

APPENDIX A

List of interviews

Name	Title	Date	Place of interview	Method
Jason Abrahams	Manager of Firestone Complete Auto Care	April 2, 2010	Firestone Complete Auto Care, 40 Arsenal Street, Watertown	In person
Robert Bray	Owner of 33 Mount Auburn Street	March 31, 2010	33 Mount Auburn Street, Watertown	In person
Joel Bennett	Coordinator, Friends of the Community Path	May 3, 2010	NA	Phone
Marcio Costa	Shift manager of Ufood Grill	April 2, 2010	Ufood Grill, 222 Arsenal Street, Watertown	In person
Dr. Domenic D'Amico	Dentist, proprietor of D'Amico Dental Associates	April 1, 2010	D'Amico Dental Associates, 359 Main Street, Watertown	In person
Louie Farese	Owner of 16-24 Mount Auburn Street (including Verona Restaurant property and adjacent parking lot)	March 25, 2010	Verona Restaurant, 18 Mount Auburn Street, Watertown	In person
Tom Fortmann	Involved in Lexington portion of the Minuteman Bikeway	February 15, 2010	NA	Email
Joey Glushko	Town of Arlington Planner	February 11, 2010	NA	Email
Ellen Hayes	Owner of Watertown Sportswear	March 25, 2010	Watertown Sportswear, 34 Mount Auburn Street, Watertown	In person
Steven Miller	Board member of Livable Streets Alliance	February 25, 2010	NA	Email
Carmine Nardone	Owner of Nardone Funeral Home	March 4, 2010	Watertown Town Hall, 149 Main Street, Watertown	In person
Chris Oldford	Owner of Midas	April 13, 2010	Midas, 76 Arsenal Street, Watertown	In person
Bernie O'Reilly	Owner of O'Reilly & Son Auto Body	April 13, 2010	O'Reilly & Son Auto Body, 32 Arsenal Street, Watertown	In person
Angelo Paolini	One of the owners of the Patten Street parcel	April 27, 2010	NA	Phone
Eric Weis	Trails Program Coordinator of East Coast Greenway Alliance	March 2, 2010	NA	Email
Receptionist	Bask Tanning	April 2, 2010	Bask Tanning, 222 Arsenal Street, Watertown	In person
Assistant Manager	American Tile Company	April 2, 2010	American Tile Company, 222 Arsenal Street, Watertown	In person
Associate	Bloom & Company	April 1, 2010	Bloom & Company, 60 Howard Street, Watertown	In person
Employee	Meat Spot	March 25, 2010	Meat Spot, 28 Mount Auburn Street, Watertown	In person
Employee	Fine European Furniture	March 25, 2010	Fine European Furniture, 19 Spring Street, Watertown	In person
Employee	Dyer Discount Liquors	March 25, 2010	Dyer Discount Liquors, 40 Mount Auburn Street, Watertown	In person
Receptionist	Martin and Malcolm Greene, Optometrists	March 25, 2010	Martin and Malcolm Greene, 31 Spring Street, Watertown	In person
Anonymous		February 12, 2010		Email



Bike and pedestrian path would bypass Watertown Square's dangers

By Jen Thomas, Staff Writer

Wicked Local Wellesley

Posted Feb 25, 2010 @ 09:50 AM

WATERTOWN — A decades-old plan to connect the Minuteman Bikeway to the Charles River might finally have some legs — and wheels.

Beginning this spring, a section of the proposed path from School Street to Arlington Street along an abandoned rail line will be constructed with the help of state funds. The \$847,000 project will cover 2/3 of a mile, and will include the construction of a 10-foot-wide asphalt path with grass shoulders.

"It's been a really, long complicated process," said Janet Jameson, a member of the Watertown Bicycle and Pedestrian Committee, who said residents have been working toward a connector path since the 1980s. "The exciting part is that there is money to actually build the part from School to Arlington ... I hope in my lifetime to be able to see the full path built."

The eventual goal is to have a complete community path that will extend from the Minuteman path in Cambridge, through Watertown Square, and to the multi-use paths that run along the Charles River. An old railroad route that runs from Fresh Pond in Cambridge is seldom used and could more or less be the outline of a rail trail for the community.

Members of the Bicycle and Pedestrian Committee hope that an eventual trail will circumvent the high-traffic intersection at Watertown Square that proves so dangerous for cyclists and pedestrians.

"Getting through Watertown Square is daunting as it is, so this network would bypass that. That just makes sense," said Deb Peterson, a member of the Bike and Pedestrian Committee.

A research team of graduate students from Tufts University's Urban and Environmental Policy and Planning program are working with the town to determine just how a path could work.

"We're trying to figure out areas we can put the path, what are the obstacles, what kinds of designs make sense for the community, for business owners and for residents," said Kris Carter, a first-year student on the team.

Other than the section slated for construction this spring, the plan for the rest of the path is still uncertain.

"We hope that because this one segment is being built, we hope it will encourage more building," Jameson said.

Next Thursday, the Tufts team will host a community meeting to solicit community input on the fate of the path. The students are also collecting surveys and are hoping residents will help spur some action on the path.

"We want to make sure residents and business owners have a say in what happens next," Carter said.

The group is looking to identify all the property owners and working with them to discuss options for development.

"The idea is to have a way for people to get around town that isn't cars," Jameson said.

Community meeting about the path

Tufts graduate students will hold a community meeting Thursday, March 4, 7 p.m., in the Council chamber at Town Hall, 149 Main St. Tufts is also doing an online survey at www.surveymonkey.com/watertownpath.

Comments (3)

R_Adams

5 days ago

Report Abuse

You must be logged in to report abuse.

APPENDIX C

Community One-Pager

Watertown Community Path

The Watertown Community Path is a proposed multi-use path that will provide pedestrians and bicyclists with a safe and easily accessible route through much of Watertown. A project spearheaded by the Town of Watertown, Watertown Bicycle and Pedestrian Committee and Watertown Citizens for Environmental Safety, the path is expected to run from the intersection of School and Arsenal streets in East Watertown, through Watertown Square and to the intersection of Pleasant and Howard streets near the Charles River. It will provide a link between the Minuteman Bikeway and the Charles River Reservation Path.

A team of graduate students from Tufts University's Urban and Environmental Policy and Planning program has recommended a route for the Community Path after three months of research, site analysis and community outreach. Approximately 1.75 miles in length, the preferred route roughly follows a former railroad right-of-way (ROW). It includes an 8-foot-wide, two-way cycle track – a bicycle path separated from traffic by a physical barrier – and a 10-foot-wide shared-use path. The preferred route and accompanying recommendations are as follows.

Arsenal Street from School Street to Irving Street

- Cycle track and extended sidewalk on the northern side of Arsenal Street

Irving Street to Mount Auburn Street

- Off-street shared use path along the former railroad ROW
- Raised crosswalk and pedestrian island on Mount Auburn Street

Mount Auburn Street to Winter Street

- Off-street shared use path along Baptist Walk and through the municipal parking lots

Winter Street to Main Street

- Widened and paved Linear Park path

Main Street to Pleasant Street

- Crosswalk and pedestrian signal at Main Street
- Off-Street shared use path through the Town's property between Bacon and Howard streets
- On-street bike lanes on Howard Street
- Pedestrian signal at the intersection of Howard and Pleasant streets

The Tufts University research team also outlined alternative routes for the Community Path. To see these alternative routes and detailed maps of each section, please read the research team's full report on the Town's website. To ask questions, provide comments, or get involved, contact Danielle Evans, Senior Planner at the Town of Watertown Department of Community Development and Planning at (617) 972-6417 or devans@watertown-ma.gov.



Created by: Kris Carter
 Data Source: MassGIS 2010; PeopleGIS 2010

APPENDIX D

Plant List

Section A.2 and B.1: The Parking Lots

Many plants included are good for rain gardens

Both lists can be adapted to site specific locations

Botanical name	Common Name	Seasonal or Botanical Interest	Additional Benefits
Trees			
<i>Acer x freemanii</i>	Freeman Maple	Fall interest	
<i>Carya ovata</i>	Shagbark Hickory	Ornamental bark	Good for dry soils
<i>Corylus avellana</i>	American Hazelnut		
<i>Ginkgo biloba</i>	Ginkgo	Very unique leaves and fruit	Good for city environments
<i>Gleditsia triacanthos var. inermis</i>	Thornless Honeylocust	Fall interest	
<i>Koelreuteria japonica</i>	Golden Raintree	Bright yellow flowers	Good for dry soils
<i>Magnolia x loebneri</i>	Magnolia Leonard Messel	Pink flowers in spring	
<i>Magnolia stellata</i>	Star Magnolia	White flowers in spring	
<i>Picea</i>	Spruce	Color all year round	
<i>Platanus x hispanica</i>	London Planetree	Bark that peels	Good for city environments
<i>Quercus palustris</i>	Pin Oaks Green Pillar	Fall interest	Branches grow upright
<i>Quercus phellos</i>	Willow Oak	Unique willow shaped leaves	
<i>Quercus x warei</i>	Long Regal Prince	Bicolor leaves	
<i>Ulmus americana</i>	Elm	Good fall color	Disease resistant cultivar
Shrubs			
<i>Clethra alnifolia</i>	Clethra-Ruby Spice		Good in many types of soil
<i>Cornus alba or Cornus kousa</i>	Red Twig Dogwood	Fall color, in winter has red stems	
<i>Forsythia</i>	Forsythia	Spring interest, yellow flowers	
<i>Illex verticillata</i>	Winterberry	Winter interest	Native plant
<i>Pieris japonica</i>	Pieris	Spring interest, blooms for long period of time	Good in soil types and conditions
<i>Rhododendron</i>	Rhododendron	Spring interest- variety of colors	Green all year round
Perennials			
<i>Echinacea purpurea</i>	Purple Coneflower	Large purple flowers	Native plant
<i>Lavandula</i>	Lavender	Purple color, very fragrant	
<i>Miscanthus</i>	Miscanthus	Tall grass, good fall color, winter interest	
<i>Narcissus</i>	Daffodil	Early spring interest, many varieties	
<i>Nepeta</i>	Catmint	Purple color , very fragrant	
<i>Perovskia</i>	Russian Sage	Purple color	
<i>Rudbeckia</i>	Black-eye Susan	Large yellow flowers	Native plant
<i>Tulipa</i>	Tulip	Early spring interest, many varieties	

Section A.2, A.3, B.2, B.3: Multi-use path with vegetated buffer

Botanical name	Common Name	Seasonal or Botanical Interest	Benefits
Trees			
<i>Acer japonica</i>	Japanese Maple	Unique leafs and has red color	
<i>Acer x freemanii</i>	Freeman Maple	Fall interest	
<i>Betula</i>	River or Paper Birch	Interesting bark	
<i>Carya ovate</i>	Shagbark Hickory	Ornamental bark	Good for dry soils
<i>Ginkgo biloba</i>	Ginkgo	Very unique leaves and fruit	Good for city environments
<i>Gleditsia triacanthos var. inermis</i>	Thornless Honeylocust	Fall interest	
<i>Koelreutaria japonica</i>	Golden Raintree	Bright yellow flowers	Good for dry soils
<i>Magnolia x loebneri</i>	Magnolia Leonard Messel	Pink flowers in spring	
<i>Magnolia stellata</i>	Star Magnolia	White flowers in spring	
<i>Malus domestica</i>	Apple Tree	Pink flowers, fruit	Apples
<i>Picea</i>	Spruce	Color all year round	
<i>Prunus</i>	Cherry Tree		
<i>Platanus x hispanica</i>	London Plane Tree	Bark that peels	Good for city environments
<i>Quercus palustris</i>	Pin Oaks Green Pillar	Fall interest	Branches grow upright
<i>Quercus phellos</i>	Willow Oak	Unique willow shaped leaves	
<i>Quercus x warei</i>	Long Regal Prince	Bicolor leaves	
<i>Ulmus americana</i>	Elm	Good fall color	Disease resistant cultivar
Shrubs			
<i>Buddleja</i>	Butterfly Bush	Purple flowers in summer	Attract butterflies
<i>Clethra alnifolia</i>	Clethra-Ruby Spice	Fragrant rose-pink flowers	
<i>Cornus alba</i>	Red Twig Dogwood	Good fall color and in winter stems are red	Grows in different soil types
<i>Cornus kousa</i>	Dogwood	Good fall color	Grows in different soil types
<i>Forsythia</i>	Forsythia	Spring interest, yellow flowers	
<i>Fothergilla gardenii</i>	Dwarf Fothergilla Mount Airy	Unique flowers	
<i>Pieris japonica</i>	Pieris	Early spring interest	Grows in different soil types
<i>Rhododendron</i>	Rhododendron	Spring interest, variety of colors	Grows in different soil types
<i>Rhus glabra</i>	Smooth Sumac	Fall and winter interest	Native plant
<i>Vaccinium Uliginosum</i>	Bog Blueberry	Produces blueberries	Blueberries to eat
Perennials			
<i>Echinacea purpurea</i>	Purple Coneflower	Large purple flowers	Native plant
<i>Lavandula</i>	Lavender	Very fragrant	
<i>Miscanthus</i>	Miscanthus Purpurascens	Foliage turns red-orange	
<i>Monarda</i>	Bee balm	Large red flowers	Native plant
<i>Narcissus</i>	Daffodils	Early spring interest, many varieties	
<i>Nepeta faassenii</i>	Catmint	Purple color , very fragrant	
<i>Perovskia</i>	Russian Sage	Purple color	Can tolerate poor soil
<i>Phlox</i>	Phlox	Fall interest , many varieties	
<i>Rudbeckia hirta</i>	Black-Eye Susan	Large yellow flowers	Native plant
<i>Tulipa</i>	Tulip	Early spring interest, many varieties	
<i>Iris</i>	Iris	Early spring interest, many varieties	

APPENDIX E

Additional conceptual designs

Below: Alternative view of the Path through the municipal parking lots

Source: Michelle Moon



Below: Alternative view of the Path through the municipal parking lots

Source: Michelle Moon





*Above: Example of seating and landscaping
Source: Michelle Moon*

*Below: Plan view of the Path through the
municipal parking lot on Winter Street
Source: Michelle Moon*



*Below: View of Path through the municipal
parking lot on Winter Street
Source: Michelle Moon*



APPENDIX F

Frequently asked questions

Watertown Community Path Frequently Asked Questions

1. What is the Watertown Community Path?

The Watertown Community Path (the “Community Path”) is a proposed multi-use path that will provide a link between the 18-mile Charles River Reservation Path and the Minuteman Bikeway, which extends 11 miles from Cambridge to Bedford. The path will run from the intersection of School and Arsenal streets to Watertown Square, roughly following a former railroad right-of-way that is 1.1 miles long. From there, the path will connect to the existing Linear Path behind Town Hall and continue to Pleasant Street where it will hook up to the Charles River Reservation Path (see attached map).

The Community Path project is part of a broader effort to augment the multi-use network of paths and trails in the region. For example, the Massachusetts Department of Conservation and Recreation is expected to start construction this spring on the first phase of the future 1.75-mile multi-use path known as the Charles River Connector Rail Trail. When complete, the rail trail will connect to Fresh Pond and then to the Minuteman Bikeway and Somerville Community Path. The first phase of work will be to build the segment of the rail trail that connects to the Community Path at School Street and stretches to Grove Street in Watertown, following the former railroad right-of-way. In addition to providing these regional links, the Community Path also provides an important opportunity to link portions of Watertown, particularly across Watertown Square, in an accessible and safe manner.

2. Who is proposing to develop the Community Path?

The Community Path is a project being spearheaded by the Town of Watertown’s Department of Community Development and Planning, the Watertown Bicycle and Pedestrian Committee, and Watertown Citizens for Environmental Safety. Graduate students from Tufts University’s Urban and Environmental Policy and Planning program are working to complete a conceptual design of the path. They will also recommend implementation steps that the Town of Watertown can take to help see that the path is successfully developed.

3. When will the Community Path be constructed?

The Community Path is not currently a funded project; therefore it does not have an identified construction date. The work being done by the Tufts University students is the first step in identifying and refining the details of the project so that it can eventually become a reality.

4. How much will the project cost, and who will pay for it?

There is not a cost estimate for the project at this point; it would be premature given that the path has not yet been designed. Once the project begins to be clarified, then details like project costs and funding sources can be pursued. The project can be paid for in a variety of ways, including the Town’s capital

improvement process, state or federal grants, developer contributions, or other private contributions.

5. What are the benefits of building the Community Path?

The Community Path will not only provide a link in the region’s network of paths and trails, but it will also offer pedestrians and cyclists an easily accessible route through much of Watertown, including Watertown Square. The path will also increase the amount of open space in town and provide pedestrians and cyclists a safe connection to businesses, parks, playgrounds, and other recreational and cultural facilities. Vehicular traffic could also be reduced, which would ease congestion and benefit the environment. Also, by providing safe alternative routes within Town, it encourages residents to remain local when shopping and dining, thereby encouraging the economic growth of the community.

6. Who owns the land where the Community Path is likely to be built?

The entire route has not yet been determined, but the Town of Watertown owns much of the land along the proposed Community Path, including two municipal parking lots near Town Hall. Other properties are owned by private parties. Several of those property owners have agreed to allow the Community Path to cross their properties. Discussions with other property owners still need to occur.

7. Could the land be used for another purpose?

A lot of the land along the proposed path is underutilized but could not likely be used for another purpose due to size and other constraints. For example, there are several properties (such as one on Patton Street) that are small and sitting vacant, collecting trash and debris. Other pieces of land along the possible route of the path are part of public or private parking lots, which would not likely be developed unless the entire lots were to be redeveloped.

8. Who is expected to use the Community Path?

Watertown residents of all ages, including pedestrians, bicyclists, parents with strollers, and even commuters, will likely use the Community Path. When the region’s network of paths and trails is complete, residents from surrounding towns may also use the path as they cross through the Watertown portion.

9. How will the Community Path affect property values in the area?

Numerous studies have shown that the average value of properties along similar paths is higher than that of properties further away. One such study in 2006 examined home sales in seven Massachusetts towns through which the Minuteman Bikeway and Nashua River Rail Trail run. It found that “homes near these rail trails sold at 99.3% of the list price as compared

Compiled by the student research team from the Urban & Environmental Policy & Planning graduate program at Tufts University

to 98.1% of the list price for other homes sold in these towns.”^[1] The study also showed that home sales near trails sold in an average of 29.3 days as compared to 50.4 days for other homes.^[2]

A study of six different multi-use trails conducted in 2001 by the University of Indiana found that 86% to 95% of neighboring property owners saw either positive effects or no effects on their property values as a result of a trail. In the same study, between 81% and 93% reported it was easier for them to sell their property.^[3] In addition, a research study conducted by the University of Cincinnati in 2008 concluded that sale prices near a path increased by \$7.05 for every foot closer a property is located to the trail.^[4]

10. Will the Community Path increase crime in the area?

Studies conducted across the country have found that paths and trails do not increase crime. For example, a 1998 Rails-To-Trails Conservancy study looked at 372 trails in the United States to document and review the extent of crime on rail-trails.^[5] It found that only 11 rail-trails in 1995 and 10 rail-trails in 1996 experienced a major crime such as a mugging or assault.^[6] That is only 3 percent of the responding trails. In addition, only a fourth of rail-trail managers reported any type of minor crime such as littering or graffiti.^[7] The following statistics from the study are for urban rail-trails:

- The national rate of burglary in urban areas is 1,117 incidents per 100,000 inhabitants; none of the urban rail-trails reported burglary to adjacent homes in 1996

- 5% reported trespassing
- 26% reported graffiti
- 24% reported littering
- 22% reported sign damage
- 18% reported unauthorized motorized use

11. How can Watertown residents provide input or express concerns about the Community Path?

Residents are encouraged to provide comments. Comments can be sent to Danielle Evans, Senior Planner with the Town of Watertown Department of Community Development and Planning (devans@watertown-ma.gov), Deborah Peterson with the Watertown Citizens for Environmental Safety (deb.peterson@verizon.net), or Janet Jameson with the Watertown Bicycle and Pedestrian Committee (janet_jameson@hms.harvard.edu).

[1] Craig Della Penna. *Home Sales Near Two Massachusetts Trails*. Northampton: The Murphys Realtor, Inc. 2006, http://www.greenway.org/pdf/ma_home_sales.pdf.
 [2] Ibid.
 [3] Wolter, Stephen & Lindsey, Greg. Summary Report Indiana Trails Study. Indiana University, November 30, 2001
 Family Residential Property Values. University of Cincinnati, 2008.
 [4] Karadeniz, Duygu. The Impact of the Little Miami Scenic Trail on Single Family Residential Property Values. University of Cincinnati, 2008.
 [5] Tammy Tracy and Hugh Morris. *Rails-Trails and Safe Communities, The Experience of 372 Trails*. Washington D.C.: Rails-To-Trails Conservancy, 1998, http://safety.fhwa.dot.gov/ped_bike/docs/rt_safecomm.pdf.
 [6] Ibid, page 4.
 [7] Ibid, page 7.

How can residents get more information about the Community Path?

Residents can contact the Town of Watertown’s Department of Community Development and Planning, Watertown Bicycle and Pedestrian Committee or Watertown Citizens for Environmental Safety for more information. Danielle Evans, Deborah Peterson and Janet Jameson can be reached by their email addresses, which are listed above.

This FAQ was compiled by a research team at Tufts University in the graduate program for Urban and Environmental Policy



Compiled by the student research team from the Urban & Environmental Policy & Planning graduate program at Tufts University

APPENDIX G

Community meeting flyer

The Watertown Community Path

Public Meeting - March 4th

What is the Path?

The Watertown Community Path is a proposed multi-use path that will provide a link between the 18-mile Charles River Reservation Path and the Minuteman Bikeway. It will run from the intersection of School and Arsenal streets through Watertown Square to Pleasant Street, providing residents with a safe and accessible route through town.

Who is conducting this?

Graduate students from Tufts University's Urban and Environmental Policy and Planning program are working to complete a conceptual design of the proposed path.

How do I fit in?

The planning team from Tufts University would like to get your input on the proposed path. We invite you and other members of the community to attend a meeting about the Watertown Community Path and participate in a discussion about its design and development.

7:00PM

Watertown Town Hall
Council Chambers
149 Main Street



Come learn more about the project and express your thoughts, wishes, or concerns

Can't Make It? Fill out and return the enclosed survey or visit: www.surveymonkey.com/s/watertownpath

- The Watertown Community Path is a project spearheaded by:
- Town of Watertown's Department of Community Development and Planning
 - Watertown Bicycle and Pedestrian Committee
 - Watertown Citizens for Environmental Safety

For comments about community path please contact:
Danielle Evans, Senior Planner at
devans@watertown-ma.gov

For more information about the meeting please contact: kristopher.carter@tufts.edu

APPENDIX H

Community Survey

Watertown Community Path Survey

Gender (Circle one): M F

Age (Circle one): 0-18 18-25 25-35 35-45 45-55 55-65 65-75 75+

*Your Address: _____

City: _____

*This information is used for validation purposes and is strictly confidential to the Tufts University Research Team

Please answer the following statements about the proposed Watertown Community Path
(Circle one answer per question)

		Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
1.)	I would use the path to access Watertown Square shops and restaurants	1	2	3	4	5
2.)	I would use the path for exercise and recreation	1	2	3	4	5
3.)	I would use the path to commute to school or work	1	2	3	4	5
4.)	I would not use the path for any purpose	1	2	3	4	5
5.)	I have concerns about safety in the area of the path	1	2	3	4	5
6.)	I have concerns that the path will negatively impact my property	1	2	3	4	5
7.)	I view parks and open space as important to my community	1	2	3	4	5
8.)	I support the creation of the Watertown Community Path	1	2	3	4	5
9.)	Current parking on Arsenal Street is at capacity	1	2	3	4	5
10.)	I would use the community path to access the Charles River	1	2	3	4	5

Please answer the following questions with as much detail as you can provide (use back of page if needed):

1. Have you heard about the path project before today? If so where, and what have you heard?

2. What concerns, if any, do you have about the Watertown Community Path?

3. What potential benefits do you see from the construction of the path?

4. On a scale of 1 (very unsupportive) to 5 (very supportive) how would you rate your feelings about the path project?

1 2 3 4 5

APPENDIX I

Somerville Community Path

The Somerville Community Path case study is located in the appendix because the interview occurred too late to directly inform the Research Team's decisions regarding the Watertown Community Path. However, some of the lessons learned from Somerville are directly applicable to Watertown and the following analysis may be useful for proponents of the path.

According to Mr. Joel Bennett of the Friends of the Community Path, the Somerville Community Path was originally planned and constructed as two segments. The segment running from Davis Square to Alewife was part of the Red Line extension plan, which was completed in 1984. The second portion from Cedar Street in Somerville to Davis Square was planned separately.

Overall, there was relatively little resistance for the path. However, as is the case with many new initiatives or proposals, there were various reactions from the community. Some people were simply concerned about the change in layout of their neighborhood and how it would affect them. There were also some concerns that the path would raise property values and gentrify the community, attract crime and lower property values. But Mr. Bennett said that The Friends of the Community Path dispelled much of these concerns by providing carefully-researched statistics which showed that such things are not common when new paths are built. Other than these concerns, which were subsequently addressed, the path was constructed without problems.

The one exception was when the Friends of the Community Path proposed to construct the path right through Davis Square, which would have allowed bicyclists to ride through the square. The Davis Square Task Force (comprised mainly of business owners in Davis Square) vehemently opposed the idea because they feared for pedestrian safety. As a result, bicyclists now have to dismount at Davis Square and walk across the two street crossings and behind the Elm Street entrance to the Davis Square T Stop, before remounting and riding. Also because of this, there is visibly no proper bicycle path or sidewalk on the left side of the Davis Square bus way, although Mr. Bennett said that improvements are slated to begin to improve this stretch. Other than putting up clear signage, there is no effective way to guide users from one end to the next. This situation is similar to the Arsenal Street and Mount Auburn Street intersection in Watertown Square. It is likely that the Path will need to circumvent the five-way Watertown Square intersection to provide a safe route for users.

The Friends of the Community Path were able to get this path built on major account of having the full support of the Mayor and the City of Somerville. The Friends held events, went door to door, advertised, and otherwise made a far-reaching effort toward community outreach to get the word out about the path. The original segments did not require any easements to be acquired, but the proposed extension into Boston did require at least one. The City of Somerville struck a deal with Cambridge Health Alliance, who owns a parking lot in the proposed corridor, obtaining rights to that lot. Mr. Bennett said that for the Watertown Community Path to be built the process must be very transparent with the community and the town should provide as much access to information as possible to the public in order to gain support.



APPENDIX J

Memorandum of understanding

MEMORANDUM OF UNDERSTANDING
BETWEEN
TUFTS UNIVERSITY FIELD PROJECTS TEAM NO. 10
AND
WATERTOWN DEPARTMENT OF DEVELOPMENT AND PLANNING;
WATERTOWN BICYCLE AND PEDESTRIAN COMMITTEE;
WATERTOWN CITIZENS FOR ENVIRONMENTAL SAFETY

I. Introduction

Project (i.e., team) number: UEP Spring 2010 Team #10

Project title: Watertown Community Path Project

Client: Watertown Department of Development and Planning, Watertown Bicycle and Pedestrian Committee, Watertown Citizens for Environmental Safety

This Memorandum of Understanding (the “MOU”) summarizes the scope of work, work product(s) and deliverables, timeline, work processes and methods, and lines of authority, supervision and communication relating to the Field Project identified above (the “Project”), as agreed to between (i) the UEP graduate students enrolled in the Field Projects and Planning course (UEP-255) (the “Course”) offered by the Tufts University Department of Urban and Environmental Policy and Planning (“UEP”) who are identified in Paragraph II(1) below (the “Field Projects Team”); (ii) Watertown Department of Development and Planning, further identified in Paragraph II(2) below (the “Client”); and (iii) UEP, as represented by a Tufts faculty member directly involved in teaching the Course during the spring 2010 semester.

II. Specific Provisions

(1) The Field Projects Team working on the Project consists of the following individuals:

Kristopher Carter	email address: kristopher.carter@gmail.com
Eric Giambrone	email address: egiambrone@gmail.com
Eunice Kim	email address: eunicelkim15@gmail.com
Michelle Moon	email address: michelle.moon1@gmail.com
Jong Wai Tommee	email address: jong.tommee@tufts.edu

(2) The Client's contact information is as follows:

Client name: Watertown Department of Community

Development and Planning

Key contact/supervisor: Danielle Fillis, Senior Planner

Email address: Dfillis@watertown-ma.gov

Telephone number: 617-972-6417

FAX number: 617-972-6484

Address: Town of Watertown Department of Community Development and Planning, 149 Main Street, Watertown, MA 02472

Web site: www.ci.watertown.ma.us

(3) The goal/goals of the Project is/are:

- Design the Watertown Community Path, a multi-use path that runs from School Street through Watertown Square and onto the Charles River Reservation Path
- Help build community support for the path

(4) The methods and processes through which the Field Projects Team intends to achieve this goal/these goals is/are:

- Research existing paths in other communities
- Complete a preliminary design for the path, including a preferred route and alternatives
- Interview key stakeholders, including abutters and business owners
- Conduct a site analysis to identify obstacles

(5) The work products and deliverables of the Project are (this includes any additional presentations for the client):

- Map showing the preferred route and possible alternatives
- Cross-sections for minimum and preferred on-street and off-street portions of the path
- Identification of obstacles and challenges and their potential resolutions
- Presentation before Watertown Town Council
- Planning document that outlines action steps
- "Media ready" materials that give an overview of the Community Path

- (6) The anticipated Project timeline (with dates anticipated for key deliverables) is:
- Site visits to roughly position the path and possible alternatives: Mid-February
 - Identify and interview key private property owners along the path: Early March
 - Interview officials from other communities to gather information on strategies for developing paths and building support: February and March
 - Design cross-sections: Mid-March
- Map potential routes: End of March
- Draft of final report, maps and designs: April 6
- Deadline for clients to submit any comments on the final report, maps and designs to the field projects team: April 13
- Final presentation to Watertown Town Council: May 4 (subject to change)

(7) The lines of authority, supervision and communication between the Client and the Field Projects Team are (or will be determined as follows):

- Field projects team's liaison to the client: Eunice Kim
 - Primary client contact: Danielle Fillis
- Other client contacts: Deborah Peterson (Watertown Committee for Environmental Safety) and Janet Jameson (Watertown Bicycle and Pedestrian Committee)

(8) The understanding with regard to payment/reimbursement by the client to the Field Projects Team of any Project-related expenses is:

- Reimbursement for mileage and other means of transportation to the site
- Printing costs
- Presentation materials (ie. Boards)
- Other needed supplies

III. Additional Representations and Understandings

A. The Field Projects Team is undertaking the Course and the Project for academic credit and therefore compensation (other than reimbursement of Project-related expenses) may not be provided to team members.

B. Because the Course and the Project itself are part of an academic program, it is understood that the final work product and deliverables of the Project (the "Work Product") – either in whole or in part – may and most likely will be shared with others inside and beyond the Tufts community. This may include, without limitation, the distribution of the Work Product to other students, faculty and staff, release to community groups or public agencies, general publication, and

posting on the Web. Tufts University and the Field Projects Team may seek and secure grant funds or similar payment to defray the cost of any such distribution or publication. It is expected that any issues involving Client confidentiality or proprietary information that may arise in connection with a Project will be narrow ones that can be resolved as early in the semester as possible by discussion among the Client, the Field Projects Team and a Tufts instructor directly responsible for the Course.

C. The work products of the field projects team may not be altered without prior approval of the team. Any presentation or copies of the field projects team's work must include reference to Tufts University's Urban and Environmental Policy and Planning program. The clients will not have access to any raw data collected by the field projects team.

D. It is understood that this Project may require the approval (either through full review or by exemption) of the Tufts University Institutional Review Board (IRB). This process is not expected to interfere with timely completion of the project.

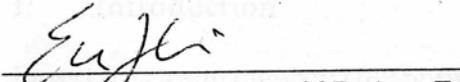
IV. Signatures



For Watertown Department of Community Development and Planning

By: Danielle Fillis Evans

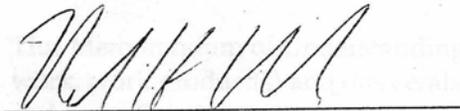
Date: Feb. 5, 2010



Representative of the Field Projects Team

By: Eunice Kim

Date: Feb 5, 2010



Tufts UEP Faculty Representative

By: Rusty Russell

Date: Feb. 16, 2010

II. Specific Provisions

(1) The Field Projects Team working on the project consists of the following individuals:

1. Christopher Carter (email address: knc@tufts.edu)
2. Eric Glambrey (email address: eglambrey@gmail.com)
3. Eunice Kim (email address: eunice.kim@tufts.edu)
4. Michelle Moon (email address: mmoon@tufts.edu)
5. Spring Wang (email address: jwang@tufts.edu)

APPENDIX K

IRB APPROVAL



OFFICE OF THE VICE PROVOST

Social, Behavioral, and Educational Research
Institutional Review Board

FWA00002063

Re: IRB Study # 1002042
Title: UEP Field Projects: Watertown Community Path
PI: Jong Wai Tommee
Co-Investigator(s): Eunice Kim
Study Coordinator: Michelle Moon
Faculty Advisor: Rusty Russell
IRB Review Date: 3/1/2010

March 1, 2010

Dear Jong Wai,

Your *Application for Exempt Status* for the above referenced study has been reviewed. The survey, community meeting, and interview portions of this study all qualify as exempt from review under the following federal guidelines:

Exempt Category 2 as defined in 45 CFR 46.101 (b). For complete details please visit the United States Department of Health and Human Services Office (DHHS) for Human Research Protections (OHRP) website at:

<http://www.hhs.gov/ohrp/humansubjects/guidance/45cfr46.htm#46.101>

Please know that this exemption does not relieve the investigator of any responsibilities relating to the research subjects; equal care must still be taken to ensure that subjects experience no harm to themselves or to their legitimate interests.

Furthermore research should be conducted in accordance with the ethical principles, (i) Respect for Persons, (ii) Beneficence, and (iii) Justice as outlined in the Belmont Report.

Any changes to the protocol or study materials that might affect the exempt status must be referred to the Office of the IRB for guidance. Depending on the changes, you may be required to apply for either expedited or full review.

If you have any questions, please contact the Office of the IRB at (617) 627-3417.

Sincerely,

A handwritten signature in black ink that reads "Yvonne Wakeford".

Yvonne Wakeford, Ph.D.
IRB Administrator