www.arcgis.com/apps/mapviewer/index.html?webmap=1c74c66bd24e4990a85d29d745c4493a>



Existing Conditions

SITE MAPPING

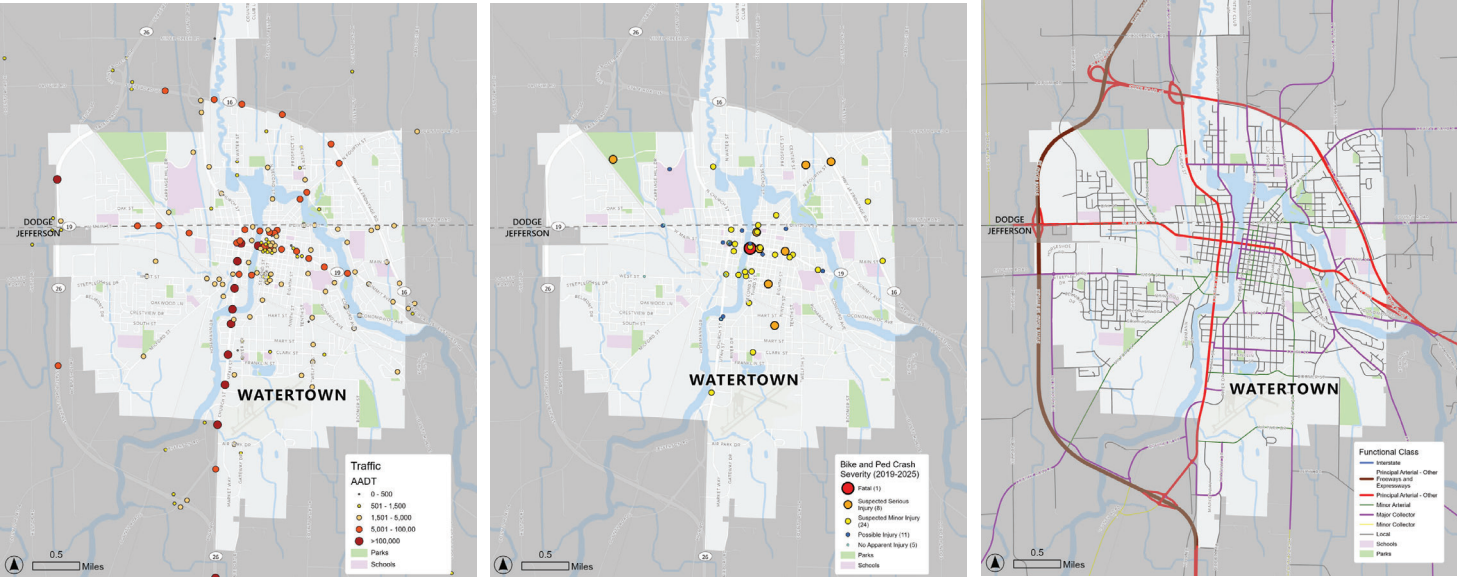


Watertown Bicycle and Pedestrian Path Network Plan



Existing Conditions

TRAFFIC AND SAFETY



Watertown Bicycle and Pedestrian Path Network Plan



ISSUES + OPPORTUNITIES SUMMARY

Issues and Concerns

BARRIERS/CONSTRAINTS

- » Lack of connected facilities that connect to all areas of Watertown.
- » Physical barriers, such as rail lines, highways, and the Rock River have had an impact on where facilities are easy or convenient to build.
- » Lack or low visibility for amenities that support biking and walking in Watertown.
- » Need for upgrades at specific intersections and mid-block crossings for better visibility of pedestrians and bicyclists.
- » Need for consistent facilities for bicyclists to travel across the City that are more defined.
- » Lack of facilities to connect to destinations beyond Watertown.

Opportunities

VISION FOR THE FUTURE

- » Create a network of well-connected bikeways and sidewalks that make choosing to bike or walk to work, school, or other common destinations a viable option for most residents.
- » Create a network that is safe and comfortable, with considerations for young people, families, seniors, and people who are visiting or new to Watertown.
- » **What else??**
- » Celebrate the Rock River with improved connections to parks, the Riverwalk, and water access locations for biking and walking.

CONCEPT DEVELOPMENT FRAMEWORK

Network Plan

OBJECTIVES

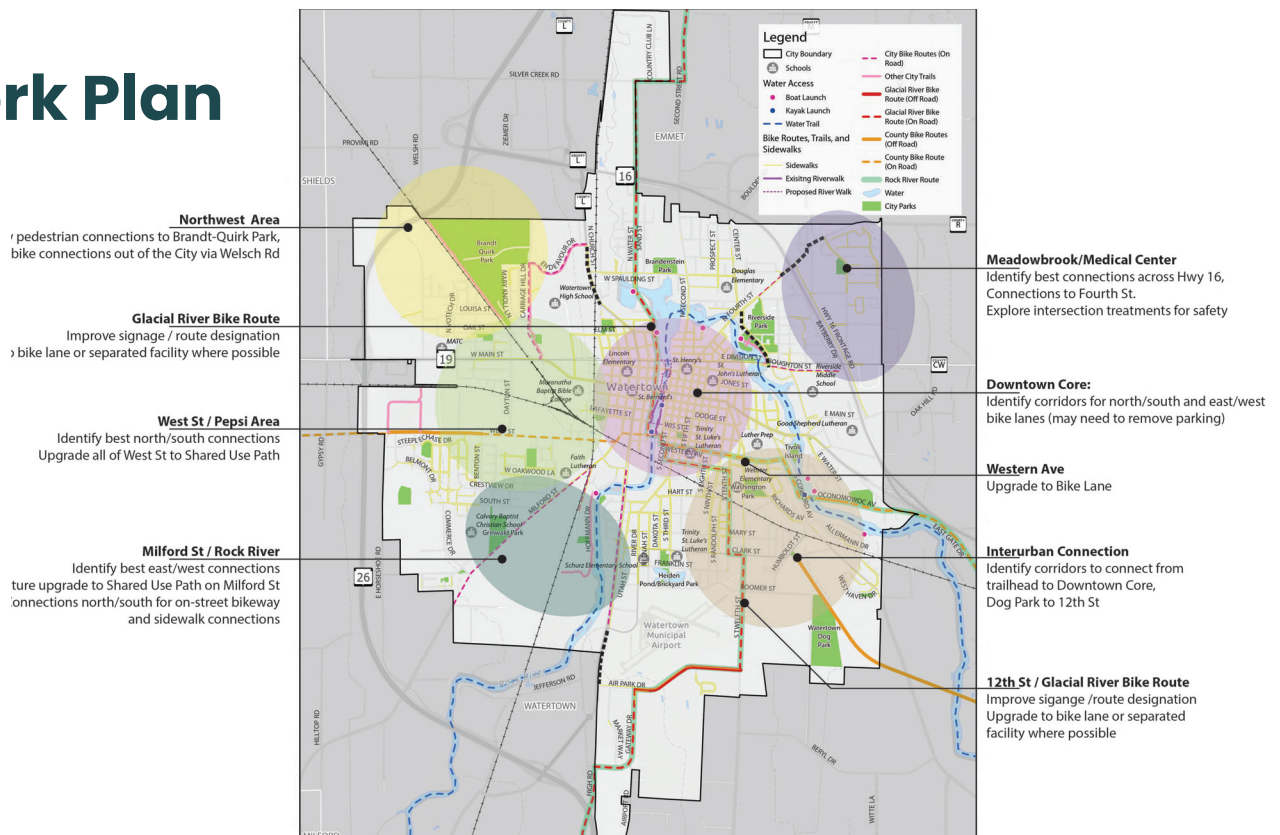
- » Bike Lanes – protected bike lanes where possible
- » Focus on downtown
- » Sidewalk and bikeway connections to Walmart, Kwik Trip, hospital, industrial areas
- » Sidewalks in residential neighborhoods
- » Loop trails
- » Connect to Rock River
- » Expand the Riverwalk
- » Opportunities for reduced on-street parking to make room for bikeway facilities
- » Locations for curb extensions (bump-outs) and HAWK/RRFBs
 - Near schools and parks
- » Intersection Improvements

Watertown Bicycle and Pedestrian Path Network Plan



Network Plan

OBJECTIVES



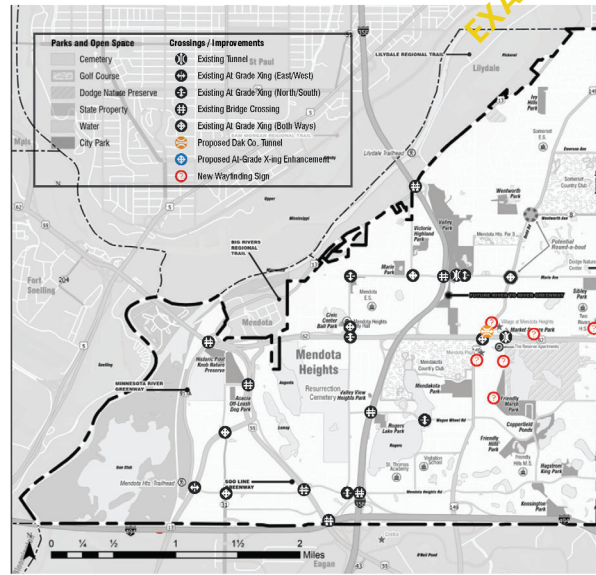
Wayfinding + Amenity Plan

OBJECTIVES

» Identify locations and provide recommendations for future or existing amenities to enhance biking/walking experience:

- Wayfinding signage
- Bike racks
- Benches
- Shade trees
- Native planting
- Public restrooms
- Water fountains
- Lighting

RECOMMENDED WAYFINDING SIGN LOCATIONS



EXAMPLE



Watertown Bicycle and Pedestrian Path Network Plan

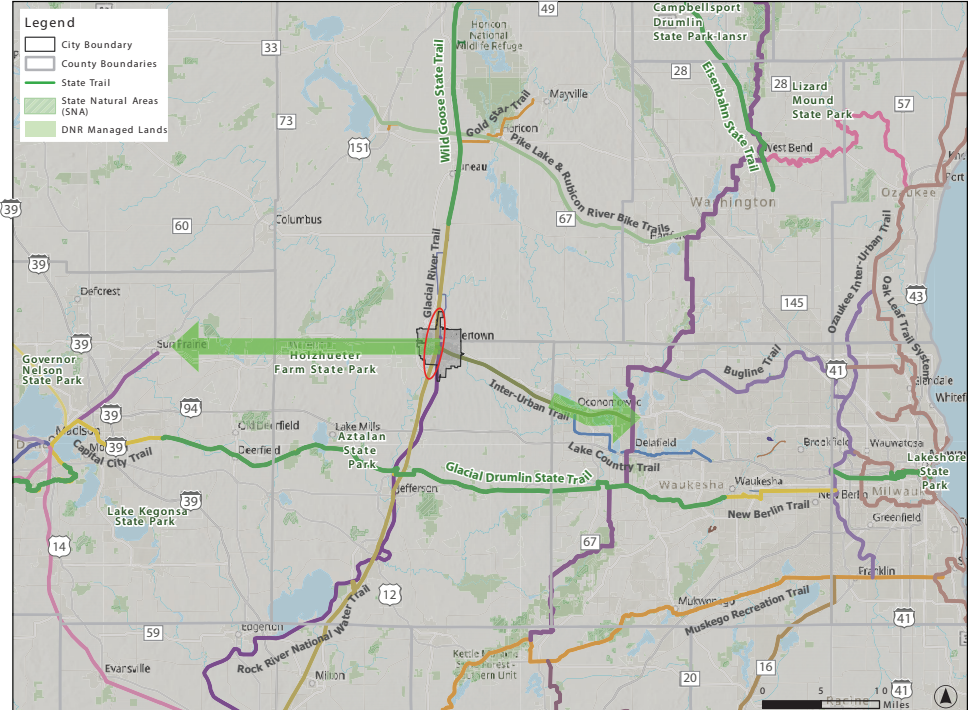


Regional Connections

OBJECTIVES

- » Explore trail connection to the west (Waterloo and beyond)
- » Acknowledge that completion of Interurban Trail, connection to Oconomowoc is desired
- » Highlight and formalize Glacial River Trail within Watertown

State and Regional Trail Network



Watertown Bicycle and Pedestrian Path Network Plan



Facility Design Guidance

OBJECTIVES

» Provide guidance on dimensions, materials, applicability, and placement for the following facilities:



Sharrows /
Shared Lane Markings



Bike Lanes +
Protected Bike Lanes



Sidewalks +
Pedestrian Ramps



Shared Use Paths

Facility Design Guidance

OBJECTIVES

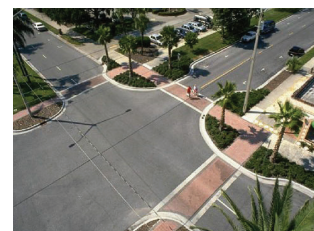
» Provide guidance on dimensions, materials, applicability, and placement for the following facilities:



Bridge Crossings



Trailheads / Trail
Access Points



Intersection +
Crosswalk Treatments

E-Bike Policy

OBJECTIVES

- » Provide clarity and guidance for E-Bike use in Watertown



2019 WISCONSIN ACT 34
Section 4. 340.01

“Electric bicycle” means a bicycle that is equipped with fully operative pedals for propulsion by human power and an electric motor of 750 watts or less and that meets the requirements of any of the following classifications:

Class 1 electric bicycle is an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

Class 2 electric bicycle is an electric bicycle that may be powered solely by the motor and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

Class 3 electric bicycle is an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

E-Bike Policy

IN WISCONSIN:

- » Unclassed/classless bikes are now on the market, not considered E-bikes in Wisconsin.
- » In Wisconsin, E-bikes used without the motor engaged are allowed on all bicycle trails unless specifically prohibited.
 - No E-bike capable of more than 30mph is permitted on any state trails that do not specifically allow motorcycles.
 - WI DNR allows Class 1 and 3 E-bikes on bicycle trails, must observe a 15-mph speed limit.
 - Majority of soft-surface state trails prohibit E-bike usage.
- » Wisconsin allows local municipalities to enact stricter rules concerning E-bikes.

OTHER ITEMS TO NOTE

- » With all e-bikes, but especially with unclassified bikes, fires can start when e-bike and e-scooter batteries are stored, charged, or disposed of incorrectly.
- » Signage is used in many places rather than, or in addition to, policy to identify specific locations where some types of e-bikes are not allowed (ex. sign stating that no e-bikes with a throttle are allowed on a trail).
- » E-bike policies can be difficult to enforce.

E-Bike Policy

CONSIDERATIONS FOR WATERTOWN:

- » Allow E-Bikes on Shared Use Paths and Bike Lanes, but limit speed on Shared Use Paths and Bike Lanes (15 or 20mph)
 - E-Bikes traveling faster than 20mph need to ride within the roadway, vehicle travel lane
 - Possibly consider requiring pedaling-assist only (prohibit Class 2) on Shared Use Paths or Bike Lanes
- » Limit number of passengers to align with bike or accessory design (apply to all bikes and scooters)
- » Considerations for e-scooters
- » Considerations for helmet requirements
- » Considerations / clarity for mobility devices (electric wheelchairs, for example)

Sidewalk Development Ordinance

OBJECTIVES

- » Strengthen language within the ordinance for future sidewalks in new developments (both sides of the roadway)



- B. Required sidewalk location. The subdivider shall be required to install sidewalks on both sides of all major streets and arterial streets and those local streets where access needs to be obtained to and from uses such as but not limited to business establishments, schools, churches, neighborhood parks, shopping districts, restaurants, and high-density multifamily residential developments. Cul-de-sac streets need not have sidewalks except where access is necessary to and from uses such as but not limited to business establishments, schools, churches, neighborhood parks, shopping districts, restaurants, and high-density multifamily residential developments.
- C. Construction standards.
 - (1) Sidewalks shall be constructed of concrete, usually five feet in width, according to City specifications. Sidewalks shall be four inches thick except at driveway locations, where they shall be six inches thick. If at the time of installation the driveway location is not known, the four-inch slabs shall be replaced with six-inch slabs by the developer or owner once the driveway is located.
 - (2) Bikeways shall be constructed of bituminous pavement or concrete at least eight feet in width according to City specifications.

Other Initiatives

OBJECTIVES

- » Identify and provide guidance for initiatives that will encourage and educate around biking and walking in Watertown.
- League of American Bicyclists - Bike Friendly Communities
- City Walk Friendly Designation
- Complete Streets Policies or Guidance
- Interactive city-wide trail and sidewalk map
- Maps at kiosk locations
- Accessibility Upgrades



THE LEAGUE
OF AMERICAN BICYCLISTS
since 1880

NEXT STEPS

Next Steps

» **HKGi to work on Plan Elements (items just outlined)**

- Sept - November

» **Stakeholder Group Meetings**

- Sept - October
- Schools
- Employers

» **Community Advisory Group + Task Force Meeting #3**

- Late Nov/Early Dec
- Review Plan Elements



THANK YOU!