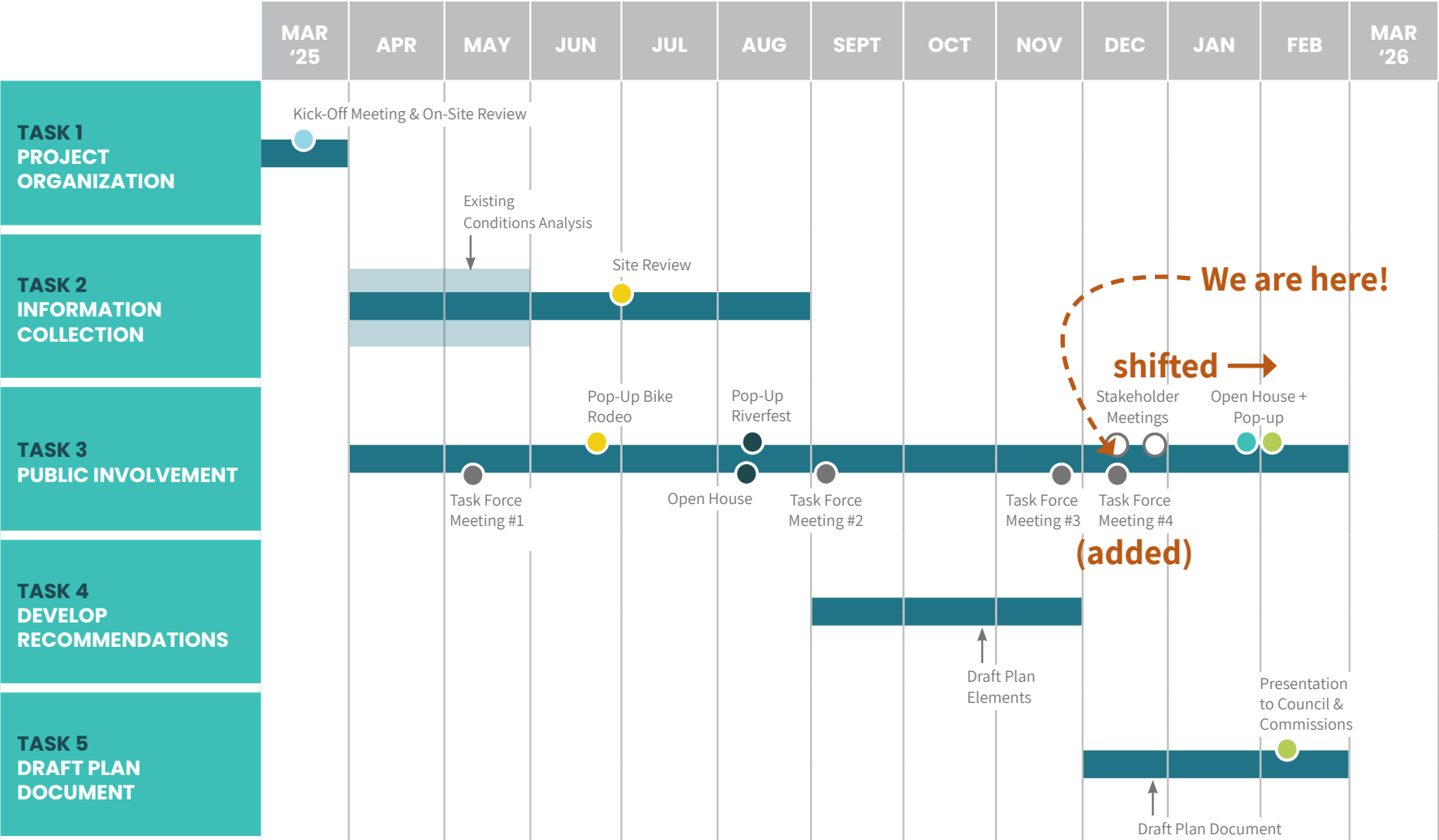


Schedule



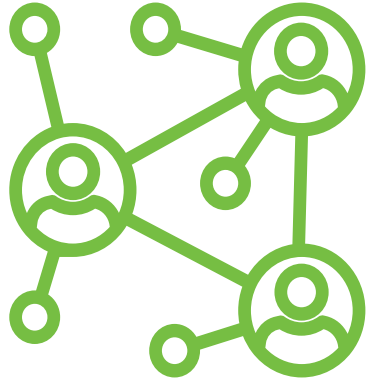
Issues and Concerns

BARRIERS/CONSTRAINTS

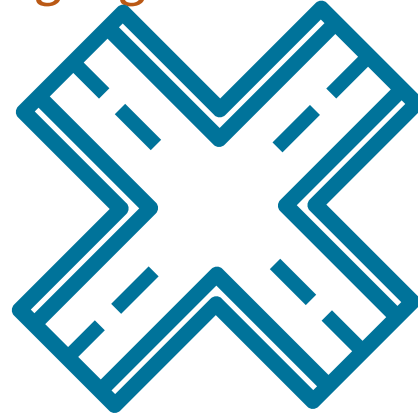
- » Lack of connected facilities that connect to all areas of Watertown.
- » Physical barriers, such as rail lines, highways, and the Rock River have had an impact on where facilities are easy or convenient to build.
- » Lack or low visibility for amenities that support biking and walking in Watertown.
- » 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.

GOALS

A VISION FOR THE FUTURE



» Provide comfortable routes to connect all areas of Watertown for bicyclists and pedestrians, including seniors, young people, and people who use mobility devices.



» Provide appropriate facilities for pedestrians and bicyclists that consider traffic volumes, traffic speeds, cost, available ROW, parking and roadway circulation.



» Prioritize connections to schools, parks, downtown businesses, churches, community centers, library, retail, hospital/medical locations and the River.

Network Plan

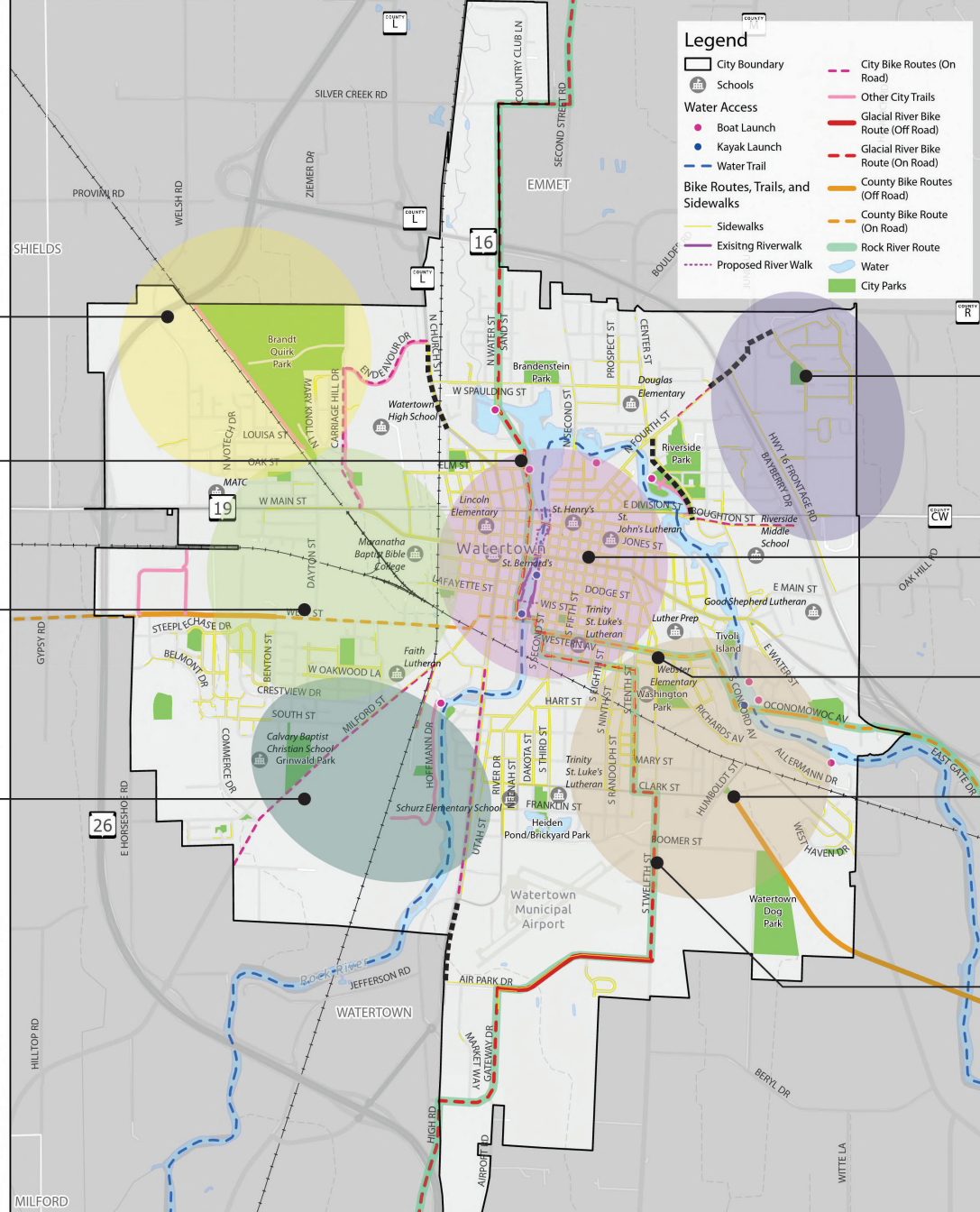
OBJECTIVES

- » 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

Network Plan

FRAMEWORK

- Northwest Area**
Identify pedestrian connections to Brandt-Quirk Park,
longer bike connections out of the City via Welsch Rd
- Glacial River Bike Route**
Improve signage / route designation
Upgrade to bike lane or separated facility where possible
- West St / Pepsi Area**
Identify best north/south connections
Upgrade all of West St to Shared Use Path
- Milford St / Rock River**
Identify best east/west connections
Future upgrade to Shared Use Path on Milford St
Connections north/south for on-street bikeway
and sidewalk connections



- Meadowbrook/Medical Center**
Identify best connections across Hwy 16,
Connections to Fourth St.
Explore intersection treatments for safety
- Downtown Core:**
Identify corridors for north/south and east/west
bike lanes (may need to remove parking)
- Western Ave**
Upgrade to Bike Lane
- Interurban Connection**
Identify corridors to connect from
trailhead to Downtown Core,
Dog Park to 12th St
- 12th St / Glacial River Bike Route**
Improve signage /route designation
Upgrade to bike lane or separated
facility where possible

Network Plan

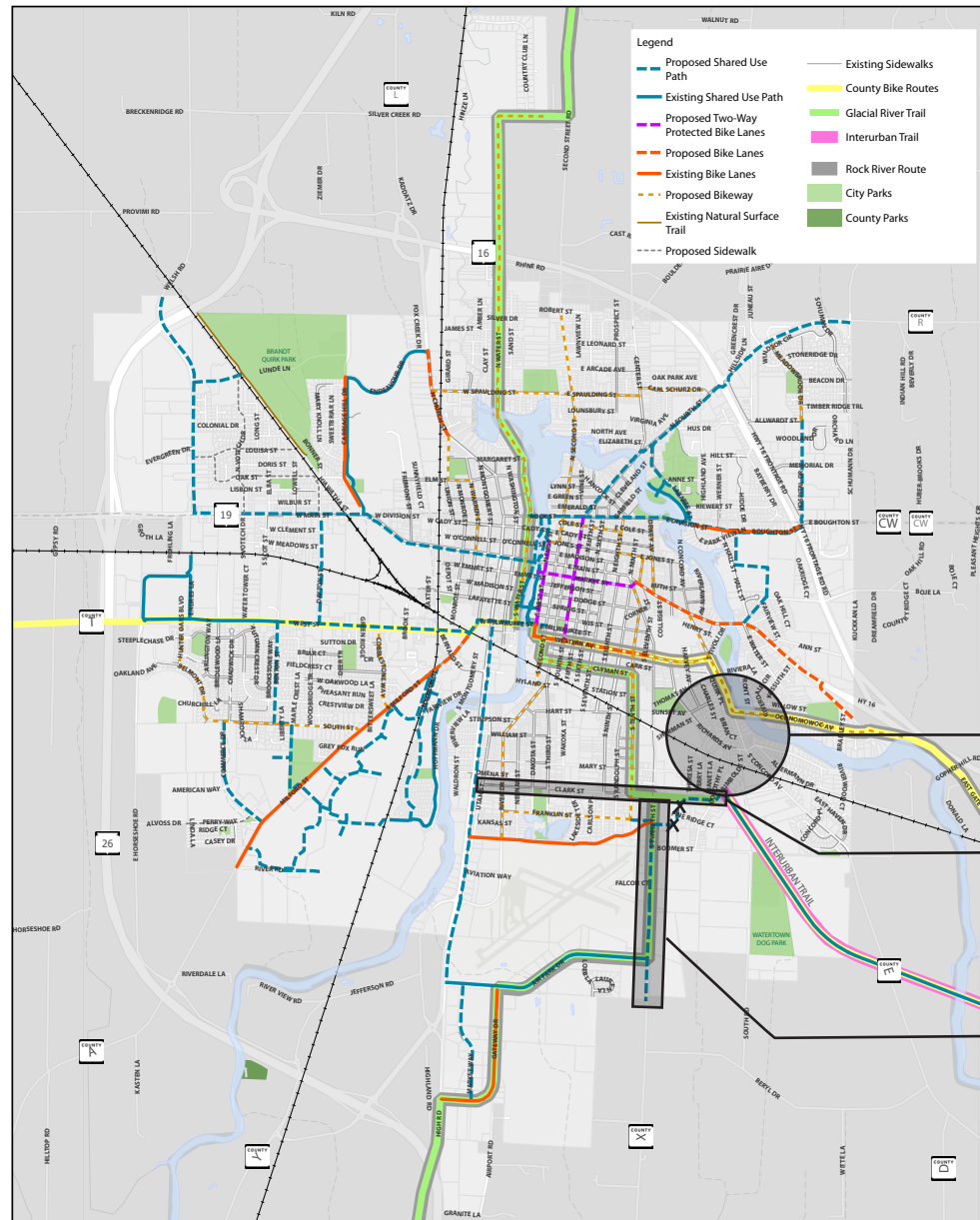
DRAFT!

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



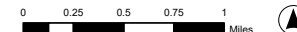
Notes from 11/25 Meeting:

Add sidewalks here

Propose as a shared use path along Clark St

Runway Zone - need to discuss

Draft Network Plan v5
Watertown, WI
11.20.2025



DRAFT

Facility Design Guidance

OBJECTIVES

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



Shared Use Paths



Bike Lanes +
Protected Bike Lanes



Bikeways: Sharrows /
Shared Lane Markings



Sidewalks



Network Plan

TWO-WAY PROTECTED BIKE LANES -----



- » 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

DRAFT

Network Plan

TWO-WAY PROTECTED BIKE LANES -----

PROPOSED



Additional Design Guidance

OBJECTIVES

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



Trailheads / Trail
Access Points
Bike Parking



Wayfinding



Intersection
+ Crosswalk
Treatments



Bridge and RR
Crossings



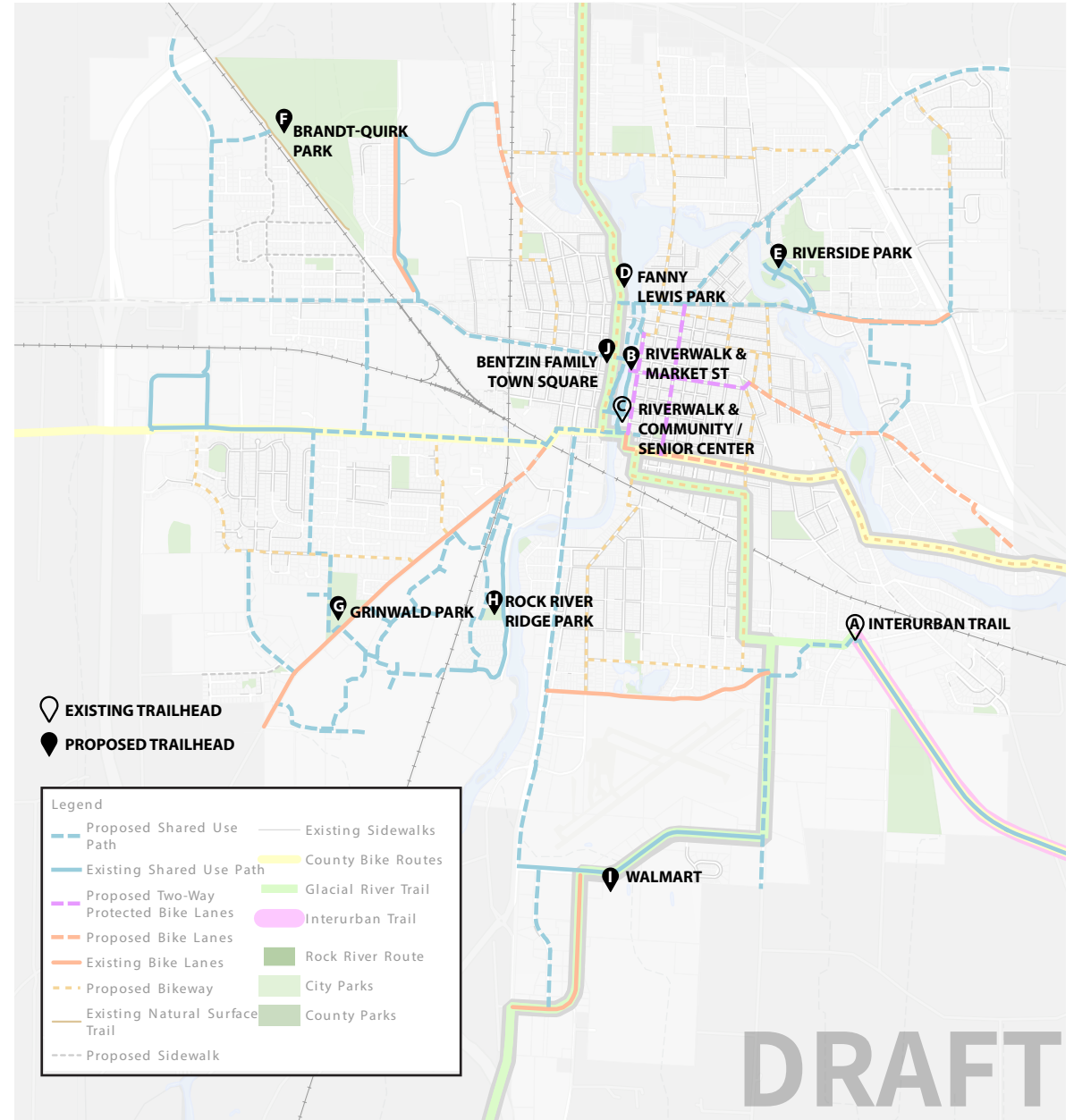
Landscaping
+ Stormwater
Management

Proposed Trailheads

ACCESS POINTS

» Facilities

- Parking (identified locations generally already have parking available)
- Kiosk
- Restrooms (optional)
- Water fountain
- Bike parking
- Seating
- Shade
- Interpretation / Art
- Charging station

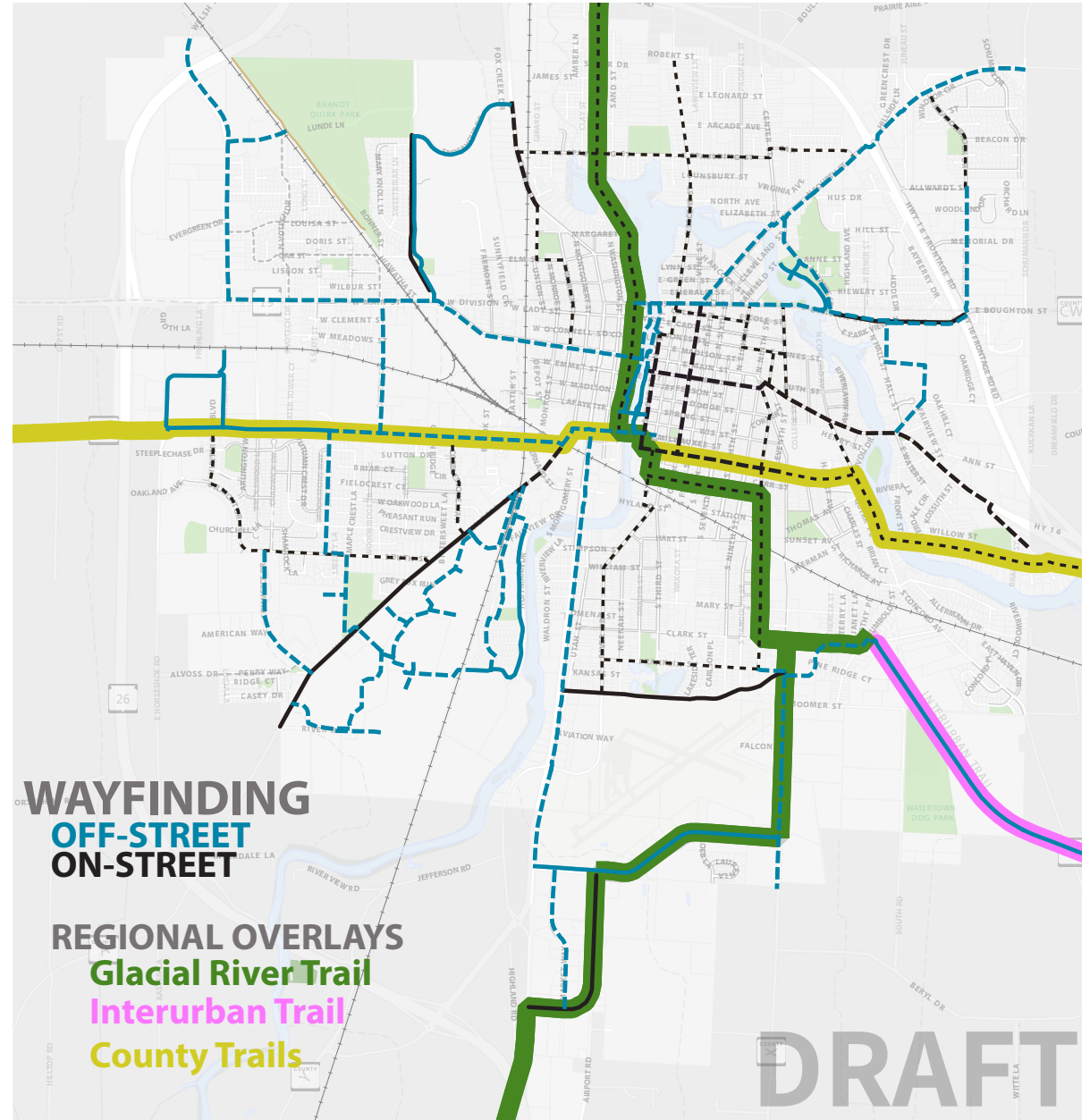


Proposed Wayfinding

STRATEGY

» ON-STREET (BIKEWAYS, BIKE LANES)

- Bikeway and Bike Lane Signs – visible to vehicles
- Share the Road signs – visible to vehicles
- Directional signage at decision-points
- Distance to community destinations



Proposed Crossing

TREATMENTS

#	Location	High Visibility Crosswalk Markings	Bike Crosswalks	Ped Ramps	RRFB	Curb Extension	Trail Xing Sign	Share the Road Sign	Signal Timing / LPI	Grade Separated Crossing (Tunnel)	Ped Refuge Island	RR Crossing
1	West St and Horseshoe Rd	x		x			x					
2	West St and Benton St	x		x	x	x						
3	Dayton St RR xing north of West St.											x
4	Dayton St and W Main St	x		x	x	x						
5	W Main St and W Division St	x		x	x							
6	Water St and W Main St	x				x			x			
7	N Second St and E Division St	x					x					
8	N Fourth St at Center St	x		x	x	x						
9	Labaree St at 4th St	x	x	x								
10	N Fourth St at Carl Schurz Dr	x	x	x	x	x						
11	N Fourth St at STH 16	x							x	x	x	
12	Boughton St and STH 16 Frontage Rd	x		x	x							x
13	Dewey Ave and E Division St	x	x	x								
14	Market St and Main St and 10th St	x	x	x								
15	10th St and Market St	x	x	x								
17	10th St and Western Ave	x	x	x								
18	1st St and Milwaukee St	x	x	x								
20	12th St and Boomer St	x	x	x								
21	Church St and Boomer St	x	x	x								
22	Milford St and Johnson St	x	x	x								
23	Milford St and West St											x
24	West St near Bernard St											x
25	2nd St under RR							x				
26	Church St and Milwaukee St	x	x	x		x			x			
27	Church St and Simpson St	x	x						x			
29	Milford St at Grinwald Park	x	x		x	x						
31	E Main St and RMS	x										
32	E Main and Hall St	x										
33	Boughton and Hidde Dr	x	x		x	x						
34	Lunde Ln / Brandt-Quirk Park											x
35	Hoffman Dr and RR											x



Proposed Crossing

TREATMENTS



High Visibility Crosswalk



Bike Crosswalk



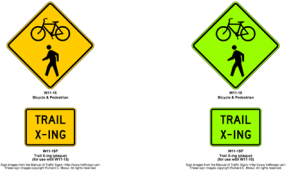
Curb Ramps



RRFB



Curb Extension



Trail Crossing Sign



Share the Road Sign



Signal Timing / Leading Pedestrian Interval



Grade Separated Crossing (Tunnel)



Pedestrian Refuge Island



RR Crossing

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RR Crossings

TREATMENTS

- Clear path for pedestrians and bicyclists
- Bicycles to cross tracks at 90 or 45 degree
- 'Look' signage
- Continuous raised surface for pathway
- Bollards as-needed

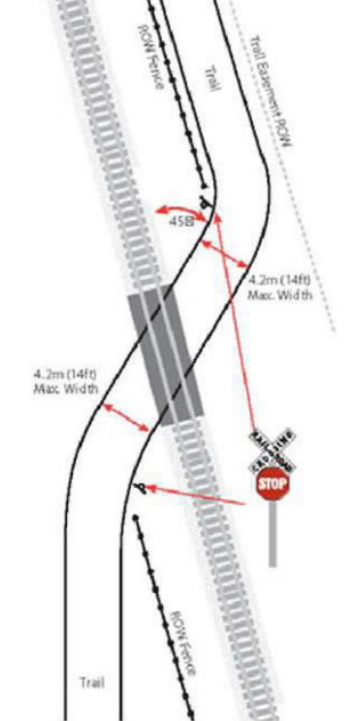


FIGURE 5.20 45° Trail-rail crossing

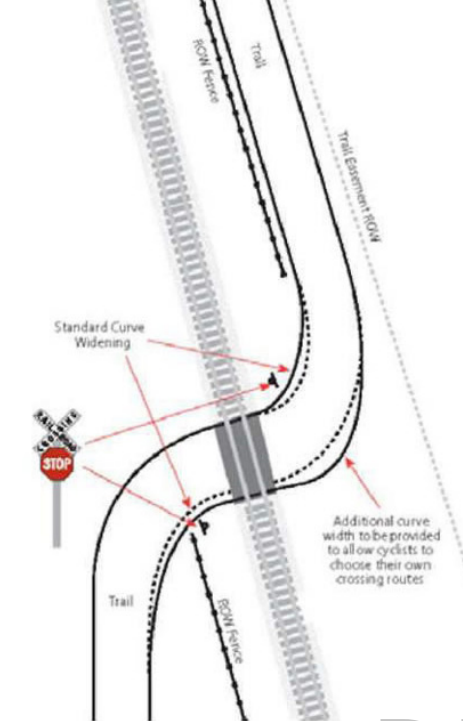


FIGURE 5.21 90° Trail-rail crossing

DRAFT

Bridge Crossings

TREATMENTS

- » Combine pedestrian and bicycle path with existing sidewalk if there is not room for separated on-street facilities
 - Most prevalent scenario today
 - Signage
 - Potential for 'dismount' zones for bicyclists
 - Solid white striped bike lane with flexible bollards where there is room within roadway
- » Future bridge reconstruction or renovations should include width for separated bicycle and pedestrian facilities (long-term)



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Landscaping and Stormwater

TREATMENTS

- » Landscaping at crosswalk bumpouts and medians
- » Can be part of protected bike lane infrastructure
- » Linear landscapes for pollinators
- » Shade trees along trails



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E-Bike Policy

RECOMMENDATIONS

- » Allow all bicycles, all classes of E-Bikes and E-Scooters on Shared Use Paths and Bike Lanes, and Bikeways.
- » Prohibit all non-classed bicycles and scooters on any City sidewalk or shared use path?
- » Limit speed of all devices on Shared Use Paths to 20mph
 - E-Bikes, Bicycles, and Scooters 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?
- » Prohibit all bicycles, E-Bikes, and E-Scooters on sidewalks
 - Exception for children under 12 - bicycles only
 - Allow all personal assistive mobility devices on sidewalks, with a speed limit of 15mph
- » Limit number of passengers to align with bike or accessory design (apply to all bikes and scooters)
- » Require registration of all bicycles, scooters
- » Require helmets?

DRAFT

Next Steps

- » **HKGi to revise Plan Elements, begin Draft Plan Document**
- » **Stakeholder Group Outreach**
 - Schools - Meeting on 12/11
 - Employers - Chamber Newsletter
- » **Public Works Committee Update**
 - December 9th, 2025