



Chapter 7

IMPLEMENTATION

This section outlines a strategy for developing the Community Path. It recommends short and long-term actions that the Town of Watertown can take to reach this goal. Some of the short-term actions, such as striping bike lanes, can be accomplished as the Town works toward achieving longer-term goals.

Short-Term Actions

1. Stripe 5-foot bike lanes on both sides of Arsenal Street, extending them from the VHB property to Taylor Street.
2. Stripe 5-foot bike lanes on both sides of Howard Street.
3. Install a raised crosswalk with a pedestrian island on Mount Auburn Street between Taylor Street and Baptist Walk.
4. Remove the fences between the DPW Corridor and Bacon Street.
5. Make improvements to the Linear Park path, such as widening it near Saltonstall Park and creating a mural on the concrete wall near Whitney Towers Apartments.
6. Continue to publicize information about the Community Path and update the community on any progress.

Long-Term Actions

1. Finalize the route for the Path after seeking enough feedback from the community. This could include making detailed maps of the route and site plans of specific properties.
2. Create a maintenance plan for the Path. It is recommended that

this plan be created by the Town of Watertown Department of Recreation (Parks & Fields division), the Tree Warden, DPW, DCDP and any other relevant departments. It should include tree and lawn care, garbage and debris collection, and snow removal.

3. Incorporate the Community Path project into the Town's future Comprehensive Plan. The project may need to be divided in several phases, particularly as properties become available or opportunities arise. If any zoning overlays need to be adopted, this should be addressed as the Path is incorporated into the Comprehensive Plan. Coordination with relevant Town departments and projects is necessary to ensure that the Path is implemented as efficiently as possible.
4. Apply for funding from state and federal governments. Another option is to seek private funding.
5. Obtain easements on properties through which the Path will pass. This may apply to the Watertown Square Plaza on Mount Auburn Street where the Path is proposed to run through the back parking lot.
6. Purchase properties through which the Path will pass such as the Patten Street parcel.
7. Reconfigure municipal parking lots in Watertown Square to accommodate the Path.
8. Create an on-street cycle track along Arsenal Street from School Street to Irving Street.
9. Create a graded slope on vacant parcels abutting the Patten Street bridge.
10. Redevelop the Watertown Department of Public Works staging area to include the Path.
11. Request proposals for construction-related surveys
 - a) Geophysical survey to scan for utility lines and other shallow subsurface obstacles;
 - b) Environmental survey to test the soil and groundwater quality in all excavation areas in order to protect construction workers; and
 - c) Engineering surveys to ensure soil and other engineering requirements are met.
12. Construct the remainder of the Path. When possible, construction activities should coincide with other Town projects in the area of the Path. Some existing landscaped areas will have to be disturbed in order to accommodate the Path. However, landscaped areas should be left intact whenever possible.
13. Maintain the Path according to the maintenance plan.
14. Continue to connect with community groups and other stakeholders who can help develop programs and projects related to the Path.



Chapter 8

CONCLUSION

Based on research and site analysis, the Field Projects team has determined that it is feasible to design and implement the proposed Community Path in Watertown. The team has recommended preferred and alternative routes that meet local zoning regulations, follow design standards and include optional amenities. The team has also outlined short and long-term actions that the Town of Watertown can take to develop the Path.

Bicycle and pedestrian advocates continue to push for the Path's creation, backed by several Town officials. There also appears to be broad community support for the Path's development, though some residents and business owners have voiced concerns related to safety, parking, maintenance and funding. These issues need to be addressed to ensure that support from the community endures. Property constraints and barriers must also be overcome if the preferred route is to be implemented. Despite these challenges, the Community Path can be created, and it will help make Watertown a more attractive, sustainable and livable community.



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