

Watertown Bicycle and Pedestrian Path Network Plan

COMMUNITY ADVISORY GROUP MEETING #2
9/4/2025



THE CITY OF
WATERTOWN
Opportunity runs through it.



Agenda

— Introductions

— Schedule Update

— Community Engagement Phase 1 Summary

— Existing Facilities Review

— Issues + Opportunities

— Concept Development Framework

— Next Steps



Project Team

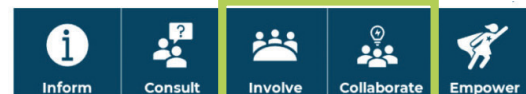


Watertown Bicycle and Pedestrian Path Network Plan



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)

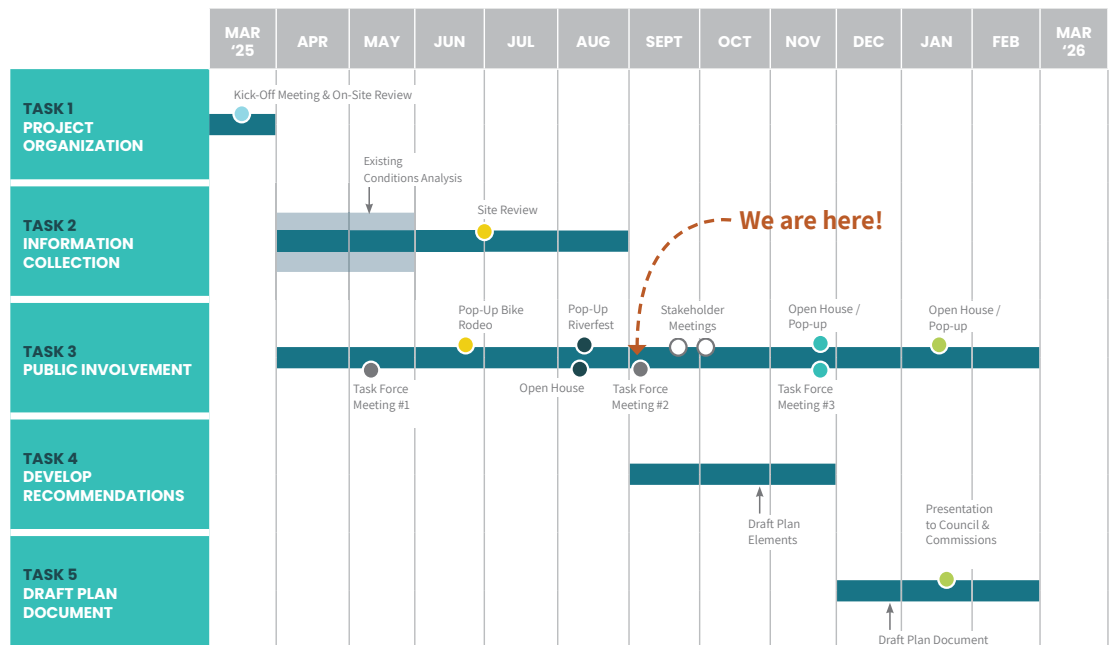
Org / Agency/Committee	Name	Email	Notes / Accommodations
BP Path Task Force	Dale Oestreich		
BP Path Task Force	Jason Widiker		
BP Path Task Force	Joseph Kallas		
BP Path Task Force / City of Watertown Health Officer	Carol Quest	cquest@watertownwi.gov	Technical Advisory Group
BP Path Task Force / City 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			

Watertown Bicycle and Pedestrian Path Network Plan



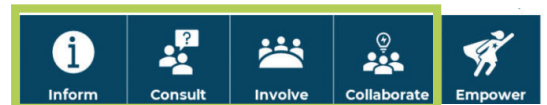
SCHEDULE UPDATE

Schedule



COMMUNITY ENGAGEMENT PHASE 1

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**

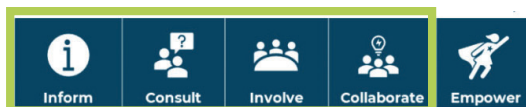


Engagement Events

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**

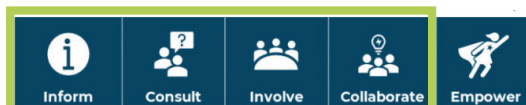


Engagement Events

IN-PERSON

» Pop-up: Riverfest 8/8

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

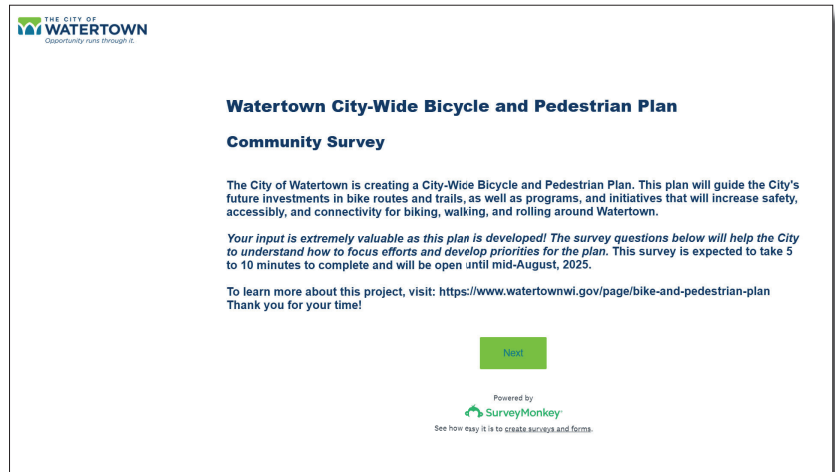


Survey Results

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>



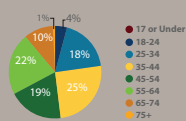
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Demographics of Respondants

01 Age

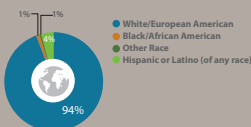
(368 responses)



*No responses from anyone under 17

02 Ethnicity or race

(361 responses)

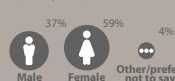


03 Disabilities that affect comfort while walking or biking



04 Gender

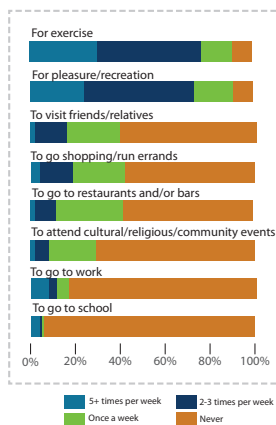
(366 responses)



Walking and Biking

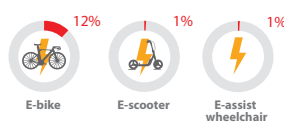
05 During the warmer months of the year, how often do you walk or bike for the following reasons?

(329 responses)



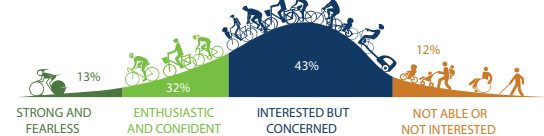
08 Do you use any of the following electric assisted devices?

(325 responses)



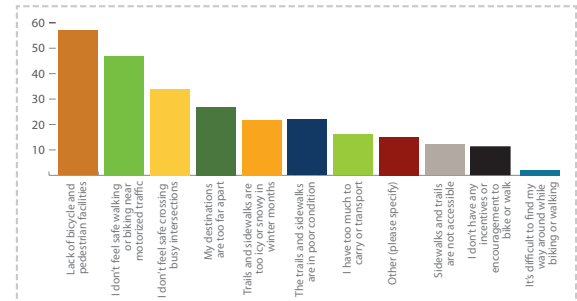
06 How would you characterize your attitude towards biking?

(329 responses)



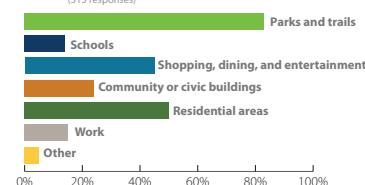
07 What keeps you from walking or biking more in Watertown?

(320 responses)

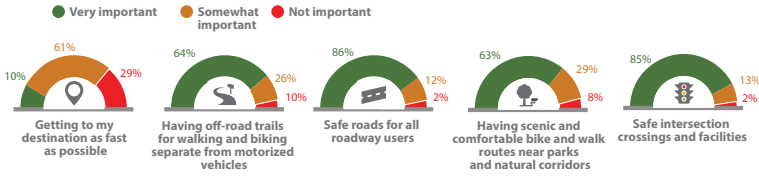


09 What are the most important destinations for you to walk or bike to?

(315 responses)



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



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

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

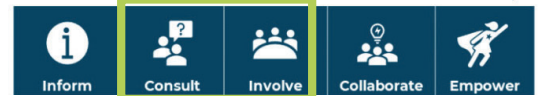
BIKE LANES

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

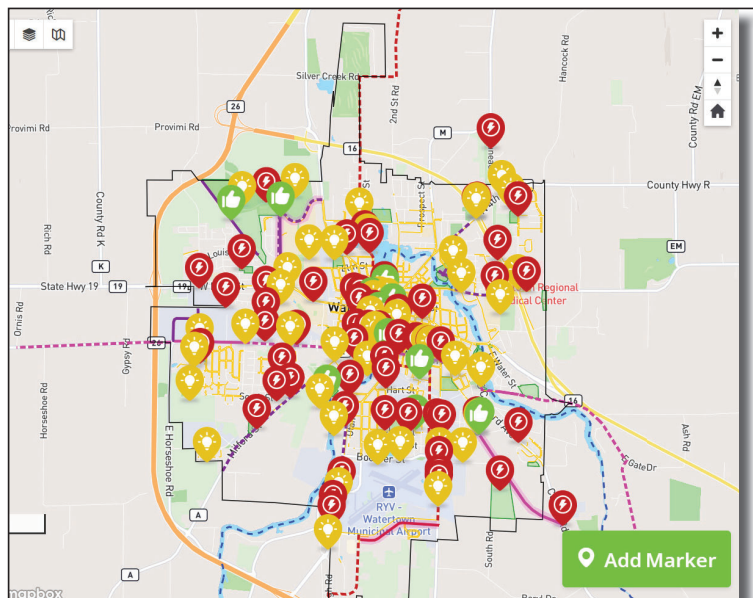


Interactive Map

SOCIAL PINPOINT



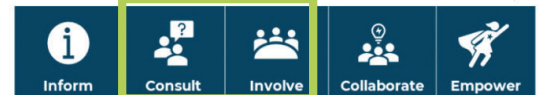
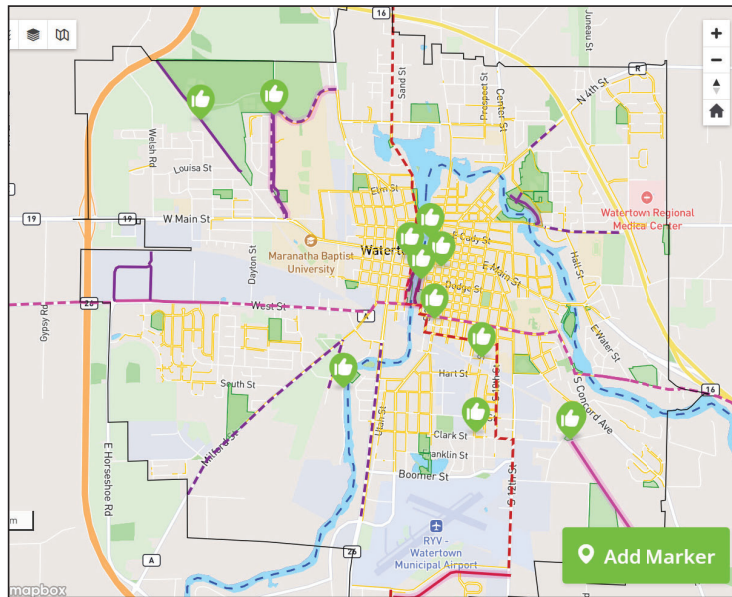
- » Open from April 22 through August 28 2025
- » **338 Visitors, 121 Comments**
- » Social Pinpoint - interactive mapping tool:
<https://hkgi-engage.mysocialpinpoint.com/watertown-bike-and-pedestrian-plan>



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



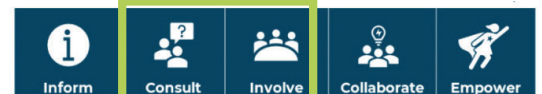
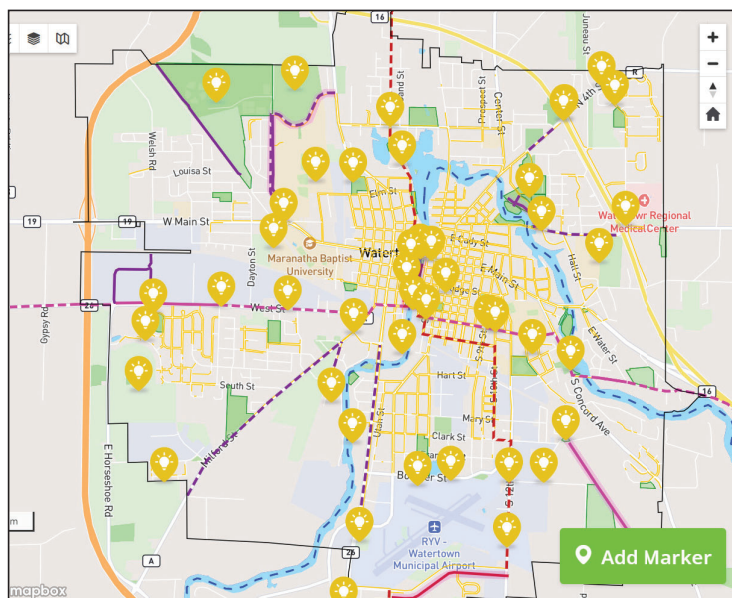
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Interactive Map

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



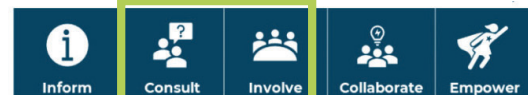
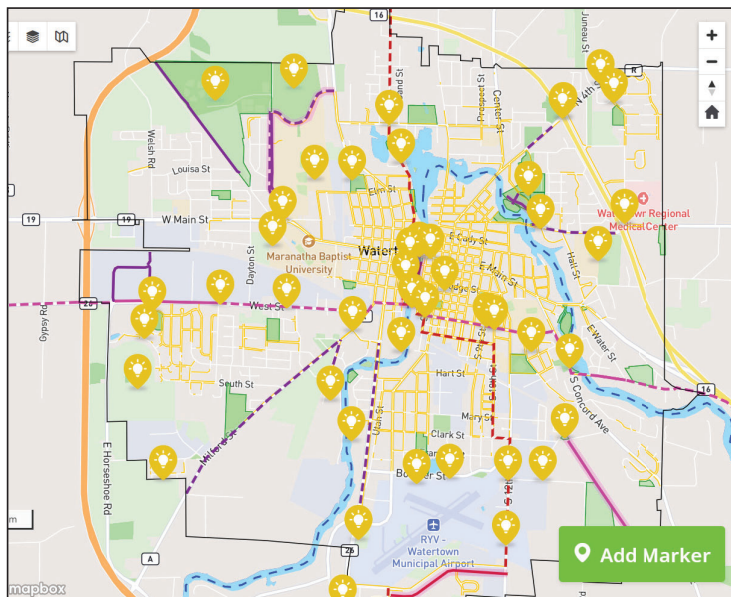
Watertown Bicycle and Pedestrian Path Network Plan



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.



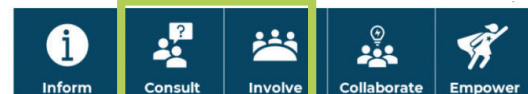
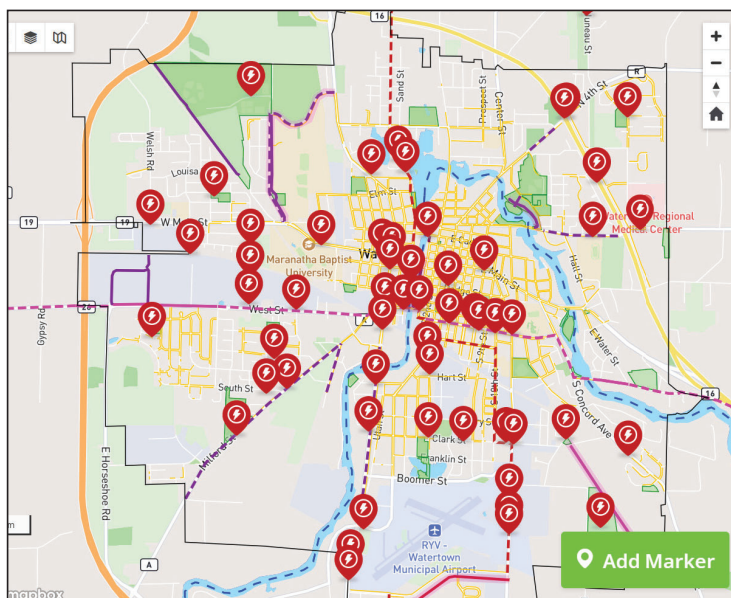
Watertown Bicycle and Pedestrian Path Network Plan



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

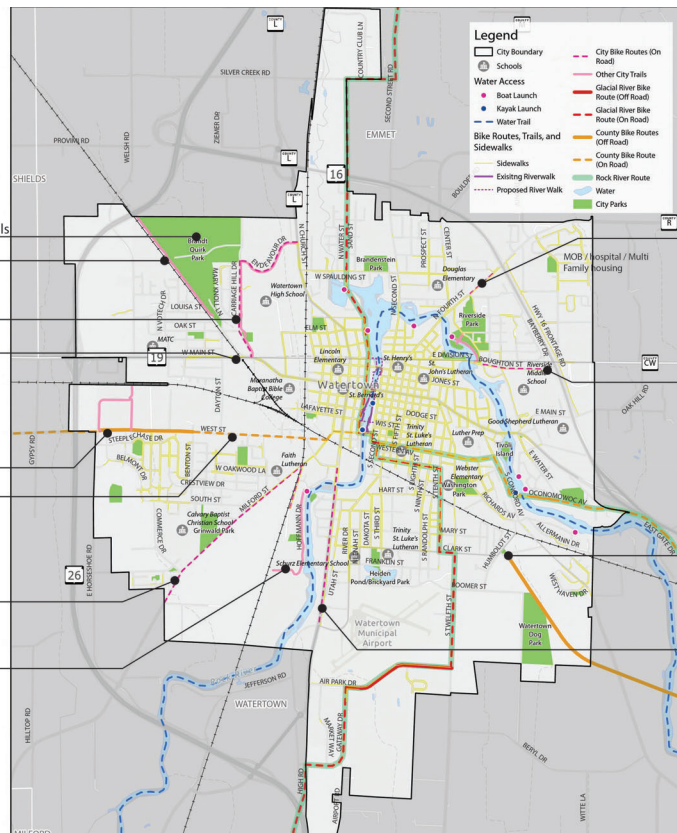


EXISTING FACILITY REVIEW

Recently Completed Projects

EXISTING FACILITIES

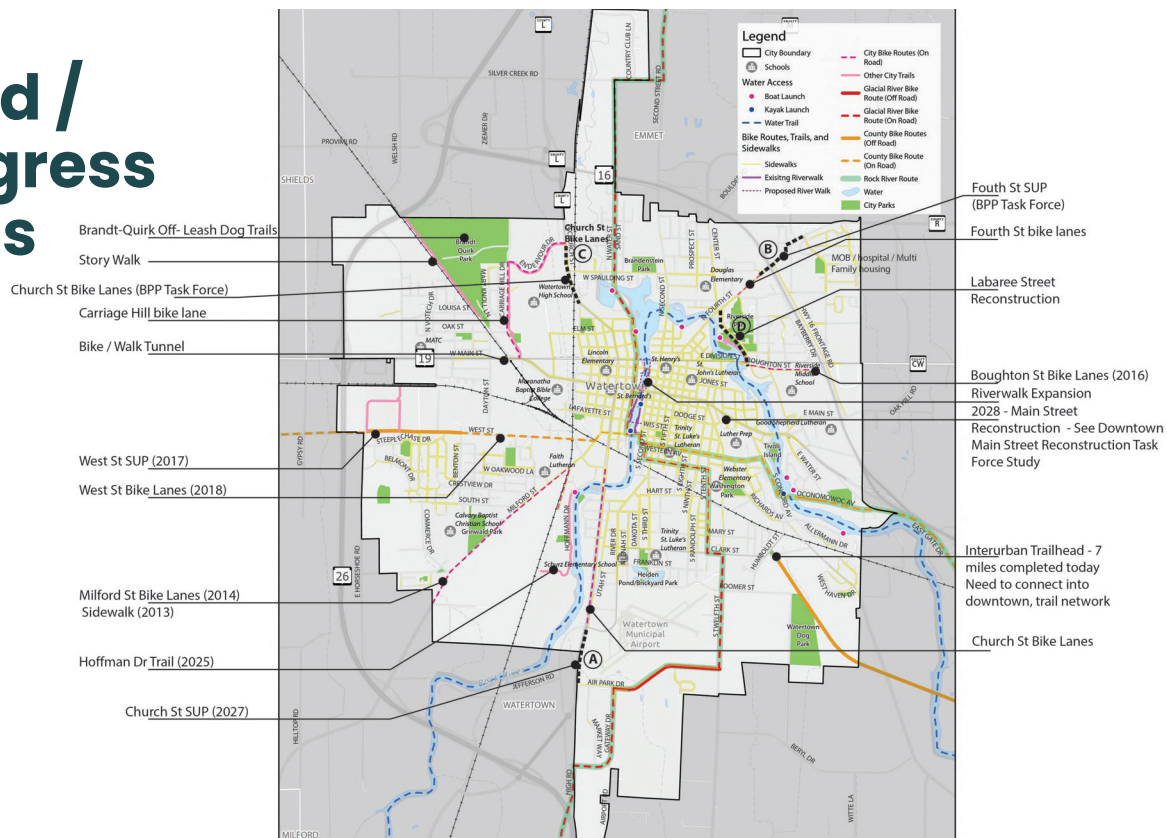
Brandt-Quirk Off-Leash Dog Trails
Story Walk
Carriage Hill bike lane
Bike / Walk Tunnel
West St SUP (2017)
West St Bike Lanes (2018)
Milford St Bike Lanes (2014)
Sidewalk (2013)
Hoffman Dr Trail (2025)



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

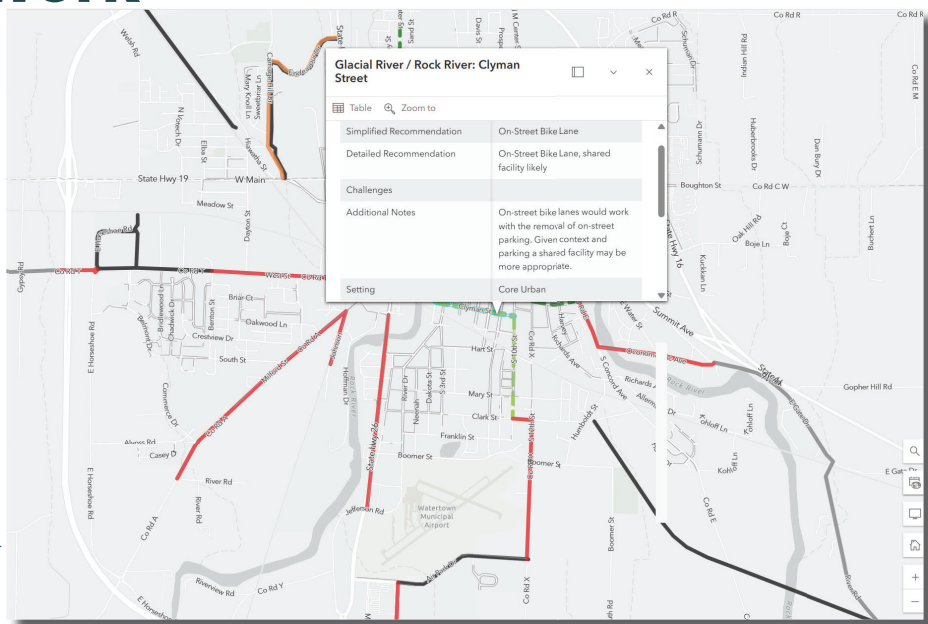
BIKE AND PED TASK FORCE PROJECTS



Existing Trail Network

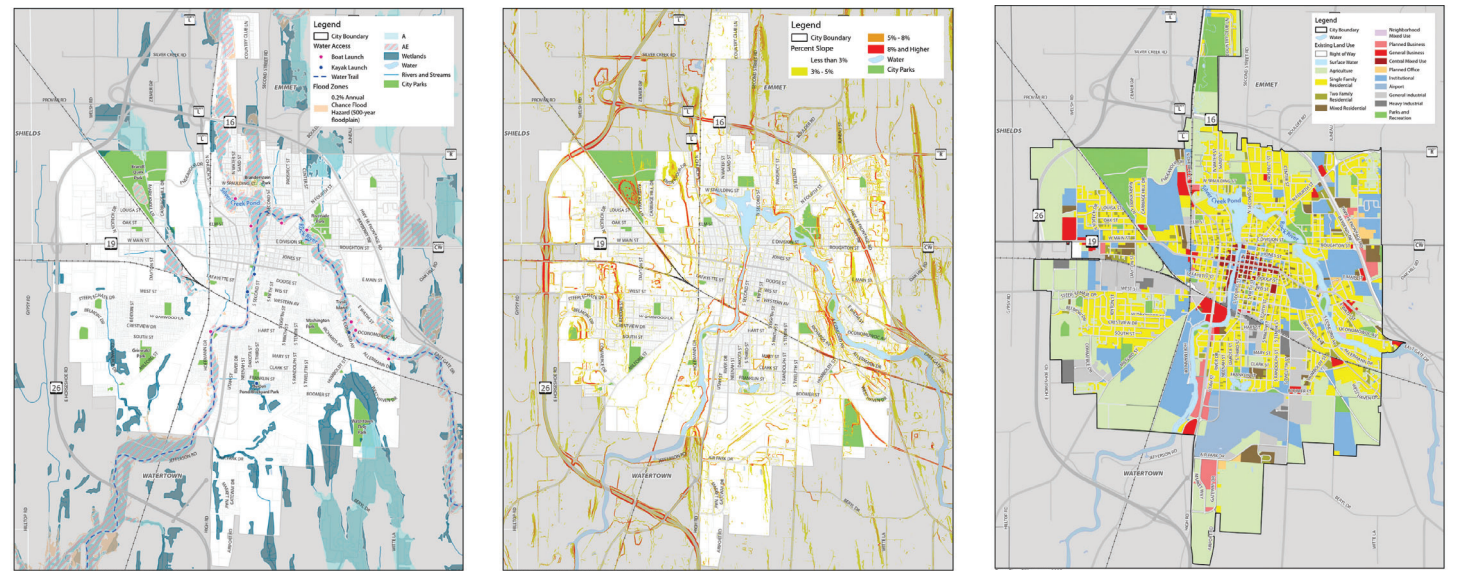
DETAILED REVIEW

- » 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>



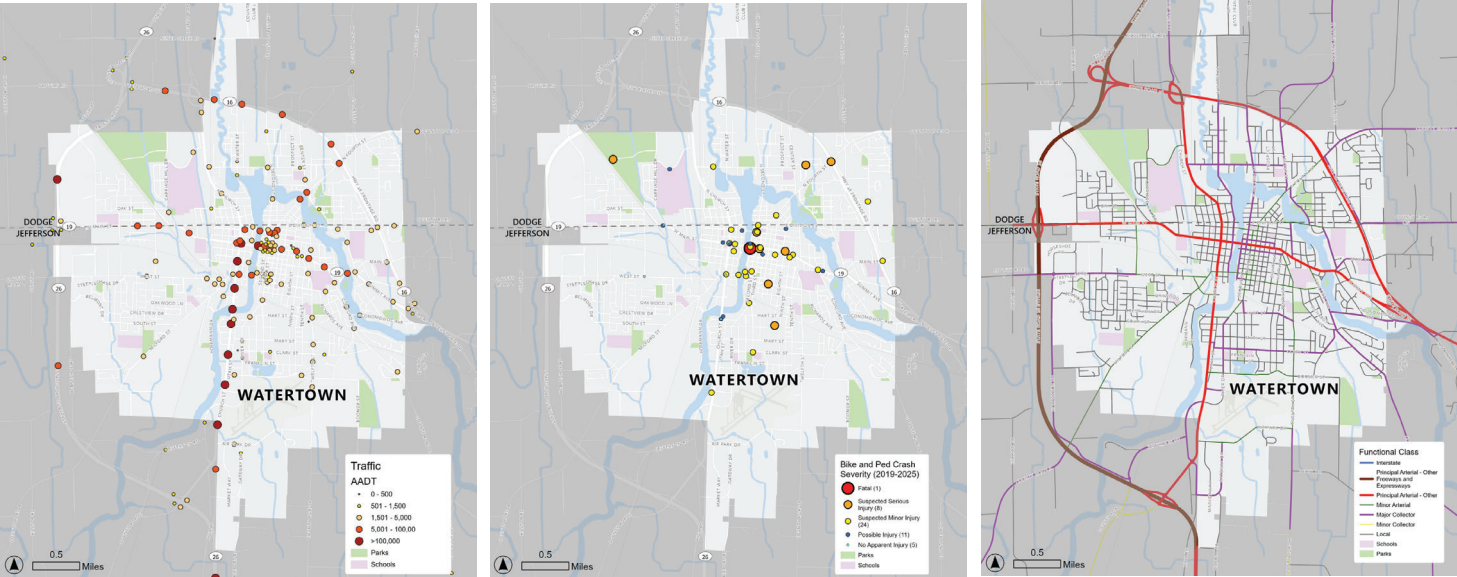
Existing Conditions

SITE MAPPING



Existing Conditions

TRAFFIC AND SAFETY





ISSUES + OPPORTUNITIES SUMMARY

Issues and Concerns

BARRIERS/CONSTRAINTS

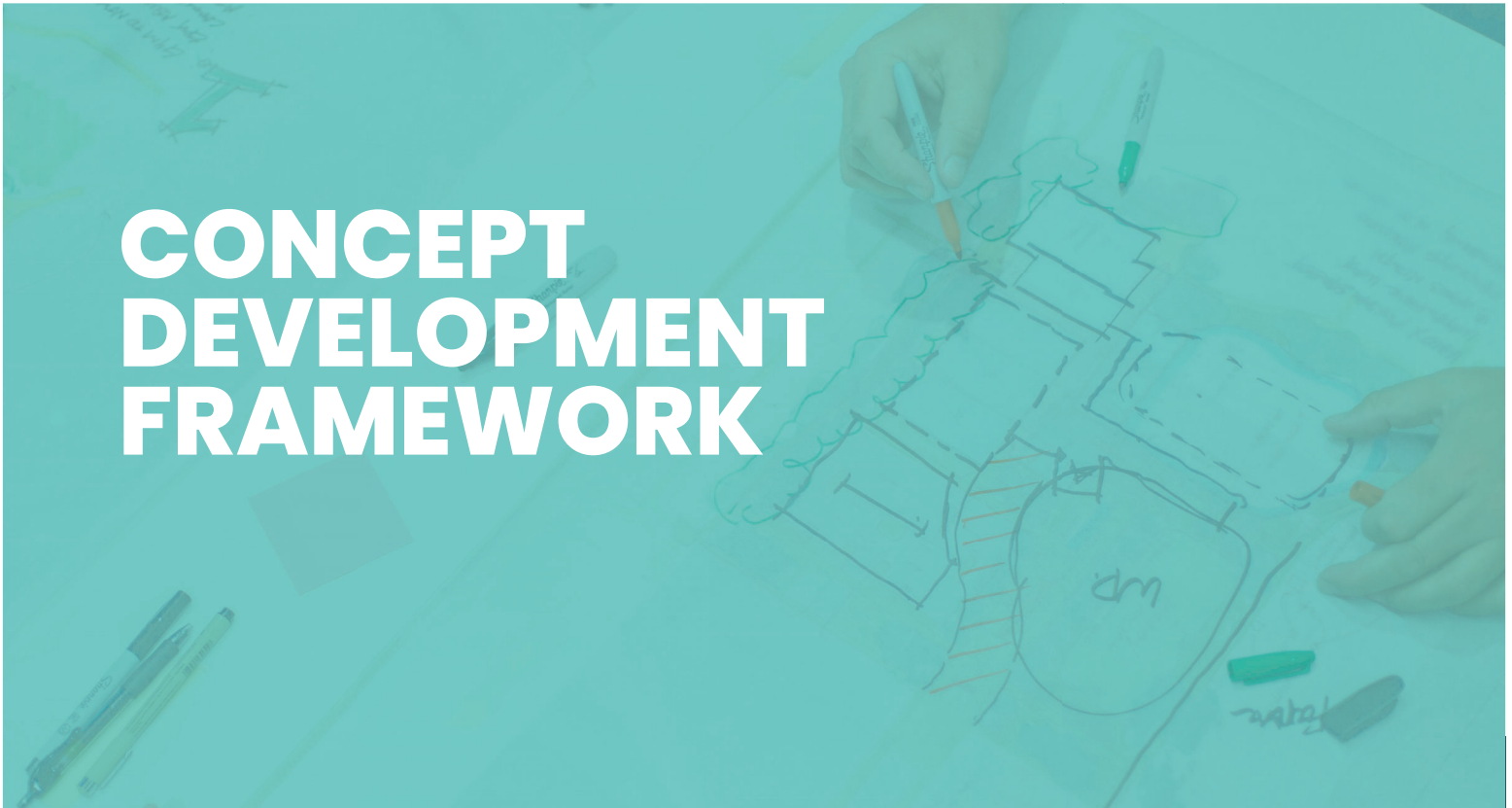
- » Lack of connected facilities that connect to all areas of Watertown.
- » Physical barriers, such as rail lines, highways, and the Rock River have had an impact on where facilities are easy or convenient to build.
- » Lack or low visibility for amenities that support biking and walking in Watertown.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

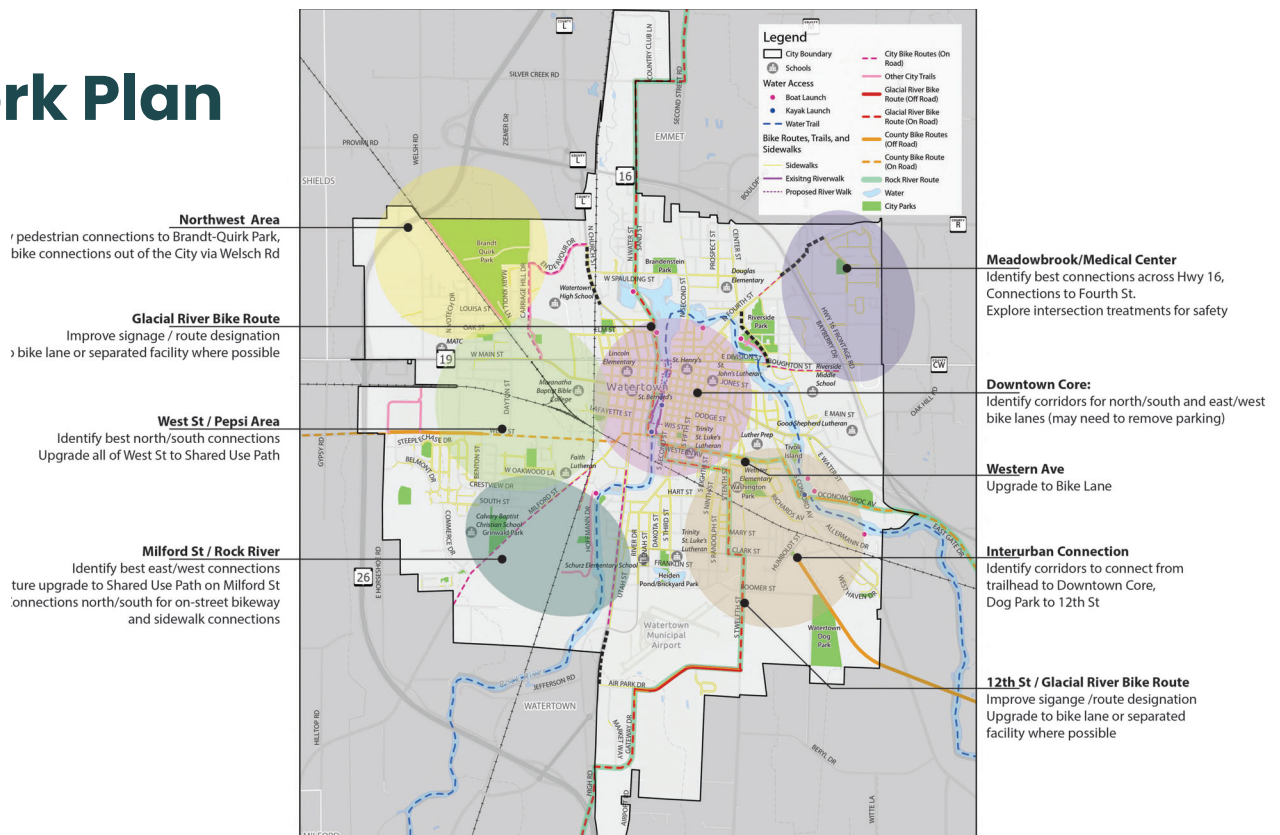
- » Bike Lanes – protected bike lanes where possible
- » Focus on downtown
- » Sidewalk and bikeway connections to Walmart, Kwik Trip, hospital, industrial areas
- » Sidewalks in residential neighborhoods
- » Loop trails
- » Connect to Rock River
- » Expand the Riverwalk
- » Opportunities for reduced 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

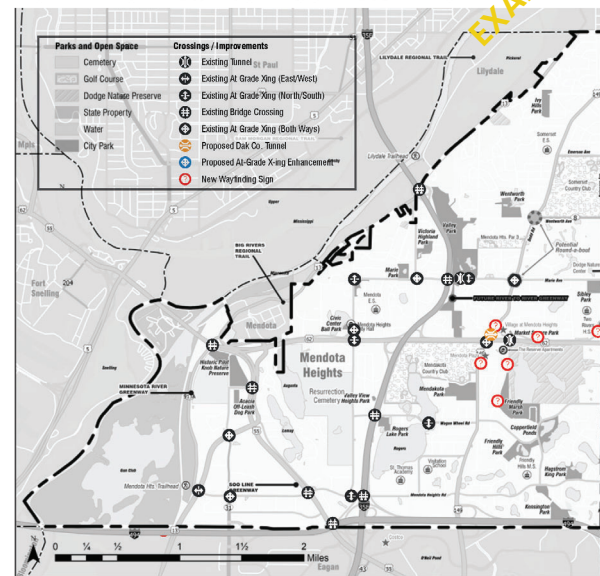


Wayfinding + Amenity Plan

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



Watertown Bicycle and Pedestrian Path Network Plan

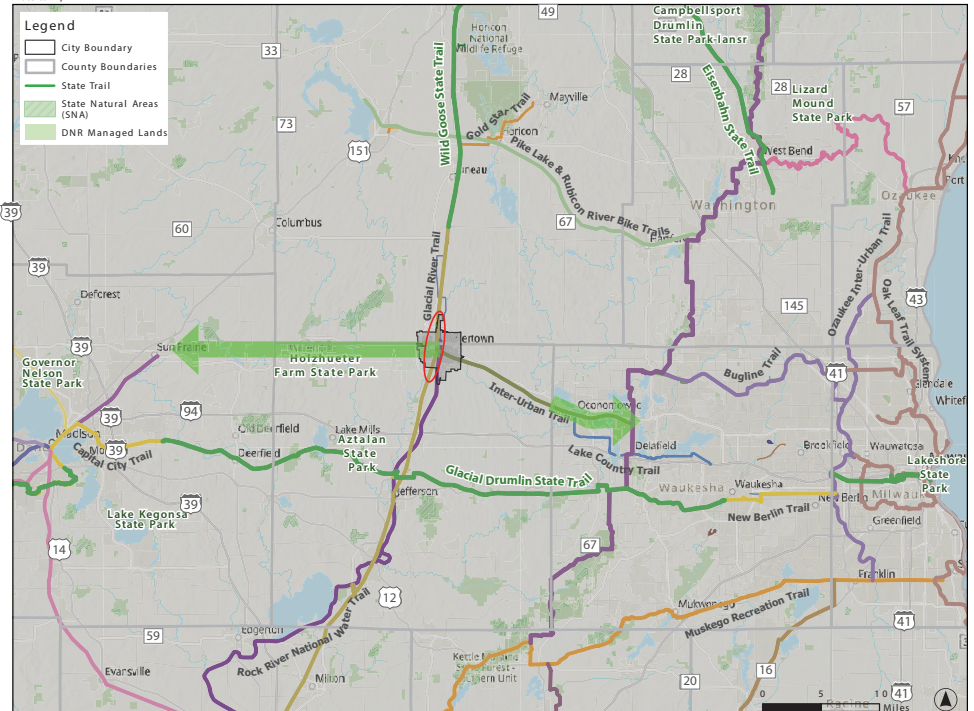


Regional Connections

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.
- 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

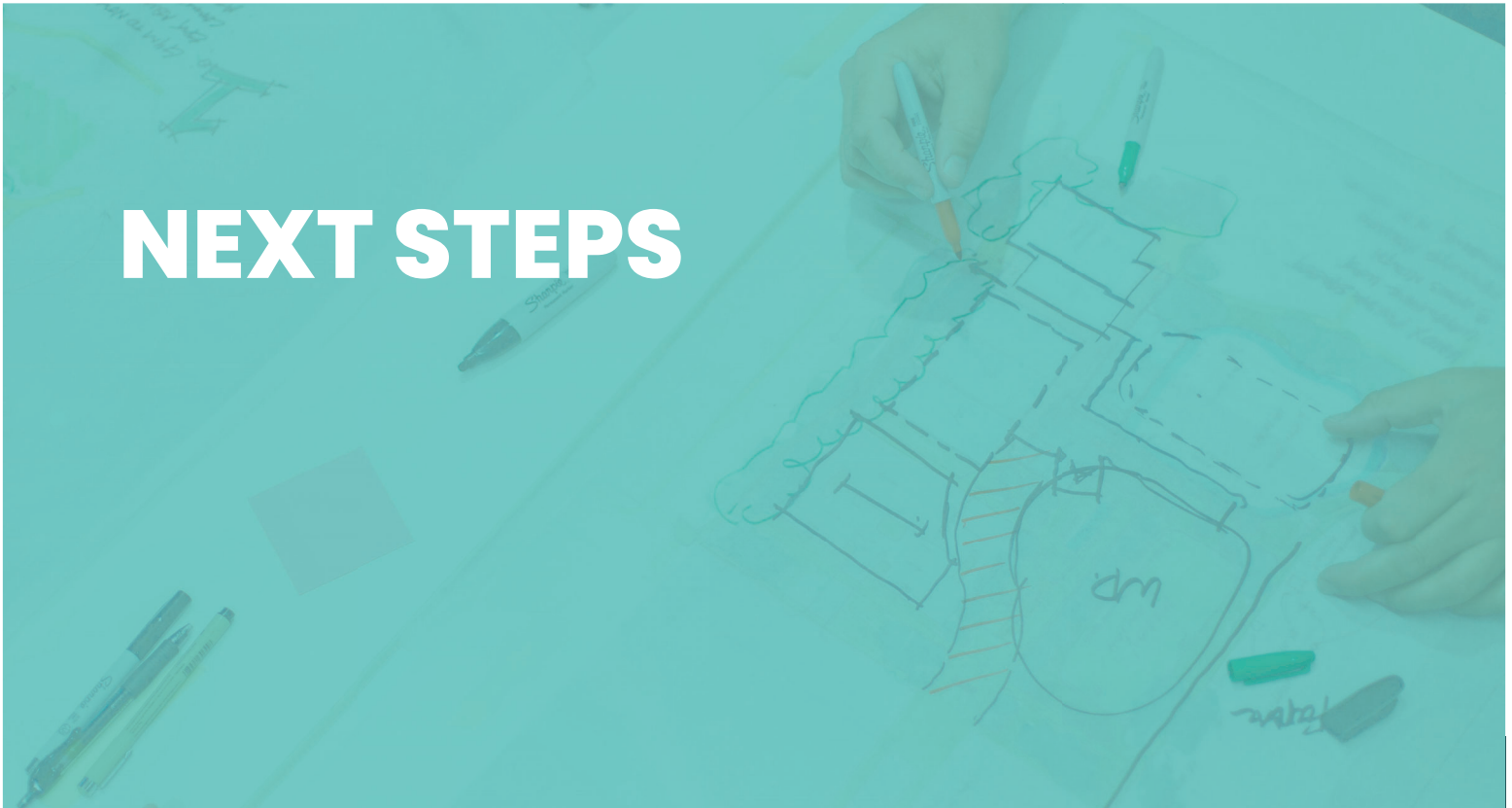


THE LEAGUE
OF AMERICAN BICYCLISTS
since 1880

Watertown Bicycle and Pedestrian Path Network Plan

**THE CITY OF
WATERTOWN**
Opportunity runs through it.

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!