

City of Watertown Sidewalk and Trail Master Plan

January 28, 2020

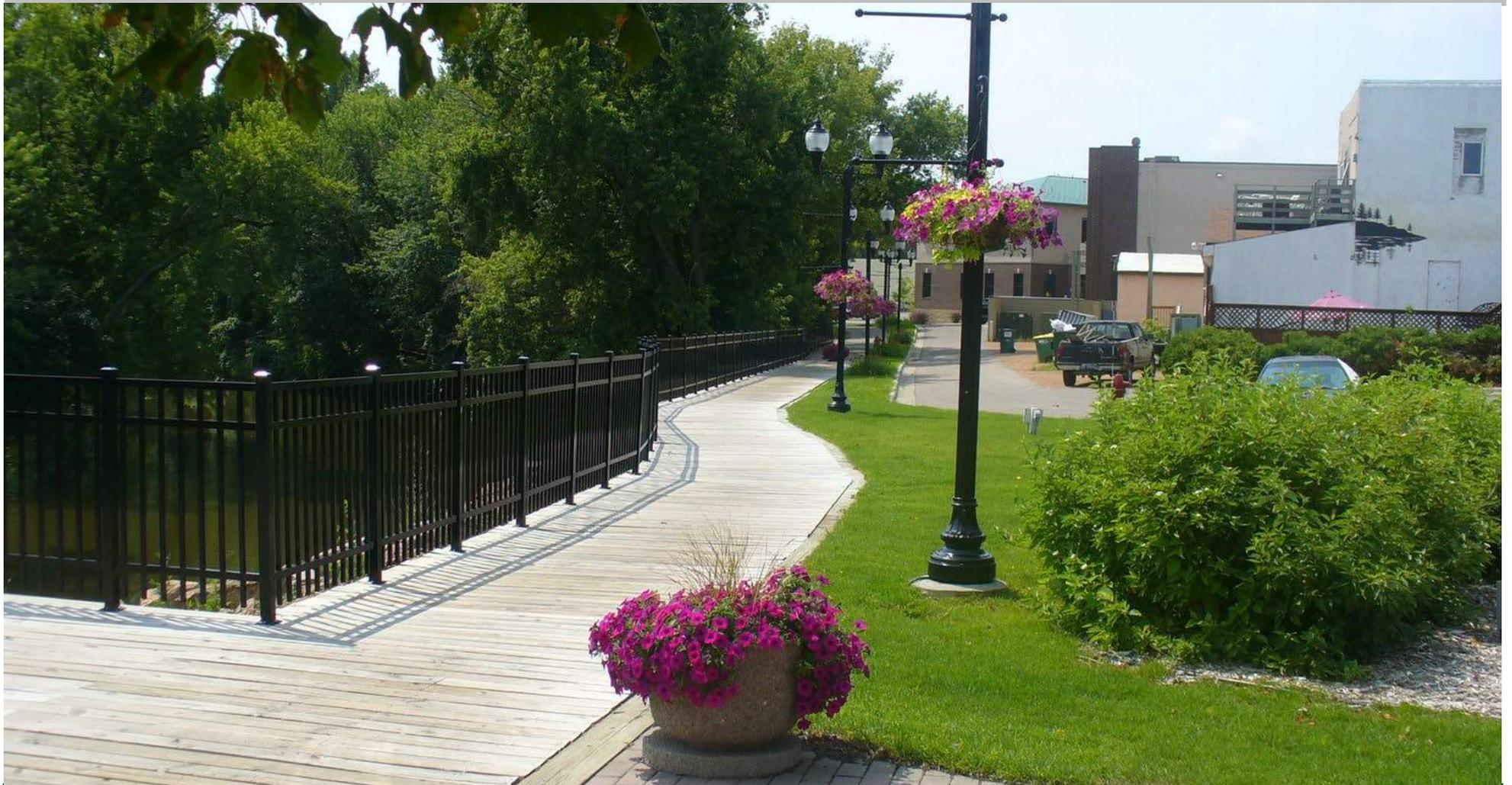


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Chapter 1: Purpose

Overview

In 2019, the Watertown City Council took action to pursue the development of a sidewalk and trail master plan for the community. The purpose of the plan was to provide guidance for a safe and connected bicycle and pedestrian network, consistent with the goals of the city's newly completed comprehensive plan. It also reflected strong community interest in enhancing the walkability and bikeability of Watertown.

With its small-town character and scenic location along the South Fork of the Crow River, Watertown provides numerous opportunities for walking and bicycling – both for transportation and for recreation. The City of Watertown has invested in sidewalk and trail improvements over the years, particularly along the riverfront.

This plan provides direction for future investments in the pedestrian and bicycle network. Specifically, it focuses on:

- Existing conditions of the network, including identification of issues with pavement condition, width, and clear zones.
- Inventory and analysis of pedestrian and bicycle related accidents within the community.
- Review of existing network to determine gaps in the sidewalk and trail network, as well as missing connections to destinations.
- Community engagement to seek input on system needs from residents.
- Priorities for improvements, and related cost estimates.



Planning Process

The planning process was completed primarily in the summer and fall of 2019. This included review of GIS and safety data, field data collection on current conditions, and evaluation of options.

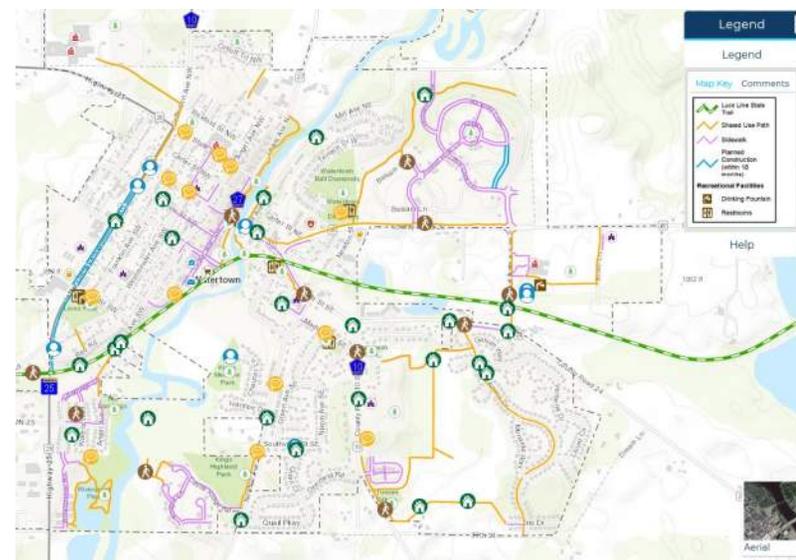
Public input was an important component of the planning process. To collect information, the City hosted an interactive web-based map of the city, and invited the public to add comments

The map below shows the dozens of comments received through the portal, categorized by the person submitting them. See **Chapter 3** for an analysis of the comments received and how they informed the selection of priority projects.

The planning process also informed the development of high-level project goals, which are listed below.



	Safety for All Users – Promote the safety of pedestrians, bicyclists, and all other users of the sidewalk and trail network, particularly related to roadway crossings.
	Convenience and Accessibility – Develop and maintain a sidewalk and walk system that provide convenient and accessible connections for users of all ages and abilities.
	Recreation and Fitness – Encourage active lifestyles through a system that provides attractive year-round ways for people to exercise through walking, jogging, bicycling, or other activity.
	Transportation – Connect community destinations and attractions in a way that makes it a viable option for shorter trips within the community and reduces reliance on automobiles.



Chapter 2: Existing Conditions

Overview

This chapter covers the existing conditions of the sidewalk and trail network within the City of Watertown. The purpose is to evaluate both the strengths and deficiencies of the system, in order to make recommendations regarding proposed improvements.

Existing System

Luce Line State Trail

Watertown is located along the Luce Line State Trail, a 63 mile long trail between Plymouth and Cosmos, passing east-west through Watertown near downtown. It is located on a former railroad grade that was abandoned in 1970 and first developed as a recreational trail in 1976. The segment passing through Watertown has a crushed limestone surface with a parallel horse trail. Parking for the trail is available in town. Overall, the trail is designed for biking, hiking, horseback riding, mountain biking, snowmobiling, and skiing. The City has prioritized connecting downtown businesses along the Crow River with the Luce Line Trail, as part of a larger strategy to connect the riverfront and downtown. The comprehensive plan identified some key connecting points to the Luce Line, in order to highlight its recreational and aesthetic value. Additionally, the plan identifies the need for connections between the Luce Line and local parks and trails.

Local Trails

Watertown has several shared use trails throughout the community. Generally, these are designed to provide connecting linkages between neighborhoods and community destinations, as well as recreational connections along the riverfront. The riverfront trail network is planned to be incorporated into a planned regional trail following the Crow River. More information about this planned facility is included in Chapter 3. The City has made some recent investments in these trail connections.

Sidewalks

Sidewalks can be found downtown Watertown, as well as within some newer subdivisions. As the policy of sidewalks was not consistent over the years, there are several neighborhoods without sidewalks.



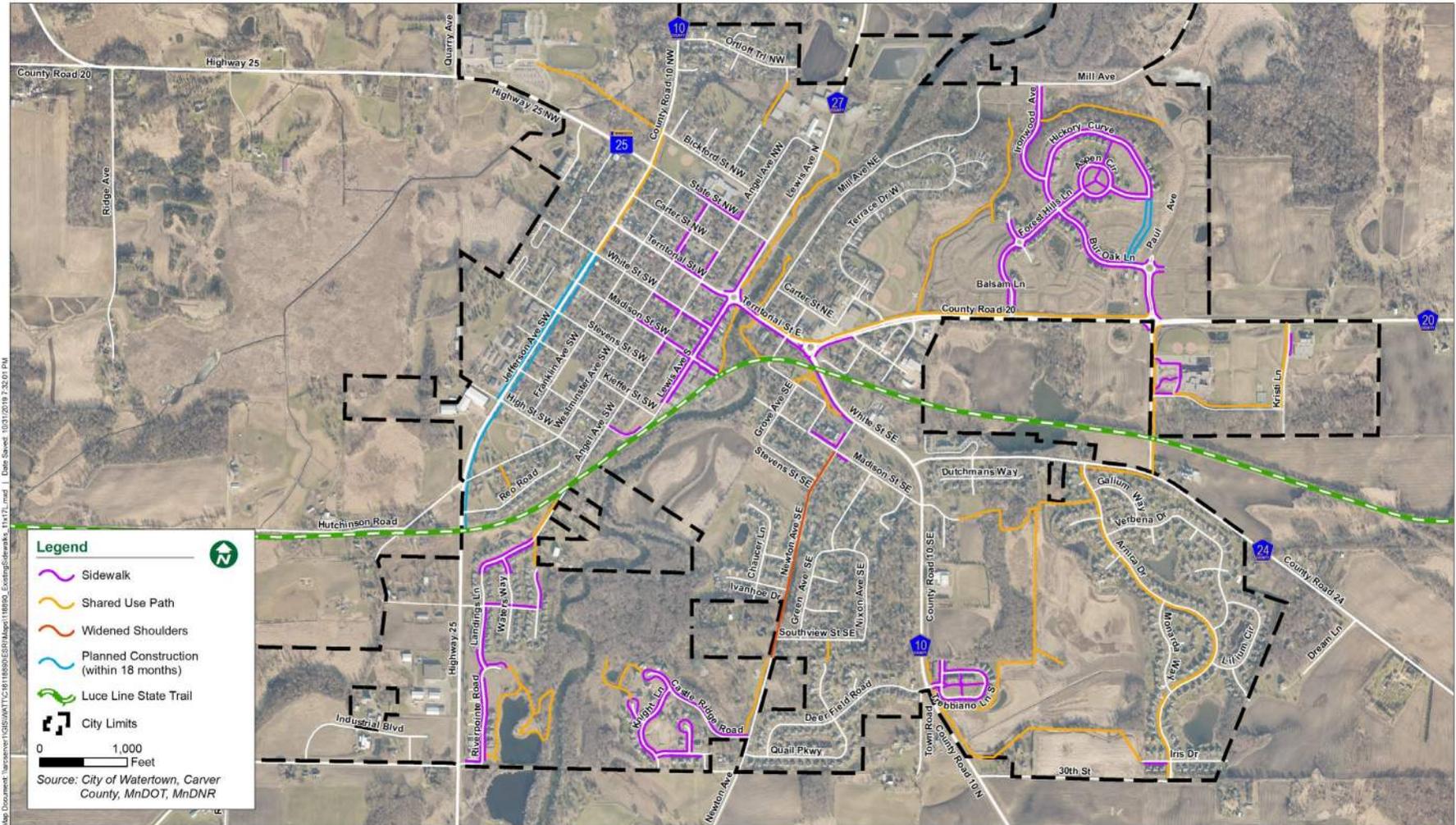


Figure 1: Existing Conditions

Luce Line State Trail

Hennepin, Carver, McLeod and Meeker Counties



Trail Segment	6	7	19	29	37	44	51.5	63
Vicksburg Lane Trailhead	1	13	23	31	38	45.5	56	
Wakefield - Conny Rest Area	12	22	30	37	44.5	55		
Stubb's Bay Road Trail Access	10	18	25	32.5	43			
Watertown	8	15	22.5	33				
Winsted	7	14.5	24.5					
Silver Lake	7.5	17.5						
Hutchinson	10							
Cedar Mills								
Thompson Lake (near Cosmos)								

MAP EXPLANATION

Trails

- Crushed Limestone
- Crushed Aggregate Base
- Adjacent Horse Trail
- Undeveloped
- Paved (Asphalt)

Facilities

- Parking
- Picnic / Rest Area
- Campground
- Toilet
- Shorefishing

Scale in Miles: 0 1 2 3 4 5

NORTH

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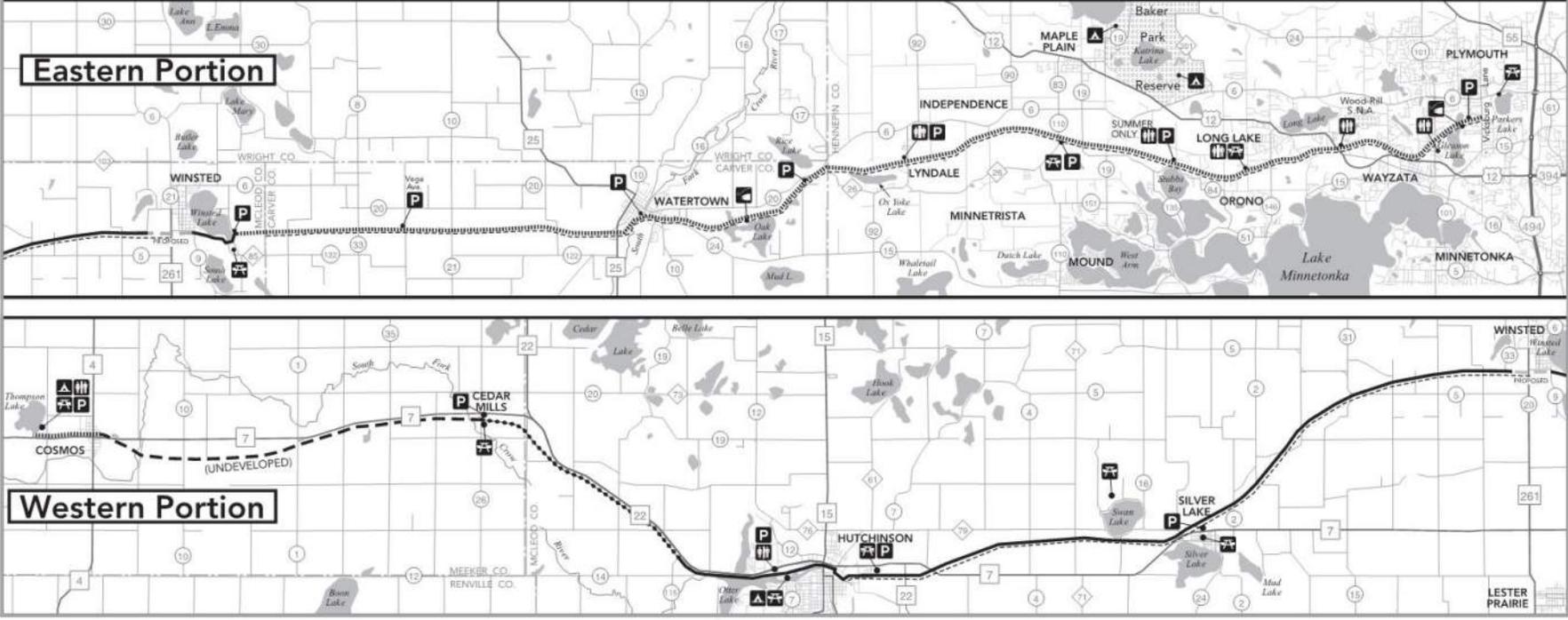


Figure 2: Luce Line Trail

Existing Usage

One important guide to where investment is needed in the sidewalk and trail system is where there already is significant levels of usage. However, the City of Watertown does not have a regular program for pedestrian and bicycle counts. These counts are often more challenging to do since walkers and bicyclists, unlike cars, tend to leave designated paths regularly.

Fortunately, there are some sources of information that can help estimate demand. One of these is Strava. As described by the company, “Strava is a social fitness network, that is primarily used to track cycling and running exercises, using GPS data although alternative types are available.” People wear devices that track their physical activity, which they can use to work towards fitness and activity goals. After having removed personally identifying information, Strava aggregates this information and produces a “heat map” that shows overall activity patterns. While there are many people who do not track their data via GPS, there are enough that some patterns emerge.

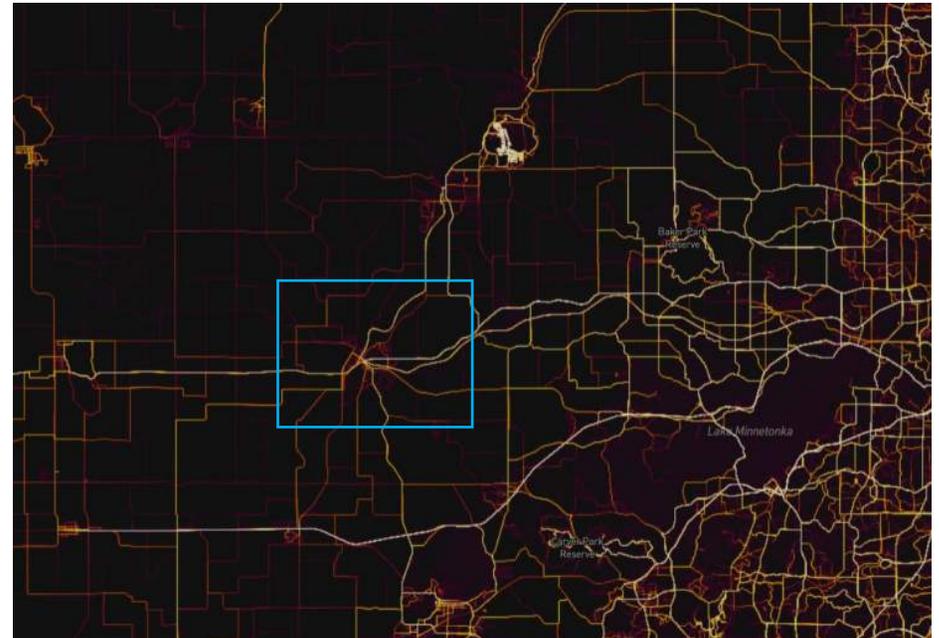
Figure 3 and **Figure 4** show activity patterns for walkers/runners and bicyclists, respectively. Some observations for both are noted below.

Walkers and Runners

The most prominent usage pattern here is along the Luce Line Trail, as well as a distinctive pattern on the high school track. Less pronounced patterns loop through downtown along Angel Avenue and Lewis Avenue, as well as connecting routes to neighborhoods along Newton Avenue, Verbena Drive, and portions of the riverfront trail. These suggest the importance of linkages for pedestrians between various areas of the city. Looping patterns are suggested as well, a common strategy when designing recreational trail facilities.

Bicyclists

There are more prominent patterns here on through routes, which likely reflect longer distance/regional bicycle trips. In addition to the Luce Line Trail, these patterns are shown on County Roads 10, 20, and 27, as well as Highway 25. This suggests demand for longer distance trail connections in multiple directions, particularly north-south, consistent with the planned regional trail facility following the Crow River. A lower demand connection follows connecting trails within the interior of Watertown.



View of the Strava Heat Map

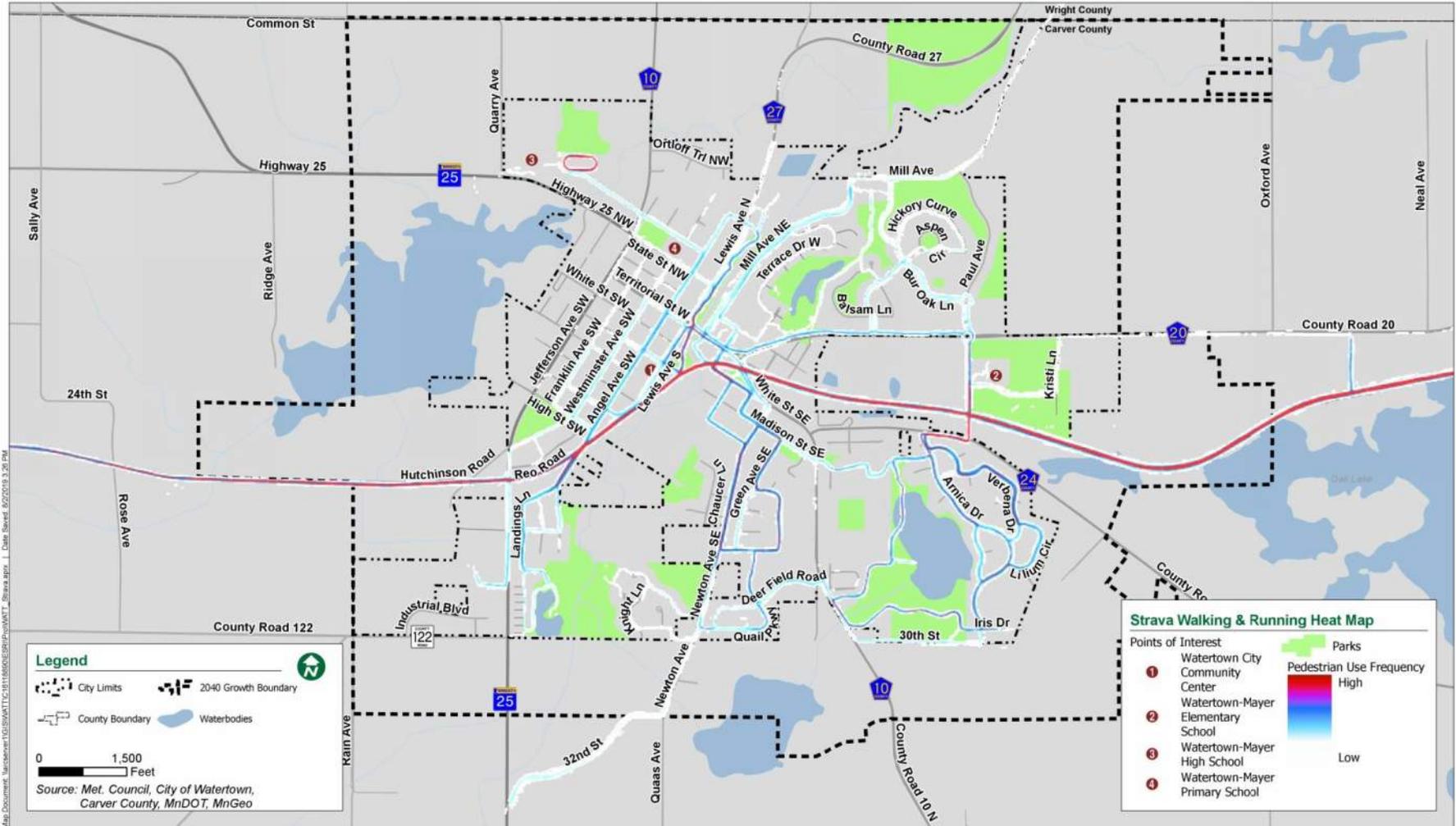


Figure 3: Strava Walking and Running Heat Map

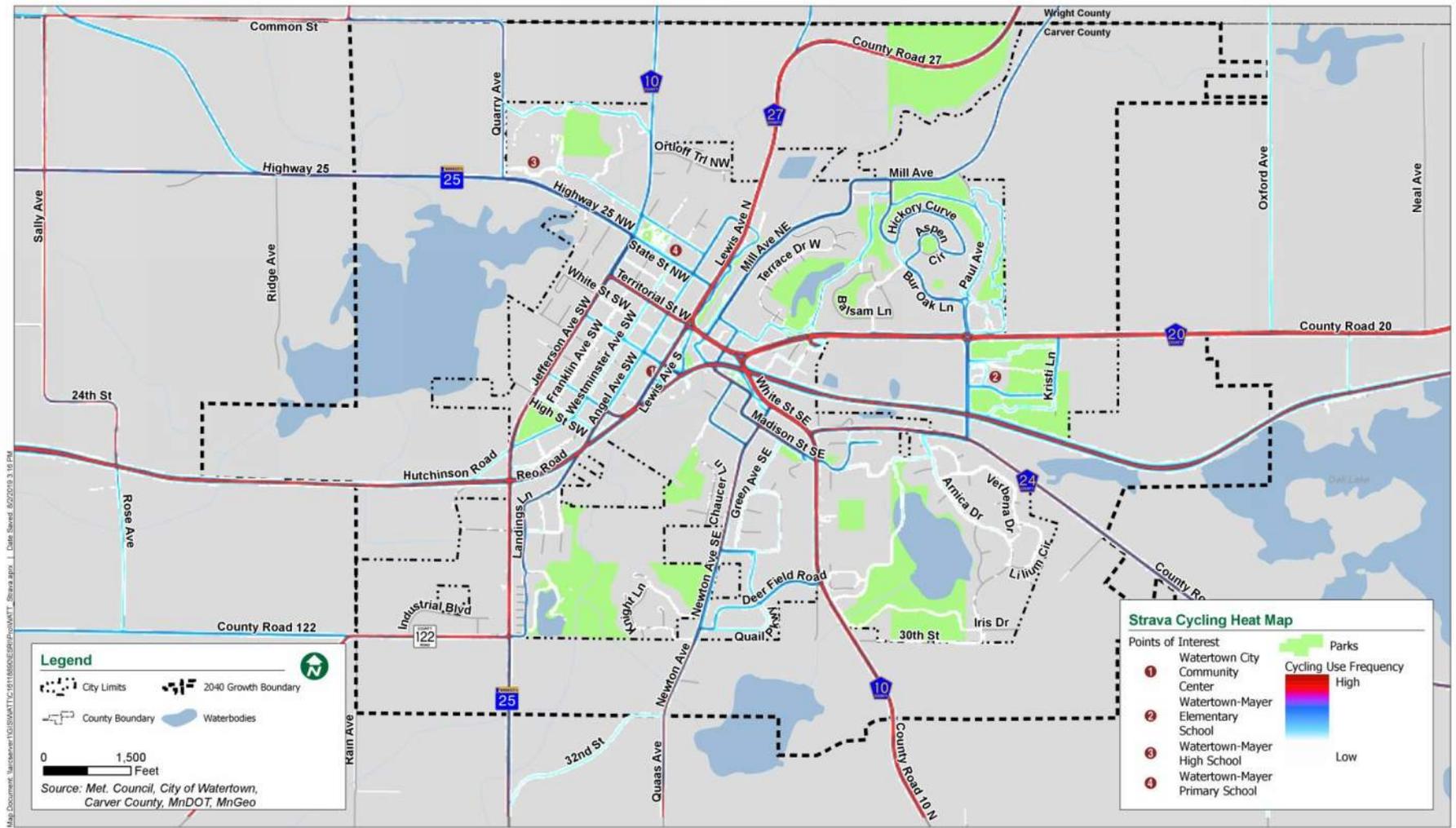


Figure 4: Strava Cycling Heat Map

Condition Assessment

Pavement condition is an important indicator of where investment is needed in the existing sidewalk and trail system. In addition to general appearance and usability, there is the need to determine compliance with Americans with Disabilities Act (ADA) standards for accessibility. Issues which may require attention include:

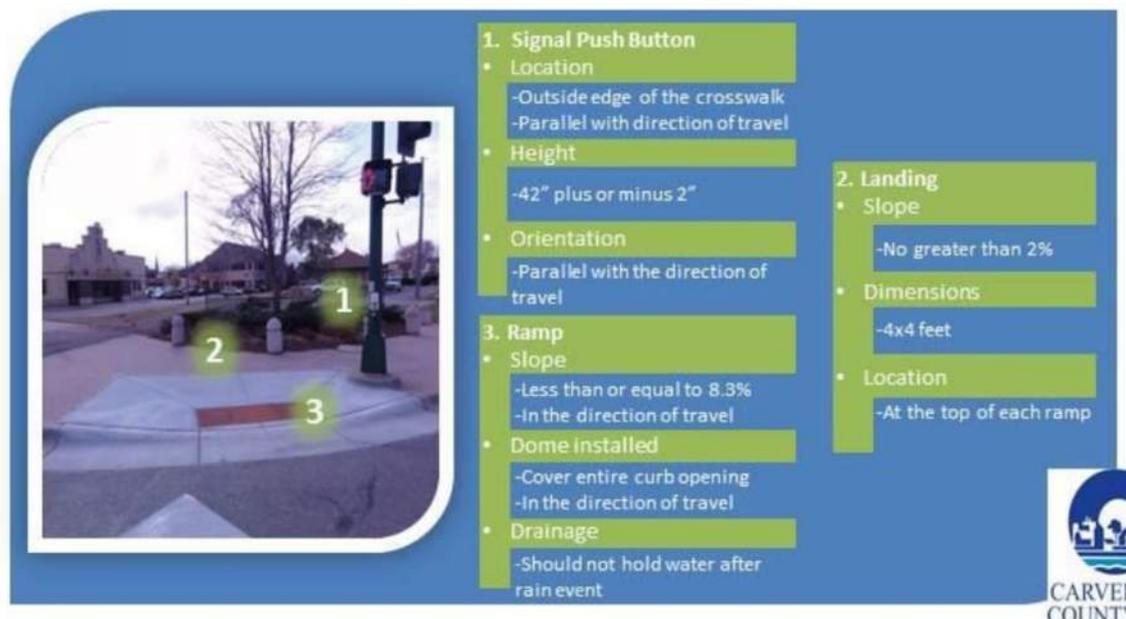
- Broken, uneven, rough, or missing pavement, creating an uneven walking surface
- Curb ramps that do not meet current ADA standards
- Obstructions on sidewalks and trails that do not allow for the required 4' clear walkway

Photos of some of these conditions in Watertown are shown in the photos on the right.

To evaluate pavement conditions, a series of field surveys were conducted to observe and record conditions along sidewalks and trails throughout Watertown. Pavement conditions on sidewalks and trails were rated on a 1 to 10 score, with 1 being very poor and 10 being very good, based on a composite assessment of pavement roughness, pavement distress, and overall pavement quality.

Figure 5 shows the result of this analysis. For the most part, pavement conditions were good to very good. There were some exceptions, with most of them being sidewalk segments in the downtown area that were rated average to fair conditions. Upgrading these facilities may be a future project to pursue.

While ADA accessibility issues were identified, this plan did not attempt do a comprehensive assessment of all needed upgrades, as would be done in an ADA transition plan. For information on the County's approach on their roadways, see the *Carver County Americans with Disabilities Act Pedestrian Facilities Transition Plan for County Highway Rights of Way* (2014).



ADA specifications from the Carver County ADA Transition Plan

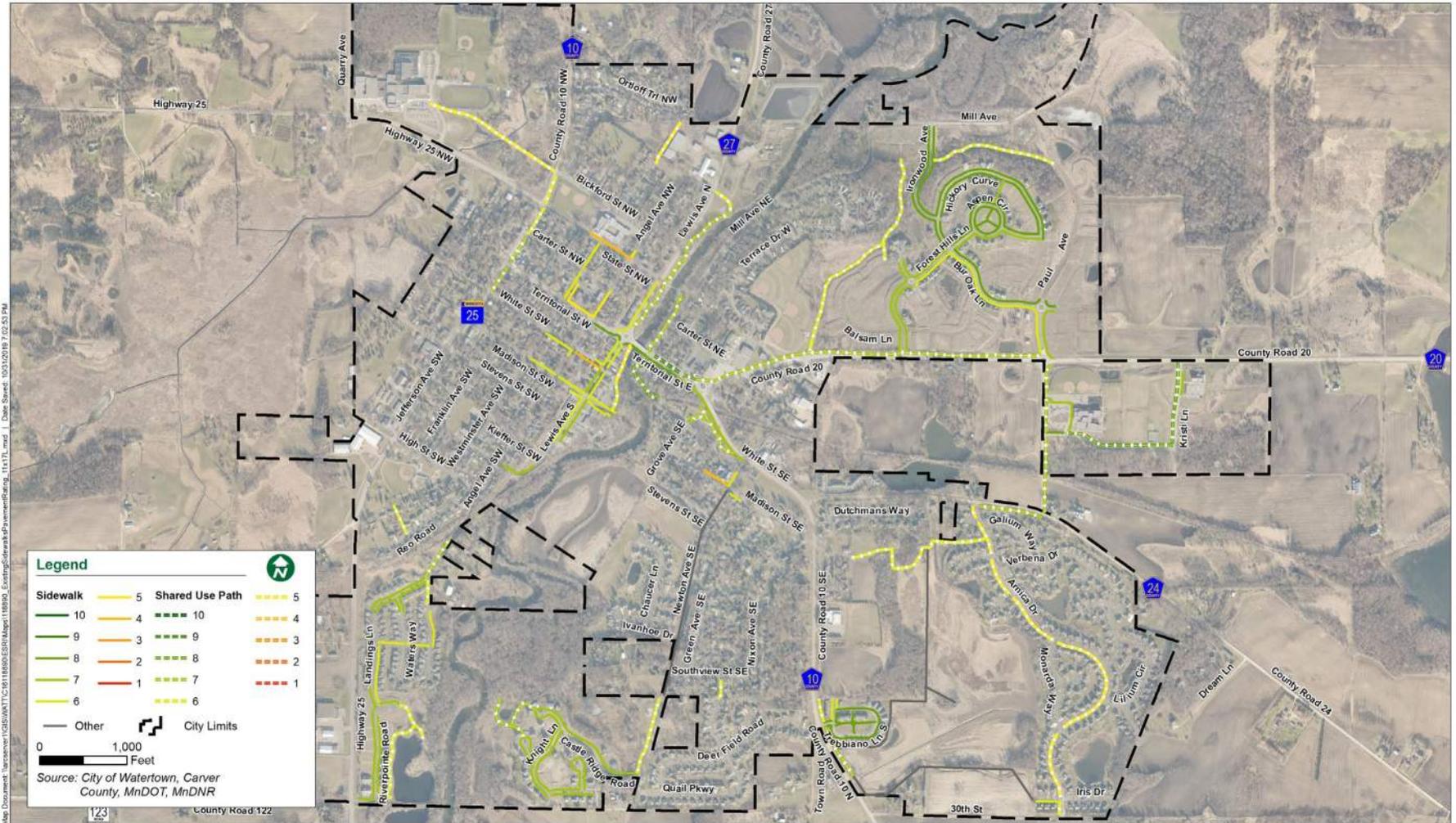


Figure 5: Pavement Rating

Crash Inventory

Another indicator of where system improvements are needed is where pedestrian or bicycle crashes have occurred in the past. **Figure 6** and **Table 1** show bicycle and pedestrian involved crashes in Watertown from 2009-2018. These locations may have safety issues that should be addressed. For the purposes of the study, information was assembled on Watertown crashes that occurred during the ten-year period from 2008 to 2018 that involved pedestrians or bicycles. A total of seven crashes occurred during this time period. While there is not enough data to draw broad conclusions about these crashes, it appears lack of visibility of the pedestrian or bicyclist contributed to several of them, as did failure to obey traffic laws. Crashes along Territorial, including the fatal one in 2011, occurred before more recent intersection upgrades which converted several locations to a roundabout. As improvements are planned and implemented along these corridors, further evaluation is needed to assess what improvements can be made to pedestrian and bicycle safety.

Table 1: Bicycle and Pedestrian Involved Crashes in Watertown, 2009-2018					
Date	Severity	Location	Type	Contributing Factor 1	Contributing Factor 2
6/23/2009	Possible Injury Crash	Territorial Rd at Angle Ave SW	Bike	No Clear Contributing Action	No Crosswalk
12/16/2011	Fatal	Territorial Rd at Westminster Ave NW	Pedestrian	Vision Obscured-Other	Other Human Factor
3/23/2013	Possible Injury Crash	On White St SW near Jefferson Ave SW	Skater	Failure to Yield Right-of-Way	No Improper Action
6/28/2016	Minor Injury Crash	CR 24 at Arnica Dr	Bike	No Clear Contributing Action	Not Visible (Dark Clothing, No Lighting, etc.)
9/16/2016	Serious Injury Crash	CR 20 near Driveway (725 ft W of Paul Ave)	Pedestrian	No Clear Contributing Action	In Roadway Improperly (Standing, Lying, Working, Playing)
9/22/2016	Minor Injury Crash	Hope Ave NE north of Territorial St E	Pedestrian	Operated Motor Vehicle in Careless, Negligent, or Erratic Manner	No Improper Action
6/25/2017	Possible Injury Crash	Territorial St E at White St	Bike	Failure to Yield Right-of-Way	No Improper Action

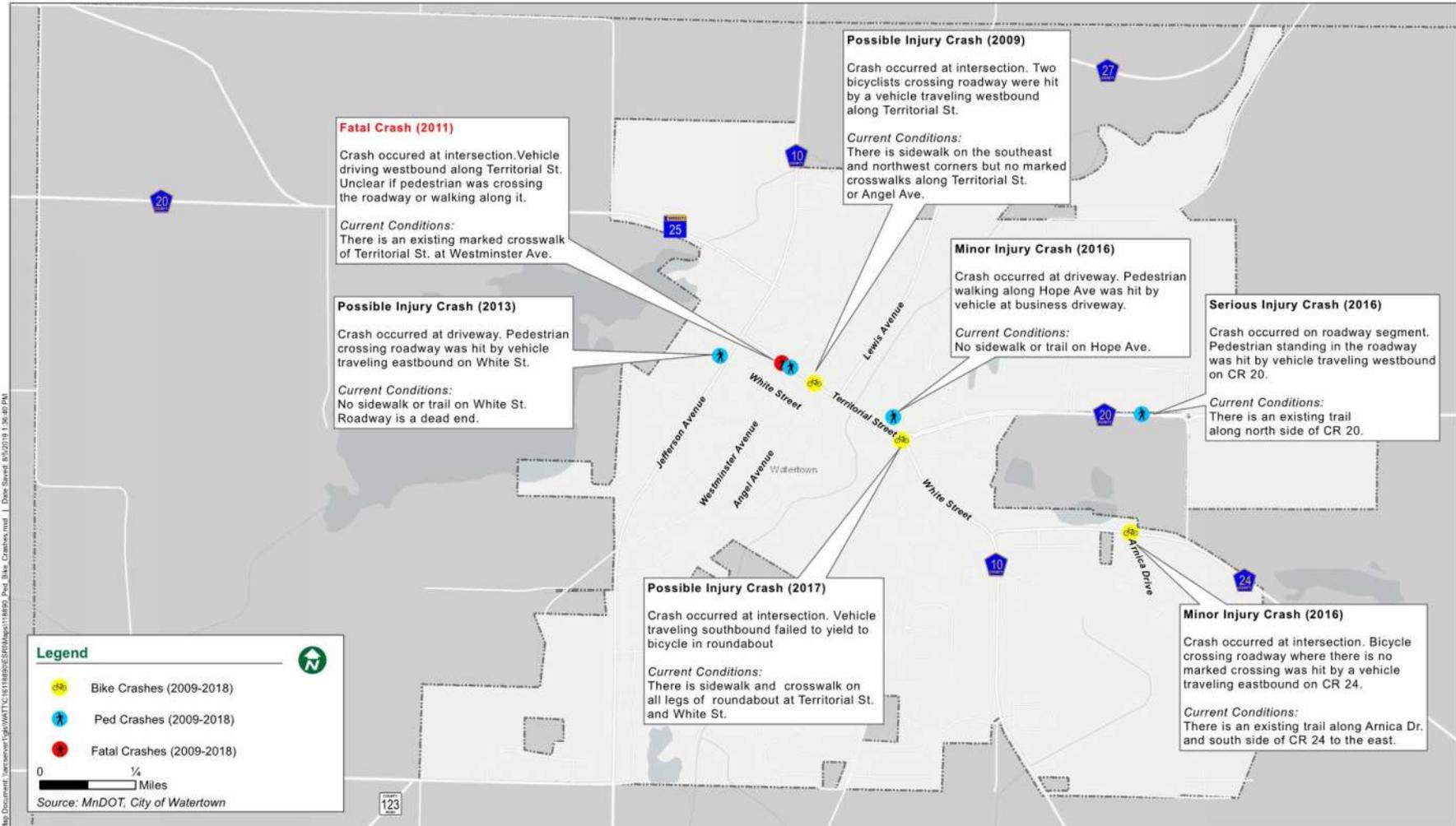


Figure 6: Pedestrian and Bicycle Crashes

Network Gap Analysis

Map 7 includes a gap analysis of the existing pedestrian and bicycle network. The purpose of this analysis is to identify significant gaps in the current non-motorized transportation network, in terms of general access and connectivity. This does not include deficiencies of intersections and crossings, including safety and ADA access needs, which are present along many corridors. Those will be identified in more detail as the system is planned for improvements. It also does not include local trails and sidewalks that are expected to be constructed as part of new and expanded development areas.

To determine the gaps, several factors were taken into consideration:

- Planned trail improvements identified in Parks, Open Space, and Natural Systems chapter of the city's comprehensive plan
- Existing and planned functional class, with a focus on facilities for roadways planned for a functional class of collector or higher
- Connections to community destinations including schools, parks, the Luce Line Trail, and the downtown business district
- Corridors with higher crash frequency, especially pedestrian and bicycle related
- Corridors with higher traffic volumes, which suggest the need for separated rather than shared use facilities
- Opportunities to create loops in the system, to allow for more rewarding recreational use of the facilities
- Existing pedestrian and bicycle utilization of the network, as shown by Strava heat map data
- Consistency with county and regional trail facilities, both existing and planned; in particular, the Western Carver County Regional Trail alignment is largely mapped out via the city's riverfront trails along the west bank, with some needed connections
- Where possible, this avoids connections that would involve new bridges or significant environmental impacts



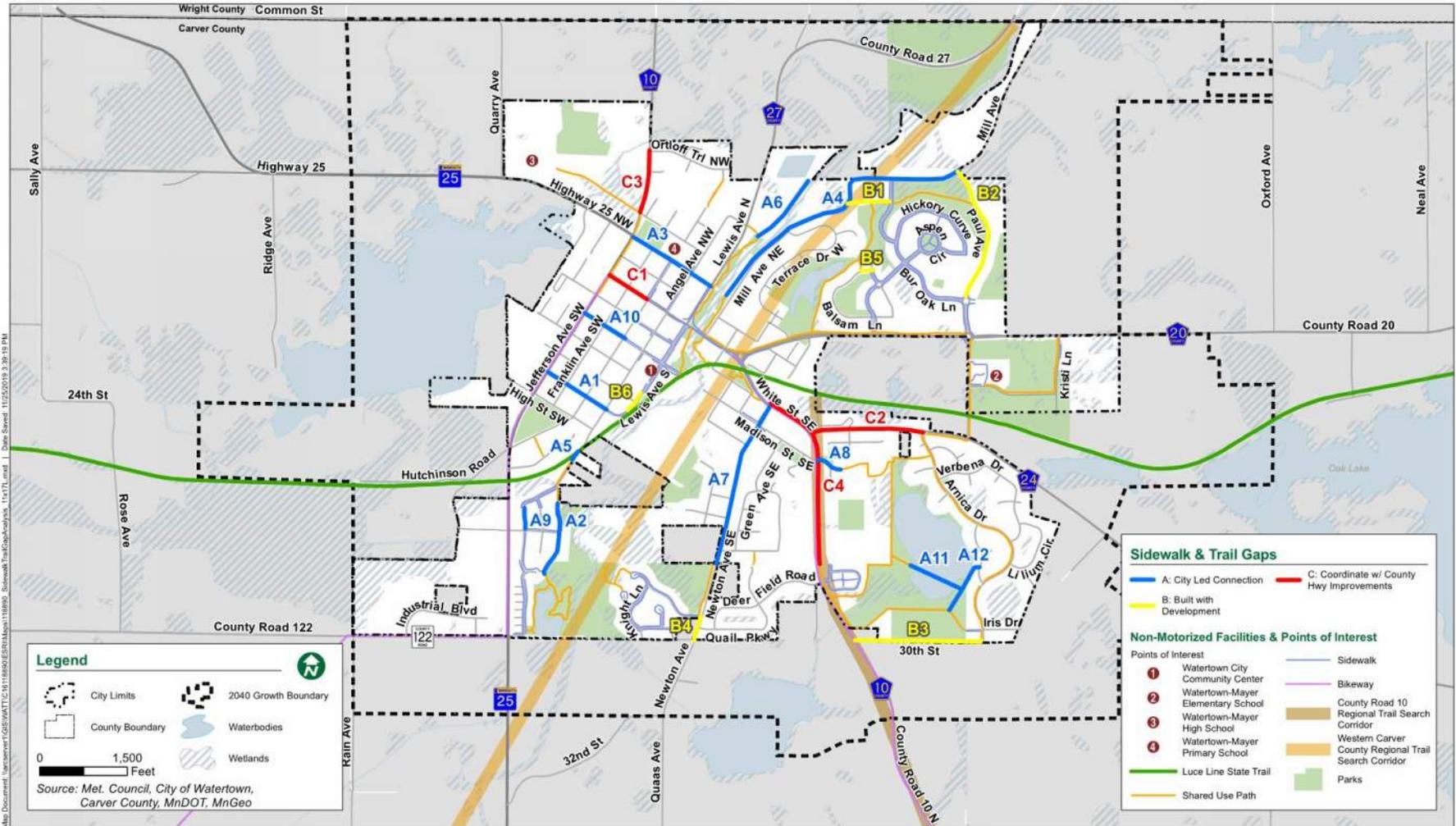


Figure 7: Sidewalk and Trail Gap Analysis

Opportunities and Challenges

Based on an analysis of existing conditions, the following table includes an overall assessment of opportunities and constraints related to the Watertown sidewalk and trail network. Chapter 3 contains more specific recommendations related to improvements to the pedestrian and bicycle network.

Table 2: Opportunities and Challenges for Watertown Sidewalk and Trail Network	
Opportunities	Challenges
<p>Existing roadway connectivity. Particularly in downtown core area, this allows for walkable and bikeable areas.</p> <p>Regional trail access. The existing Luce Line trail provides a river crossing and access to downtown. Search corridors for County 10 Regional Trail and Western Carver County Regional Trail will extend network.</p> <p>Relatively low volumes. Low automobile traffic on many streets allows for flexibility, including wider shoulders for bicycling.</p> <p>Ongoing investment in network. Recent and planned street improvements incorporating bike/pedestrian, for example near downtown roundabout, as well as sidewalks in newer neighborhoods</p> <p>Community destinations Nearby destinations such as parks and schools are in walkable areas.</p> <p>Existing sidewalk and trail segments. The city’s investment in bicycle and pedestrian improvements, including support for the regional trail, has provided numerous existing linkages.</p> <p>Topography. Relatively flat terrain allows for easier connections</p>	<p>Network gaps. There is a significant number of system gaps in the pedestrian and bicycle network, some which may be challenging to fill.</p> <p>Limited river crossings. make it challenging to have connected network for bicycle/pedestrians</p> <p>Crashes. Higher crash rates along major roadways may reflect unsafe conditions.</p> <p>Missing crosswalks. Lack of crosswalks or other pedestrian treatments at many intersections contributes to safety concerns.</p> <p>ADA accessibility issues. There is a need for sidewalk maintenance and upgrades to ADA compliant pedestrian ramps.</p> <p>Lack of bicycle facilities. A lack of bicycle parking in downtown, parks, and other locations makes it more challenging to use bicycles for trips.</p> <p>Lack of connections in rural areas. There is less connectivity in areas farther from downtown</p> <p>Regional traffic on major city streets. With county highways as many of the main streets in Watertown, there is a potential for safety issues.</p>

These issues will all be taken into considering when developing recommendations for improvements in the city.

Chapter 3: Proposed Improvements

Overview

When considering recommendations for sidewalk and trail improvements, there are multiple factors to be considered.

- **Conditions of the existing network**, including pavement, utilization, safety concerns, and identified gaps: This is covered and summarized in the previous chapter.
- **Best practices for sidewalk and trail design**, as covered in guiding documents such as:
 - MUTCD traffic control standards
 - AASHTO bicycle facility guide
 - FHWA bikeway guide and guidance for small town/rural multimodal networks,
 - PROWAG and ADA design standards
 - NACTO design guides
 - MnDOT Bikeways Facility Design Manual
 - Other state and county standards

As these documents continue to be revised and be updated, they are incorporated by reference rather than citing specific standards.

- **Input from the community** in terms of their concerns and needs for improvement: Recommendations from community engagement are summarized later in the report.
- **Opportunities to complete sidewalks and trails**, either as part of larger roadway or bridge projects, or through dedicated funding sources: These are considered in the following recommendations.
- **Partnerships with other agencies** interested in trail development, particularly for regional and state facilities: State and county trail priorities are summarized here.



Projects like a regional trail or bridge replacement can help leverage resources to expand the sidewalk and trail network

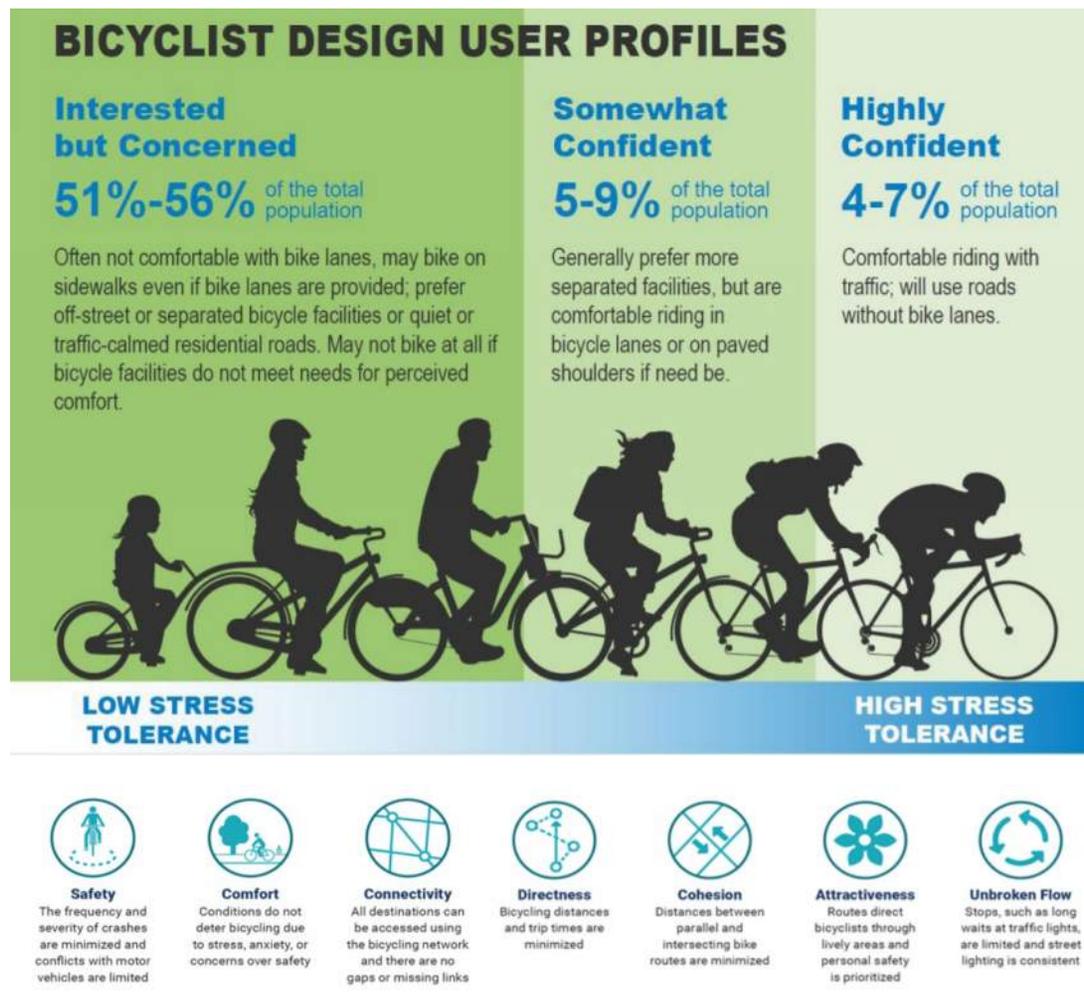
Designing Facilities for Everyone

Best practices for bikeway and sidewalk design emphasize the importance of creating facilities for all users. This means not just people who feel confident and skilled in their abilities, but those who have concerns about safety – particularly in relation to potential conflicts with automobiles.

The accompanying graphics are taken from the Federal Highway Administration’s *Bikeway Selection Guide* (February 2019). They outline user profiles for bikeways, based on their perceived stress tolerance. It is worth noting that while highly confident users are a small percentage of the total ridership, they are often very active and vocal in terms of needs.

The principles outlined here for development of facilities mirror those in other guidance as well. Focusing on safety, comfort, connectivity, directness, cohesion, attractiveness, and unbroken flow will help make a system that serves more users and is more of an asset to the community.

In recent years, there has been increased interest nationwide in expanding and improving bicycle and pedestrian networks. This has resulted in additional data in terms of what is and is not safe and effective. This input is being incorporated into updated design standards. As this is continuing to evolve, this plan does not make specific recommendations regarding design standards – but references existing city, county, and state standards which will be periodically reviewed and updated.



Source: Federal Highway Administration *Bikeway Selection Guide* (2019)

Trail Classification in Carver County

In the new 2040 Carver County Comprehensive Plan, the County outlines a hierarchy for trail design and development. The intent is to provide a common classification system that is consistent with Minnesota Department of Natural Resources and Minnesota Department of Transportation guidelines, and a hierarchy that increases the use and value of trails to users. This plan recognizes this classification system and plans future system improvements accordingly.



Source: 2040 Carver County Comprehensive Plan

Community Identified Needs

As mentioned in Chapter 1, the City of Watertown hosted an online interactive comment map to collect input from the public about their priorities for the sidewalk and trail network. **Figure 8** shows a summary of the input received through this tool. A list of all comments received can be found in Appendix A. Major themes from engagement include:

- **Improved pedestrian crossings:** Safer, upgraded crossings were requested at multiple locations, particularly along busy through streets like Territorial Road. Respondents noted key crossing spots where there was a potential for accidents.
- **Connecting paths:** Respondents identified locations where the trail/sidewalk network was incomplete, and where an added link would be beneficial. Examples include trails near neighborhoods along Forest Hills Lane and River Parkway.
- **Extending paths:** Additionally, locations where trails ended were identified as opportunities to extend and connect the network. Examples of this included neighborhoods near Castle Ridge Road and Arnica Drive.
- **Add trail parking:** Added parking for recreational users of the Luce Line Trail was requested in a couple locations, near Highway 25 and Paul Avenue.
- **Sidewalk repair needed:** A few locations near downtown were identified as needing sidewalk repair. These appear to correspond to some of the locations identified through the pavement assessment as having substandard pavement conditions.
- **Poor drainage:** A couple locations along a trail on the south side of the city, just north of 30th Street, were noted as having ongoing drainage issues, where the trail was sometimes flooded.
- **Add pedestrian bridge/underpass:** A couple additional river bridge crossings were requested along the riverfront trail, to provide better connectivity for the city, including access to the Luce Line Trail. A couple underpasses were requested where the trails cross county roads, specifically County Roads 10 and 24.
- **Other recommendations:** Some additional requests included:
 - Safety concerns related to pedestrian crossings, bus stop location, road conditions, and traffic calming needs
 - Additional amenities to increase use of spaces, such as a playground or dog washing station
 - Improvements to visibility and safety for trail crossings



Filling trail gaps and extending trail connections were identified as priorities by multiple respondents

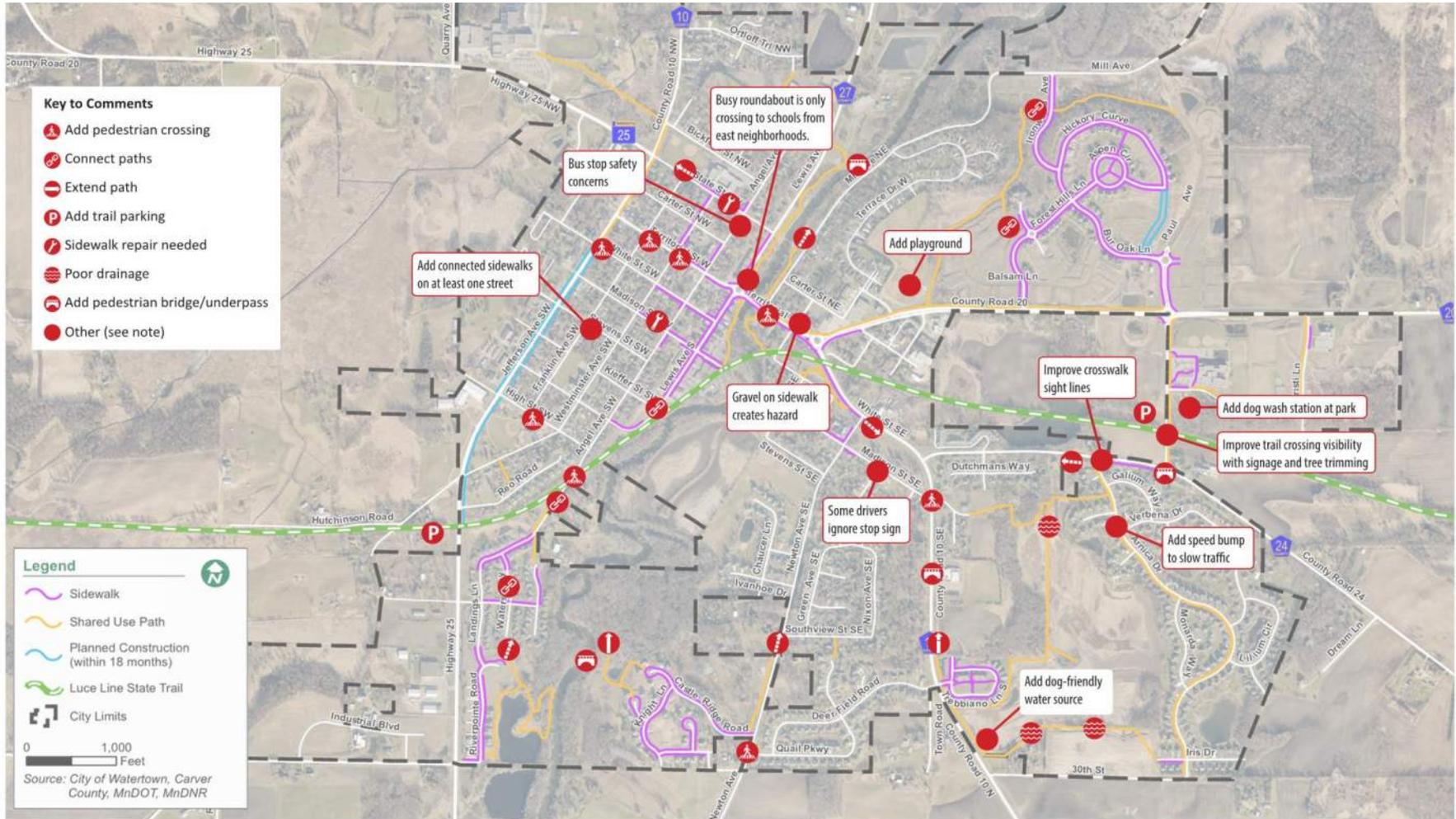
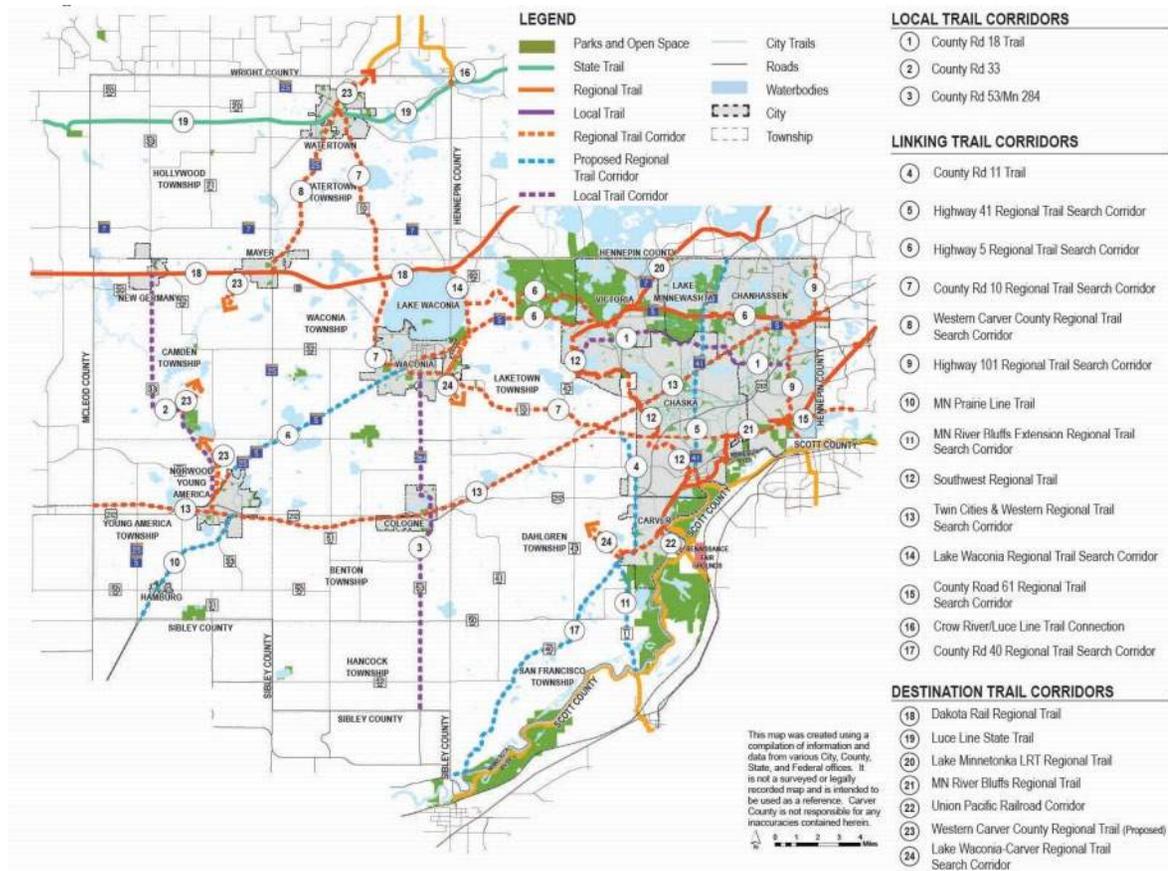


Figure 8: INPUTiD Comments

Planned County and State Improvements

Carver County has two planned regional trail search corridors that extend through Watertown:

- Western Carver County Regional Trail Search Corridor.** This trail would extend northward from Norwood-Young America to Wright County, passing through Watertown. Within city limits, it is planned to follow the riverfront trail network, some of which has already been constructed, alongside Highway 27 which follows the river. The county classifies this a combination of a linking and destination trail corridor. North of Watertown, there are opportunities through Three Rivers Park District to connect into Hennepin County via the Luce Line Trail alignment. A master plan is needed to provide more specific direction for this trail.
- County Road 10 Regional Trail Search Corridor.** This trail would follow County Road 10 from Watertown southward, connecting to Waconia and Chaska, with multiple other trail connections along the way. This would be classified as a linking trail corridor. A master plan process is needed to finalize the alignment, with cooperation from cities and the county.



In addition to these major trail connectors, there are opportunities for improved linkages on other county and state roadways. These include widened shoulders along County Highway 10 north of the city center and on Highway 24 from the city center to the southeast.

Summary of Proposed Improvements

Sidewalk and Trail Connections

The table to the right lists proposed sidewalk and trail connections identified through this plan. They are classified into three categories:

- **City led projects (A).** These are projects within the city’s ability to complete through its capital improvement plan. Cost estimates are provided for each of these in the following section.
- **Built with Development (B).** These projects will be completed as part of future buildout of planned development. Since costs may be covered by the developer, they are not identified here. Some future buildout associated with collector street construction standards as part of planned development has been identified and city cost participation has been noted in the 2018 Street Reconstruction and Infrastructure Financial Plan.
- **Coordinated with County Highway Improvements (C).** Additional coordination is needed to determine the scope of these improvements, including but not limited to regional trail master plans. The City will collaborate with the County on future planning and implementation of these projects.

See the gap evaluation map in Chapter 2 for the location of these linkages. Note that these are in addition to the regional trail corridors listed earlier in this chapter, which have already been planned.

In terms of design of facilities, the intent is to be consistent with Carver County and MnDOT standards as discussed earlier in the chapter. City-led and built with development projects will typically be sidewalks and linking trails, while those coordinated with the County will be linking trails or destination trails. Specific design standards will be determined prior to construction.

Table 3: Priority Trail Projects
A1: Fremont St SW from Jefferson Ave to Angel Ave
A2: Angel Ave SW from Dead End to Riverpointe Ct
A3: State St NW from Jefferson Ave to Lewis Ave
A4: Mill Ave NE from Rapid Waters Park to future Paul Ave
A5: Angel Ave Connecting to Luce Line Trail
A6: River Trail from Maple St NW to North City Limits
A7: Newton Ave from White St to Kings Highlands Park
A8: Madison St SE from CSAH 10 to Dead End
A9: Landings Ln from curve to River Pkwy
A10: Madison St SW from Westminster Ave to TH 25
A11: Wetland Trail Segment – Boardwalk
A12: Wetland Trail Segment – East
B1: Trail connecting Mill Ave and Ironwood Ave
B2: Paul Ave extension from Bur Oak Ln to Mill Ave
B3: 30 th St from County Road 10 to Arnica Dr
B4: Newton Ave SE from Quail Pkwy to Castle Ridge Rd
B5: Balsam Ln from trail terminus to Hawthorne Ln
B6: Lewis Ave S gap adjacent to Luce Line Trail
C1: Territorial St from Jefferson Ave to Angel Ave
C2: Highway 24 from White St to Arnica Dr
C3: Jefferson Ave SW from Bickford St to Ortloff Trail
C4: White St/Highway 10 from Newton Ave to Deer Field Rd

Cost Estimates

The cost estimates provide below are for the City led recommended projects. Additional short-term cost estimates will be provided as needed.

CONCEPT ESTIMATE

SIDEWALK & TRAIL MASTER PLAN
CITY OF WATERTOWN, MN
BMI PROJECT NO. C16.118890



Date: 1/31/20

Sidewalk or Trail Segment	Trail Type	Unit	Quantity	Low End Unit Price	Low End Project Cost	High End Unit Price	High End Project Cost	Assumptions
A1: Freemont Street From Jefferson Ave to Angel Ave	Urban W/ Driveways	LIN FT	1,120	\$110.00	\$123,200.00	\$230.00	\$257,600.00	
A2: Angel Ave SW from Dead End to Riverpointe Ct	Urban W/ Driveways	LIN FT	1,350	\$110.00	\$148,500.00	\$230.00	\$310,500.00	
A3: State St from Jefferson Ave to Lewis Ave	Urban W/ Driveways	LIN FT	1,550	\$110.00	\$170,500.00	\$230.00	\$356,500.00	
A4: Mill Ave from Rapid Waters Park to future Paul Ave	Urban No Driveways	LIN FT	4,975	\$100.00	\$497,500.00	\$153.00	\$761,175.00	Trail is in flood zone,
A5: Angel Ave Connecting to Luce Line Trail	Urban No Driveways	LIN FT	350	\$100.00	\$35,000.00	\$153.00	\$53,550.00	
A6: River Trail from Maple St NW to North City Limits	Rural	LIN FT	2,000	\$81.00	\$162,000.00	\$195.00	\$390,000.00	
A7: Newton Ave from White St to Kings Highlands Park	Urban W/ Driveways	LIN FT	2,915	\$110.00	\$320,650.00	\$230.00	\$670,450.00	
A8: Madison St SE from CSAH 10 to Dead End	Urban W/ Driveways	LIN FT	450	\$110.00	\$49,500.00	\$230.00	\$103,500.00	
A9: Landings Ln from curve to River Pkwy	Urban W/ Driveways	LIN FT	360	\$110.00	\$39,600.00	\$230.00	\$82,800.00	
A10: Madison St SW from Westminster Ave to TH 25	Urban W/ Driveways	LIN FT	710	\$110.00	\$78,100.00	\$230.00	\$163,300.00	
A11: Wetland Trail Segment - Boardwalk	Boardwalk	LIN FT	724	\$290.00	\$209,960.00	\$290.00	\$209,960.00	
A12: Wetland Trail Segment - East	Rural	LIN FT	1,305	\$276.00	\$360,180.00	\$276.00	\$360,180.00	
ESTIMATED SUBTOTAL:					\$2,194,690.00		\$3,719,515.00	

Notes:

- 1.) Low End Unit Price Assumes Work will be part of a Larger Street Reconstruction Project where Grading, Erosion Control, Restoration, Mobilization & Traffic Control are Included in Street Cost.
- 2.) High End Unit Price Assumes Work will be a Stand-Alone Project.
- 3.) Right of Way Aquisition not included in Unit Price.
- 4.) All Unit Prices are in 2019 Dollars.
- 5.) Segment A11 & A12 are Stand-Alone Projects that do not Parallel roadways

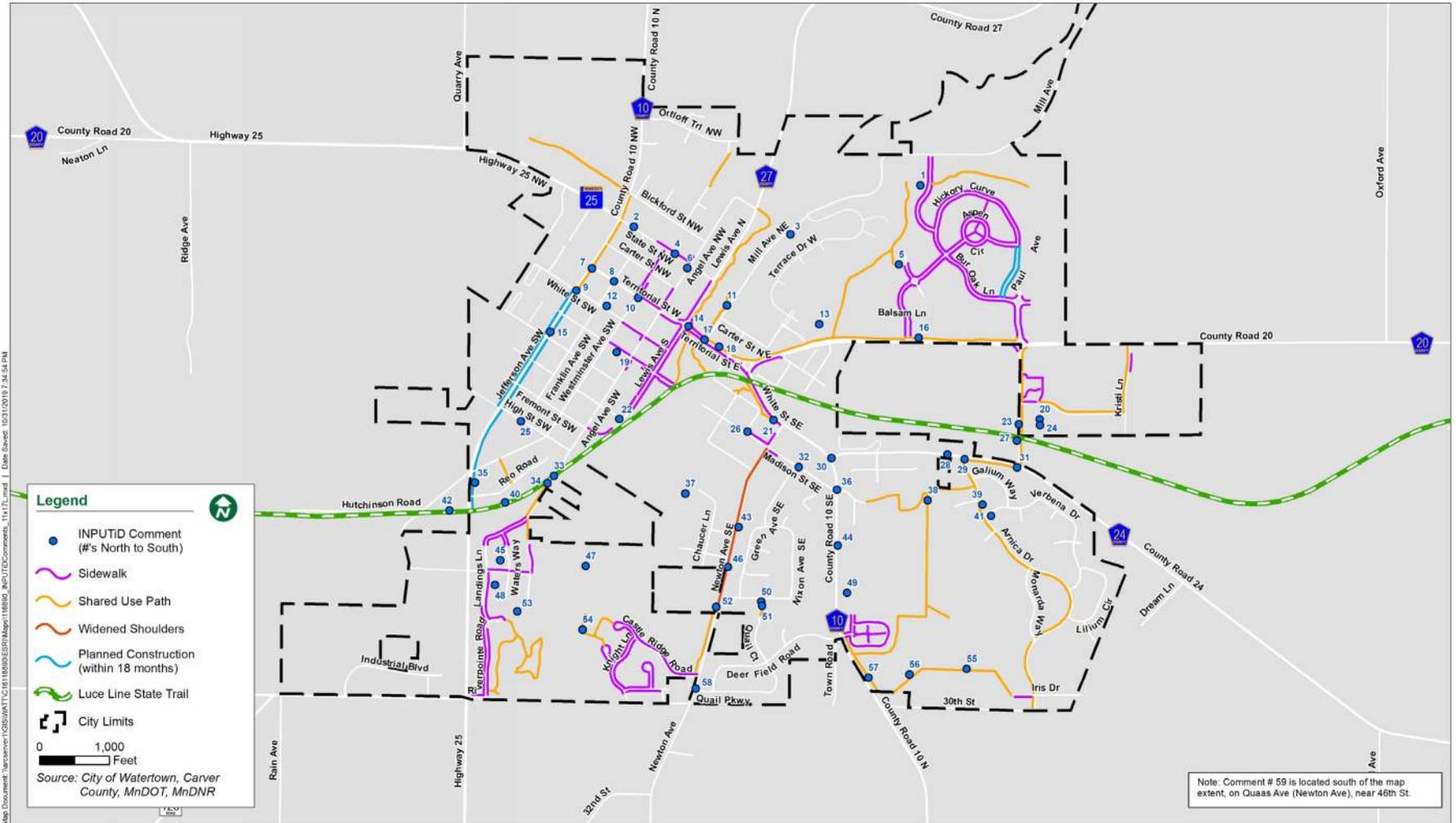
Other Recommendations

Other recommendations that were identified through the process had to deal with improvements to specific locations to enhance safety, connectivity, accessibility, usability, and aesthetics. While numerous locations were identified, they are not listed here because additional locations with similar conditions may be identified in the future. Planned upgrades should include:

- **Safety improvements.** Evaluate of major trail crossings along higher volume roads to determine the need for safety upgrades. Potential treatments may involve pedestrian signals, improved signage and striping, bump outs, or potentially pedestrian overpass or underpass connections. The specific treatment used will depend on additional evaluation of specific locations.
- **Pedestrian and bicycle amenities.** Include of amenities for sidewalk and trail users to encourage active and regular use of facilities. This may include water and washing facilities for dog owners, play areas for children, benches and bike racks for walkers and bicyclists, parking for trail users, or other elements.
- **Accessibility improvements.** Consistent with ADA guidelines and applicable transition plans, this may include upgrades to curb ramps, removal of obstructions, or other system upgrades to ensure facilities meet all ADA standards for accessibility.
- **Facility maintenance.** This include routine maintenance and repairs to correct cracked, uneven, and missing pavement – as identified through the condition assessment. This can be accomplished as stand-alone projects, or in association with roadway mill and overlay or reconstruction projects.
- **Review standards.** Periodically review standards for sidewalks and trails as part of new development to ensure they are consistent with the city’s vision for improvements and building a connected network.
- **Track funding.** Various funding rounds are available from county, state, and federal sources which may help leverage local resources and expand the ability to do more extensive projects. This is especially true for projects that serve a regional function – either directly or through local linkages to those facilities.



Appendix A: INPUTiD Comments



Watertown Sidewalk and Trail Master Plan INPUTiD Summary

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
1	Resident	How can we connect and complete these connections?	4	0	6/29/2019
2	Other	to add a side walk here to extend the current one to the end of the block by the school due to added programming at this school site	0	0	9/18/2019
3	Resident	Can we create a trail bridge across the river in this area to connect Forest Hills to the high school?	8	1	6/29/2019
4	Other	Sidewalk on State St by the primary school is in pretty tough shape, we had 1 bike crash here last year that resulted in a concussion despite wearing a helmet.	0	0	7/29/2019
5	Recreational User	Connect this path with the Forest Hills sidewalks.	5	0	7/3/2019

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
6	Other	This seems to be a bus stop for quite a few kids and only a two way stop, maybe sidewalk here would give them a place off of private property to walk besides the street	0	0	7/29/2019
7	Admin	Where would you rather cross Hwy 25? Territorial St or at White St?	0	1	6/28/2019
	Reply Comment	Not at Territorial	4	0	
	Reply Comment	white st.	1	0	
8	Other	Would be nice to have another cross walk crossing territorial	4	0	7/3/2019
	Reply Comment	Add a sidewalk on the west side of Franklin nw & sw	0	2	
9	Admin	Where would you rather cross Hwy 25? White Street or Territorial St?	1	0	6/28/2019
	Reply Comment	White St	5	1	
10	Other	There should be a crosswalk at Westminster and Territorial. There are often church members, kids, etc crossing and it's currently unsafe.	2	0	7/6/2019

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
11	Resident	Finish the trail down Mill Ave.	2	0	7/4/2019
12	Resident	Have connected sidewalks on at least one street on the old part of town.	1	0	7/3/2019
13	Other	It would be nice to have a playground here.	3	0	7/4/2019
14	Recreational User	Roundabout is awesome, but this is the only spot to cross to bike to school and it makes me nervous with the east sun and distracted drivers in the morning. It would be nice to have a safe way for the east neighborhoods to get to the middle and high school via bike/walk	6	0	7/3/2019
15	Resident	Very happy to see there is planned construction of a sidewalk on Jefferson. Don't go to this side of town much because of the lack of sidewalks since the street is a busy one. Will be able to patronize this area a lot more!	1	0	7/3/2019

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
16	Recreational User	Love this trail section	0	0	7/3/2019
17	Admin	Crosswalk should be painted across Territorial at Mill Ave and Old Mill park	8	0	7/2/2019
18	Resident	There is consistently gravel build up on the side walk. This is a safety hazard for people on bikes, roller blades, skateboards, and even walkers when it is really bad. Can something be done to prevent gravel from building up on the side walk.	1	0	9/4/2019
19	Resident	The sidewalks going up the hill on Madison up to Westminster are not handicap accessible and are in much needed repair.	5	0	7/2/2019
20	Admin	Would you like to see a dog wash station added to the dog park?	1	0	8/6/2019
	Reply Comment	Yes, absolutely! This would be much more convenient then transporting a muddy dog. I think more people would utilize the dog park if there was a dog wash station. I know I would.	0	0	

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
21	Recreational User	I'd like this shared use path extended to connect with the s.u. path further south down county rd 10 as well as the one east on Madison st se	0	0	7/18/2019
	Reply Comment	It could cross 10 at Madison st. which could satisfy the Wildflower neighborhood to Madison Green Park crossing request.	0	0	
	Reply Comment	There is a walking path at the intersection of Mill Ave and the end of the bridge.	0	0	
	Reply Comment	WE feel there should be a pedestrian crossing that site so users can continue on the path as they cross the road. there are many walkers and bikers that are crossing there now illegally.would be safer there than at the round about at the other end of the bridge, too many ways you have to look to watch for pedestrians and cars going around the roundabout!	0	0	
	Reply Comment	Above comment made by recreational user, resident and property owner!	0	0	

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
22	Other	It would be great to have the sidewalk continue from the curve on Fremont to meet up with the sidewalks that lead to the downtown businesses. We routinely walk to the grocery store from our home up on the hill and don't love that we end up hugging the side of the road for about a block here since this tends to be a busier road.	12	0	7/2/2019
	Reply Comment	I was traveling this road today a notice a mother with her stroller struggling to weave in and out	3	0	
	Reply Comment	To avoid traffic while trying to get to the side walk I believe this is a must	0	0	
	Reply Comment	Can we drive a goulfcart on the new trails	0	0	
	Reply Comment	I walk this with my family frequently and have to watch out for cars as we weave in and out. It would be great to have a safe spot for us to walk and children to bike.	0	0	
	Reply Comment	Yes please - this is unsafe and inconvenient for people and dogs	0	0	
23	Recreational User	Some type of parking would be nice here	3	0	7/3/2019
24	Admin	Would you like to see the dog park fenced in to prohibit access to the low land area?	0	0	8/6/2019
	Reply Comment	My dog enjoys going into the pond, she would rather have the dog wash station.	0	0	

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
25	Other	It would be great to add a crosswalk here. When baseball games are happening the streets are lined with cars which can make visibility of pedestrians difficult.	3	0	7/2/2019
26	Resident	Finish sidewalk ramp down to the street. The hill gets slippery in the winter.	0	0	9/4/2019
27	Resident	Would like to have a trail crossing sign, or additional visibility where the trail crosses the street.	3	0	7/6/2019
	Reply Comment	It would be beneficial to have the trees cut back as well so that its not a risk to drivers or walker/bikes	0	0	
28	Resident	I'd like to see a sidewalk that goes from Wildflower to Co Rd 10. It's very dangerous for bikers/walkers on the road.	13	1	7/2/2019
29	Recreational User	Not always the safest for crossing; hard site lines.	7	0	7/3/2019

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
30	Resident	Would love a trail that connects county road 10 to the path that begins at Wildflower.	1	0	8/16/2019
31	Resident	It would be cool to have this sidewalk go under or over highway 24 to Paul Ave trail for children's safety getting to the school, basketball, courts, etc.	4	0	7/3/2019
32	Other	Many vehicles blow through the stop sign at the Madison/Green intersection. Surprising since a childrens park is right there. I can identify the vehicles that do this.	2	0	7/3/2019
33	Resident	The intersection between the luce line and Angel avenue is not maked as a crossing. With the odd angle of crossing something should be maked for a cross walk. I have seen accidents with snowmobiles and bikes at this location.	9	0	6/17/2019
	Reply Comment	Yes, definitely needs to marked better	5	0	
34	Resident	There is not a connector from the shared use path to the luce line trail.	5	0	6/17/2019

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
35	Admin	City has applied for grant funding on this segment.	1	1	6/17/2019
36	Recreational User	Crosswalk with signals like the one crossing 24 by wild flower development would be nice. Super dangerous for kids crossing from Wildflower neighborhood to Madison Green Park	5	0	7/3/2019
	Reply Comment	Underpass here would be awesome	2	0	
	Reply Comment	Or overpass	0	0	
37	Admin	What do you think about doing some wetland/prairie/pollinator restoration with cut turf paths through the park area for walking?	2	0	6/28/2019
38	Resident	Trail is usually flooded right here	2	0	7/3/2019

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
39	Resident	Add speed bump or way to control traffic speed. Cars leaving wild flower are regularly traveling in excess of 30 mph. Heading south on Arnica there is a speed sign near the park. This is a warning for cars heading into the development but there is nothing warning drivers exiting Wild Flower.	1	0	9/4/2019
40	Resident	Love the trail sometimes to many mosquitoes.	0	0	7/2/2019
41	Resident	Updated playground would be nice. Especially for elementary age kids.	2	0	7/6/2019
	Reply Comment	We have a planned upgrade to this playground in our Capital Investment Plan for 2022, stay tuned for more!	0	0	
42	Recreational User	Parking would be nice here	0	0	7/3/2019
43	Other	Tried to load photo of downed power line. Thankfully no one was walking on this side of the road at the time.	0	0	8/4/2019

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
44	Resident	Really need a path along hwy 10. And a large one. Way too many people and young kids walk on the shoulder in this very busy areas. Hwy 10 could use an underpass for pedestrians too.	12	0	7/2/2019
	Reply Comment	The underpass is important to connect the developments on the west side of 10 to CCLS and Wildflower	3	0	
45	Recreational User	Connect the sidewalks in this development.	1	0	7/3/2019
46	Resident	The current proposal for a trail along Newton Ave SE is poorly conceived. A trail on the west side will require pedestrians to cross more streets and driveways, will impact more fire hydrants, and run underneath overhead power lines. One of these lines snapped and fell the summer of 2018. As the trail progresses north, it will impact a historical cemetery that may contain unmarked graves which will need to be relocated.	0	0	8/4/2019
47	Resident	Creating a crushed limestone trail along the river would be a nice feature.	2	0	6/29/2019
	Reply Comment	We live in Kings Highland development and would love to see the trail next to the river expanded and conected to another area such as Kings medows or another development.	1	0	
48	Resident	How can we connect the landings to the rest of the community?	0	0	6/29/2019

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
49	Other	Love for this path to continue on 10 into town	3	0	7/6/2019
	Reply Comment	The marker did not mark the right spot, but the path that abruptly ends by Siena Drive	2	0	
50	Admin	We could use a dog poop bag mailbox in this location.	2	1	6/28/2019
	Reply Comment	Does anyone know whether it is true that filled dog poop bags can be left alongside the road for the street sweeper to pick up?	0	0	
	Reply Comment	No, pet waste should be disposed of in the trash.	0	0	
51	Resident	We live nearby and have used this park for nearly 40 years for our children and grandchildren. We love the new equipment	1	0	8/12/2019
52	Other	It would be nice to add a sidewalk on all of Newton Ave SE. That way we can get to Kings Highland Park without having to walk on the road.	10	0	7/3/2019
	Reply Comment	There is no room for a path along Newton Av SE without disrupting homeowners' yards. The park will likely be relocated since no parking is allowed on either side of Newton.	0	0	
	Reply Comment	Parking is available adjacent to Kings Highland Park. Pull off spots were added in 2017.	0	0	

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
53	Other	Would be nice to be able to connect a trail from Angel Ave or Waters way to Riverpointe Ct	6	0	7/3/2019
54	Recreational User	Would be great to add a walking bridge that connects this path to Riverpointe Park's paths.	6	0	7/3/2019
	Reply Comment	A walking bridge would be a great addition to this path to Riverpointe.	2	0	
	Reply Comment	Continuing this path along the river would be a nice addition.	2	0	
55	Resident	I enjoy this new path! Thank you! This spring it was a bit tricky as some of it was flooded.	9	0	7/2/2019
	Reply Comment	Agreed. It's a great trail but needs better drainage in a couple spots.	2	0	
56	Resident	Trail is usually flooded in this area	1	0	7/3/2019
57	Recreational User	A dog accessible water fountain at this park would be awesome! This is usually where our dogs are looking for some water on our walks.	4	0	7/2/2019

Map ID #	Identification Type	Comment	Likes	Dislikes	Date
58	Resident	There is no place for pedestrians to cross the road access the trail system across the road. The Blvd. feature adds an additional problem, because if you do walk on the left side of the road, then cars have no room to move over. My kids have asked how do we do this area on bikes and I said stay out of the way.	0	0	9/8/2019
59	Resident	a biking trail up to town from out here would be great. right now its a 55mph dirt road and I won't let the small ride on it.	0	0	7/10/2019