



City of Watertown  
Complete Streets  
Committee



# City of Watertown Complete Streets Design Guidelines

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Cross Sections created in Streetmix

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# Introduction

In 2017, the City of Watertown formalized its intent to provide and maintain a safe, accessible and well-connected multimodal surface transportation network that meets the needs of all users when it adopted the City of Watertown Complete Streets Policy.

The intent of the Complete Streets Design Guidelines is to provide City Staff, private developers and residents with a reference tool for designing future City Streets. Every City street segment is categorized into one of eight (8) street classification groups, based on geographical context and user priorities. Each classification contains its own set of specifications and design recommendations.

The guidelines are best read as a policy document rather than a binding set of rules. They will function similarly to how an adopted plan functions; as formal City policy, adopted by City Council Resolution, that uses technical recommendations to guide future decisions by City officials.

## **Policy Background**

In 2017, the City of Watertown formalized its intent to provide and maintain a safe, accessible and well-connected multimodal surface transportation network that meets the needs of all users when it adopted the City of Watertown Complete Streets Policy.

The goal of the policy is not to change all streets immediately, but rather to effect incremental improvements over time. The policy established the Complete Streets Committee, made up of representatives from the City’s Planning, Engineering, Public Works and Police Departments, as well as the City’s ADA Coordinator (presently the HR Manager).

The policy states that the City will approach every surface transportation project as an opportunity to improve safety for all users and directs the Complete Streets Committee to vet every upcoming project, from a routine mill-and-fill to a full street reconstruction, for potential improvements prior to the design phase.

The City’s Comprehensive Plan, adopted in 2019, advances the City’s commitment to Complete Streets. The first strategy of the plan’s Transportation chapter is to “Build from the Complete Streets Policy to create opportunities for convenient and safe circu-

lation for all modes of transportation to allow for equity, safety, and enhanced public health.”

The Comprehensive Plan further states that the City should ensure that all street projects undertaken in the City consider the goals and applicability of the City’s Complete Streets Policy and ensure high-quality pedestrian and bicycle infrastructure supports safe and active transportation, especially safe routes to school.

Other adopted plans, such as the Downtown-Riverfront Connection Feasibility Study and the Sewall’s Island – Factory Square Redevelopment Plan recommend targeted pedestrian and bicycle improvements in their study areas.

## **How to Use this Guide**

The City of Watertown Complete Streets Design Guidelines present a benchmark layout for each street classification. The cross-sections contained in these guidelines are intended to act as blueprints for how to program the ideal cross-section of each classification. Conditions in the real-world will rarely allow the perfect design on every street, but the guidelines contained within this document establish priorities to apply to each classification.



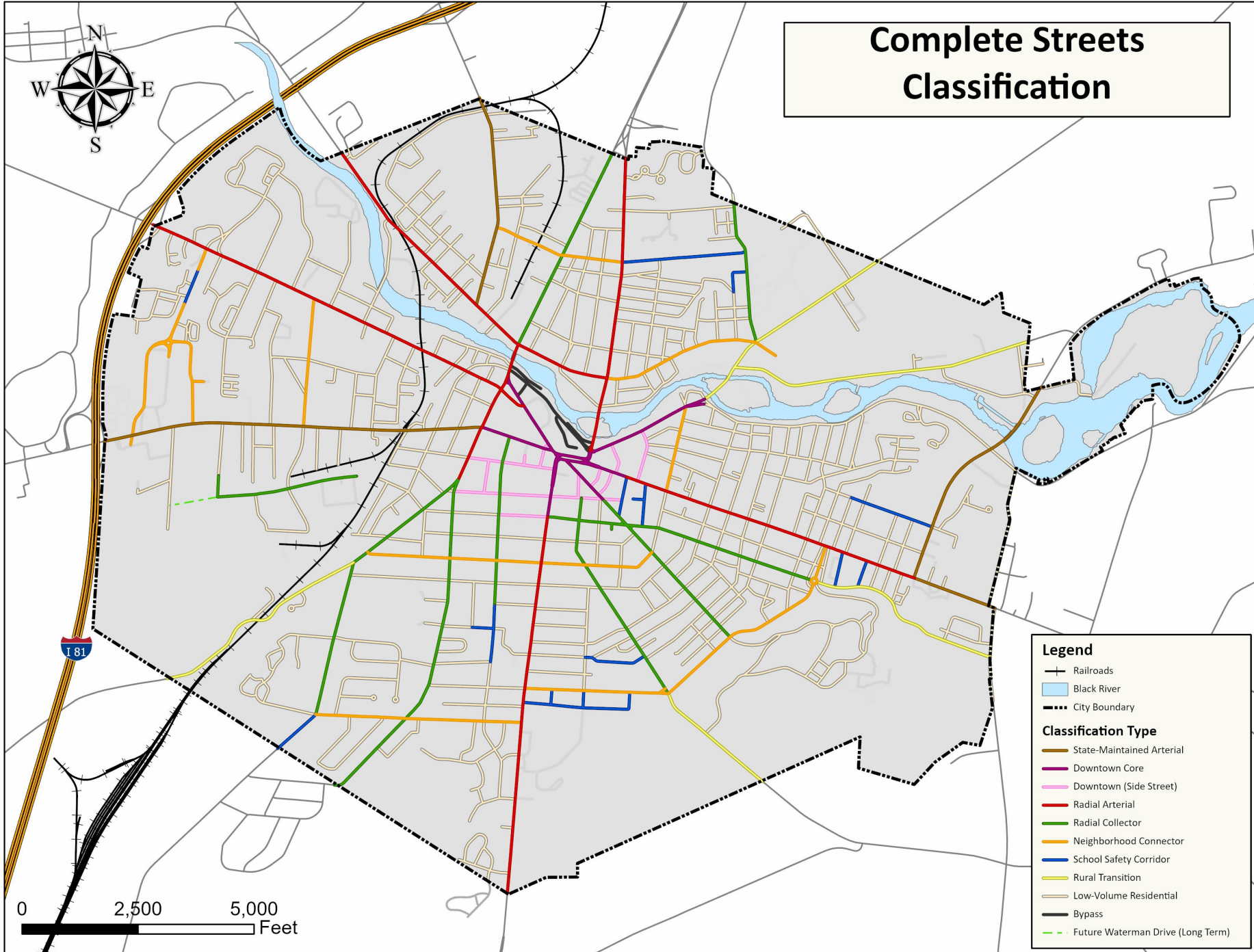


# Complete Streets Classifications

This document categorizes the city of Watertown's streets into eight distinct street classifications. Each street class reflects the types of trips undertaken and the surrounding land use context.



# Complete Streets Classification



**Legend**

- +— Railroads
- Black River
- - - City Boundary

**Classification Type**

- State-Maintained Arterial
- Downtown Core
- Downtown (Side Street)
- Radial Arterial
- Radial Collector
- Neighborhood Connector
- School Safety Corridor
- Rural Transition
- Low-Volume Residential
- Bypass
- - - Future Waterman Drive (Long Term)

# Low-Volume Residential

Low-Volume Residential streets primarily serve the residents living on them. These streets are not intended for through traffic. Street design should calm traffic and encourage slower vehicular speeds to enhance bicyclist and pedestrian comfort.

These streets provide two travel lanes, and depending on Right-of-Way (ROW) width, will ideally provide five-foot wide sidewalks and a five-foot wide margin for snow storage and tree planting. On-street parking is maintained on both sides to accommodate guests of residents, although it is assumed that residents will primarily park in their own driveways.

These streets also carry the greatest potential for children playing outdoors in driveways and front lawns. Five feet is the minimum recommended sidewalk width for two adults to walk comfortably side by side or pass in opposite directions without detouring onto the margin or a private front lawn. Five feet is also the recommended sidewalk width to ensure accessibility for wheelchair users and others with disabilities.

It is also the minimum margin width for planting small-to-medium maturing trees per the City's Tree Ordinance. These guidelines strongly recommend programming ten (10) feet outside the curb on both sides of the street within the ROW, five for margins and five for sidewalks. In contexts where older mature trees exist, four-foot sidewalks may receive consideration to preserve the mature trees.

Bicycle lanes are unnecessary on Low-Volume Residential streets, as vehicular volume is typically low enough to allow cyclists to ride safely in the standard travel lanes.

On streets with only 46 feet of available ROW width, a curb-to-curb width of 26 feet is recommended to facilitate five-foot sidewalks and five-foot margins for snow storage and tree planting. Where the ROW width is 48 feet or more, a traditional 28-foot curb-to-curb width is possible. However, a 26-foot width should still receive consideration because of the traffic calming benefits of narrower travel lanes.

## Design Considerations:

**Recommended Target Speed:** 25 mph

**Number of Lanes:** 2

**Lane Width:** On streets with less than 48' of ROW, two 13-foot wide travel lanes (26' curb-to-curb width) are ideal. Where the ROW is 48' or greater, traditional 14-foot wide travel lanes (28' curb-to-curb width) are possible, with strong consideration given to the narrow width.

**Parking:** Allow on-street parking on both sides, but it is not the priority.

**Sidewalks:** Recommended on both sides with a standard five-foot width.

**Bike Lanes:** Not Recommended

**Street Trees:** Recommended in margins on both sides.

**Margin Width:** Minimum 5-foot wide margins recommended to facilitate adequate street trees.

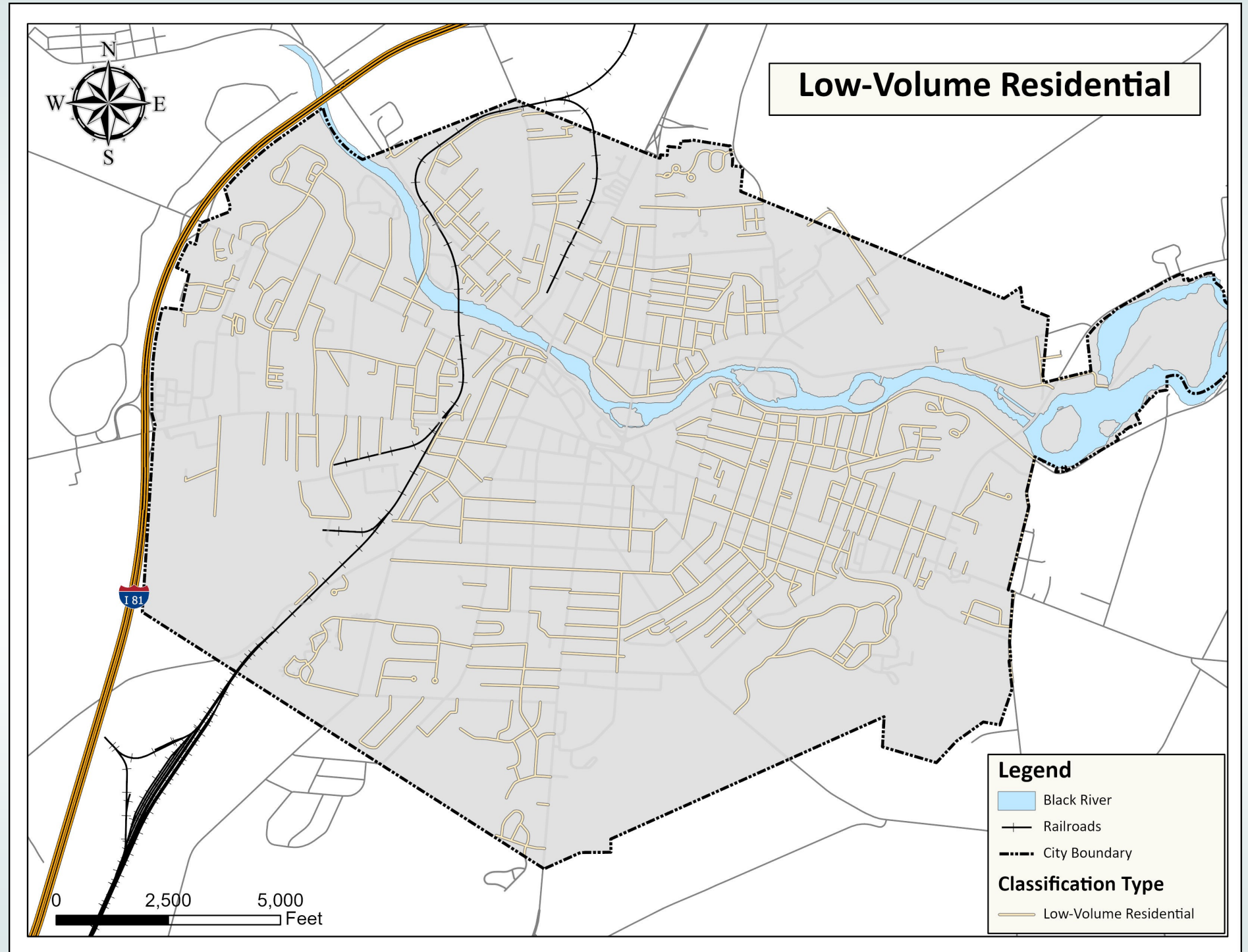
**Utilities:** For new development, advocate for burying utilities. On existing, built out streets, maintain current above-ground utilities.

## Class Mileage Data:

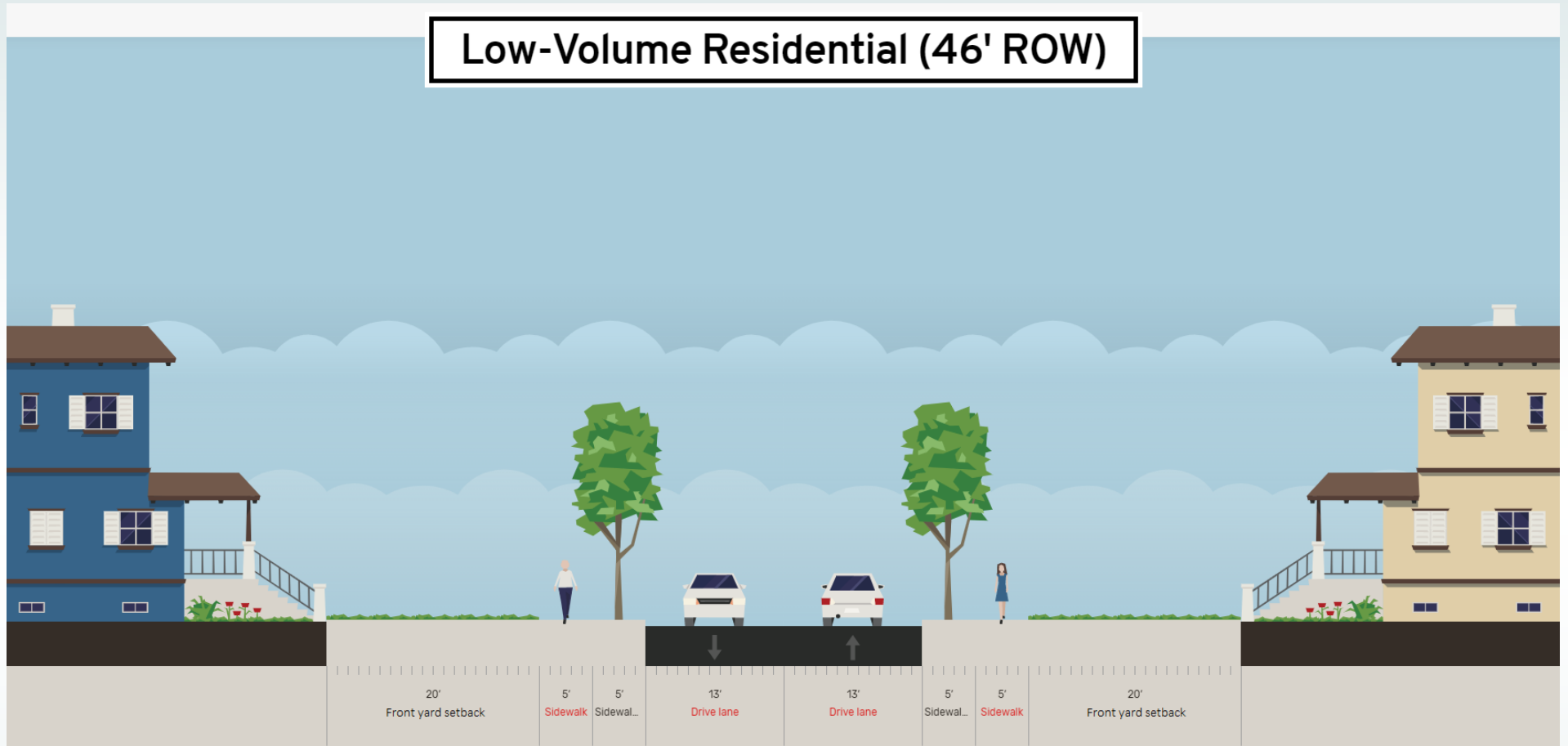
**Total Linear Street Miles in Class:** 70.8 miles

**Percentage of City Street Miles:** 63.5 percent





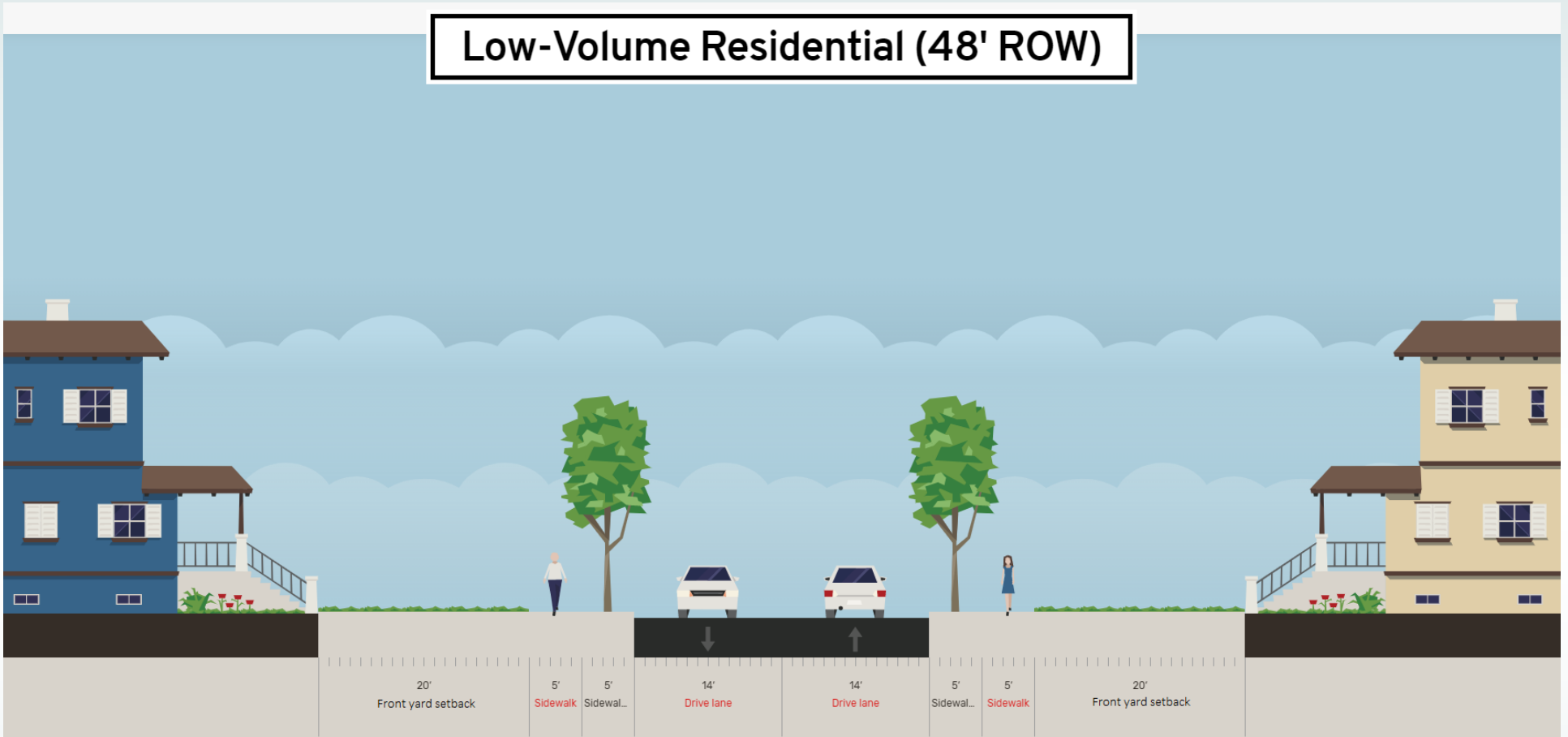
# Low-Volume Residential



On Low-Volume Residential streets, where ROW is only 46 or 47 feet across, programming 10 feet of ROW behind the curb facilitate 5-foot sidewalks and a 5-foot margin for street trees and adequate snow storage should take priority over 14-foot travel lanes.

# Low-Volume Residential

## Low-Volume Residential (48' ROW)



On Low-Volume Residential Streets where ROW is 48 feet or greater across, traditional 14-foot travel lanes are possible, while still maintaining 10 feet of ROW behind the curb. However, a 26-foot curb-to-curb width should still receive consideration in this context because of the traffic calming benefits of narrower travel lanes.

# School-Safety Corridor

These are the street segments that are immediately adjacent to school campuses. School Safety Corridors see high vehicular volume at peak drop off and pick up times and see high pedestrian volumes at those same peak times. These segments must simultaneously accommodate parallel parked cars for pick-ups and drop-offs and maximize pedestrian safety.

Given the volume of vehicular traffic and of parallel parked cars at peak times, a 28-foot width with two 14-foot travel lanes is recommended. With a slightly wider crossing distance than a Low-Volume Residential street, visibility of crossing children is essential, and highly visible crosswalks are of the highest priority, even with the anticipated presence of a crossing guard. Sidewalks are five feet wide at the absolute minimum and the potential for wider sidewalks should be explored if the context allows.

Street trees are still important in a School Safety Corridor, but the volume of children walking to and from school dictates that sidewalks will take priority. If the ROW is too constrained to plant street trees on both sides, a narrower margin on the school side of the street may receive consideration to preserve a five-foot planting margin on the opposite side of the street, which across from most schools will be residential.

The map for this class also identifies the locations of day-care centers in the City. While many day-care centers are on streets that belong to other classes and are more likely to have off-street parking lots for pickups and drop-offs, the need for visibility still applies given the potential for children playing outside.



## **Design Considerations:**

**Recommended Target Speed:** 15 mph

**Number of Lanes:** 2

**Lane Width:** Two 14-foot wide travel lanes (a 28' curb-to-curb width) are recommended to accommodate the volume of parallel parked cars on the school side at peak pickup and drop-off times.

**Parking:** On-street parking should be allowed on both sides and should accommodate drop-offs and pickups on the school side in particular.

**Sidewalks:** The minimum recommended sidewalk width is 5 feet. Wider sidewalks are preferable if context allows as the volume of pedestrian traffic will significantly exceed that of a Low-Volume Residential Street. Crosswalks must prioritize visibility of crossing children.

**Bike Lanes:** Not Recommended

**Street Trees:** Recommended in the margin where width allows (see below). If ROW is constrained, program a 3-foot margin on the school side of the street and a 5-foot margin on the residential side. Where a 3-foot margin is necessary on the school side, consider planting on school property. See the diagram on page 13 for an illustration of this concept.

**Margin Width:** 5-foot margins are ideal. However, if there is extra space in the ROW behind the curb, that space is better programmed as sidewalk than as margin space because of high pedestrian volumes.

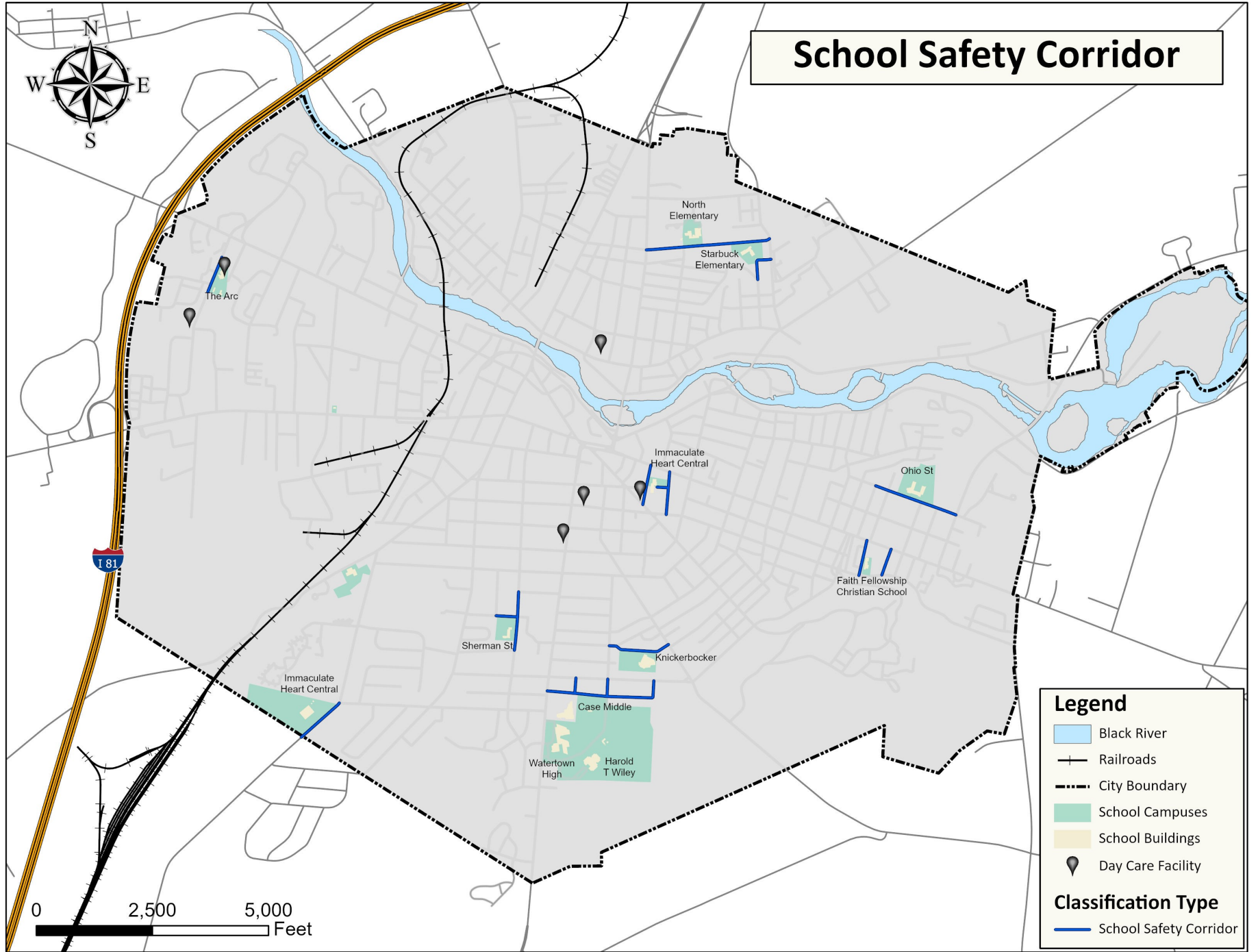
**Utilities:** For new development, advocate for burying utilities. On existing, built out streets, maintain current above-ground utilities.

## **Class Mileage Data:**

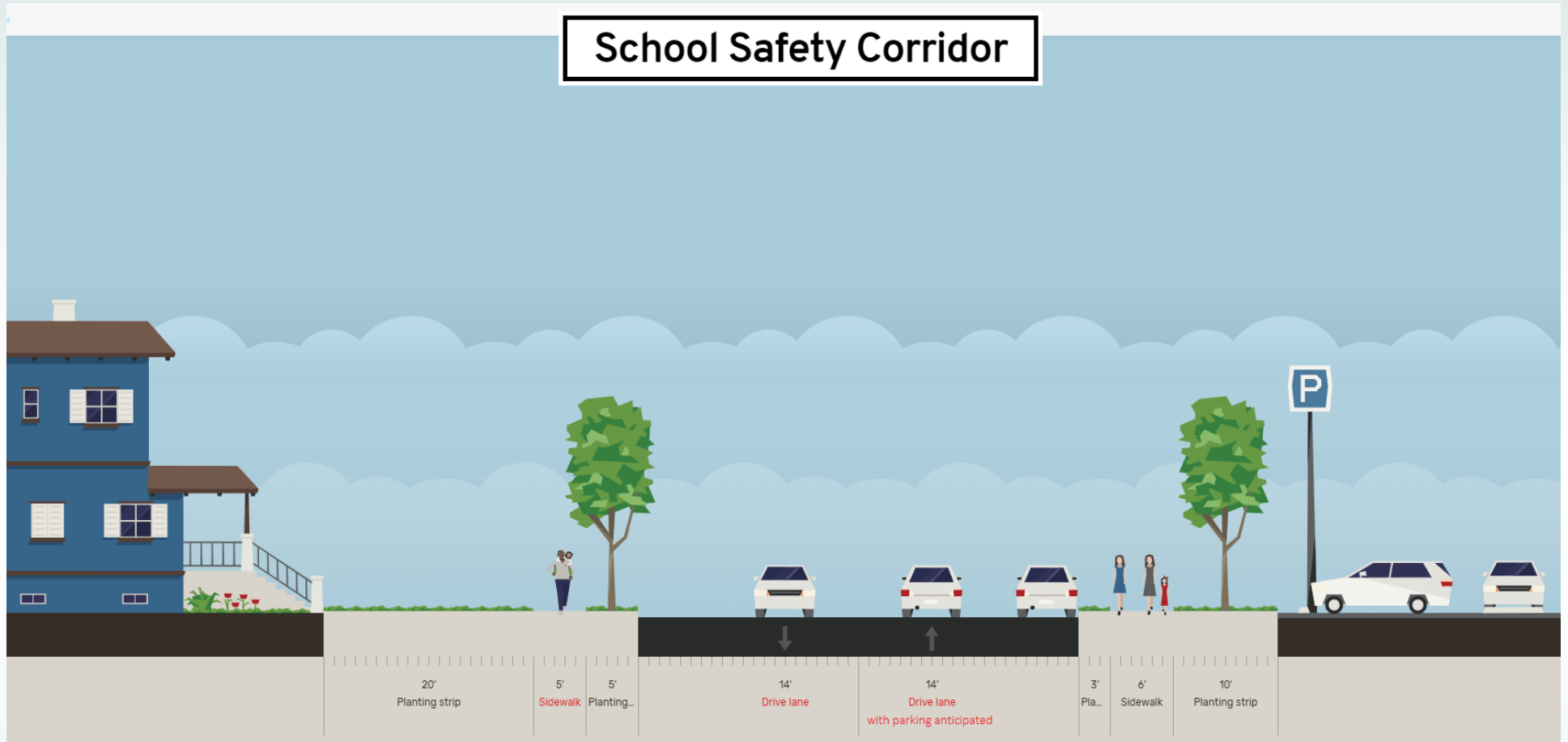
**Total Linear Street Miles in Class:** 3.4 miles

**Percentage of City Street Miles:** 3.1 percent

# School Safety Corridor



# School Safety Corridor



In School Safety Corridors, protecting pedestrians is the highest priority. In the example above, 14-foot wide travel lanes (a 28-foot curb-to-curb width) accommodate parallel parking during peak pickup and drop-off times. While some parking may occur on the residential side of the street, the majority of pickups/drop-offs are anticipated to occur on the school side of the street. The sidewalk on the school side (right) also has a 6-foot wide sidewalk to accommodate higher pedestrian volumes with the margin reduced to 3 feet. Trees are planted on school property rather than leaving the school side barren. The residential side has a standard 5-foot wide sidewalk and 5-foot margin for planting street trees.

# Neighborhood Connector

These streets tend to be medium volume and act as connectors that carry residents between their Low-Volume Residential streets and the higher-volume Radial streets that connect them to the rest of the City and region. They generally run perpendicular to Radial streets and taken as a group, tend to form concentric circles around the City Center.

Despite carrying more traffic than Low-Volume Residential streets, Neighborhood Connectors still tend to have residential uses on both sides of the street. The street design should emphasize smooth traffic flow while remaining cognizant of the surrounding residential context and discouraging higher speeds. Ten feet behind the curb is still preferable here to accommodate five-foot sidewalks and a five-foot margin. Sharrows may receive consideration to increase motorists' awareness to the potential presence of bicyclists.

Neighborhood Connectors are a transition between the lowest volume residential streets and busier arterials. However, influencing motorist behavior to reflect the surrounding residential context will be the priority on these streets.



## **Design Considerations:**

**Recommended Target Speed:** 25 mph

**Number of Lanes:** 2

**Lane Width:** Two 14-foot wide travel lanes (28' curb-to-curb width).

**Parking:** Allow on-street parking on both sides, but within the 28 feet. No dedicated parallel parking lanes.

**Sidewalks:** Recommended on both sides. 5-foot width preferred. 4-foot wide sidewalks may receive consideration if constraints exist, such as utility conflicts or limited ROW, but a 4-foot width is the exception, not the rule.

**Bike Lanes:** Sharrows should receive consideration, particularly if the street connects to a Radial Arterial with existing bike lanes, such as Coffeen Street or Washington Street.

**Trees:** Recommended as long as ROW width is 48 feet or greater (see "Margin Width" section below).

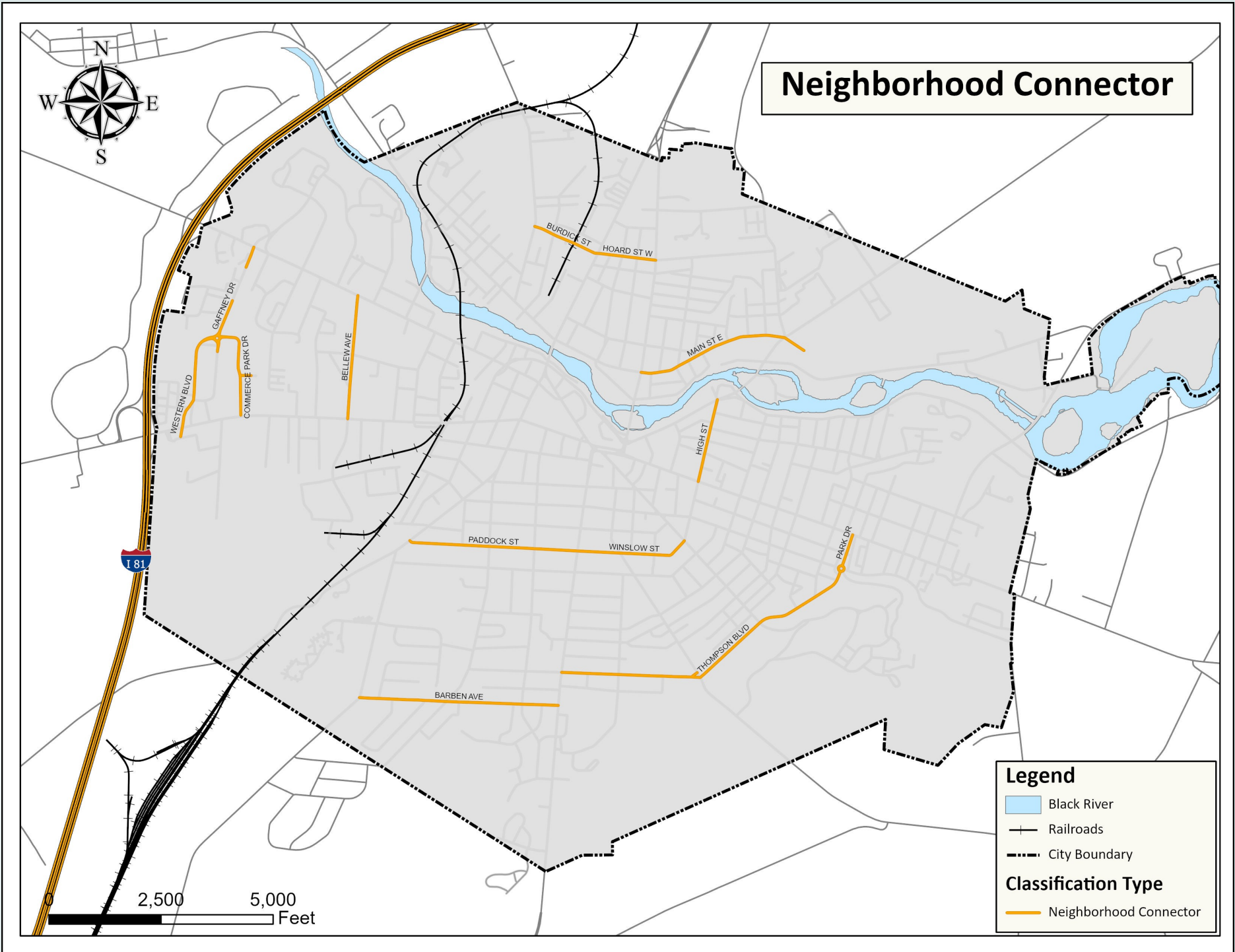
**Margin Width:** Minimum 5-foot margins are recommended to facilitate adequate street trees. If ROW is less than 48 feet, then margin width may remain at 5-feet to preserve existing mature shade trees, provided that the sidewalk provides a 5-foot wide ADA passing zone every 200 linear feet. 4-foot margins should receive consideration if existing overhead utilities preclude the planting of larger trees or if there are abundant private trees on the subject street.

**Utilities:** For new development, advocate for burying utilities. On existing, built out streets, maintain current above-ground utilities.

## **Class Mileage Data:**

**Total Linear Street Miles in Class:** 7.5 miles

**Percentage of City Street Miles:** 6.7 percent



# Neighborhood Connector

**Legend**

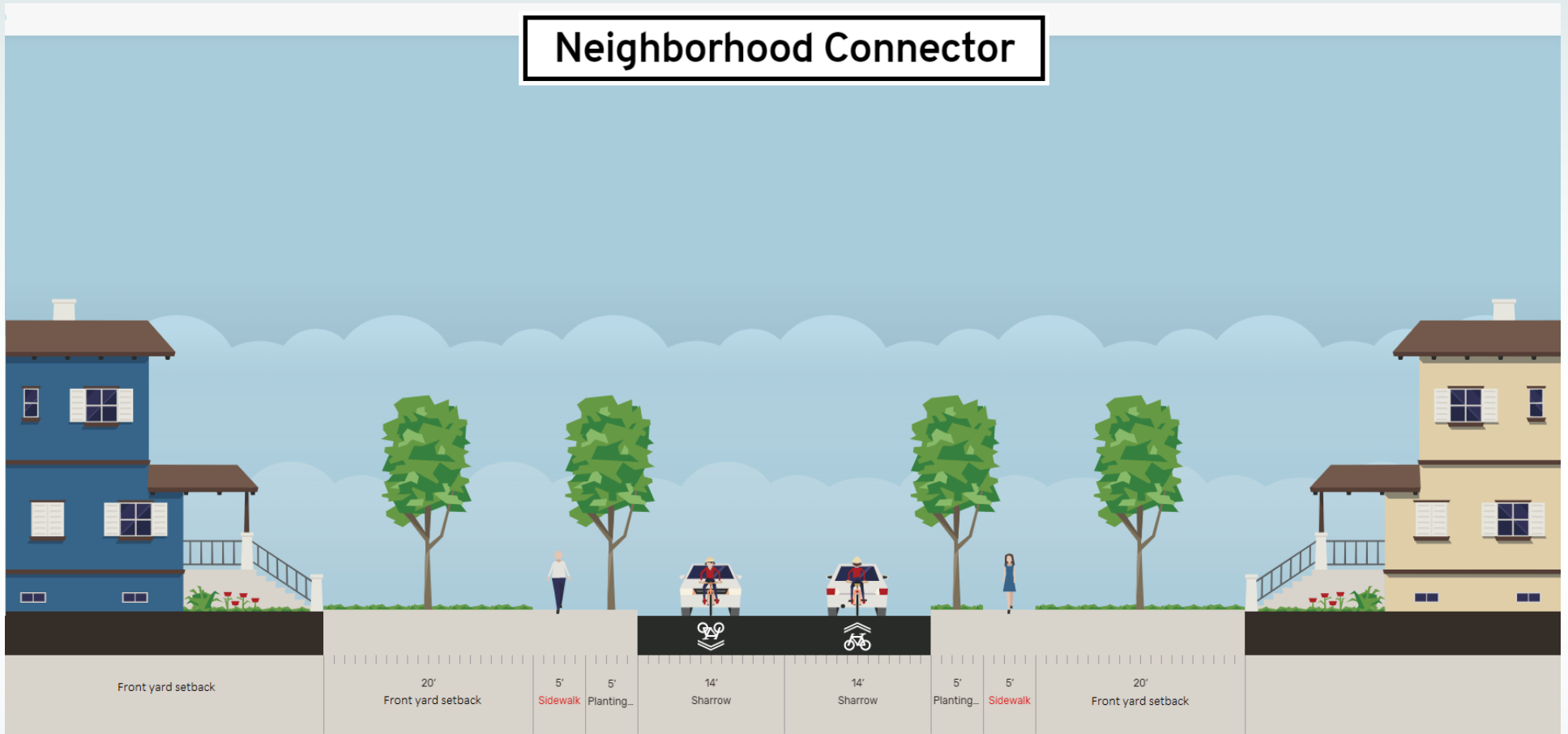
- Black River
- Railroads
- City Boundary

**Classification Type**

- Neighborhood Connector



# Neighborhood Connector



Neighborhood Connectors are medium-volume streets that carry residents between their Low-Volume Residential streets and the higher-volume Radial streets. In the benchmark example above, the 28-foot curb-to-curb width allows two 14-foot travel lanes with sharrows. There are 10 feet of ROW behind the sidewalk on both sides of the street, allowing for both 5-foot wide sidewalks and 5-foot wide margins that allow street trees and provide adequate snow storage.

# Radial Collector

The first of the two classes of radial streets, these streets radiate out from the City Center to the periphery, appearing on a map like spokes on a wheel. Radial Collectors are generally lower volume and of a less intense land use character than Radial Arterials. While still primarily residential, Radial Collectors begin to introduce other land uses, such as churches, smaller businesses and in rare cases, larger employment centers. Through traffic also begins to account for a greater percentage of vehicular trips than residents of the streets.

Radial Collectors also tend to run parallel to higher-volume Radial Arterials, making them appealing alternatives to bicyclists seeking to avoid busier streets. Sharrows are an appropriate treatment on Radial Collectors. Demand for on-street parking will generally, though not always, be greater than on the lower-volume streets.

Few City streets other than Radial Arterials have ROWs wider than 50' and therefore a curb-to-curb width wider than 30' is generally impractical, meaning that Radial Collectors are unlikely to have sufficient ROW for a dedicated parking lane. However, Radial Collectors will benefit from wider curb-to-curb widths that allows for on-street parking that does not disrupt two-way traffic.



## **Design Considerations:**

**Recommended Target Speed:** 25 mph

**Number of Lanes:** 2

**Lane Width:** Two 15-foot-wide travel lanes (30' curb-to-curb width), providing sufficient room for parallel parking on both sides (with exceptions made where context warrants)

**Parking:** Allow on both sides of the street (except for Sherman and Leray). On-street parking is a higher priority with more non-residential uses.

**Sidewalks:** Recommended on both sides. 5-foot width preferred. 4-foot wide sidewalks may receive consideration if constraints exist, such as utility conflicts or limited ROW, but a 4-foot width is the exception, not the rule.

**Bike Lanes:** Sharrows are recommended to alert motorists to the potential presence of bicyclists.

**Trees:** Recommended as long as ROW width exceeds 48 feet (see below).

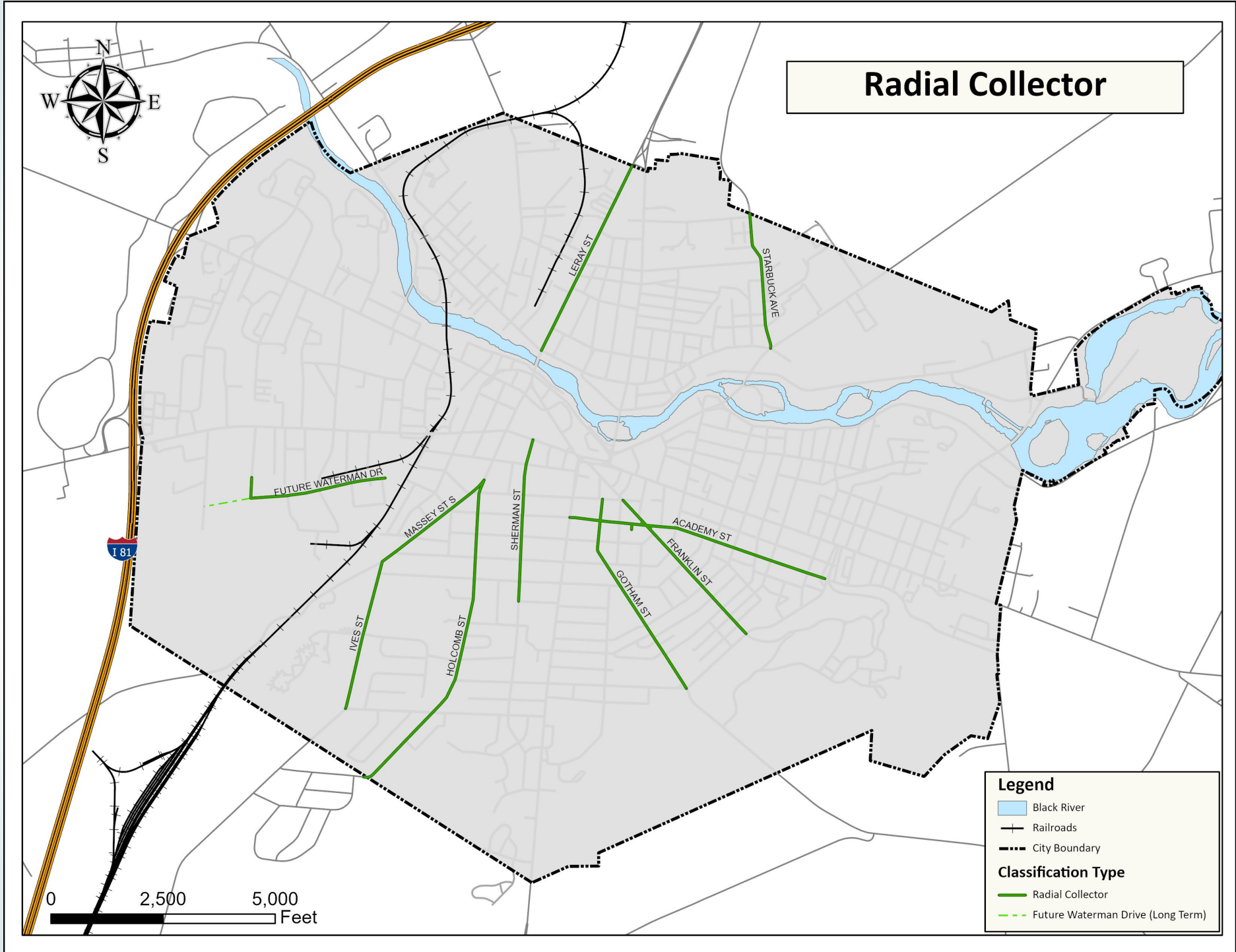
**Margin Width:** Minimum 5-foot margins are recommended to facilitate adequate street trees. If ROW is less than 48 feet, then margin width may remain at 5-feet to preserve existing mature shade trees, provided that the sidewalk provides a 5-foot wide ADA passing zone every 200 linear feet. 4-foot margins should receive consideration if needed to allow a 30-foot curb-to-curb width.

**Utilities:** For new development, advocate for burying utilities. On existing, built out streets, maintain current above-ground utilities.

## **Class Mileage Data:**

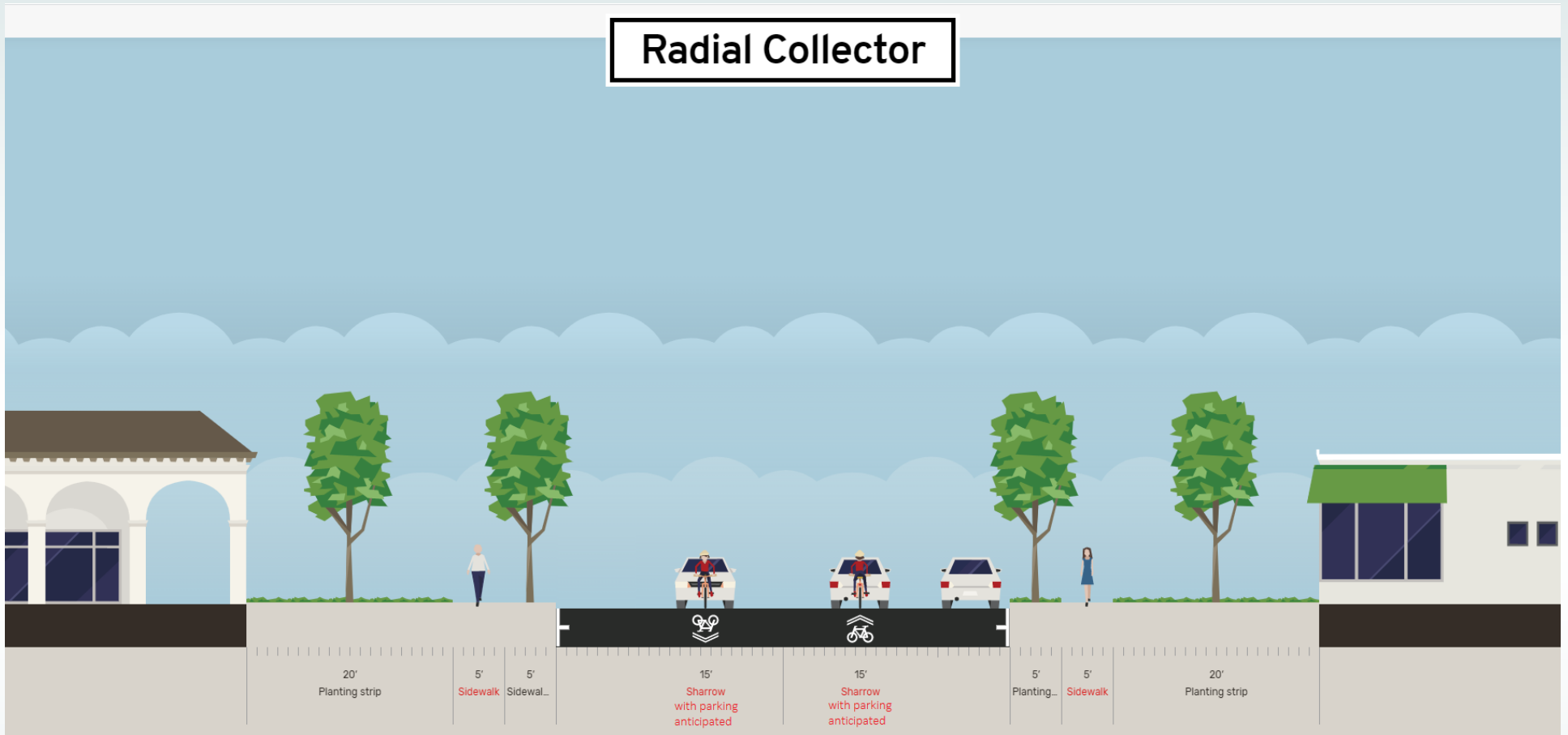
**Total Linear Street Miles in Class:** 8.0 miles

**Percentage of City Street Miles:** 7.2 percent



# Radial Collector

## Radial Collector



Radial Collectors will be among the most context-sensitive streets in the City with varying ROW widths and surrounding land uses. A one-size-fits-all approach to this class is not appropriate and deviations from the benchmark will be common. However, in a vacuum, the ideal cross-section will be like the above example. Two 15-foot travel lanes accommodate vehicular travel, sharrows and parallel parking. There is still 10 feet behind the curb for 5-foot wide sidewalks and 5-foot margins for tree planting and snow storage. The above design requires a minimum 50-foot ROW, which will not always be available, such as on Sherman Street. Other Radial Collectors such as Leray, may have frequent driveway cuts and intersections with cross streets, making on-street parking inappropriate in certain segments.



# Radial Arterial

Radial Arterials radiate from Public Square to the edge of the City and beyond. As such, these streets act as gateway corridors to the City of Watertown and will generally have higher traffic volumes and more intense land uses than Radial Collectors. These streets will also serve a mix of short and long-range trips.

Center turn lanes are appropriate on Radial Arterials to prevent left-turning vehicles from causing stacking in the travel lanes. Bicycle lanes are recommended to separate bicyclists from vehicular traffic, which is a priority on Radial Arterials because of the high vehicular volumes. On-street parking should be prohibited in most contexts as the surrounding land uses should be expected to provide adequate off-street parking.

Trees also provide significant value on Radial Arterials as these are the streets most likely to be surrounded by harsh surface parking lots that serve as heat islands. If planting trees in the margin is not possible due to ROW constraints, the City should require surrounding land uses to provide private trees as part of the Site Plan Approval process, including trees directly behind the sidewalk.

These also tend to be roads that serve as CitiBus routes, and merit transit considerations, such as pads and/or shelters for bus stops.



## Design Considerations:

**Recommended Target Speed:** 30 mph

**Number of Lanes:** 5 (see below)

**Lane Width:** Two 12-foot vehicular travel lanes, a 12-foot center turn lane and two outboard bike lanes (46' curb-to-curb width)

**Parking:** Prohibit on street parking in most contexts. Surrounding land uses should provide adequate off-street parking, enforceable by Zoning.

**Sidewalks:** Recommended on both sides. 5-foot width strongly preferred. Radial Arterials are corridors with the potential to be very unpleasant to walk if sidewalks are inadequate. These also tend to be roads that serve as CitiBus routes, and every transit trip begins and ends as a pedestrian.

**Bike Lanes:** Recommended. Separating bicycles from vehicular traffic is a safety priority on Radial Arterials, where increased vehicular traffic and the potential for higher travel speeds make riding with traffic perilous for the cyclist. It is important to accommodate bicycles on these streets as they are primary routes into and out of the City from the surrounding countryside. If all options for bicycles are exhausted, seek a convenient parallel street to direct bicycle traffic to use.

**Trees:** Recommended where ROW allows 5-foot margins for planting. If sufficient ROW does not exist to accommodate both trees and the 46' curb-to-curb width described above, the travelway should take priority. Require private trees behind the sidewalk during the Site Plan Approval process.

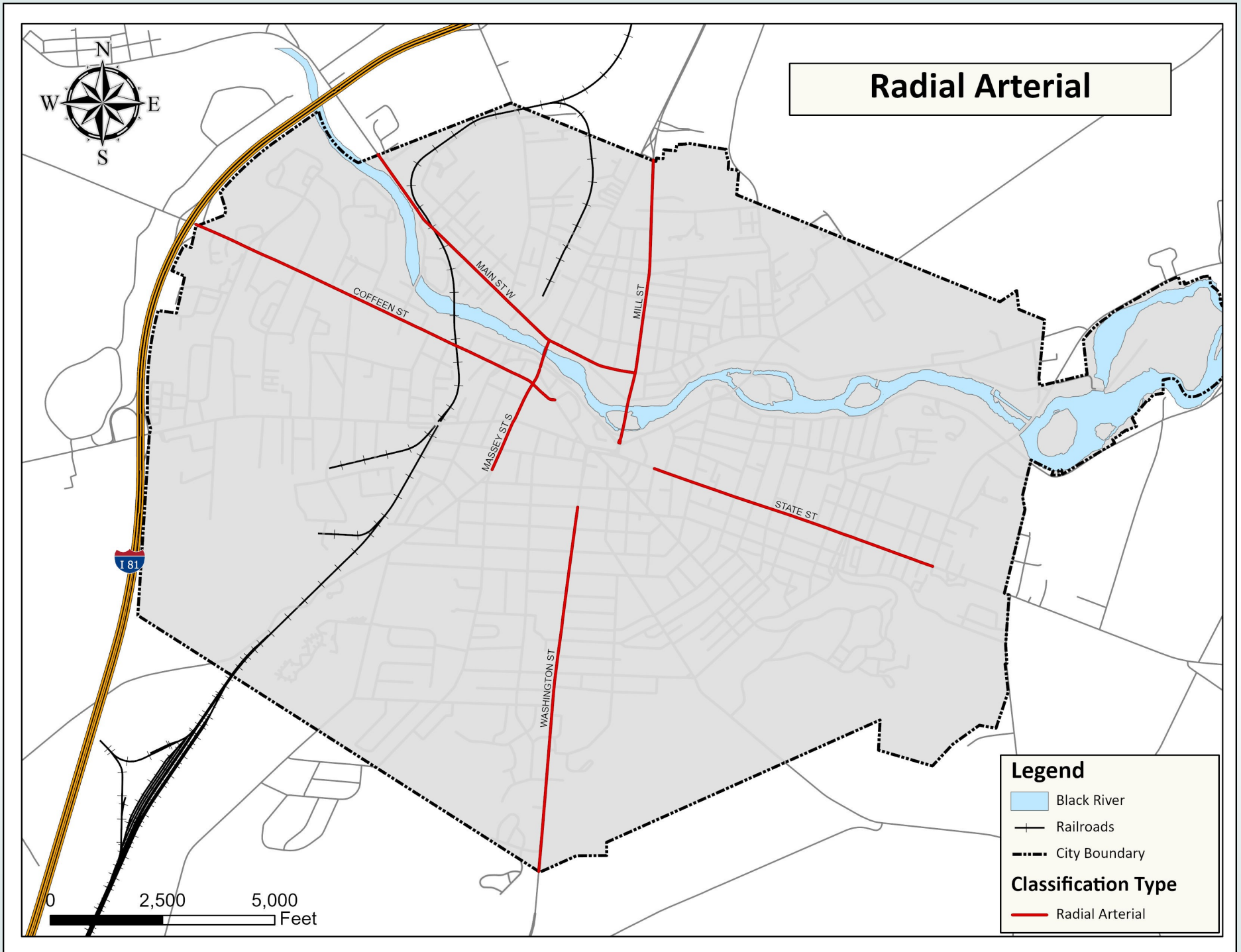
**Margin Width:** 5-foot margins are preferable, but may not be possible in all contexts (see "Trees" section above).

**Utilities:** For new development, advocate for burying utilities. On existing, built out streets, maintain current above-ground utilities.

## Class Mileage Data:

**Total Linear Street Miles in Class:** 7.9 miles

**Percentage of City Street Miles:** 7.1 percent









# Downtown Core



# Downtown Core

Downtown Core streets are designed to provide access in and out of downtown as well as provide for short-distance pedestrian trips within the downtown business and entertainment district. Downtown streets will see significantly increased pedestrian activity compared to the rest of the City, particularly during the workday and on Friday and Saturday nights. A higher percentage of visitors from other neighborhoods and from outside the City are also more likely on Downtown streets. Designing for pedestrian safety is paramount within Downtown, and minor inconveniences to motorists are generally acceptable to ensure safety.

Extra-wide sidewalks are used for more than just accommodating pedestrian trips, they provide space for outdoor tables and furniture and help activate downtown as a dining and entertainment destination. The pedestrian focus also carries an economic development incentive as pedestrians are significantly more likely to make impulse purchases than motorists. Teaser parking is available on street, but off-street public parking will meet the majority of the demand.

Downtown streets are a dichotomy; many of the streets that emanate directly from Public Square become Radial Arterials once they leave downtown. However, smaller side streets with much narrower ROWs tend to branch off the radial streets, with some of the side streets narrow enough to be one-way. These side streets still accommodate pedestrian trips within the downtown footprint.

**Black River Parkway:** Constructed as an alternate route for east-west through traffic to navigate around Public Square rather than through it, Black River Parkway does not classify neatly into any of the eight classifications discussed in this document. It is truly a unique travel artery within the City. Black River Parkway is best described as a limited-access downtown bypass. It carries traffic from Mill Street to Coffeen Street with the only access points in between being from the J.B. Wise parking lot and Whitewater Way.

The Veterans Memorial Riverwalk runs parallel to Black River Parkway and provides a bicycle and pedestrian alternative, but unlike a traditional sidepath, the Riverwalk is not at-grade with the road; it is sunken several feet due to the grade change near the riverbed.

## Design Considerations:

**Recommended Target Speed:** 20 mph

**Number of Lanes:** 2

**Lane Width:** Two 12-foot travel lanes (Curb-to-curb width will vary depending on the type of on-street parking—see “Parking” below)

**Parking:** Allow on-street parking on both sides where sufficient ROW exists. On streets with angled parking, reverse-angled parking is recommended for safety. With striped parking stalls, this alignment requires a 52’ curb-to-curb width. Parallel parking on both sides requires a 38’ curb-to-curb width if dedicated striped parking lanes are desired. On narrower streets, un-striped parallel parking is possible similar to Low-Volume Residential streets.

**Sidewalks:** Recommended on both sides. Most sidewalks downtown should be between 10 and 20 feet wide, but should never be narrower than 6 feet. Any reduction in sidewalk width should require a documented reason. Sidewalks in a downtown setting should include a Frontage Zone, Pedestrian Zone and Furniture Zone wherever possible.

**Bike Lanes:** Not recommended on primary downtown streets that emanate directly from Public Square. For Radial Arterials entering downtown, find an appropriate intersection to terminate the bike lanes and provide safe access onto a Downtown Side Street where narrower widths calm vehicular traffic, allowing the incoming cyclist to park their bike and walk to their destination.

**Trees:** Use of tree pits is recommended in a downtown setting.

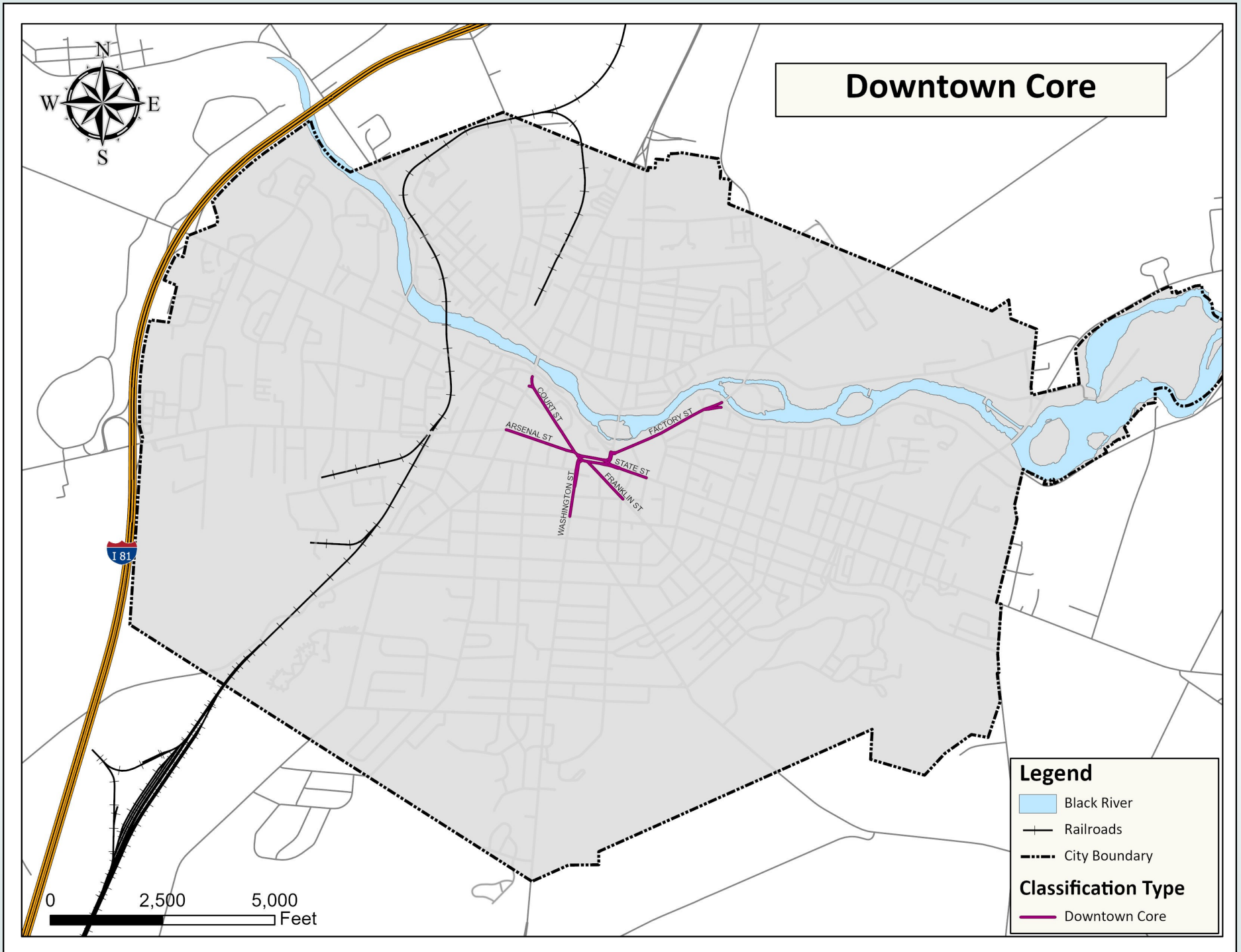
**Margin Width:** The sidewalk Furniture Zone replaces the margin in a downtown setting. The width may vary with available ROW, but must maintain a 5-foot Pedestrian Access Route (PAR).

**Utilities:** All utility lines should be underground in the downtown footprint.

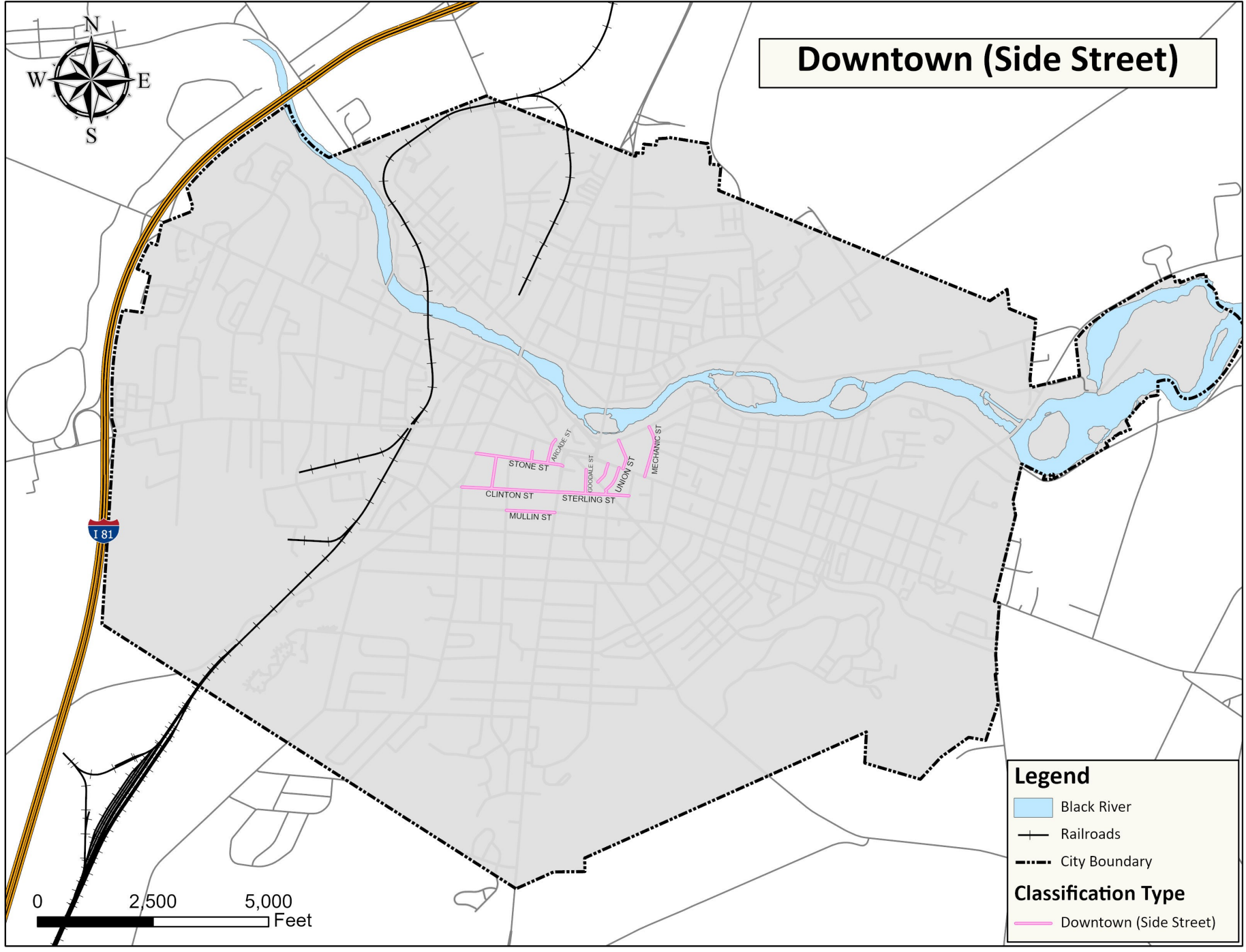
## Class Mileage Data:

**Total Linear Street Miles in Class:** 4.7 miles

**Percentage of City Street Miles:** 4.2 percent



# Downtown (Side Street)



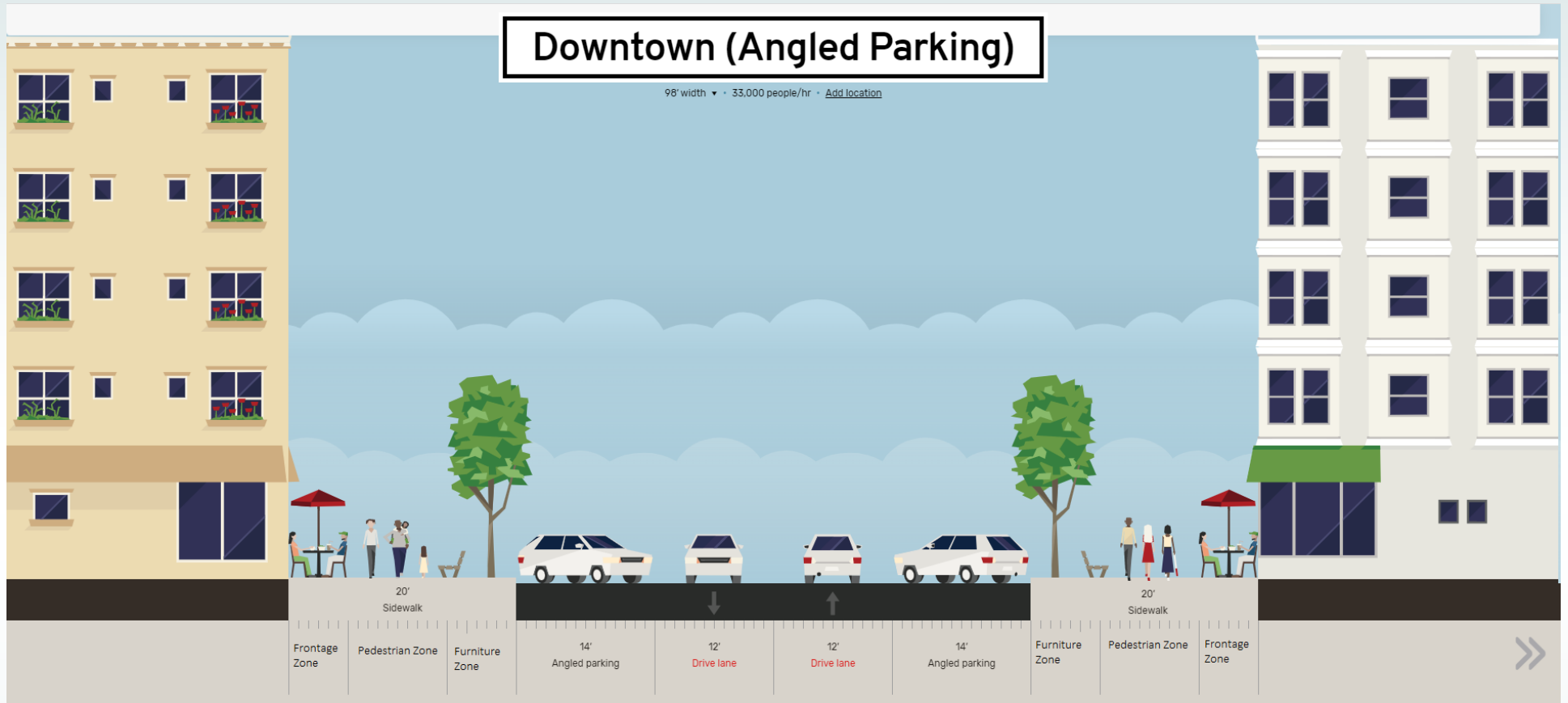
**Legend**

- Black River
- Railroads
- City Boundary

**Classification Type**

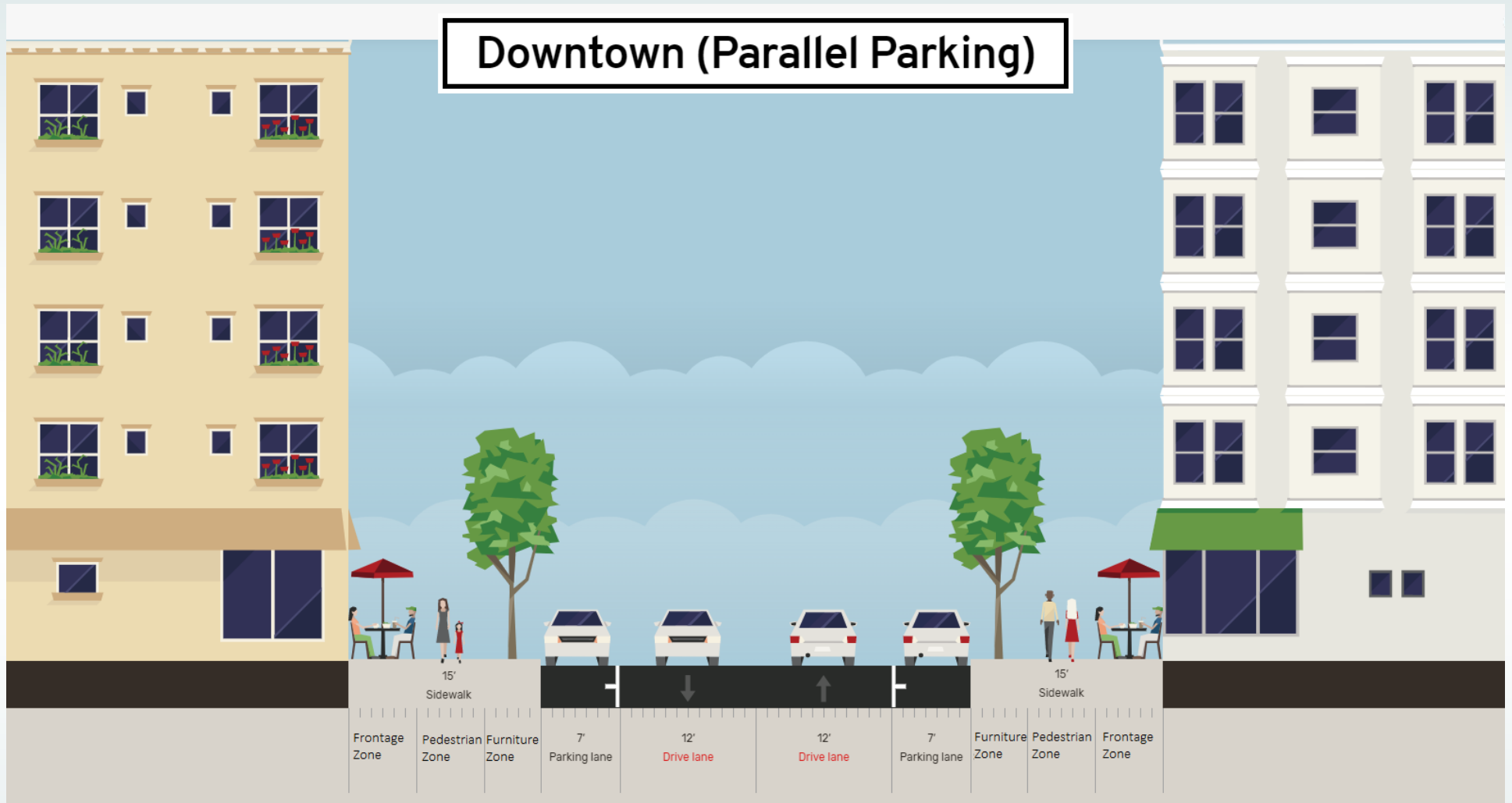
- Downtown (Side Street)

# Downtown Core



Downtown streets are more than just arteries that move traffic. They are civic spaces where people gather and engines of economic development. Designing a street where people will want to walk takes on added importance. In the example above, sidewalks are 20 feet wide, and they have a distinct Frontage Zone, Pedestrian Zone and Furniture Zone. The Frontage Zone acts as an extension of the building, for potential uses such as outdoor dining or outdoor display of merchandise. The Pedestrian Zone, sometimes referred to as the Pedestrian Access Route (PAR) should be a minimum of 5 feet wide. The Furniture Zone is the appropriate place for assets such as tree pits, benches and garbage cans. If a Downtown street has angled parking, such as Court Street, reverse angled parking is recommended, as it is safer than traditional angled parking, particularly when leaving the space. Travel lanes are 12 feet wide. This example is an ideal downtown street.

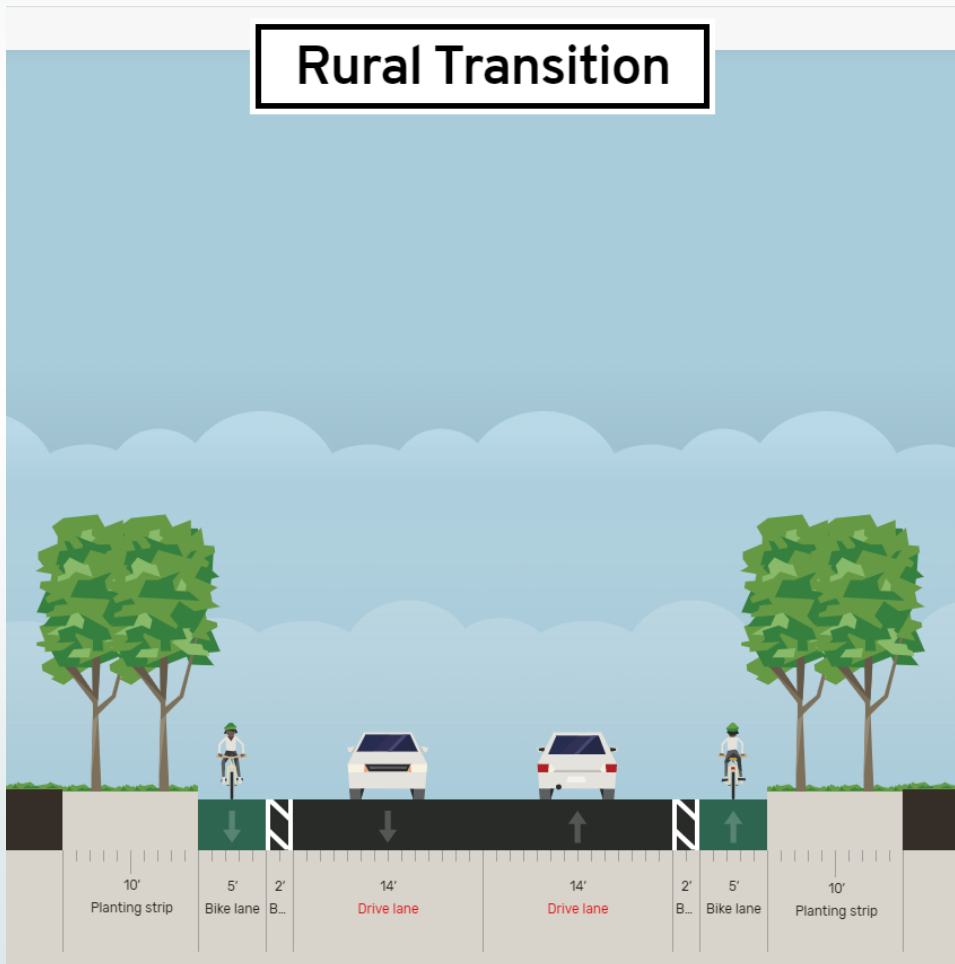
# Downtown Core



Downtown streets are more than just arteries that move traffic. They are civic spaces where people gather and engines of economic development. Designing a street where people will want to walk takes on added importance. In this example, less space is available than in the previous cross-section. Parallel parking replaces reverse angled parking. The sidewalk in this example is only 15 feet wide, but still accommodates all three Sidewalk Zones. In a context where sidewalk width is only 10 feet, a 5-foot PAR must be maintained and the context will determine whether to preserve the Frontage Zone or the Furniture Zone. Factory Street is similar in nature to the above example.

# Rural Transition

Rural Transition streets are radial streets that carry traffic in and out of the City and have significantly less development than other streets within the City. These streets take on a rural character despite still being within the City limits. The undeveloped surroundings risk tempting outbound motorists to exceed the speed limit because they give the misplaced feeling of entering the countryside. Street design should discourage driving faster than 35 mph, as these are still City streets despite the rural context.



## Design Considerations:

**Recommended Target Speed:** 30 mph

**Number of Lanes:** 2

**Lane Width:** Two 14-foot wide vehicular travel lanes, with two 5-foot wide outboard bike lanes if pavement and ROW width permit. Curbs may or may not be present in a rural setting (Pavement width with bike lanes and hatched buffers: 42')

**Parking:** Not Recommended

**Sidewalks:** New sidewalks are generally not recommended in areas without trip generators (residences or destinations). Areas with trip generators will still warrant sidewalks, with a 5-foot width preferred, but not at the expense of surrounding trees. If sidewalks presently exist, they should be maintained as part of any future reconstruction.

**Bike Lanes:** Recommended if sufficient pavement and ROW width exist.

**Trees:** Preserving trees in a rural setting is a priority, with the exception of the need to prevent driver visibility issues and/or utility conflicts.

**Margin Width:** There will not be a traditional margin on Rural Transitions unless sidewalks exist. ROW permitting, a 4-foot drainage swale is preferred between the shoulder and the edge of the ROW.

**Utilities:** Above-ground is sufficient in a rural setting

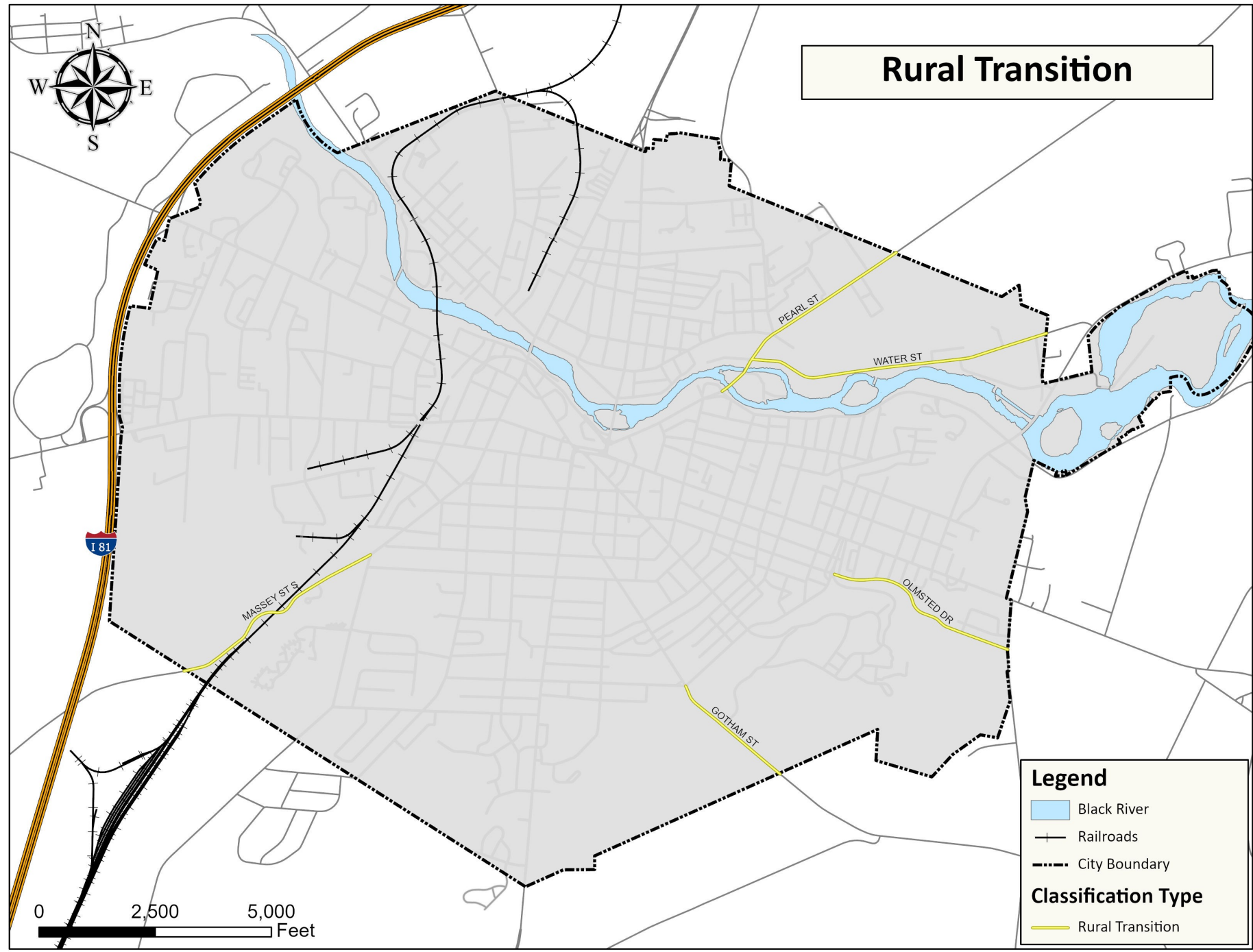
## Class Mileage Data:

**Total Linear Street Miles in Class:** 4.4 miles

**Percentage of City Street Miles:** 4.0 percent



# Rural Transition



**Legend**

- Black River
- Railroads
- City Boundary

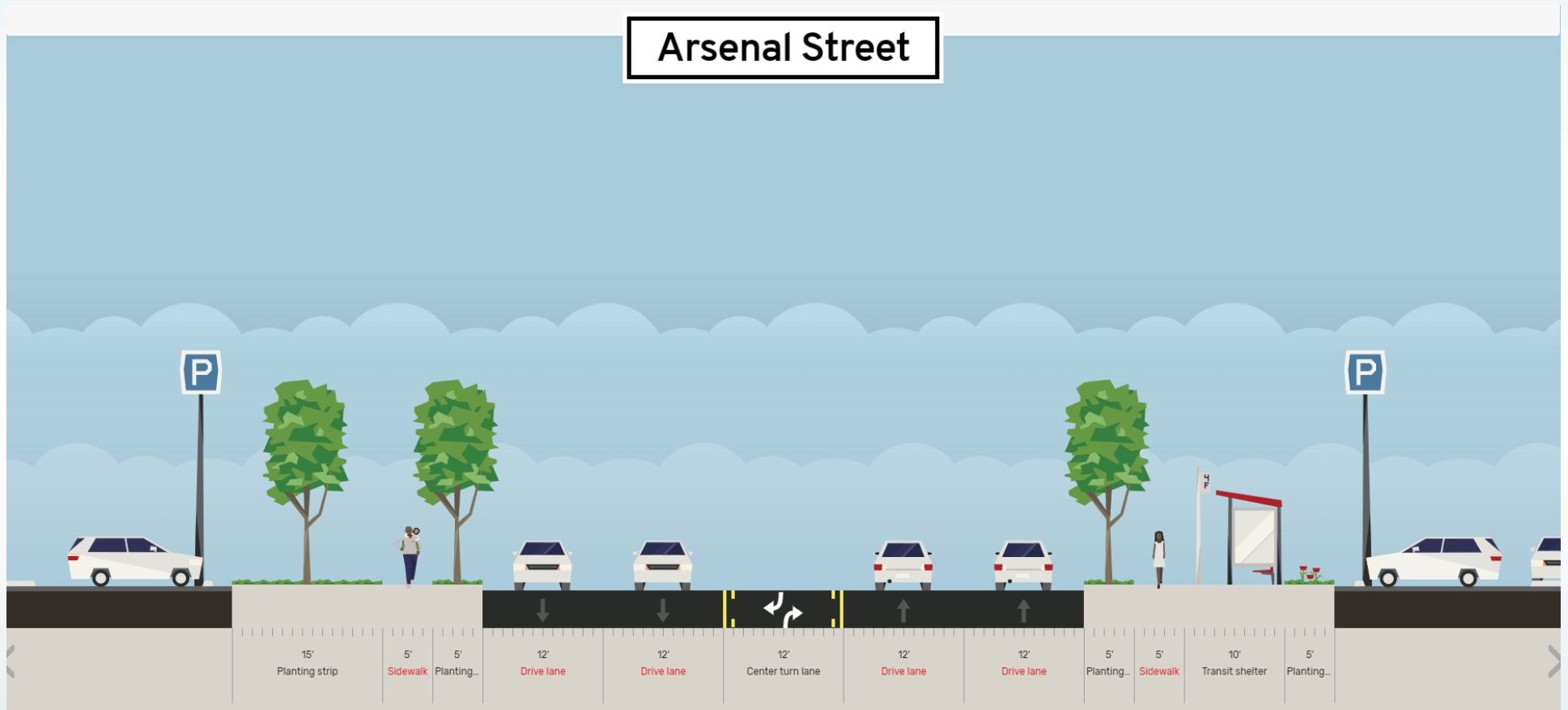
**Classification Type**

- Rural Transition

# State-Maintained Arterial

These are streets maintained by the New York State Department of Transportation (NYSDOT). The City of Watertown does not have direct design control over these streets, but typically has the opportunity to provide input prior to NYSDOT projects. Arsenal Street has the highest Average Annual Daily Trips (AADT) of any street in the City, and also carries the most transit passengers of any CitiBus route.

Arsenal Street is also the highest volume arterial street in the City with the most intense commercial uses, and as such is surrounded by large surface parking lots on both sides from Breen Avenue to Interstate 81. Tree planting in the margins has significant value for mitigating the heat island effects of these parking lots as well as screening the parking lots for aesthetic benefits.



# State-Maintained Arterial

