



BIKE AND PEDESTRIAN TASK FORCE MEETING AGENDA

TUESDAY, NOVEMBER 25, 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 possible action: Approve minutes from September 4, 2025 meeting and forward to the Public Works Commission for review and acknowledgement
- B. Review and take action: Appoint Chairperson of Bicycle and Pedestrian Path Task Force
- C. Review and discuss: City-wide Bicycle and Pedestrian Path Network Plan (WisDOT TAP Grant). (*Community Advisory Group Meeting*) Jody Rader from HKGi will present information collected through the community engagement activities as well as draft plan elements for the City-wide Bicycle and Pedestrian Path Plan
 - 1. Project schedule/update
 - 2. Review of Draft Network Plan
 - a. Proposed Facilities
 - b. Supporting Amenities
 - 3. E-bike Policy Recommendations
 - 4. Other City Policy Recommendations
 - 5. Discussion
 - 6. Next Steps

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

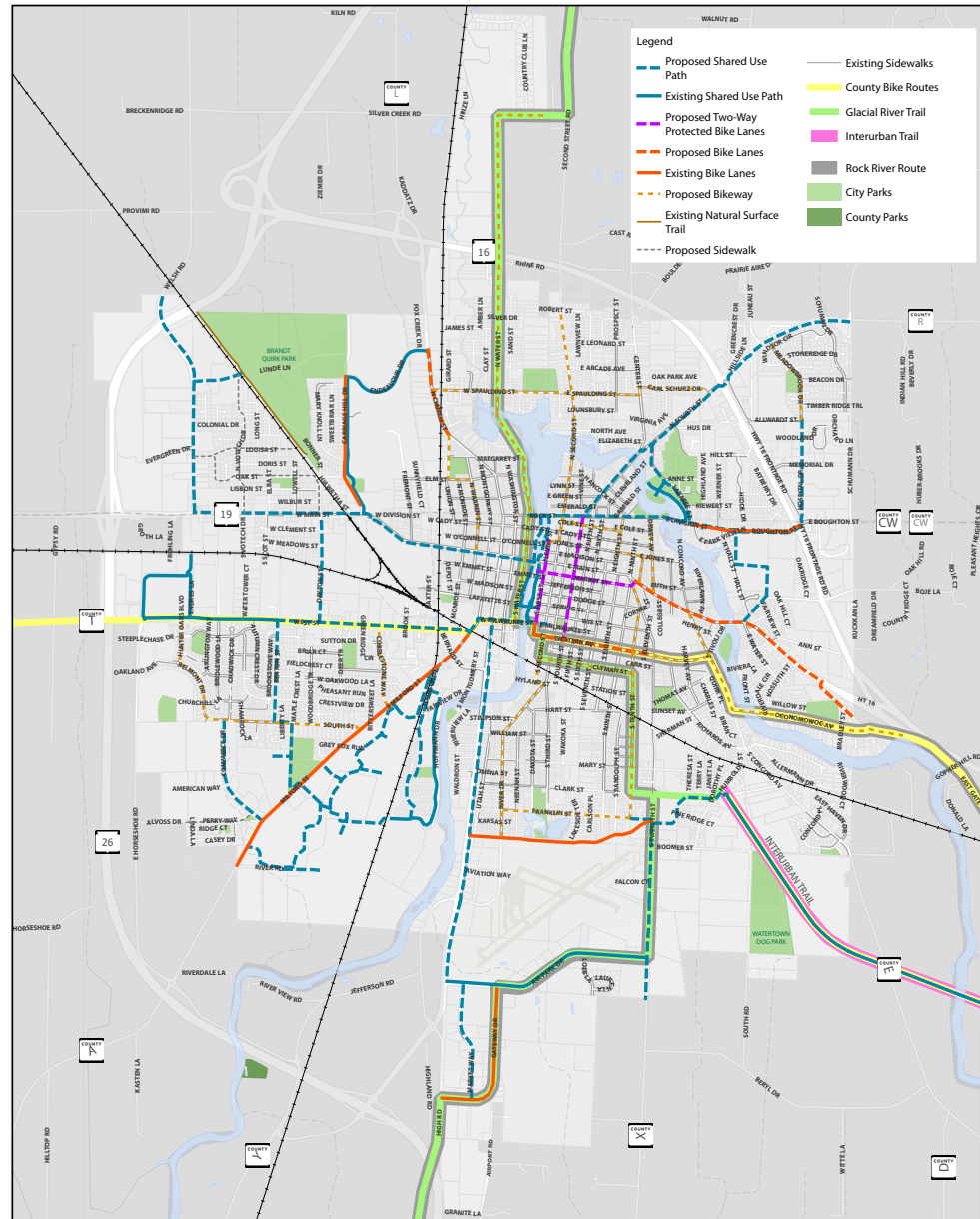
A quorum of any City of Watertown Council, Committee, Board, Commission, or other body, may be present at this meeting for observing and gathering of information only

Network Plan

DRAFT!

INCLUDES:

- » Existing + Proposed Bicycle and Pedestrian Facilities (Draft, in-progress)
- » Highlight/underlays of existing:
 - Interurban Trail
 - Glacial River Trail
 - Rock River Trail
 - County Bikeway Network



Network Plan

SHARED USE PATHS



- » Separated trail, generally alongside roadway
- Preferred trail width: 8' – 10'
- Bituminous or concrete surface
- Preferred boulevard separation from roadway: 4' min.
- » Intended for biking and walking; not intended for higher speed travel (15mph or lower)
- » In developed areas, an existing sidewalk could be widened to create a Shared Use Path.
- » May require some ROW or easement to implement
- » Generally located along roadways with higher volume (above 3,000 ADT) or higher speed limits (above 35mph)
- » **Most preferred facility for biking and walking (per community input)**

Section 2, Item C.

Network Plan

SHARED USE PATHS



OTHER CONSIDERATIONS

Section 2, Item C.

- To be built by developer when redevelopment occurs, per plan
- » Most expensive to install and maintain
- » Intersection treatments along SUP:
 - Ped ramp with truncated dome detection surface
 - High-visibility crosswalks (green or white)
 - Mid-block crossings: RRFB
- » Tree canopy replacement and enhancement should be considered with implementation.
- » Linear stormwater, bioswales, or pollinator planting strips should also be considered alongside new projects.
- » Residents to clear SUP during winter months for snow and ice.
 - Perhaps develop a program for residents with a hardship for clearing, as SUP are wider than sidewalks.
- » Additional Design considerations at RR crossings, bridges

Network Plan

TWO-WAY PROTECTED BIKE LANES -----



Section 2, Item C.

- » Three proposed locations within downtown core area.
- » Provides protected bikeway where space is too constrained to build a Shared Use Path
- » Will require removal of on-street parking on one side of the roadway
 - Market St – north side is preferred
 - First St – east side is preferred
 - Fourth St – either side
- » Raised curb at intersections + vertical delineators to separate vehicles from bike lanes is preferred
- » Intersection treatments along 2-Way Protected Bike Lanes:
 - Wide green high visibility crosswalk markings
- » Should be located on 2-way roadways through downtown Watertown
- » Should be wide enough to plow

Network Plan

BIKE LANES -----



- » Located on both sides of roadways (both directions of travel)
- » Preferred on roadways without existing (or heavily used) parking
 - On-street parking is not permitted in same location as bike lane
- » White solid stripe on either side of roadway
- » 3' width minimum; 5' width preferable
- » Where possible, 3'+ lane with a 1-2' diagonal stripe buffer
- » Avoid gutter pan and catch basins
- » Yellow centerline marking on roadway where roadway width permits
- » At Intersections:
 - Green crosswalk markings
 - Bike Lane markings at block ends, min.
- » Lower cost implementation; could be done as a stand-alone project or as part of mill/overlay project.
- » Will need to coordinate with snow plowing/snow storage in winter
- » Coordination with Jefferson and Dodge County, WisDOT, required on a handful of proposed segments.

Section 2, Item C.

Network Plan

BIKEWAYS -----



- » Located primarily within residential neighborhoods
- » Located along roadways with low ADT, slower speed limits
- » Can be located along roadways with on-street parking
 - Existing on-street parking to remain
- » Marked with stand-alone bikeway signage (at intersections), 'share the road' signage (mid-block)
- » Marked with shared lane marking (chevron with bicyclist) at every block end
- » Bicyclists are intended to 'take the lane' in these locations
- » Low-cost implementation; could be done as a stand-alone project or as part of a mill/overlay project.
- » Coordination with Jefferson County on a few roadways (SE quadrant, primarily)

Section 2, Item C.

Network Plan

SIDEWALKS -----



- » Sidewalk installation within existing neighborhood to provide pedestrian connections where none exist today.
- » Focused in NW neighborhood (north of W. Main St, South of RR tracks/Brandt-Quirk Park)
- » Focused locations on 'through' streets
- » Sidewalks on both sides of the roadway should be built within all new developments within Watertown, unless shown as a future SUP (in which case, the SUP should be constructed as part of the development in lieu of one side of sidewalk along roadway).
- » Pedestrian ramps, ADA accessibility (slope) and preferred 5' width.
- » Concrete surfacing preferred.
- » Boulevard (separation from road) and shade trees preferred.
- » Need to consider snow removal responsibilities.
- » Question about where to focus additional efforts for filling gaps?

Section 2, Item C.