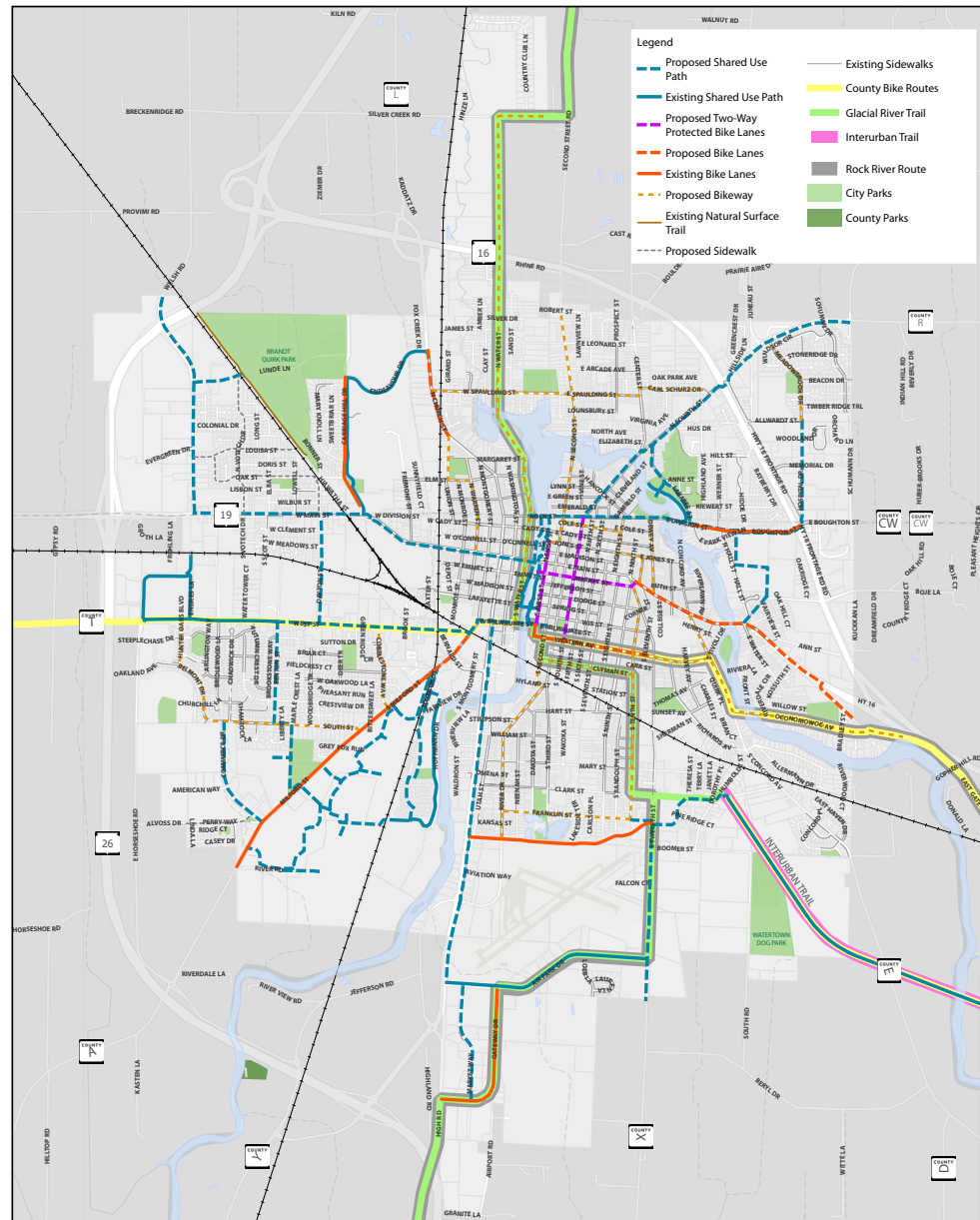


# Network Plan

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

## SHARED USE PATHS =====



- » Separated trail, generally alongside a 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)**

DRAFT

# 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**

**DRAFT**



# 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

## 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.

**DRAFT**



# 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)

**DRAFT**

# 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?

**DRAFT**