



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

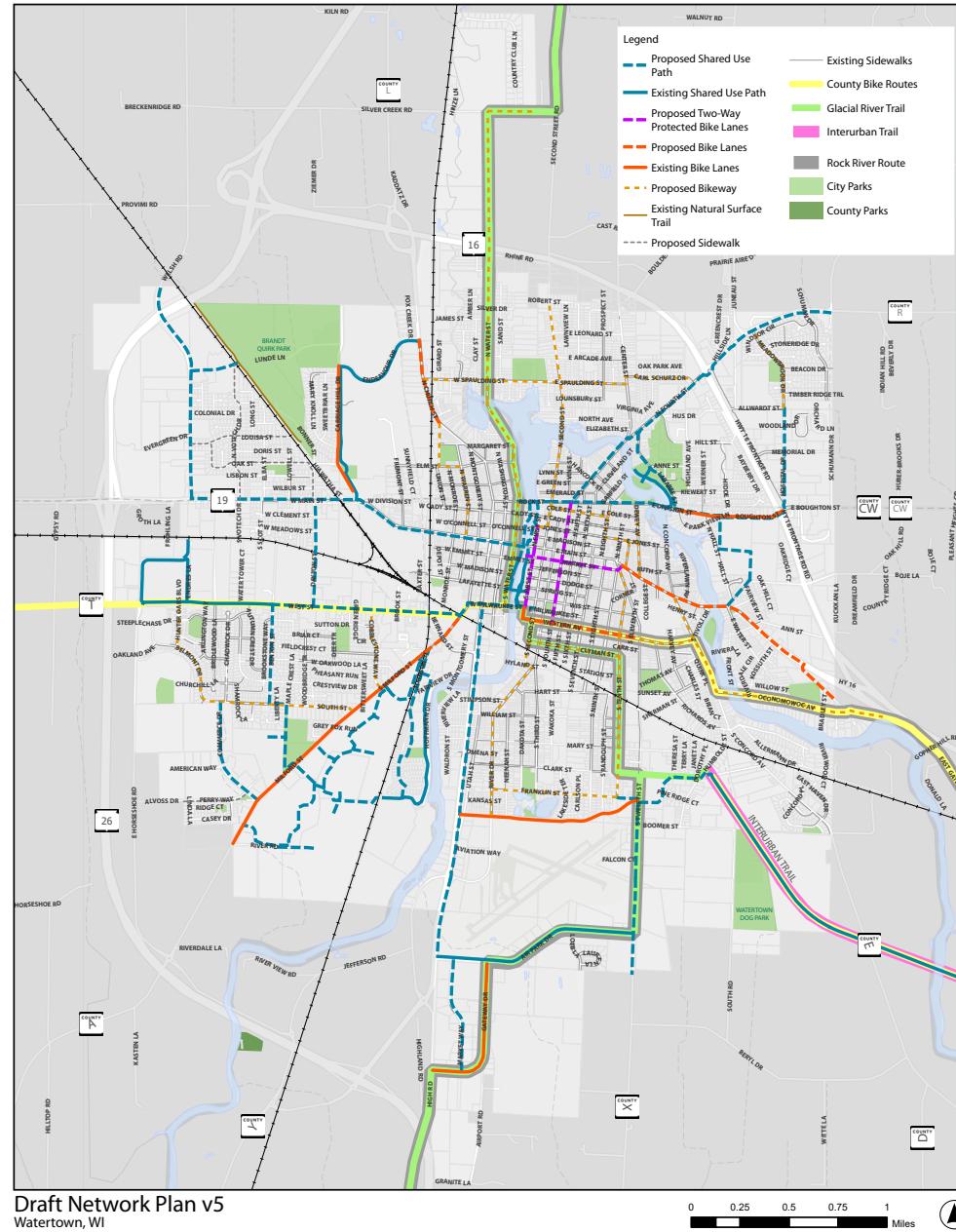
DRAFT!

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



Draft Network Plan v5
Waterford, WI
11.20.2025

Section 2, Item C.

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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)**

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Network Plan

SHARED USE PATHS -----



OTHER CONSIDERATIONS

- 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

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Network Plan

BIKE LANES -----



- » Located on both sides of roadways (both directions of traffic)
- » 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.

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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)

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Network Plan

SIDEWALKS-----



- » Sidewalk installation within existing neighborhoods 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?

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