

**CITY OF WATERTOWN, NEW YORK**  
**WORK SESSION AGENDA**  
**Monday, June 8, 2026**  
**7:00 p.m.**

This shall serve as notice that a work session of the City Council will be held on **Monday, June 8, 2026 at 7:00 p.m.** in the City Council Chambers, 245 Washington Street, Watertown, New York.

**DISCUSSION ITEMS**

1. E-Bike Safety Initiative

Presenter:

- Erica Anderson, Assistant to the City Manager
- Geoff Urda, Senior Planner.
- Cristin Lyon, Police Captain
- Joe Bova, Trauma Performance Improvement and Injury Prevention Coordinator, Samaritan Medical Center

2. Local Waterfront Revitalization Program

Presenters:

- Mike Lumbis, Planning and Community Development Director
- Geoff Urda, Senior Planner

3. Settled Water Line Replacement (Pre-Treated Water Main)

Presenter:

- Aaron Harvill, Superintendent of Water

4. City Manager's Update



City of Watertown  
NEW YORK



# E-BIKE SAFETY INITIATIVE

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Education, Outreach, Signage, and Enforcement Coordination

City Council Presentation  
June 2026

# PURPOSE OF THE INITIATIVE

E-Bike usage has rapidly increased across the community, bringing new transportation opportunities but also raising concerns related to safety, sidewalk riding, and responsible operation.



**Improve safety** for pedestrians and riders in high-traffic areas.



**Reduce conflicts** on sidewalks and downtown spaces.



**Promote responsible** and lawful e-bike operation.



**Use education, outreach, data, and enforcement** as one coordinated strategy.



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## KEY FACTS

*Bellevue Hospital NYC Micromobility Trauma Study, 2018-2023*



**68.7%** of patients required hospital admission



**30.2%** required intensive care treatment



Helmet use was reported in only **31.7%** of cases.



# WHY THIS MATTERS

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The initiative combines education, outreach, and enforcement to proactively address growing safety concerns.



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Samaritan Medical Center reported nine E-Bike-related injuries last year.



Lack of helmet use was identified as a primary contributing factor.



The initiative is designed to reach riders, drivers, families, schools, and community gathering places with consistent safety messaging.



# PARTNERSHIP APPROACH

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# CORE PARTNERS

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## City / WPD Role

- Coordinate public messaging and website resources.
- Evaluate signage and future placement needs.
- Continue local law and enforcement review.
- Support public outreach through City channels.



## Samaritan Medical Center Role

- Continued participation in coordination meetings.
- **Estimated \$10,000 media campaign contribution.**
- Additional 500 educational brochures.
- Participation in media opportunities and safety messaging.



# EDUCATION & OUTREACH

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# EDUCATION & OUTREACH

A coordinated public awareness campaign focused on rider safety, responsible operation and community education.



## COMMUNITY DISTRIBUTION

### Educational materials distributed through:

- Bike Shops
- Downtown Businesses
- Schools
- Transitional living organizations
- Arena/Citibus

**\*1000 brochures; 500 provided by SMC**



## MEDIA & OUTREACH

- Radio Public Service Announcements (PSA)
- WWNY “Morning Check-Up” feature segment (June 10)
- Facebook/Instagram
- Google Display
- I-81 Digital Board

**\*\$10,000 media budget paid by SMC**

### E-Bikes & E-Scooters Quick GUIDE

#### Safety and Operation Tips for New Riders

Learning to Ride Comfortably and in Control

**Safety Considerations to Be Aware of...**  
**E-Bikes and E-Scooters are different from traditional bicycles and scooters. These differences include:**

- **Electric Motors and Increased Speed** - E-Bikes and E-Scooters have electric motors that in combination with pedaling power make them potentially faster than traditional bicycles. The average bicyclist rides around 10-13 mph. E-Bikes can ride faster, and often do, legally up to 20 mph with class 1 and 2 E-Bikes, and 25 mph with class 3 E-Bikes in NYC. E-Scooters can legally ride up to 15 mph in NYC, and 20 mph in the state.  
While E-Bikes come with electric motor wattage designations, generally from 250w to the legal limit of 750w, most E-Bikes actually have different levels of torque/power and can feel different. The sensation of e-assisted acceleration along with high cruising speeds requires practice before you take to the road to be comfortable and in control. A significant number of E-Bike and E-Scooter crashes happen on the first or second attempted ride. New riders also fall by themselves or run into obstacles more often than experienced E-Bike or E-Scooter riders.
- **Weight and Handling** - They weigh substantially more than traditional bicycles and are generally not as responsive if it's necessary to evasively turn or brake quickly.
- **Controls** - They can have varying types of controls for speed and come with gear selection, as well as front/rear brakes, the function of which requires familiarity to synchronize and operate safely.  
Be smart and cautious while orienting to an E-Bike and E-Scooter. The Consumer Product Safety Commission completed a national study that found that E-Bikes crashed more than traditional bikes, and that there were more people who suffered internal injuries that required hospitalization and surgery. E-Bikes were also more likely to hit pedestrians. E-Scooters also experienced a higher likelihood of head injury than E-Bikes, often because these riders wore helmets less frequently than E-Bike riders. We strongly recommend wearing a helmet to improve your safety.

**Know Your E-Bike and E-Scooter Before You Ride on the Road:**

- **Observe how battery storage** information works and make sure it is charged.
- **Position your seat and handlebars** where they are most comfortable and efficient. E-Bikes come in fewer sizes than traditional bicycles and are generally built to accommodate riders through seat and handlebar adjustments.
- **Get accustomed** to the controls and speed using a quiet parking lot or road.
- **Get a feel for the brakes** by squeezing the brake levers. Use both brakes when slowing down or stopping. Be aware that the left brake for the front brakes can be more grippy for stopping.
- **Observe how the throttle** or speed setting works. There are usually multiple speed settings from no e-assistance to max e-assistance.
- **Pick up the rear wheel** and practice shifting the gears. Start in the easiest gear that is comfortable.

- Continued on back

### E-Bikes & E-Scooters Quick GUIDE

#### New York State Motor Vehicle Law

##### Operating E-Bikes and E-Scooters Legally and Safely in New York State

A new law took effect in 2020 authorizing the use and operation of bicycles with electric assist (E-Bike) and electric scooters (E-Scooter) on some streets and highways in New York State.

#### E-Bike and E-Scooter Definition

**Bicycle with Electric Assist:** Multiple classes of bicycles with an electric motor with lithium batteries that need recharging and care, and operable pedals. A bicycle with electric assist doesn't qualify for a registration as a motorcycle, limited use motorcycle, moped, or ATV, and does not require insurance. A bicycle with electric assist is no more than 36 inches wide, has an electric motor up to 750 watts, is equipped with operable pedals, meeting the equipment and manufacturing requirements for bicycles adopted by the Consumer Product Safety Commission, and meeting the requirements of one out of three of the following three designated New York State classes of E-Bikes.

**Electric Scooter:** Every type of device weighing less than 100 hundred pounds that has handlebars, a floorboard or a seat that could be stood or sat upon by the operator, and an electric motor that can be powered by an electric motor and/or human power and which has a maximum speed of no more than 20 mph in New York State (15 mph in New York City).

#### E-Bike Classes

- **E-Bike Class 1:** Class one bicycles with electric assist have an electric motor that provides assistance only when the operator is pedaling, and ceases to provide assistance when the E-Bike reaches 20 mph.
- **E-Bike Class 2:** Class two bicycles with electric assist have an electric motor that may be used exclusively to propel such bicycle, and is not capable of providing assistance when such bicycle reaches 20 mph.
- **E-Bike Class 3:** For use in New York City only. Class three bicycles with electric assist have an electric motor that may be used exclusively to propel such bicycle, and is not capable of providing assistance when such bicycle reaches 25 mph.

#### Classification Label

By June 1, 2022, all E-Bikes and E-Scooters in New York State should have a manufacturer's label prominently affixed to the E-Bike or E-Scooter with key classification information regarding the wattage of the electric motor, maximum speed with electric assist, and, if an E-Bike, whether it is classified as an E-Bike class 1, 2, or 3.

**NOTE:** Devices such as mopeds, electric skateboards, segways, hoverboards, and electric unicycles are not considered E-Bikes or E-Scooters and may be illegal to operate on the highways in New York State or subject to other laws or regulations.



# VISIBILITY & SIGNAGE STRATEGY

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# VISIBILITY & SIGNAGE STRATEGY

Strategic, visible messaging to encourage safe riding behavior, promote route awareness and support education efforts.



## TARGETED SIGNAGE APPROACH

- Adjusting placement to provide earlier notice to riders approaching downtown and key corridors.
- Encourages use of alternate routes where appropriate to reduce conflicts and improve safety.
- Total of 14 signs.
- Clear, bold messages that promote shared responsibility between riders, pedestrians, and motorists.
- Focus on safety behaviors, helmet use, sharing the road, using alternate route, and respecting sidewalks.

## SAMPLE SANDWICH BOARD SIGNS



QR Code on each sign links directly to the City of Watertown website for our local law information, find riding tips, safety resources, and the full state law.



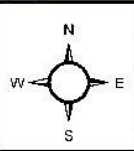
# E-BIKE SIGN LOCATIONS




**CITY OF WATERTOWN GIS**  
 245 WASHINGTON STREET  
 2ND FLOOR  
 WATERTOWN, NEW YORK 13601  
 (315) 785-7793  
 gis@watertown-ny.gov

**E-Bike Sign Locations**  
 Downtown

The City of Watertown does not warrant, guarantee or accept any liability for the accuracy, precision or completeness of any information shown or described hereon or for any inferences made therefrom. Any use made from this information is solely at the risk of the user.



E-Bike Sign Locations	
Requested By:	
Author:	jwarren
Date:	4/29/2026
Scale:	1 in = 160 ft



# ALTERNATE ROUTE SUGGESTIONS

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[Open GIS Maps]



# ENFORCEMENT AND LOCAL LAW

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# PROPOSED LOCAL LAW HIGHLIGHTS

Mirrors New York State Vehicle & Traffic Law §1242  
Ensures consistency, clarity, and enforceability.



## NO E-BIKES ON SIDEWALKS

It is illegal to ride a bicycle or bicycle with electric assist on any sidewalk in the City of Watertown.



## HELMETS ARE REQUIRED

Anyone riding an E-Bike must wear a properly fitted helmet.



## 3-FOOT LAW

When passing a bicyclist or e-biker, drivers must maintain at least 3 feet of distance until safely clear.



## OTHER E-BIKE REQUIREMENTS

All operating requirements for E-bikes follow New York State Vehicle & Traffic Law §1242 including age, speed, and equipment standards.

## PENALTIES (PER VIOLATION)

1 First Offense..... \$150

2 Second or Subsequent Offense within 18 months ..... \$300



**SHARE THE ROAD.  
RESPECT EACH OTHER.**

This law is about creating safer streets for everyone – bicyclists, drivers, and pedestrians.



# CLOSING REMARKS

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# CLOSING THOUGHTS

*Building a Safer, Stronger Watertown - Together*



## **WE UNDERSTAND THERE IS MORE TO DO.**

Wider Streets, more bike lanes, improved infrastructure, and additional safety enhancements are important investments for Watertown.



## **BUT IT TAKES TIME AND RESOURCES.**

Meaningful change happens step by step. This initiative is a practical, immediate step we can take now to improve safety today.



## **THANK YOU TO SAMARITAN MEDICAL CENTER**

We appreciate your partnership and willingness to help the City with this initiative.



A safer Watertown is  
*ALL OURS*  
to build – together.



# QUESTIONS?

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Photo Source: [nny360.com](http://nny360.com)





City of Watertown  
NEW YORK



# Local Waterfront Revitalization Program (LWRP) Update

JUNE 8, 2026 WORK SESSION



## Agenda

- What is a Local Waterfront Revitalization Program (LWRP)
- Riverfront Redevelopment History
- Current LWRP Project History and Status
- Next Steps





## What is a Local Waterfront Revitalization Program (LWRP)?

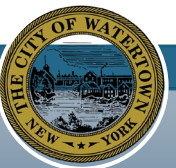
- An official plan for future land and water use along the Black River
- Outlines a vision for the future growth and management of the waterfront
- Helps advance projects to revitalize our riverfront areas
- Goal is to identify and implement projects which will:
  - Help maintain and protect water quality
  - Protect the natural environment
  - Enhance public access to the river
  - Provide new recreational opportunities
  - Restore and revitalize former industrial land on the water
  - Stimulate economic development in the City





## Riverfront Redevelopment Planning History

- Black River Recreation Plan (1988)
- The Black River Vision Plan (2003)
- Draft LWRP (2010)
- Draft LWRP (2025)





- Waterworks Park (circa 1990)
- Veterans' Memorial Riverwalk (1993)
- Newell Street Waterfront District
  - Whitewater Park
  - Restaurants and Bars
  - Riverview Apartments (Restore NY funding)
- J. B. Wise Parking Lot Improvements
  - Downtown-Riverfront Connection
  - Parking Lot Reconstruction, Upgrades
  - Sewer and Lighting Upgrades
- Marble Street Park Improvements
  - Ballfields, picnic pavilion, restrooms

## Riverfront Redevelopment History





## Current LWRP Project History

- Council Authorized a Grant Application to Department of State to Update the 2010 Draft LWRP
- Grant Award Received and Contract Executed with the State in 2021
- Behan Planning Hired in 2022 to Complete Update
- LWRP Advisory Committee Selected
- Six Waterfront Advisory Committee Meetings Held
  - August of 2022 to October of 2023
- Public Meetings
  - Fall Festival 2022
  - Council Presentation 2023
  - Public Presentation 2023
- Initial Draft Completed 2024
  - Several Revisions Completed





## Current LWRP Project History

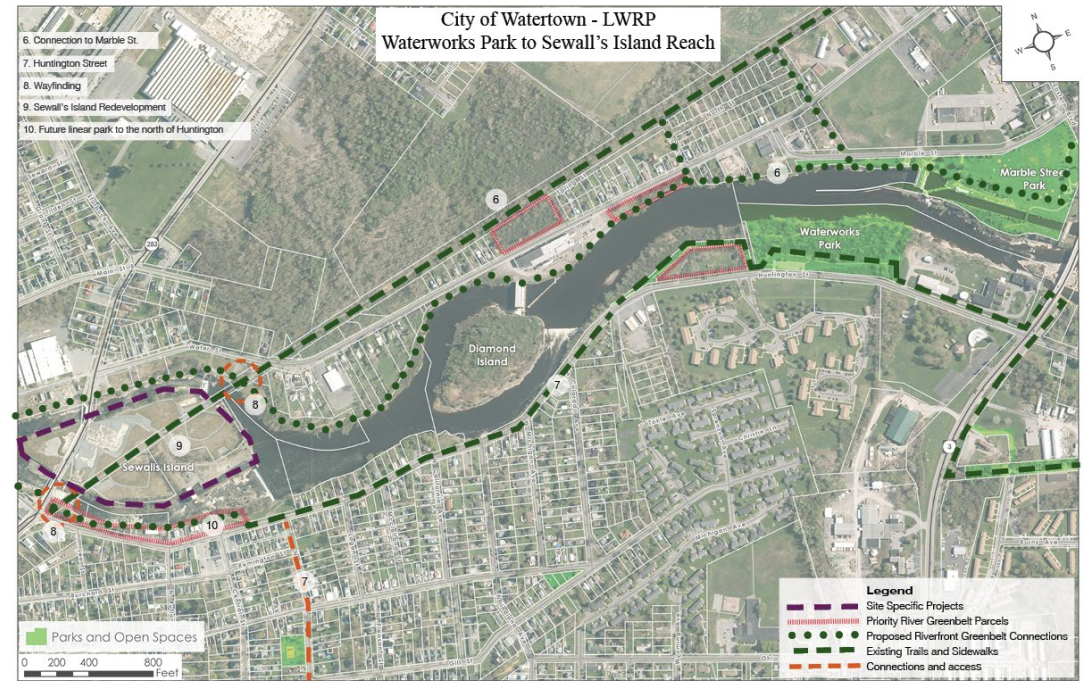
- Behan Planning Contract Completed
- Second Draft Completed in 2025 by City Staff
  - Additional Revisions Needed
- DOS Contract Expired December 2025
- No contract extension but DOS will assist with adoption process





## Current LWRP Project History

- LWRP Sections
  - Waterfront Boundary, Inventory & Analysis, LWRP Policies, Etc.
  - Proposed Land and Water Uses and Projects
    - Recreational Uses
    - Sewall’s Island Redevelopment
    - Mixed Use Redevelopment – Various Locations
    - Conduct River-wide Brownfield Assessment and Remediation
    - Conduct Architectural Site Assessment for Adaptive Reuse Buildings





- Tasks to Complete
  - Final Revisions and Final DOS Review
  - State Environmental Quality Review (SEQR) Process
  - Adopt Consistency Review Law
  - Public Hearing and LWRP Adoption by City Council
  - State Approval





CITY OF WATERTOWN, NEW YORK

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245 WASHINGTON STREET  
WATERTOWN, NEW YORK 13601  
315-785-7757  
FAX 315-785-7738  
E-MAIL- aharvill@watertown-ny.gov

AARON HARVILL  
WATER SUPERINTENDENT

To: Mayor Pierce and City Council

From: Aaron Harvill, Water Superintendent

Re: Staff Report: Settled Water Line

The City's Settled Water Line is a critical component of the municipal drinking water system, conveying pretreated water from the settling basin along New York State Route 3 to the City's Water Treatment Plant (WTP). The existing 2,500 foot transmission main was originally installed in the late 1890s and is beyond its useful service life.

During a dam inspection in November 2025, a leak was identified in the line. Temporary repairs were completed and restored sufficient flow to maintain continued WTP operations; however, the system has not returned to full pre-leak operating capacity. Given the age and condition of the infrastructure, replacement of the line is necessary to ensure long-term reliability to supply water to the community.

The City retained Wright-Pierce to prepare a Preliminary Engineering Report (PER) evaluating replacement alternatives and supporting funding applications through the State Revolving Fund (SRF) program under the Water Infrastructure Improvement Act (WIIA), as well as the Defense Community Infrastructure Program (DCIP) administered by the Office of Local Defense Community Cooperation (OLDCC).

The PER evaluated a no-action alternative and two replacement options:

- Replacement Option 1 consists of installing a new 36" HDPE water main anchored within the riverbed, generally following the alignment of the existing 30" settled water line.
- Replacement Option 2, the City's preferred alternative, consists of installing a new 42" HDPE transmission main crossing beneath NYS Route 3 and utilizing the Eastern Boulevard Bridge to support two 20" HDPE mains across the river.

The preferred alternative was selected based on operational reliability, constructability, reduced long-term maintenance concerns, and the ability to maintain uninterrupted Water Treatment Plant operations throughout construction. The estimated probable construction cost for the preferred alternative is \$12,750,000.

To support project implementation, the City is pursuing multiple funding sources, including:

- \$5 million in WIIA grant funding;
- up to \$14 million in 0% interest SRF financing; and
- \$6 million in DCIP grant funding.

Replacement of the Settled Water Line is essential to maintaining reliable drinking water infrastructure and protecting the long-term operational resiliency of the City's water supply system.

Respectfully,

Aaron Harvill  
Water Superintendent

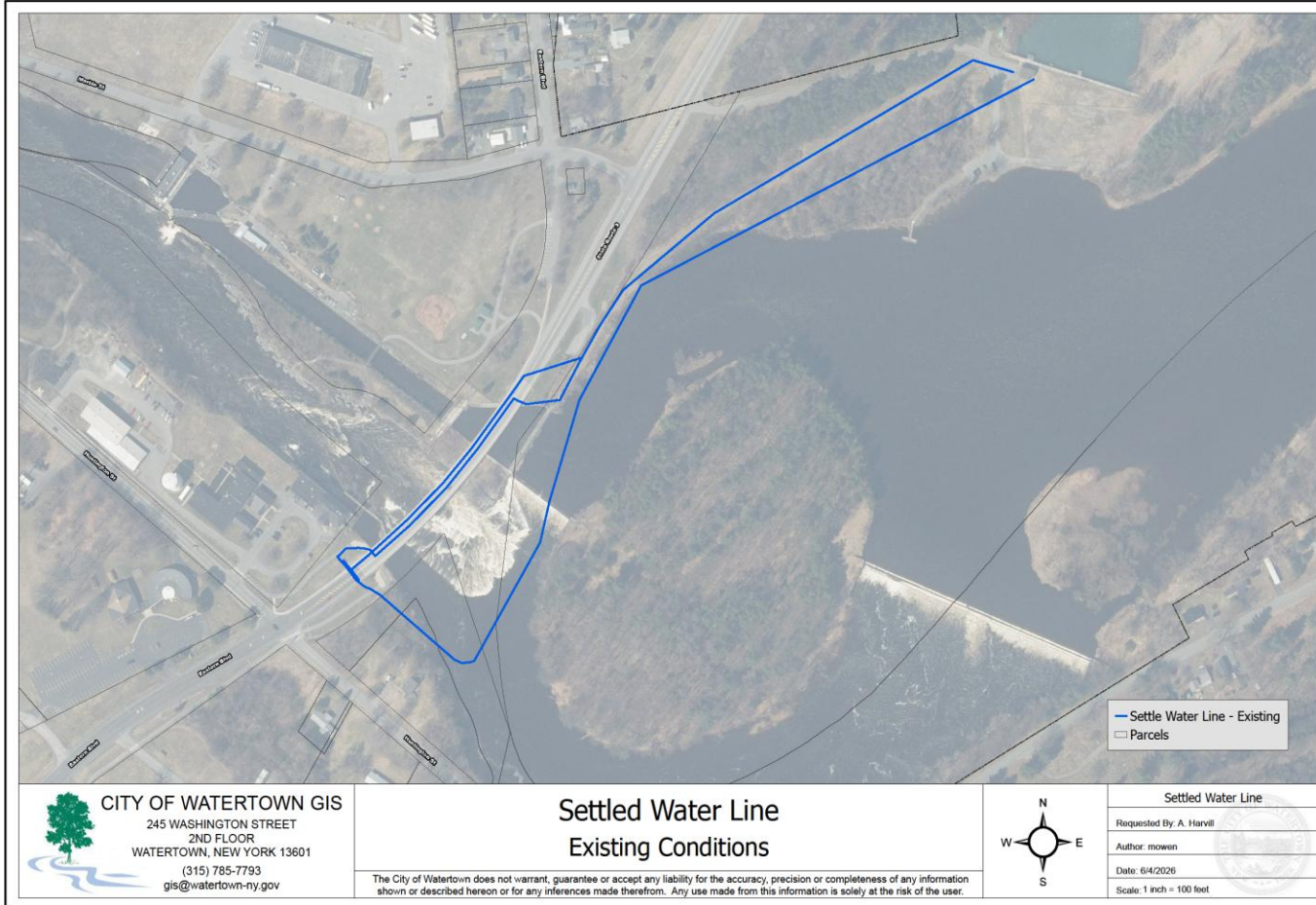


# City of Watertown NEW YORK



## WATER DEPARTMENT: SETTLED WATER LINE REPLACEMENT

AARON HARVILL  
WATER SUPERINTENDENT



The City’s Settled Water Line is a critical component of the municipal drinking water system, conveying pretreated water from the settling basin along New York State Route 3 to the City’s Water Treatment Plant (WTP). The existing 2,500 foot transmission main was originally installed in the late 1890s and is beyond its useful service life.





During a dam inspection in November 2025, a leak was identified in the line. Temporary repairs were completed and restored sufficient flow to maintain continued WTP operations; however, the system has not returned to full pre-leak operating capacity. Given the age and condition of the infrastructure, replacement of the line is necessary to ensure long-term reliability to supply water to the community.

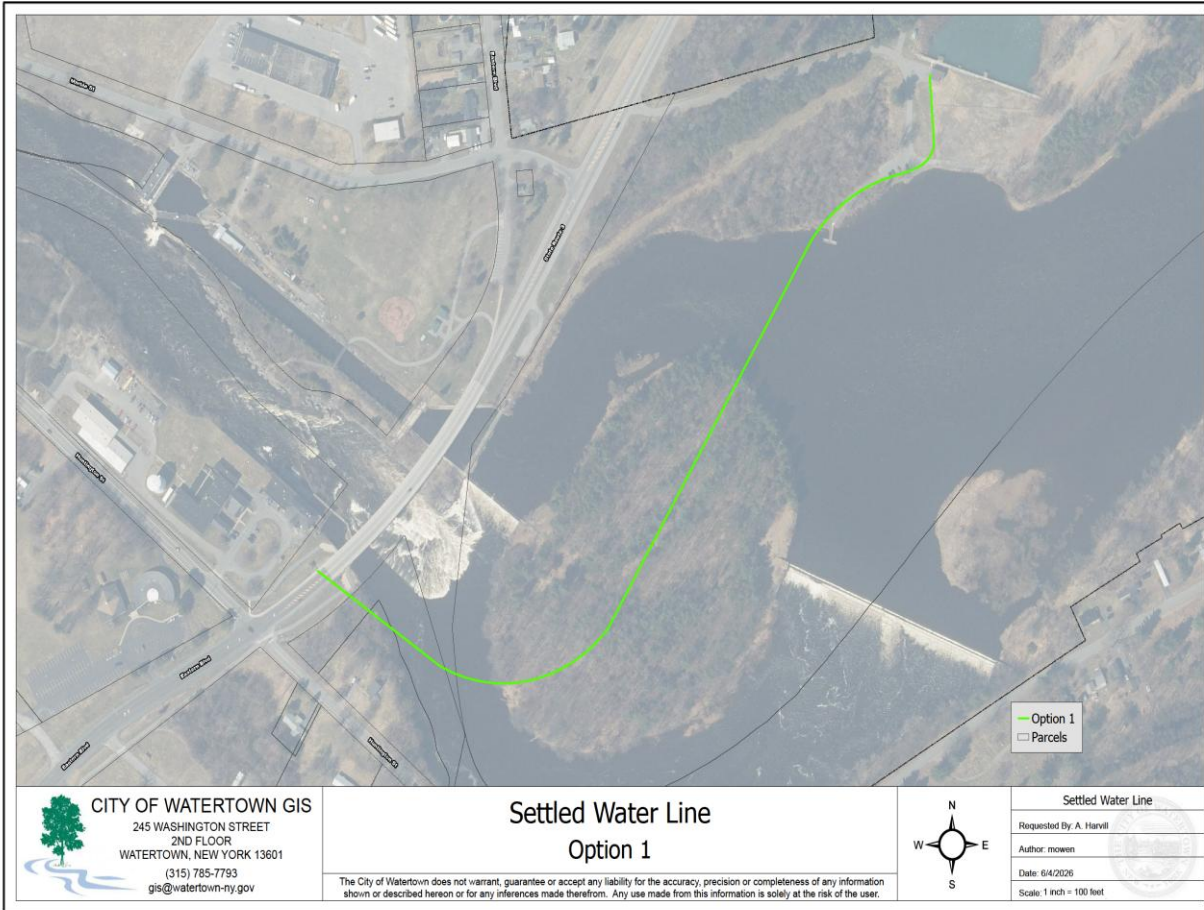




The City retained Wright-Pierce to prepare a Preliminary Engineering Report (PER) evaluating replacement alternatives and supporting funding applications through the State Revolving Fund (SRF) program under the Water Infrastructure Improvement Act (WIIA), as well as the Defense Community Infrastructure Program (DCIP) administered by the Office of Local Defense Community Cooperation (OLDCC).

Wright-Pierce has provided the City with 2 alternatives to replace the current settled water line / pretreatment water main.





Replacement Option 1 consists of installing a new 36” HDPE water main anchored within the riverbed, generally following the alignment of the existing 30” settled water line.





Replacement Option 2, the City’s preferred alternative, consists of installing a new 42” HDPE transmission main crossing beneath NYS Route 3 and utilizing the Eastern Boulevard Bridge to support two 20” HDPE mains across the river.





### Option 1: Riverbed Install

#### Pros:

- Less costly \$10,290,000
- Uniformed pipe size

#### Cons:

- Complicated install
- Difficult to repair and maintain

### Option 2: Bridge Crossing- Alternative selected for grant applications

#### Pros:

- Increased operational reliability,
- Eased constructability,
- Reduced long-term maintenance concerns
- Ability to maintain uninterrupted Water Treatment Plant operations throughout construction.

#### Con: More costly

The estimated probable construction cost is \$12,250,000.

To support project implementation, the City is pursuing multiple funding sources, including:

- \$5 million in WIIA grant funding
- up to \$14 million in 0% interest SRF financing
- \$6 million in DCIP grant funding
- EPA Community Development Grant sponsored by Senator Gillibrand





City of Watertown  
NEW YORK

QUESTIONS, COMMENTS, SUGGESTIONS?

