DECEMBER 9, 2025

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

CITY COUNCIL MEETING
TUESDAY, DECEMBER 9, 2025, 7:00 P.M.
RICHARD E. MASTRANGELO COUNCIL CHAMBER
ADMINISTRATION BUILIDING, 149 MAIN STREET

MINUTES

ACCESS INFORMATION:
A. This meeting will be held on December 9, 2025 at 7:00 PM in the Richard E. Mastrangelo Council Chamber
B. The meeting will be televised through WCATV (Watertown Cable Access Television): http://vodwcatv.org/CablecastPublicSite/?channel=3
C. The Public may join the virtual meeting online: https://watertown-ma.zoom.us/j/92991331344
D. Public may join the virtual meeting audio only by phone: (877) 853-5257 or (888) 475-4499 (Toll Free) and enter Webinar ID: 929 9133 1344
E. Public may comment through email: vpiccirilli@watertown-ma.gov
F. Please Visit the City Council Website here: https://www.watertown-ma.gov/350/City-Council

1. ROLL CALL

Council President Sideris called to order a regular meeting of the City Council at 6:00 p.m. in the Richard E. Mastrangelo Chamber, Administration Building. Those present were Councilors John M. Airasian, Caroline Bays, Lisa J. Feltner, John G. Gannon, Nicole Gardner, Emily Izzo, Anthony Palomba, Vice President Vincent J. Piccirilli, Jr., and Council President Mark S. Sideris. Also present were George Proakis, City Manager, Mark Reich, City Attorney, Brendan T. McCarthy, Council Clerk, and Doug Newton, Municipal Policy Analyst.

2. PLEDGE OF ALLEGIANCE

3. PUBLIC FORUM

Samantha Garwin – 139 Summer Street – Voiced appreciation for the Committee on Public Works in hearing the concerns of her and her neighbors regarding the safety conditions of Summer and Fayette Street. There was robust participation of surveys with the residents who recognized these issues to be very serious, and their concerns have been backed up with data of car accidents and traffic violations.

Nyla Gislason – 105 Summer Street – Echoed support for safety upgrades for the Summer Street neighborhood. She urged the need to follow through with the recommendations for improvements as the problems have continued to grow over the years.

Emily Lazy – Summer Street Resident – Shared her support for the neighborhood's street safety upgrades.

4. EXAMINATION OF RECORDS OF PREVIOUS MEETINGS

A. Minutes from City Council Meeting November 12, 2025

Councilor Piccirilli moved to adopt the minutes and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

B. Minutes from Special City Council Meeting November 18, 2025

Councilor Piccirilli moved to adopt the minutes and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

5. PRESIDENT'S REPORT

A. Request for Authorization to send a letter to the MWRA

President Sideris stated that the Charles River Watershed Association has requested a letter be written to the MWRA in support keeping raw sewage and overflows out of the Charles River. He then read the letter (attached).

Councilor Piccirilli moved to authorize sending the letter to the MWRA and Councilor Feltner seconded.

Councilor Piccirilli noted that the letter speaks of combined sewer outflows, which is where

the storm drains and sanitary sewers come together, which leads to overflows in heavy rain. That said, Watertown has never had combined sanitary and storm sewers, it has always been two completely different systems, and in that sense, the community has been ahead of the curve in comparison to some neighboring communities.

The motion carried unanimously in a Voice Vote.

6. PUBLIC HEARINGS

A. Public Hearing and Vote on a Proposed Ordinance - "Skip the Stuff" Waste Reduction Ordinance

President Sideris stated that this item will not be taken up at this time as there was some conflicting language that had not been reviewed by the City Attorney. The item is to be referred back to the Committee on Rules and Ordinances, with an emphasis that the original referral referred to only plastic utensils and that the local proprietors this ordinance affects are invited to an open meeting to discuss the ordinance.

B. Public Hearing and Vote on a Proposed Loan Order that the sum of $879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

Description	Amount
Hydro Excavation Vactor Truck	$695,000
Sewer and Stormwater Camera Truck	$184,000

and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

City Manager Proakis stated that this is in line with CIP.

Councilor Piccirilli moved to approve the loan order and Councilor Feltner seconded.

The motion carried unanimously in a Roll Call Vote.

C. Public Hearing and Vote on a Proposed Loan Order that the sum of $911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

City Manager Proakis stated that this item came in under budget, and that they are

excited to be working to renovate this community asset.

Councilor Piccirilli moved to approve the loan order and Councilor Feltner seconded.

The motion carried unanimously in a Roll Call Vote.

7. MOTIONS, ORDINANCES, ORDERS, AND RESOLUTIONS

A. Discussion and Vote on Three Proposals from the Community Preservation Committee for Funding

Description	Amount
103 Nichols Ave Group Home	$1,500,000
Willow Park Redevelopment Addition Request	$2,000,000
Commander's Mansion Envelope Restoration and Elevator Modernization	$610,000

City Manager Proakis stated that the last proposal was submitted by staff while the first two were submitted by the Watertown Housing Authority.

Allen Gallagher – CPC – Presented the submission for funding. He noted that all three of the submissions were approved without objection at the most recent CPC.

The Nichols Ave Group Home will be a five bedroom home (on land owned by the Watertown Housing Authority) that would house five developmentally disabled adults. The total cost of the project is approximately $2.5 million, and the WHA was able to raise $1million of that figure on their own.

Councilor Piccirilli moved to appropriate $1.5 million for the 103 Nichols Ave Group Home from the CPA housing reserve fund and Councilor Feltner seconded.

Councilor Palomba asked why this project took so long to come to fruition.

Allen Gallagher responded that there was significant opposition from some members of the CPC in the past. He noted that the site was once a gas station, but when the housing authority purchased it, it was cleaned and remediated of harmful substances. There were also some tie ups with zoning and selection in who will be living in the home.

Councilor Piccirilli voiced his support for the project. He noted that it is exciting to be building a housing project the way they see fit. He then asked if the Watertown Housing Development Corporation is the developer of the project, and if so, would the developer fee go back to the WHDC.

Jacqueline Weir – WHDC – Replied that is correct, but that the fee will go to the Watertown Housing Authority to pay for predevelopment funds spent and future projects.

Councilor Gannon thanked the WHA for pursuing the project and encouraged future efforts for this cause.

Councilor Gardner voiced her support of the project as it provides a lasting community asset.

Councilor Feltner asked if there is any local preference as to who will be residing in the property.

Jacqueline Weir replied that the service provider has not been chosen, and that DDS (department of developmental services) manages the wait list for the home. They go through an extensive background search for who will be best for the home, and while there is a preference for local community placement, there isn't a specific set of slots reserved for Watertown residents.

Councilor Feltner asked for more information about the cost of the project.

Joe Dimambro – Cambridge Housing Authority – Stated that the high costs are common in public construction. He then noted that, while the property looks like a normal single family home, it is built to high specifications in fire protection systems and generators etc.

The motion carried unanimously in a Roll Call Vote.

Allen Gallagher recognized that the City Council previously approved $4 million toward Willow Park, and that the total cost of the project is $121 million. Unfortunately, the state has lost a few million dollars for the project from the fed, which has created the present shortfall.

Councilor Piccirilli remarked that the original appropriation of $4 million was conditioned that it was subject to approval of all other funding. He then moved to recommend appropriating $1 million from the housing reserve fund and $1 million from the unreserved budgeted fund with the stipulation that the disbursement of these funds be subject to remaining the other additional funding before they're released. Councilor Feltner seconded the motion.

President Sideris remarked that he fully supports this item, and that he hopes that this worthy project can begin asap.

The motion carried unanimously in a Roll Call Vote.

Allen Gallagher stated that the Commanders Mansion is a jewel of Watertown. The submitted request for $610,000 is a 60-40 split – 60% going directly to immediate repairs and 40% going to future scheduled architectural and design fees.

Councilor Piccirilli moved to appropriate $610,000 from the historic preservation reserve fund and Councilor Feltner seconded.

The motion carried unanimously in a Roll Call Vote.

B. First Reading on a Proposed Loan Order that the sum of $1,156,000 is appropriated to pay costs of envelope and mechanical/energy system upgrades to Parker Building, including all costs incidental and related thereto:

Description	Amount
New building management system/HY AC controls	$121,000
Insulation of top floor roof deck/attic space and adjacent walls	$90,000
Acoustic ceiling tile replacement on third floor suites	$120,000
Replacement of existing gas-filled roof top units with all electric air source heat pumps	$740,000
Removal of gas lines and new electrical service for roof top units	$85,000

and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

City Manager Proakis stated that this item consistent to retro commissioning lines in the CIP, but noted that the requested amount is higher than the FY26 allotment, and the remainder will be taken out of the FY27 number. As the project is currently under construction, it's timely and imperative to move these projects up as opposed to waiting.

C. First Reading on a Proposed Loan Order that the sum of $95,000 is appropriated to pay costs of the security system enhancements, including the installation of a standby generator and associated equipment, at the Phillips School, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

City Manager Proakis stated this item amount is consistent with conceptual recommendations in the CIP, and the need for an emergency backup generator is immediate.

D. Authorization to Sign a Contract Exceeding Three Years – Bluebikes

City Manager Proakis remarked that the contract with Bluebikes is soon to expire, and that he cannot enter into a contract that is longer than three years (this contract being between 5-9 years) without expressed approval from the City Council.

Councilor Piccirilli moved to authorize the signing of the extension and Councilor Felter

seconded.

Councilor Palomba asked why the contract was being put out to bid.

Assistant City Manager Magoon replied that, for one, the contract is expiring, but more significantly, Watertown had a less favorable contract as an added community with Bluebikes's original deal. Now, Watertown has the ability to reach more favorable conditions with the company.

Councilor Feltner asked for examples of expanded opportunities a longer contract presents and asked for ridership data.

Assistant City Manager Magoon replied that he would be happy to provide updated data. He then stated that the new contract will lower the operational costs.

Councilor Gannon asked for clarity on financing, revenue, and proceed placement.

Assistant City Manager Magoon replied that the revenue goes to Lyft, but a lot of the operational costs for communities will be going away. Currently, costs are paid depending on ridership, and many stations don't meet a certain threshold, but that is now going away. He then mentioned that they have had developers contribute to stations as well as grants.

The motion carried unanimously in a Voice Vote.

E. First Reading on a Proposed Ordinance adjusting the City Manager's salary

President Sideris stated that the salary adjustments for the City Manager must be made via ordinance. The proposed salary adjustment for the City Manager is a yearly salary of $244,658.

8. REPORTS OF COMMITTEES

A. Committee on Economic Development and Planning Report regarding its meeting on November 20, 2025 - Feltner, Chair

ACTION ITEM:
To recommend that the City Council confirm Lei Ma for appointment to the Public Arts & Culture Committee for a term expiring November 15, 2027

ACTION ITEM:
To recommend that the City Council confirm Brendan Shanahan for appointment to the Historic District Commission for a term expiring November 15, 2026

ACTION ITEM:
To recommend that the City Council confirm Dawn Scaltreto for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028

ACTION ITEM:
To recommend that the City Council confirm Harvey Steiner for reappointment to the Historic District Commission for a term expiring November 15, 2028

ACTION ITEM:
To recommend that the City Council confirm Linda Sternberg for reappointment to the Historic District Commission for a term expiring November 15, 2028

ACTION ITEM:
To recommend that the City Council confirm Matt Hanna for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028

Councilor Feltner read the report.

Councilor Piccirilli moved to accept the report and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli moved to confirm Lei Ma for appointment to the Public Arts & Culture Committee for a term expiring November 15, 2027 and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli moved to confirm Brendan Shanahan for appointment to the Historic District Commission for a term expiring November 15, 2026 and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli moved to confirm Dawn Scaltreto and Matt Hanna for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028 and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli moved to confirm Linda Sternberg and Harvey Steiner for reappointment to the Historic District Commission for a term expiring November 15, 2028 and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

B. Committee on Economic Development and Planning Report regarding its meeting on October 21, 2025 - Feltner, Chair

ACTION ITEM:

To recommend the City Council appropriate the 2024 TNC Funds of $59,525.50 to the operation of Pleasant Street Watertown Connector Shuttle

Councilor Feltner read the report.

Councilor Piccirilli moved to accept the report and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli moved to appropriate the 2024 TNC Funds of $59,525.50 to the operation of Pleasant Street Watertown Connector Shuttle and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

C. Committee on Public Works Report regarding its meeting on October 22, 2025 - Piccirilli, Chair

ACTION ITEM:
To recommend that the full Council approve the loan order of $2.875 million for the construction of the following streets — Cottage Street, Sawin Court, Rifle Court, Lyons Street, Sexton Street, Cottage Lane, Molloy Street, Hearn Street, and Winter Street, and potentially Brigham Street and Appleton Terrance.

ACTION ITEM:
To recommend that the full Council approve the loan order for $2.3 million for connector roads/longer street projects for the second half of construction of Springfield Street and Forest Street.

Councilor Piccirilli read the report.

Councilor Piccirilli moved to accept the report and Councilor Feltner seconded.

Councilor Izzo corrected the spelling of a street in the report from “Hearn” to Hearsom.

The motion carried unanimously in a Voice Vote.

President Sideris then stated that the action items are to be treated as a first reading of loan orders

9. COMMUNICATIONS FROM THE CITY MANAGER

City Manager Proakis addressed some concerns with the public and Flock security cameras. He stated that he has opened conversations with the ACLU with thoughts on

best practices, that language in the contract pertaining to Flock disclosing data with government agencies if it is in good faith belief that it will aid in addressing safety has been requested to be changed to if a judicial warrant necessitates it, and that the administration team continues to host community talks to share information and answer questions.

10. REQUESTS FOR INFORMATION/REVIEW OF LIST OF PENDING MATTERS

President Sideris requested that the City Manager provide the City Council the written policy on the Flock cameras that his is planning on bringing forward to be referred to committee for an open meeting and discussion.

11. ANNOUNCEMENTS

Councilor Feltner announced a screening of a short documentary called, "Reconnecting Rivers" which was produced by the Charles River Watershed Association.

President Sideris wished the community a healthy and happy holiday season. He remarked that this is the last meeting of the City Council that will include Councilor Airasian, thanked him for his service, and presented him with a proclamation (attached).

Councilor Airasian thanked the City Council, staff, community, and family for their support over the years. He stated that he was extremely proud to serve on the City Council, and remarked that, though there may be individual differences, the decorum of this body exemplifies how local government should be executed. He remarked that serving the public has been an incredible achievement, and encouraged the community to continue in their engagement.

12. PUBLIC FORUM

Dennis Duff – 33 Spruce Street CPC Member – Remarked that the project at 104 Nichols took time because there was a concern of clean up on the site that had to be taken seriously and not rubber stamped. He also noted the cost of the project is high. He then spoke on the importance of the Willow Park in its scale and community significance.

13. RECESS OR ADJOURNMENT

Councilor Piccirilli made a motion to adjourn and Councilor Feltner seconded.

The motion was adopted unanimously in a Roll Call Vote.

The meeting adjourned at 8:40 p.m.

I hereby certify that at a regular meeting of the City Council for which a quorum was present, the above minutes were adopted by a vote of 9 for, 0 against, and 0 present on January 13, 2026.

Mark S. Sideris, Council President
s:/BTM

ELECTED OFFICIALS

Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	Caroline Bays, Councilor At Large
John G. Gannon, Councilor At Large	Theophilus Offei, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

City Council Meeting

Tuesday, December 9, 2025 at 7:00 PM

Richard E. Mastrangelo Council Chamber

Administration Building, 149 Main Street

List of Documents

1. Letter to the MWRA – Item 5A
2. Skip the Stuff Ordinance – Item 6A
3. Loan Order - $879,000 - DPW Equipment – Item 6B
4. Loan Order - $911,900 – How Park – Item 6C
5. Community Preservation Committee Proposals – Item 7A
6. Loan Order - $1,156,000 - Parker Building – Item 7B
7. Loan Order - $95,000 – Phillips School – Item 7C
8. Bluebikes contract – Item 7D
9. Committee on Economic Development and Planning Report – Item 8A
10. Committee on Economic Development and Planning Report – Item 8B
11. Committee on Public Works Report – Item 8C
12. Transfer of Funds – FY26 CC Reserve/Water & Sewer to Personnel - $469,250 - Item 8D
13. Proclamation for John M. Airasian – Item 11A

ADDENDUM TO THE MINUTES OF THE DECEMBER 9, 2025 CITY COUNCIL MEETING

City Council Meeting

Tuesday, December 9, 2025 at 7:00 PM
Richard E. Mastrangelo Council Chamber

Agenda

ACCESS INFORMATION:

A. This meeting will be held on December 9, 2025 at 7:00 P.M. Location: Richard E. Mastrangelo Council Chamber

B. This is an in-person meeting - any remote access is provided solely as a courtesy and may not be relied upon as alternative access. Therefore, any interruption in remote access technology shall not interrupt the meeting, and the meeting will proceed accordingly in person. In the event of such interruption, in-person attendance is available and encouraged.

C. The in-person meeting will also be televised through WCATV (Watertown Cable Access Television): http://vodwcatv.org/CablecastPublicSite/watch-now?site=3

D. The public may join the in-person meeting online: https://watertown-ma.zoom.us/j/92991331344

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1. ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. PUBLIC FORUM
4. EXAMINATION OF RECORDS OF PREVIOUS MEETINGS
   A. Minutes from City Council Meeting November 12, 2025
   B. Minutes from Special City Council Meeting November 18, 2025
5. PRESIDENT'S REPORT
   A. Request for Authorization to send a letter to the MWRA
6. PUBLIC HEARINGS
   A. Public Hearing and Vote On a Proposed Ordinance - "Skip the Stuff" Waste Reduction Ordinance
   B. Public Hearing and Vote on a Proposed Loan Order that the sum of $879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

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Sewer and Stormwater Camera Truck	$184,000

and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

C. Public Hearing and Vote on a Proposed Loan Order that the sum of $911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

7. MOTIONS, ORDINANCES, ORDER, AND RESOLUTIONS

A. Discussion and Vote on Three Proposals from the Community Preservation Committee for Funding

Description	Amount
103 Nichols Ave Group Home	$1,500,000
Willow Park Redevelopment Addition Request	$2,000,000
Commander's Mansion Envelope Restoration and Elevator Modernization	$610,000

B. First Reading on a Proposed Loan Order that the sum of $1,156,000 is appropriated to pay costs of envelope and mechanical/energy system upgrades to Parker Building, including all costs incidental and related thereto:

Decription	Amount
New building management system/HY AC controls	$121,000
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Acoustic ceiling tile replacement on third floor suites	$120,000
Replacement of existing gas-filled roof top units with all electric air source heat pumps	$740,000

Removal of gas lines and new electrical service for roof top units	$85,000

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C. First Reading on a Proposed Loan Order that the sum of $95,000 is appropriated to pay costs of the security system enhancements, including the installation of a standby generator and associ.ated equipment, at the Phillips School, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

D. Authorization to Sign a Contract Exceeding Three Years - Bluebikes

E. First Reading on a Proposed Ordinance adjusting the City Manager's salary

8. REPORTS OF COMMITTEES

A. Committee on Economic Development and Planning Report regarding its meeting on November 20, 2025 - Feltner, Chair

ACTION ITEM:
To recommend that the City Council confirm Lei Ma for appointment to the Public Arts & Culture Committee for a term expiring November 15, 2027

ACTION ITEM:
To recommend that the City Council confirm Brendan Shanahan for appointment to the Historic District Commission for a term expiring November 15, 2026

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ACTION ITEM:
To recommend that the City Council confirm Matt Hanna for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028

B. Committee on Economic Development and Planning Report regarding its meeting on October 21, 2025 - Feltner, Chair

ACTION ITEM:

To recommend the City Council appropriate the 2024 TNC Funds of $59,525.50 to the operation of Pleasant Street Watertown Connector Shuttle

C. Committee on Public Works Report regarding its meeting on October 22, 2025 - Piccirilli, Chair

ACTION ITEM:
To recommend that the full Council approve the loan order of $2.875 million for the construction of the following streets — Cottage Street, Sawin Court, Rifle Court, Lyons Street, Sexton Street, Cottage Lane, Molloy Street, Hearn Street, and Winter Street, and potentially Brigham Street and Appleton Terrance.

ACTION ITEM:
To recommend that the full Council approve the loan order for $2.3 million for connector roads/longer street projects for the second half of construction of Springfield Street and Forest Street.

9. COMMUNICATIONS FROM THE CITY MANAGER
10. REQUESTS FOR INFORMATION/REVIEW OF LIST OF PENDING MATTERS
11. ANNOUNCEMENTS
12. PUBLIC FORUM
13. RECESS OR ADJOURNMENT

ELECTED OFFICIALS

Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large	John G. Gannon, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

CITY COUNCIL ATTENDANCE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to adopt the minutes from City Council Meeting November 12, 2025

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to adopt the minutes from Special City Council Meeting November 18, 2025

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve sending a letter to the MWRA to keep raw sewage and overflow out of the Charles River

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

To the MWRA Board,

We are writing regarding the future of the Charles River and goals related to reducing or eliminating combined sewer overflow (CSO) discharges. We were pleased you tabled the November 19 vote on the misguided recommendation to downgrade the water quality classification of the Charles and allow more sewage discharges in coming years.

As elected officials within the Charles River watershed, we urge you to support the highest level of CSO control.

Our long term residents remember when the Boston Harbor and Charles River were lifeless and reeked of sewage. They remember the presidential campaign when George HW Bush came to Boston to embarrass Governor Dukakis for having the "most polluted harbor in America." The cleanup of the Boston Harbor is considered one of the greatest environmental achievements in our nation's history. Why would we clean it up, only to turn it back into a dumping ground for sewage?

Our residents care deeply about clean water and the health of the Charles River. We are well aware that the Charles is much cleaner than it was, and MWRA is to be commended for its prior work to reduce sewage overflows. We are also aware that MWRA ratepayers, including our residents, have paid for the improvements to date, improvements we don't want to see erased.
We vehemently oppose any attempts to downgrade the water quality standards classification of the Charles River to a Class B (CSO). This would be a disastrous result, making the status quo a river regularly polluted with sewage and unsafe for recreation and disincentivizing any future efforts to clean it up.

Let us be clear: our residents want and deserve a clean and healthy Charles River. They have invested in the cleanup to date, they want to see the job finished. They want to see the Charles safe enough for boating, they want it safe enough for swimming, they want to end the practice of using it as a sewer.

We are doing our part to clean up the Charles River by honoring our obligations and reducing stormwater pollution under the MS4 permit. And when it comes to sewage, we are not allowed to be doing what MWRA is doing, dumping it into the river; under the MS4 permit, if we detect an illicit discharge, we are obligated to "locate, confirm the source(s), and eliminate the illicit discharge as expeditiously as possible"

because “discharges from an MS4 that are mixed with an illicit discharge … remain unlawful until eliminated.” Unlike the MWRA, we are not granted a variance from the water quality standards for decades. To see MWRA attempting to shirk its responsibilities now, after decades of investment, is not acceptable to us.

We are doing our part, we are asking you to do your part to finish the job of cleaning up the Charles River.

Sincerely,
Mark Sideris
City Council President
City of Watertown

ELECTED OFFICIALS

Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large	John G. Gannon, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner District B Councilor	Emily Izzo, District D Councilor

Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
Department of Environmental Protection
Address: 100 Cambridge Street, Suite 900, Boston MA 02114 | **Phone**: 617-292-5500

Maura T. Healey, Governor
Kim Driscoll, Lieutenant Governor
Rebecca Tepper, Secretary
Bonnie Heiple, Commissioner

November 17, 2025

Fred Laskey, Executive Director
Massachusetts Water Resources Authority
Charlestown Navy Yard, Building 39
100 First Avenue
Boston, MA 02129

Yi-An Huang, City Manager
City of Cambridge
795 Massachusetts Avenue
Cambridge, MA 02139

The Honorable Katjana Ballantyne, Mayor
City of Somerville
93 Highland Avenue
Somerville, MA 02143

Re: MWRA/Cambridge/Somerville Updated CSO Control Plan

Dear Mr. Laskey, Mr. Huang, and Mayor Ballantyne:

Massachusetts Department of Environmental Protection (MassDEP) staff virtually attended the October 29, 2025 Massachusetts Water Resources Authority (MWRA) Board of Directors meeting, which focused on the collective efforts of MWRA and the Cities of Cambridge and Somerville to develop a Draft Updated Combined Sewer Overflow (CSO) Control Plan. As you know, the development of a Draft and Final Updated CSO Control Plan is a requirement of the Water Quality Standards Variances issued by MassDEP to MWRA and the Cities of Cambridge and Somerville on August 30, 2024.

Based on the information presented at the October 29 meeting, MassDEP is concerned that Recommended Alternatives identified may be insufficient to address CSO discharges and associated impacts. In particular, an approach that would result in a greater number of activations and/or volumes than occur at present would not appear to be consistent with the federal Clean Water Act or the Massachusetts Surface Water Quality Standards, which are intended to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters." 33 U.S.C. 1251(a); 314 CMR 4.01(3).

While MassDEP understands that the information presented at the October 29 MWRA Board Meeting is preliminary, considerable time and resources will be invested by MWRA and the Cities and Cambridge and Somerville, their respective approving authorities, state and federal regulators, and stakeholders to complete a Final Updated CSO Control Plan over a number of years. Accordingly, to ensure a productive process, MassDEP urges MWRA and the Cities to reevaluate the alternatives and reconsider their respective recommendations at this time. Submitting a Draft Plan that satisfies state and federal standards by achieving the highest feasible level of CSO control will provide a solid starting point for the multi-year process to follow.

We understand that reconsidering alternatives may require additional work and collaboration amongst the three permittees. If MWRA and the Cities of Cambridge and Somerville require additional time beyond the December 31, 2025, deadline, please notify MassDEP in writing and provide a reasonable timeline (e.g., 30 additional days) to complete and submit the Draft Plan.

If you have any questions regarding this matter, feel free to contact me at kathleen.baskin@mass.gov or (781) 686-5946.

Sincerely,

Kathleen Baskin
Assistant Commissioner, Bureau of Water Resources

Cc: Todd Borci, USEPA
Ken Moraff, USEPA
Eric Worrall, Regional Director, MassDEP Northeast Regional Office
Kathy Murtagh, MWRA
Brian Kubaska, MWRA
Richard Raiche, City of Somerville
Lucica Hiller, City of Cambridge

ORDINANCE #__ **2024 – O – _**

WHEREAS Implementing Watertown's "Resilient Watertown" Climate Plan is a top priority of the City Council and the Community; and,

WHEREAS A part of the effort to improve the environment is to reduce trash; and,

WHEREAS Single use plastics have a significant impact on the environment through their carbon footprint and contribution to excess waste; and,

WHEREAS the reduction of single use plastics in circumstances where they are not necessary is a valid and effective waste reduction strategy; and,

WHEREAS substitution of non-recyclable single-use plastics will also reduce waste.

NOW THEREFORE BE IT ORDAINED by the City Council of Watertown that a new Title X, Chapter 117 be added to the of the Watertown Code of Ordinances, as follows:

Chapter 117

SKIP THE STUFF ORDINANCE

117.01 Purpose

This purpose of this chapter is to reduce the overall environmental impact of the City of Watertown, its residents, and its businesses. Single use plastic has a significant impact on the environment through its carbon footprint, and impact on waste systems. The provisions of this ordinance will reduce the amount of single use plastic used throughout the City.

117.02 Definitions

For the purpose of this Section 117, the following definitions apply:

A. **Condiment**: A single-use packet containing relishes, spices, sauces, confections, or seasonings, that requires no additional preparation, and that is used on food or beverages, including, but not limited to, ketchup, mustard, mayonnaise, soy sauce, sauerkraut, salsa, syrup, jam, jelly, salad dressings, salt, sugar, sugar substitutes, pepper, and chili pepper.

B. **Foam polystyrene**: A non-biodegradable petrochemical thermoplastic made from aerated forms of polystyrene and includes several methods of manufacture. Expanded polystyrene (EPS) or extruded polystyrene (XPS) are forms of polystyrene.

C. **Food Establishment:** A retail establishment that stores, prepares, services, vends, or otherwise provides food for human consumption, as defined by the Watertown Zoning Ordinance, Table of Uses.

D. **Full-Service Food Establishment:** A food establishment where customers are seated at a table ~~either~~ by waitstaff ~~or themselves,~~ and where orders are taken and served by waitstaff at the tables.

E. **Online Food Ordering Platform**: The digital technology provided on a website or mobile application through which a consumer can place an order for pick-up or delivery of Prepared Food. Such platforms include those operated directly by Food Establishments, by companies that provide delivery of prepared meals to consumers, and by online food ordering systems that connect consumers to Food Establishments directly.

F. **Prepared Food:** Food or beverages serviced, packaged, cooked, chopped, sliced, mixed, brewed, frozen, squeezed, poured, or otherwise prepared (collectively "prepared") for individual customers or consumers. Prepared Food does not include raw eggs or raw, butchered meats, fish, and/or poultry sold from a butcher case, a refrigerator case, or similar retail appliance.

G. **Single-Use:** Items designed to be used once and then discarded and not designed for repeated use and sanitizing.

H. **Single-Use Foodware Accessory:** Single-use items provided alongside Prepared Food served in single-use plates, containers, or cups, including but not limited to utensils, tongs, chopsticks, ~~napkins,~~ straws, stirrers, splash sticks, cocktail sticks, and toothpicks, cup lids, cup sleeves, cup trays, and food trays.

I. **Utensil:** Forks, spoons, knives, sporks, chopsticks, or other instruments used to serve food or to eat food.

J. **Reusable Food and Beverage Serviceware:** Containers, bowls, plates, trays, cups, glasses, forks, spoons, knives, takeout containers, and other items used to contain and consume beverages and prepared food that are manufactured and designed to be washed and sanitized and used repeatedly over an extended period of time.

117.03 Prohibited use and distribution of single-use food and beverage serviceware

Food Establishments are prohibited from providing Single-use Accessories, including in takeout and delivery orders, whether orders are placed online, via phone, or in person, except as follows:

A. Single-use Accessories may be provided specifically upon the request of the consumer:
    1. By asking directly;
    2. By selecting the items in an online food ordering platform; or,
    3. In response to an inquiry by the food establishment.
B. Food Establishments may have Single-use Accessories available at self-service stations. The self-service station may include a Single Item Dispenser. These stations must comply with the Massachusetts Retail Food Code (105 CMR 590.00)

117.04 Options with Online Food Ordering Platforms

Online Food Ordering Platforms must provide Food Establishments with a method to list each Single-Use Accessory and Condiment that is offered by the Food Establishment, such that customers can specifically request the Single-Use Accessories and Condiments that they wish to have included with their order.

117.05 Restricted Packaging

A. Single-use Accessories, including plastic forks, spoons and knives, may not be wrapped in plastic or offered as bundled sets.
B. To ensure that single use food containers and packaging materials are recyclable, retail establishments are prohibited from selling or distributing single use food containers and packing materials made in whole or in part from:
    1. Foam polystyrene;
    2. Plastic that is completely or substantially black in color~~; or,~~
    3. ~~Lined with polyethylene or other petroleum-based plastics~~.
C. A retail or food establishment may establish if a specific item is allowable under Section 117.05B by providing written documentation to the Director of Public Health that the items is recyclable from their city-permitted waste/recycling hauler and associated MRF, or compostable from their commercial organics hauler and associated compost end site.
D. If the Director of Public Health determines that compliance with Section 117.05B is not feasible due to industry-wide unavailability of compliant items, the Director may suspend enforcement of this provision for all food and retail establishments until the Director determines that the supply of compliant items has been sufficiently restored.

117.06 Restrictions on Full Service Food

Full Service Food Establishments must utilize only Reusable Food and Beverage Serviceware for dine-in customers.

117.07 Exemptions

A food establishment may seek an exemption from the requirements of this ordinance as follows:

A. The food establishment must file a request for an exemption in writing with the Director of Public Health.
B. The request must state specifically which section and products they are seeking an exemption from and state reasons why application of the specific requirement would cause undue hardship.
C. The Director may waive any specific requirement of this ordinance for a period of not more than six months, but, upon subsequent applications, may extend exemptions for additional six-month period.
D. The Director will issue a final decision in writing within 30 days of receipt of a request for an exemption.

117.08 Enforcement

The Director of Public Health and/or his/her designee shall have the authority to administer and enforce this ordinance.

117.09 Effective Date

This ordinance will take effect six months after passage to allow time for the City Administration to conduct an education campaign focused on food establishments and consumers

117.99 Penalty

A. Any person who violates any provision of this chapter shall be issued a verbal warning for the first offense, then fined as follows:
    1. $100 for the second offense
    2. $200 for the third offense
    3. $300 for the fourth offense and each subsequent offense
B. Each day the violation continues may constitute a separate offense.
C. Nothing in this section shall be deemed to limit the use of other lawful methods of abating violations of this section, including but not limited to application for equitable relief from a court of law.

ORDINANCE #__ **2025 – O – _**

WHEREAS Implementing Watertown's "Resilient Watertown" Climate Plan is a top priority of the City Council and the Community; and,

WHEREAS A part of the effort to improve the environment is to reduce trash; and,

WHEREAS Single use plastics have a significant impact on the environment through their carbon footprint and contribution to excess waste; and,

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F. **Prepared Food:** Food or beverages serviced, packaged, cooked, chopped, sliced, mixed, brewed, frozen, squeezed, poured, or otherwise prepared (collectively "prepared") for individual customers or consumers. Prepared Food does not include raw eggs or raw, butchered meats, fish, and/or poultry sold from a butcher case, a refrigerator case, or similar retail appliance.

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I. **Utensil:** Forks, spoons, knives, sporks, chopsticks, or other instruments used to serve food or to eat food.

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C. single use food containers and packing materials made in whole or in part from:
    1. Foam polystyrene;
    2. Plastic that is completely or substantially black in color; or,
    3. Lined with polyethylene or other petroleum-based plastics.

D. A retail or food establishment may establish if a specific item is allowable under Section 117.05B by providing written documentation to the Director of Public Health that the items is recyclable from their city-permitted waste/recycling hauler and associated MRF, or compostable from their commercial organics hauler and associated compost end site.
E. If the Director of Public Health determines that compliance with Section 117.05B is not feasible due to industry-wide unavailability of compliant items, the Director may suspend enforcement of this provision for all food and retail establishments until the Director determines that the supply of compliant items has been sufficiently restored.

117.06 Restrictions on Full Service Food

Full Service Food Establishments must utilize only Reusable Food and Beverage Serviceware or non-plastic compostable serviceware for dine-in customers.

117.07 Exemptions

A food establishment may seek an exemption from the requirements of this ordinance as follows:

A. The food establishment must file a request for an exemption in writing with the Director of Public Health.
B. The request must state specifically which section and products they are seeking an exemption from and state reasons why application of the specific requirement would cause undue hardship.
C. The Director may waive any specific requirement of this ordinance for a period of not more than six months, but, upon subsequent applications, may extend exemptions for additional six-month period.
D. The Director will issue a final decision in writing within 30 days of receipt of a request for an exemption.

117.08 Enforcement

The Director of Public Health and the Code Enforcement Officer and/or his/her designees shall have the authority to administer and enforce this ordinance.

117.09 Effective Date

This ordinance will take effect six months after passage to allow time for the City Administration to conduct an education campaign focused on food establishments and consumers

117.99 Penalty

A. Any person who violates any provision of this chapter shall be issued a verbal warning for the first offense, then fined as follows:
   1. $100 for the second offense

2. $200 for the third offense
3. $300 for the fourth offense and each subsequent offense

B. Each day the violation continues may constitute a separate offense.

C. Nothing in this section shall be deemed to limit the use of other lawful methods of abating violations of this section, including but not limited to application for equitable relief from a court of law.

Boston Globe Media

Order Confirmation

Brendan McCarthy
Watertown City Council
149 Main Street
Watertown, MA 02472

Thank you for placing your Legal Notice in The Boston Globe.

Your order information and a preview of your notice are displayed below for your review. If there are any changes or questions, please contact the Classified Department at 617-929-1314 or email legals@globe.com.

Any and all proposed edits, revisions, and/or other changes to the notice must be communicated to us in writing prior to the deadline specified in the Advertising Specs + Deadlines page located at https://www.bostonglobemedia.com/specs-deadlines.

Thank you,
Boston Globe Classified Sales

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Order Number	**759979**	Order Price	**$405.59**
Sales Rep.	**Jackson Kocak**	PO No.	
Account	**3028420**	Payment Type	
Publication	**Boston Globe**	Number of dates	**1**
First Run Date	**11/27/2025**	Last Run Date	**11/27/2025**
Payment Type			

AD PREVIEW:

Legal Notice

The City Council of Watertown hereby gives notice of a public hearing and vote to be held on Tuesday, December 9, 2025 at 7:00 PM in the Richard Mastrangelo Chamber Administration Building, 149 Main Street, Watertown, MA and online at the following link: https://watertown-ma.zoom.us/j/92991331344 which may be found on the City of Watertown's website, on a proposed ordinance to reduce single use plastics waste.
A copy of the proposed ordinance is available for inspection at the Administration Building, 149 Main Street, Watertown, MA 02472 in the City Clerk's Office Monday through Thursday 8:30 a.m. through 5:00 p.m., on Tuesday evening up to 7:00 p.m., and Friday 8:30 a.m. through 12:30 p.m.; and on the City's website page: www.watertown-ma.gov.

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve a loan order for $879,000 for DPW equipment

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

ORDER # 119 **2025 – O -** 119

ORDER TO APPROVE THE BORROWING OF FUNDS FOR THE DEPARTMENT OF PUBLIC WORKS EQUIPMENT

ORDERED: That the sum of $879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

Description	Amount
Hydro Excavation Vactor Truck	$695,000
Sewer and Stormwater Camera Truck	$184,000

and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

BE IT FURTHER ORDERED: That a copy of said Order be forwarded to the City Auditor and City Treasurer/Collector

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above Order was adopted by a vote of 9 for, 0 against, and 0 present on December 9, 2025

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris,
Council President

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor

John M. Airasian,
Councilor At Large

Caroline Bays,
Councilor At Large

John G. Gannon,
Councilor At Large

Anthony Palomba,
Councilor At Large

Nicole Gardner,
District A Councilor

Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: November 18, 2025

RE: Agenda Item – Proposed Loan Order

Attached is a request from Thomas D. Brady, Director of Public Works, seeking authorization to purchase two vehicles that will strengthen the City's sewer and stormwater maintenance operations:

Hydro Excavation Vactor Truck – $695,000: Replacement of the existing Vactor truck with advanced hydro excavation technology, enabling safer, more precise, and less disruptive underground work.

Sewer & Stormwater Camera Truck – $184,000: Addition of in-house inspection capability to reduce contractor costs, improve emergency response, and enhance preventative maintenance.

Funding in the amount of $879,000 was approved in the Fiscal Year 2024 budget. These investments will improve operational efficiency, reduce long-term costs, and enhance service delivery to the community.

I respectfully request that the attached Loan Order be placed on the November 25, 2025 City Council Agenda for First Reading.

Thank you for your consideration.

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775
p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

November 19, 2025

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – DPW Equipment Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of purchasing various items of departmental equipment for the Department of Public Works:

ORDERED: That the sum of $879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

Description	Amount
Hydro Excavation Vactor Truck	$695,000
Sewer and Stormwater Camera Truck	184,000

and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

/s/ Chelsea A. Tryder

Chelsea A. Tryder

CITY OF WATERTOWN
DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN MA 02472

Thomas D. Brady
Director of Public Works

(P) 617-972-6420
(F) 617-972-6402

TO: Mr. George Proakis, City Manager
FROM: Mr. Thomas Brady, Director of Public Works
DATE: November 17, 2025
RE: Vehicle Purchases for DPW Operations – Hydro Excavation Vactor Truck and Sewer Camera Truck

This memo is to request approval for the purchase of two specialized vehicles to enhance the Department of Public Works' ability to maintain and repair critical City infrastructure related to sewer and stormwater systems.

1. Hydro Excavation Vactor Truck – $695,000

This vehicle will replace an existing traditional Vactor truck with a new model specifically equipped for hydro excavation. Hydro excavation technology allows for safer, more precise, and less disruptive excavation, particularly in complex or sensitive underground environments. This upgrade will significantly improve our ability to perform timely and efficient repairs to underground infrastructure, reducing downtime and minimizing disruption to residents and businesses.

2. Sewer and Stormwater Camera Truck

This is a new addition to the DPW fleet. The camera truck is equipped with advanced inspection technology capable of navigating through sewer and stormwater pipes to assess internal conditions. Currently, all camera inspections are outsourced to private contractors, which can cost several thousand dollars per day and are subject to contractor availability.

Bringing this capability in-house will: increase our responsiveness to emergencies and urgent maintenance needs, reduce long-term costs associated with contracted services, improve planning and preventative maintenance efforts and enhance service delivery to residents by minimizing delays in addressing sewer and stormwater issues

Conceptual Recommendation # 46 in the FY 26- FY30 CIP reads:

> 46. Confirm the prior recommendation to proceed with FY24 $879,000 Sewer Enterprise Fund proposed loan orders:
>
> - Sewer Vac @ $624,000 *Note: price updated from $430,000 with current quote.*
> - Swap Dump Truck @ $225,000 *Note: price updated from $190,000 with current quote.*

Upon review of the existing fleet, and discussions with Division Heads, it has become clear that the immediate priority would be to purchase a Camera Truck rather than the Swap Dump Truck as requested by the previous Superintendent of Public Works. While there is still a need for a new Swap Dump Truck, we are confident that this request can be appropriately built into the FY27 – FY31 CIP.

As such, we propose to utilize the **$879,000** in funds that were approved in the **2024 budget** for these vehicle purchases. **$695,000** will be utilized to purchase the Hydro Excavator and the remaining balance of $184,000 will be utilized toward the purchase of the Camera Truck.

Boston Globe Media

Order Confirmation

Brendan McCarthy
Watertown City Council
149 Main Street
Watertown, MA 02472

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Thank you,
Boston Globe Classified Sales

617-929-1314
Monday – Friday 9:30 am - 4:30 pm
legals@globe.com

Order Number	**759982**	Order Price	**$733.57**
Sales Rep.	**Jackson Kocak**	PO No.	
Account	**3028420**	Payment Type	
Publication	**Boston Globe**	Number of dates	**1**
First Run Date	**11/27/2025**	Last Run Date	**11/27/2025**
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ORDERED: That the sum of $879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto: Hydro Excavation Vactor Truck - $695,000
Sewer and Stormwater Camera Truck - $184,000
and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City thereof.
Interested parties are encouraged to participate in this public hearing. A copy of the proposed Loan Order is available for inspection at the Administration Building, 149 Main Street, Watertown, MA 02472 in the City Clerk's Office Monday through Thursday 8:30 a.m. through 5:00 p.m., on Tuesday evening up to 7:00 p.m., and Friday 8:30 a.m. through 12:30 p.m., and on the City's website page: www.watertown-ma.gov.

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve a loan order for $911,900 for How Park Phase 1

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

ORDER # 120 **2025 – O -** 120

ORDER TO APPROVE THE BORROWING OF FUNDS FOR HOW PARK PHASE I

ORDERED: That the sum of $911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

BE IT FURTHER ORDERED: That a copy of said Order be forwarded to the City Auditor and City Treasurer/Collector

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above Order was adopted by a vote of 9 for, 0 against, and 0 present on December 9, 2025

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large	John G. Gannon, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: November 18, 2025

RE: Agenda Item – Proposed Loan Order

Attached is a request from the Department of Community Development and Planning respectfully requesting your authorization for the Treasurer to borrow $911,900 to fund How Park Phase I and three alternates.

This project was originally budgeted at $650,000 in the FY2026 Capital Improvement Program (CIP). The revised cost reflects expanded stormwater mitigation, retaining wall improvements, and inflation. Phase I will deliver a new playground and path improvements along the north side of How Park.

At the November 6, 2025 bid opening, Belko submitted the lowest qualified bid of $829,000 (see attached CBA Memo). Construction is scheduled to begin in Spring 2026 with an estimated duration of four months. Phase II, programmed in the FY2030 CIP, will include basketball court and dog park renovations, new paths, and seating areas.

I respectfully request that the attached Loan Order be placed on the November 25, 2025 City Council Agenda for First Reading.

Thank you for your consideration.

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775
p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

November 19, 2025

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – How Park Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of constructing How Park Phase I:

> ORDERED: That the sum of $911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

/s/ Chelsea A. Tryder

Chelsea A. Tryder

CITY OF WATERTOWN
Department of
Community Development and Planning
Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617 972 6417
Fax: 617 972 6484
www.watertown-ma.gov

TO: Mr. George Proakis - City Manager

FROM: Mr. Steve Magoon, Assistant City Manager and DCDP
Ms. Erika Oliver Jerram, Director of Community Design
Ms. Michelle Moon, Open Space Planner

DATE: November 18, 2025

RE: Loan Order Request for How Park Phase I

The Department of Community Development and Planning (DCDP) respectfully requests that the necessary actions be taken to authorize the Treasurer to borrow $911,900.00 for the project plus the three alternates. The How Park Phase I was included in the FY 2026 Capital Improvement Program (CIP) budget for $650,000.00, the cost is higher due to the increase in stormwater mitigation, the addition of retaining wall improvements, and general cost increases. The How Park Phase I installation will include a new playground and path improvements along the north side of the park.

The Bid Opening was held on November 6, 2025. The City's Procurement Department reviewed all 10 bidders, and disqualified three (3) due to insufficient relevant experience building projects similar to the How Park playground scope of work. Of the remaining seven (7) qualified bidders, the lowest bid price was Belko with a base bid of $829,000. A full summary is in the attached CBA Memo.

The How Park construction would start in Spring 2026 and last for about four (4) months.

Phase II of the project s in the CIP FY2030 to complete the other park improvements, including redoing the basketball court and dog park, and added in paths and a seating area.

Budget

These funds will be utilized for the construction, construction administration services, and potential construction contingency costs associated with this project. As outlined in the enclosed letter from project engineering firm CBA, the funds will be utilized as follows.

How Park – Playground – Phase I : Installation Budget		
Item	**Amount**	**Remarks**
Construction Funding Request	$829,000	Total Project: Base Bid & Alt #1
Construction Contingency (10%)	$82,900	10% of bid price
Construction Oversite	*$10,825*	*CBA Landscape Architects (Included as part of existing contract)*
Total for Loan Request	**$911,900**	Total includes the base bid, Alt #1, and 10% for contingency

The total How Park Phase I loan request is for $911,900.00 that includes the base bid, Alt #1, and 10% for contingency.

Thank you in advance for your consideration.

How Park: Concept Drawing (Phases 1 and 2)

MASTER PLAN - PRECEDENT IMAGES

Play Structure for Ages 2-5

Play Structure for Ages 5-12

Multi-Rider Spinner

Mushroom Steppers

Single Spinner

Lighting

Open Lawn

Drinking Fountain with Dog Bowl

Open Roof Shade Structure

KEY ATTRIBUTES

- Expanded play area and dog park area.
- Additional pathways forming curving circulation routes throughout the park.
- A multi-use court with fitness equipment.
- Drinking fountains and lighting throughout the park.

landscape architecture
urban design
master planning

CBA | Landscape Architects LLC

November 18, 2025

Ms. Michelle Moon
Senior Planner, Open Space
Watertown Dept. of Community Planning & Development
149 Main Street
Watertown, MA 02472

Re: How Park Phase 1 Playground Renovation Project Funding Recommendation Letter

Dear Ms. Moon:

On November 6, 2025, at 11:00 AM, public bids were received and read publicly aloud by the City of Watertown Purchasing Department for the How Park Phase 1 Playground Renovation project. The bid prices received, as reported to CBA by the Purchasing Department, were as follows:

Vendor	Base Bid Amount	Base +Alt 1
Price Landscape	$ 702,400	$ 750,000
Campora Construction	$ 807,500	$ 867,500
Belko Landscaping	$ 808,000	$ 829,000
NELM Corporation	$ 846,000	$ 893,000
J.J. Phelan & Sons	$ 887,261	$ 967,261
Omasta Landscaping	$ 889,122	$ 972,014
Kealey Construction	$ 928,200	$ 964,200
Paul J. Rogan Co, Inc.	$ 969,000	$ 1,029,000
Quirk Construction	$ 990,000	$ 1,056,000
UEL	$ 1,047,000	$ 1,099,000

Description of Alternates:

Alternate No. 1 – Remove existing concrete retaining wall and replace with unit block concrete retaining wall at property line.

Low Bidder Evaluation:

The Procurement Department reviewed all 10 bidders, and disqualified 3 due to insufficient relevant experience building projects similar to the How Park playground scope of work. Of the remaining 7 qualified bidders, the lowest bid price was Belko Landscaping.

CBA has worked with Belko Landscaping on a number of projects in recent years, including several ongoing projects, and have found their work to be quite competent with no significant issues. CBA

Principal D.J. Chagnon has personally worked with them on the Mace Tot Lot and Quigley Park projects in Chelsea, both of which involved playground and splash pad installations, and which had several highly detailed facets to construction. Both projects went smoothly and the results were high quality. Mr. Chagnon recently called Belko's references after they were the low bid for the Bemis Playground project in Watertown; references all spoke highly of the quality of Belko's work and the professionalism of their staff, and all expressed that they would be happy to work with Belko Landscaping again. Based on our own experiences and the discussions with references, we recommend that the City of Watertown proceed with award of the How Park Phase 1 Playground Renovation project to Belko Landscaping.

Funding Recommendation Summary:

Please refer to the Community Development Department's Loan Order Request letter dated November 18, 2025, for funding amounts being requested.

Please note that CBA's Construction Administration Services for this project have already been funded, as they are included in our current design services contract in the amount of $10,825.00.

If you have any questions or require further clarifications, please feel free to contact me.

Respectfully submitted,

Kaila Bachman Chavez

Kaila Bachman Chavez, RLA, Principal
CBA Landscape Architects LLC

Cc: George Proakis – City of Watertown, City Manager
Tom Brady – City of Watertown, Director of Public Works
Steve Magoon – City of Watertown, Community Development & Planning Director
Julie Knight – City of Watertown, Purchasing Agent

Boston Globe Media

Order Confirmation

Brendan McCarthy
Watertown City Council
149 Main Street
Watertown, MA 02472

Thank you for placing your Legal Notice in The Boston Globe.

Your order information and a preview of your notice are displayed below for your review. If there are any changes or questions, please contact the Classified Department at 617-929-1314 or email legals@globe.com.

Any and all proposed edits, revisions, and/or other changes to the notice must be communicated to us in writing prior to the deadline specified in the Advertising Specs + Deadlines page located at https://www.bostonglobemedia.com/specs-deadlines.

Thank you,
Boston Globe Classified Sales

617-929-1314
Monday – Friday 9:30 am - 4:30 pm
legals@globe.com

Order Number	**759983**	Order Price	**$708.35**
Sales Rep.	**Jackson Kocak**	PO No.	
Account	**3028420**	Payment Type	
Publication	**Boston Globe**	Number of dates	**1**
First Run Date	**11/27/2025**	Last Run Date	**11/27/2025**
Payment Type			

AD PREVIEW:

Legal Notice

The City Council of Watertown hereby gives notice of a public hearing and vote to be held on Tuesday, December 9, 2025 at 7:00 PM in the Richard Mastrangelo Chamber Administration Building, 149 Main Street, Watertown, MA and online at the following link: https://watertown-ma.zoom.us/j/92991331344 which may be found on the City of Watertown's website, on a proposed Loan Order as follows:
ORDERED: That the sum of $911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.
Interested parties are encouraged to participate in this public hearing. A copy of the proposed Loan Order is available for inspection at the Administration Building, 149 Main Street, Watertown, MA 02472 in the City Clerk's Office Monday through Thursday 8:30 a.m. through 5:00 p.m., on Tuesday evening up to 7:00 p.m., and Friday 8:30 a.m. through 12:30 p.m., and on the City's website page: www.watertown-ma.gov.

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve appropriating $1.5 million for the 103 Nichols Ave Group Home from the CPA housing reserve fund.

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve appropriating $1 million from the housing reserve and $1 million from the unreserved budgeted fund with the stipulation that the disbursement of these funds be subject to remaining the other addition funding before they are released – for the Willow Park Redevelopment

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve appropriating $610,00 from the historic preservation reserve fund for the Commander's Mansion

WATERTOWN
COMMUNITY
PRESERVATION
COMMITTEE

FY 2026 CPA FUNDING RECOMMENDATION

Submitted to the City Council
by the Community Preservation Committee

December 1, 2025

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CITY OF WATERTOWN

Community Preservation Committee

Allen Gallagher, Interim Chair
Bob DiRico
Dennis J. Duff
Allison Eck
Abigail Hammett
Marissa Mayo
Jamie O'Connell
Amy Plovnick
Matthew Walter

Date: December 1, 2025

To: The Honorable City Council

At its meetings on October 16, and November 20, 2025, the Community Preservation Committee voted to recommend to the City Council a total expenditure of $4,110,000 in CPA funds for three (3) projects. The CPC determined these projects meet the goals expressed in the Community Preservation Plan, provide a public benefit, address a need, and demonstrate the ability to leverage substantial non-CPA funds, among other factors.

If approved by the City Council, private organizations must enter into a Grant Agreement with the City and City Departments must comply with the terms of a Memorandum of Agreement with the CPC. All entities are required to submit regular progress and budget reports. Additional specific conditions are listed as applicable to each project.

CPA FY 2025 PROJECT RECOMMENDATION SUMMARY			
CPA CATEGORY	**RECOMMENDED SOURCE**	**RECOMMENDED AMOUNT**	**ACCOUNT BALANCE (less recommendation using 9/30/25 balances)**
Community Housing	Community Housing Reserve	$2,500,000	$33,750
	Budgeted Reserve	$1,000,000	$1,429,375
Historic Preservation	Historic Preservation Reserve	$610,000	$1,799,637
	TOTAL RECOMMENDED	**$4,110,000**	

Note: Category Reserves are one of three eligible CPA spending purposes. 10% of CPA total annual revenue was allocated to each category reserve in FY2026. The **Budgeted Reserve**, to which 65% of CPA annual revenue was allocated in FY 2026, is available for any CPA spending purpose. The **CPA Fund Balance** is also available for appropriation for any CPA spending purpose. At the end of the year all unspent funds including administrative funds (5% allocated) and budgeted reserve funds drop to the CPA fund balance. At the time of this recommendation, the CPA Fund Balance starting balance is $15,537,616. There is $738,750 in the Open Space/Outdoor Recreation Category Reserve and the balances of the other reserves are found in the table above. The reserve balances are based on figures from the 9/30/25 CPA Funds statement.

CPA PROJECT LIST		
COMMUNITY HOUSING		
103 Nichols Ave Group Home	Community Housing Reserve	$1,500,000
Willow Park Redevelopment Additional request	Community Housing and Budgeted Reserve	$2,000,000
TOTAL COMMUNITY HOUSING FUNDING		**$3,500,000**
HISTORIC PRESERVATION		
Commander's Mansion Envelope Restoration and Elevator Modernization	Historic Preservation Reserve	$610,000
TOTAL HISTORIC PRESERVATION FUNDING		$610,000

COMMUNITY HOUSING PROJECTS

PROJECT TITLE:	103 Nichols Avenue Group Home
PROJECT LOCATION:	103 Nichols Avenue
APPLICANT/ORGANIZATION:	Watertown Housing Authority
PROJECT MANAGER:	Joe Bednar
CPA CATEGORY:	Community Housing
CPC RECOMMENDED FUNDING AMOUNT:	**$1,500,000**
CPC RECOMMENDED FUNDING SOURCE:	Community Housing Reserve

PROJECT DESCRIPTION

The Watertown Housing Authority (WHA) requests $1,500,000 to construct a 5-bedroom group home to be owned by a closely held affiliate of the Watertown Housing Authority, the Nichols LLC and Watertown Housing Authority Development Corporation (WHDC). With Cambridge Housing Authority serving as the development consultant and project manager, ZeroEnergy Design has designed a home for five adults with disabilities. The home will be operated by a Department of Developmental Services-affiliated service provider.

This supportive housing would be built on WHA-owned land and be affordable in perpetuity for low-income residents earning less than 60% Area Median Income. It would include a fully accessible first floor and seek to integrate universal design principles. WHA is in the application process, seeking funds for construction from the state Facilities Consolidation Fund (FCF). Managed by Community Economic Development Assistance Corporation (CEDAC), FCF only finances up to 50% of total project costs. In addition, WHA is seeking a mortgage.

As the site of a former gas station, underground gas storage tanks were removed as part of environmental remediation. WHA's environmental consultants have tested the site and found possible vaporization of petroleum residue in concentrations that were below applicable standards. Nonetheless, according to code, a vapor barrier is to be installed under the slab supporting the home. In addition, vents would be installed beneath the slab to prevent vapors from entering the home interior.

Originally, the home was designed to be solar ready. In its meeting to recommend the project for funding, the CPC voted to fund the purchase and installation of solar panels, which will reduce operational costs. Also, since it was first proposed, the project has benefited from a slight reduction in interest rates and slightly lower construction costs, allowing CPA funds to be applied to the installation of solar panels, while keeping the request at the original amount of $1,500,000.

RECOMMENDED FUNDING

On October 16, 2025, by 9-0 vote in favor, the Community Preservation Committee recommended the appropriation of $1,500,000 from the Community Housing Reserve for the project: 103 Nichols Avenue Group Home. The CPC recommends a grant to the Watertown Housing Authority in accordance with the terms and conditions of a CPA Grant Agreement and the overall purposes summarized in this document.

ALIGNMENT WITH COMMUNITY PRESERVATION PLAN 2021-2025

- Demonstrates support from Watertown Commission on Disability, Watertown Housing Trust, MA Department of Developmental Services, Beaverbrook STEP, and individual Watertown community members.
- Design produced would incorporate universal design principles and comply with ADA and MAAB accessibility regulations.
- Incorporates sustainable environmental design practice through energy efficiency and renewable energy.
- Demonstrates feasibility through project team expertise, an informed budget, and a realistic timeline.
- Supports creation of community housing through infill development

PROJECT OUTCOME

This project would provide urgently needed supportive housing for individuals with intellectual and developmental disabilities. It would contribute to meeting the need for affordable special-needs housing in the dense metro-Boston area and allow current Watertown residents to obtain supportive housing in their community as feasible based on the Department of Developmental Services placement practices.

SPECIFIC FUNDING CONDITIONS

- Grantee shall demonstrate that prior to disbursement of CPA funds, the project's full financial closing has occurred, and sufficient financing has been secured (including CPA funds) to cover construction hard costs as well as then remaining soft costs.
- CPA funds shall be available for disbursement for up to 24 months after City Council approval; extension beyond that must be requested in writing 60 days prior to the 24-month deadline.
- The property owner shall enter into a perpetual affordable housing restriction consistent with the state of Massachusetts affordable housing restrictions.
- Grantee shall solicit bids for solar panels purchase and installation and inform the CPC of the selected bidder in advance of installation and funds from a bid lower than $150,000 shall be returned to the Community Housing Reserve.

STANDARD FUNDING CONDITIONS

- No disbursements of funds may occur until the project has received all necessary governmental and third-party approvals, the project budget has been approved by the CPC, and all other sources of funds have been committed, as necessary, to complete the project.
- Any CPA funds appropriated but not used for the stated purposes of this project must be returned to the Watertown Community Preservation Fund.

- Notification of Community Preservation Coordinator about key events of project implementation such as project kick-off events, initial site meetings with contractors, initial plan reviews, and site visits when construction milestones are reached.
- Other conditions as deemed necessary and defined within the CPA Grant Agreement.

APPLICANT'S PROPOSED TIMELINE

Task	
Finance Closing	March 2026
Construction Begins	March 2026
Construction Ends	April 2027
Conversion to Permanent Mortgage	July 2027 or 3 months after construction completion

PROJECT BUDGET

Item		CPA Request
Construction	$2,186,474	1,500,000
Construction Contingency	153,053	
Construction Loan Interest	56,513	
Origination and Legal Fees	27,255	
Architectural/Environmental Services	182,000	
Survey/Environmental	15,500	
Clerk of the Works	30,000	
Geotechnical	5,000	
Builder's Risk/Liability Insurance	68,864	
Title and Recording	18,880	
PILOT	6,693	
Construction Monitoring	10,000	
Owner's Representative	100,000	
Soft Cost Contingency	86,610	
Developer's Fees	221,621	
TOTAL	**$3,168,463**	**$1,500,000**

Note: The Watertown Housing Development Corporation elected to increase their developer fee to 10%, which is still below the 15% allowed by the Executive Office of Housing and Livable Communities.

WHDC also stresses the cost of construction for this group home is more expensive than a typical residence due to:

- Payment of prevailing wages and other procurement requirements, accessibility features necessitating specialized fixtures, finishes and reinforced materials
- Installation of sprinkler and life safety systems that are hardwired.
- The home containing design features required by Facilities Consolidation Fund and the Department of Developmental Services that are not found in private homes.

The full proposal is available at: https://watertownma.viewpointcloud.com/records/370730

PROJECT TITLE:	Willow Park Redevelopment
PROJECT LOCATION:	8 Quimby Street
APPLICANT/ORGANIZATION:	Preservation of Affordable Housing and Watertown Housing Authority
PROJECT MANAGER:	Mel Miller/Cory Mian
CPA CATEGORY:	Community Housing
CPC RECOMMENDED FUNDING AMOUNT:	**$2,000,000**
CPC RECOMMENDED FUNDING SOURCE:	Community Housing and Budgeted Reserves

PROJECT DESCRIPTION

Preservation of Affordable Housing (POAH) and the Watertown Housing Authority (WHA) request an additional $2,000,000 to redevelop the Willow Park housing development. Half of the funds would be for pre-development and the other half for construction. $4,000,000 was previously approved for encumbrance by the City Council in February of 2025. Since that time the financing landscape has changed significantly due to the loss of HUD rent subsidies and the Federal tax credit equity available to the Willow Park project. Despite the shift in the financing outlook, the project moves forward with encouraging signs from the Executive Office of Housing and Livable Communities that an award and 2026 finance closing is likely. Further the POAH and WHA have secured zoning approval under Chapter 40B.

The development team remains the same and the programmatic commitments for income limits and unit sizes have not changed. Estimated rents for the new production units have increased only slightly because of updated HUD fair market rent standards and new HUD guidelines that have reduced federal rental subsidies available for the project. The total project cost is now estimated at $104,056,332 and the same mix of financing is planned. Acquisition costs decreased slightly, and construction costs increased slightly with the biggest change coming from a $3.9 million decrease in soft costs that were estimated last October 2024. This decrease was due to reduced financing fees and interest. Unfortunately, as costs go down on a 4% Low-Income Housing Tax Credit project so does the basis amount from which total equity is derived. That loss resulted in a net loss of equity to the project of about $3.4 million.

4% LIHTC Equity	Previous Proposal 10/24	Changes	Current Proposal 10/25
Total Basis	105,183,060		101,064,565
Pricing	0.93		0.90
Total Equity Raised	**$ 50,651,419**	$ (3,402,556)	**$ 47,248,864**

RECOMMENDED FUNDING

On November 20, 2025, by a 9-0 vote, the Community Preservation Committee recommended appropriation of an additional $2,000,000 for the project in accordance with the terms and conditions of a Memorandum of Agreement and the overall purposes summarized in this document. Commitment of CPA funds to the Willow Park Redevelopment project is deemed essential to show to state funding agencies there is strong local

commitment to the project. Additional support in CPA funds ensures the project remains feasible and improves the chances of success in the state funding round this fall.

ALIGNMENT WITH COMMUNITY PRESERVATION PLAN 2021-2025

The project would align with the guiding principles and priorities outlined in the Community Preservation Plan as well as the following community housing goals:

- Support economic and demographic diversity by funding the creation of community housing.
- Preserve long-term affordability for existing income-restricted housing units.
- Support community housing initiatives that include local preference policy under the limits of the law and regulations set by the Executive Office of Housing and Livable Communities.

PROJECT OUTCOME

This project would increase the supply of affordable housing, serving low- and moderate-income families, seniors, and those with disabilities. The project would provide the current residents with the right to return and strive for up to 70% local preference consistent with the state's guidance to balance local housing needs with serving a diverse and inclusive population.

SPECIFIC FUNDING CONDITIONS

- Grantee shall furnish copies of executed legal agreements between or among, Preservation of Affordable Housing and Watertown Housing Authority, and its closely controlled entities related to long-term lease of Willow Park land, and operation and management of the project as set out in the grantee's application to the CPC.
- Of the $1,000,000 budgeted for predevelopment, $500,000 may be disbursed only after the Grantee receives an invitation to apply in state full application round. The remaining $500,000 budgeted for predevelopment may be disbursed only after the Grantee receives a commitment of financing from the Executive Office of Housing and Livable Communities.
- Grantee shall demonstrate that prior to disbursement of CPA funds for construction, the project's full financial closing has occurred, and sufficient financing has been secured (including CPA funds) to cover construction hard costs as well as then remaining soft costs. Further, the then current operating cost proforma must demonstrate comparative revenue and operating and maintenance costs to assure financial feasibility.
- CPA funds shall be available for disbursement for up to 40 months after City Council approval; extension beyond that must be requested in writing 60 days prior to the 40-month deadline.
- CPC shall seek to be a Joinder for any Lender Advisory Agreement for cost review and construction monitoring services entered into by financing entities of the Commonwealth of Massachusetts for the project.
- All owners and the ground lessee of the project property shall enter into a perpetual affordable housing restriction consistent with the state of Massachusetts affordable housing restriction.
- The grantee shall strive to secure up to 70% local preference in accordance with local, state, and federal laws and regulations.

STANDARD FUNDING CONDITIONS

- Prior to disbursement of any CPA funds, the grantee shall enter into a CPA grant agreement with the City for the project as set out in the grantee's application to the city.

- No disbursements of funds may occur until the project has received all necessary governmental and third-party approvals, the project budget has been approved by the CPC, and all other sources of funds have been committed, as necessary, to complete the project.
- Any CPA funds appropriated but not used for the stated purposes of this project must be returned to the Watertown Community Preservation Fund.
- Notification of Community Preservation Coordinator about key events of project implementation such as project kick-off events, initial site meetings with contractors, initial plan reviews, and site visits when construction milestones are reached.
- Other conditions as deemed necessary and defined within the Agreement.

PROJECT BUDGET

Sources of Funds	Previous Proposal 10/24	Changes	Current Proposal 10/25
TE Bonds - MassHousing	$ 30,003,690	$ (6,786,222)	$ 23,217,468
WHA - PHIDP - EOHLC	$ 17,917,081	$ 582,919	$ 18,500,000
EOHLC - Soft -		$ 3,000,000	$ 3,000,000
Workforce - MassHousing	$ 3,000,000		$ 3,000,000
WHA - Earmark - EOHLC		$ 1,500,000	$ 1,500,000
City of Watertown - CPA	$ 4,000,000	$ 2,000,000	$ 6,000,000
City of Watertown - AHT	$ 400,000		$ 400,000
POAH Sponsor Loan [Energy Incentives] - DOE/MCEC/USDA	$ 1,190,000		$ 1,190,000
Equity - Federal 4% LIHTC: $0.90 per credit	$ 50,651,419	$ (3,402,555)	$ 47,248,864
Equity - State LIHTC: $0.77 per credit			
Equity - Solar: $0.90 per credit	$ 355,602	$ (355,602)	
Accumulated Soft Debt Interest			
Construction Period Income			
Total Sources of Funds	**$ 107,517,792**	$ (3,461,460)	**$ 104,056,332**

Cost Categories	Previous Total 10/24	Budget Changes	Current Total 10/25
Acquisition	$ 2,485,151	$ (18,657)	$ 2,466,494
Construction	$ 77,735,298	$ 518,958	$ 78,254,256
Soft Costs	$ 19,214,754	$ (3,959,195)	$ 15,255,559
Reserves	$ 1,791,572	$ 171,311	$ 1,962,883
Paid Developer Fee	$ 6,291,018	$ (173,878)	$ 6,117,140
Anticipated Total Uses	**$ 107,517,793**	**$ (3,461,461)**	**$ 104,056,332**

APPLICANT'S PROPOSED TIMELINE

Date	Task
Winter 2026	State funding application invitation
March 2026	State funding application due
Summer 2026	State funding notification
Q4 2026	Close on project financing
Q4 2026 – Q2 2027	Relocate families
Q2 – Q3 2027	Construction begins

The full proposal is available at: https://watertownma.viewpointcloud.com/records/360693

Additional Request: https://www.watertown-ma.gov/asset/89c4658e-24f7-4b9b-a23a-0bbe983ba8c5

PROJECT TITLE:	Commander's Mansion Envelope Restoration and Elevator Modernization
PROJECT LOCATION:	440 Talcott Avenue
APPLICANT/ORGANIZATION:	Public Buildings Department
PROJECT MANAGER:	Christian Nixon
CPA CATEGORY:	Historic Preservation
CPC RECOMMENDED FUNDING AMOUNT:	**$610,000**
CPC RECOMMENDED FUNDING SOURCE:	Historic Preservation Reserve

PROJECT DESCRIPTION

The Department of Public Buildings requests $610,000 for the restoration of the Commander's Mansion building exterior and modernization of the building's elevator. Through this project, the applicant plans:

1. A full architectural and engineering investigation, design, and cost estimates for restoration of the building roof, flashings, gutters, collectors, downspouts, brick, stone headers and lintels. Additionally Public Buildings proposes evaluation and design for the installation of accessible routes to the Mansion that were identified as non-compliant in the city's Americans with Disabilities Act (ADA) and Massachusetts Architectural Access Board (MAAB) audit.
2. Restoration and reglazing of the original double hung wood sash windows.
3. Full modernization of the 26-year-old elevator, machine room, and controller, including the initial design and engineering costs.

This project is the second phase of the Commander's Mansion Cultural Landscape Report and Exterior Building Assessment project and its subsequent report. It would address many of the envelope deterioration and stormwater management issues identified in the report. With the extensive building envelope deterioration, water leaks are a problem at all levels and threaten damage to improvements recently made to the interior of the building.

Chris Nixon is well qualified to manage this project as an architect with expertise in historic structures. He developed the scope for this project and supervised recent interior renovations to the Mansion. The remaining members of the project team will be selected through public procurement and favor those with specific experience and expertise in historic buildings like the Mansion.

RECOMMENDED FUNDING

At its November 20, 2025, meeting, by a 9-0 vote, the CPC recommended $610,000 in funding for the Commander's Mansion Building Envelope and Elevator Modernization project. The CPC recommends an award to the Watertown Department of Public Buildings in accordance with the terms and conditions of a CPA Municipal Memorandum of Agreement and the overall purposes summarized in this document.

ALIGNMENT WITH COMMUNITY PRESERVATION PLAN 2021-2025

The project would align with the guiding principles and priorities outlined in the Community Preservation Plan as well as the following historic preservation goal:

- Preserve and rehabilitate City-owned historic resources, including buildings, landscapes, monuments, documents, and artifacts.

Roof, gutter, downspout, and window deterioration

PROJECT OUTCOME

Implementation of this project based on the resulting construction documents would stop further decay and damage as well as limit futures costs that would likely increase due to inflation. Another outcome would be the restoration of full accessibility to the building entrance and to the upper floors for Watertown residents and municipal staff.

Damaged soffit, sill, and sandstone window molding

SPECIFIC FUNDING CONDITIONS

- Restoration work shall conform with the Secretary of the Interior's Standards for Rehabilitation of Historic Structures.
- Documentation shall be provided to confirm the rehabilitation work conforms with the Secretary of the Interior's Standards for Rehabilitation of Historic Structures.

STANDARD FUNDING CONDITIONS

- Prior to disbursement of any CPA funds, the grantee shall enter into a Municipal Memorandum of Agreement with the CPC as set out in the grantee's application.

- No disbursements of funds may occur until the project has received all necessary governmental and third-party approvals, the project budget has been approved by the CPC, and all other sources of funds have been committed, as necessary, to complete the project.
- Any CPA funds appropriated but not used for the stated purposes of this project must be returned to the Watertown Community Preservation Fund.
- Notification of Community Preservation Coordinator about key events of project implementation such as project kick-off events, initial site meetings with contractors, initial plan reviews, and site visits when construction milestones are reached.
- Other conditions as deemed necessary and defined within the Agreement.

PROJECT BUDGET

Category	Item	CPA Request
Professional Fees	Envelope Architecture/Engineering	$95,000
Construction	Window Restoration	100,000
Construction	Elevator Upgrade	365,000
Other Fees	Elevator Design	25,000
Other Fees	Landscape Architecture	25,000
	TOTAL	**$610,000**

APPLICANT'S PROPOSED TIMELINE

Date	Accomplishment
December 2025	RFP Envelope Restoration
December 2025	Landscape Architect selected for accessible routes review and remediation
January 2026	Elevator Package Design begins
January 2026	Window Restoration begins
February 2026	Envelope Architect/Engineering team selected and under contract
February 2026	Landscape Architect accessible routes package complete with estimates
April 2026	Elevator Package issued for bid
May 2026	Window Restoration completed
May 2026	Envelope Restoration package for review and estimation
June 2026	Elevator contractor under contract
July 2026	Envelope restoration package construction cost estimate
Jan 2027	Elevator construction begins
April 2027	Elevator modernization complete, inspected and operational

The full proposal is available at: https://watertownma.viewpointcloud.com/records/375139

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: December 3, 2025

RE: Agenda Item – Proposed Loan Order

Attached is a request from the Department of Public Buildings for approval of up to $1,156,000 in supplemental capital funds to advance critical upgrades at the Parker Building during current construction, avoiding higher costs and delays if deferred to FY27–FY28. Early investment will deliver improved comfort, energy efficiency, and sustainability while maximizing cost-effectiveness.

Proposed Scope of Work:

- New Building Management System (HVAC controls): $121,000
- Roof deck/attic and wall insulation: $90,000
- Acoustic ceiling tile replacement (3rd floor suites): $120,000
- Replacement of gas-fired RTUs with all-electric air source heat pumps: $740,000
- Removal of gas lines and new electrical service for RTUs: $85,000

Approval of this funding will enable the Department to complete these upgrades efficiently while the building is open, ensuring improved performance, sustainability, and cost avoidance.

I respectfully request that the attached Loan Order be placed on the December 9, 2025 City Council Agenda for First Reading.

Thank you for your consideration.

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775
p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

December 2, 2025

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – Parker Building Project Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of envelope and mechanical/energy system upgrades to the Parker Building:

ORDERED: That the sum of $1,156,000 is appropriated to pay costs of envelope and mechanical/energy system upgrades to Parker Building, including all costs incidental and related thereto:

Description	Amount
New building management system/HVAC controls	$121,000
Insulation of top floor roof deck/attic space and adjacent walls	90,000
Acoustic ceiling tile replacement on third floor suites	120,000
Replacement of existing gas-fired roof top units with all electric air source heat pumps	740,000
Removal of gas lines and new electrical service for roof top units	85,000

and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

/s/ Chelsea A. Tryder

Chelsea A. Tryder

WATERTOWN
MASSACHUSETTS

Watertown City Hall
149 Main Street, Watertown, MA 02472

December 1, 2025

George Proakis
City Manager
City of Watertown
149 Main Street
Watertown, MA 02472

Dear Mr. Proakis

The Department of Public Buildings is requesting approval for up to $1,156,000 in capital funds per the below write-up provided by Chris Nixon, Assistant Director for Construction and Capital Projects:

To better and more effectively provide for envelope and mechanical/energy system upgrades while the Parker Building is opened up during construction (rather than FY27-FY28), the Department of Public Buildings is recommending supplemental funding in the amount of $1,156,000 to fund four key elements:

New BMS (building management system/HVAC controls): $121,000
Insulation of top floor roof deck/attic space and adjacent walls: $90,000
Acoustic ceiling tile replacement in 3rd floor suites: $120,000
Replacement of existing gas-fired RTUs (roof top units) with new all-electric air source heat pumps: $740,000
Removal of gas lines and new electrical service for RTUs: $85,000
Total supplemental request: $1,156,000

Funding this work now will provide for a more comfortable and energy efficient Parker Building sooner, in lieu of subsequent demolition/construction with higher costs.

If you could please support this request and forward it to City Council for approval at the December 9, 2025 meeting.

Thank you,

Denise Moroney
Director of Public Buildings
617-686-3184

INOVIS ENERGY
EFFICIENCY·FORWARD

94 Reservoir Park Drive
Rockland, MA 02370
(617)-544-3200

12/01/2025

Solution: Parker Building Roof & Wall Insulation

Site: CITY OF WATERTOWN

Presented To:
Silas Fyler
CITY OF WATERTOWN
silas.fyler@watertown.k12.ma.us

Prepared By:
Tony Castro
Solutions Consultant
tcastro@inovisenergy.com

Inovis Energy, Inc, is a turn-key implementer of energy efficiency measures. We provide our clients with a streamlined approach to energy conservation projects that makes the process efficient, clear, and successful.

We have included the necessary information for review of the above-mentioned project in this report. We hope you find our analysis clear and concise. If there are any specific questions, or additional information requested, please let us know.

Tony Castro

Tony Castro
Solutions Consultant
Inovis Energy, Inc.

INOVIS ENERGY
EFFICIENCY·FORWARD

94 Reservoir Park Drive
Rockland, MA 02370
(617)-544-3200

Solution: Parker Building Roof & Wall Insulation

Proposed Scope of Work:

Currently, no insulation in the roof or walls.

Proposal is to install insulation in roof and walls for older building section.

A general description of work is as follows:

Install 3" Closed-Cell Foam Insulation - R-21 closed cell foam insulation.

Roof: 7,590 SF

Masonry Walls: 6,000 SF

No insulating paint included.

Clarifications, Omissions, and Assumptions:

Customer is required to ensure no one is at least 50 feet away from where we are spraying so most of that top floor will need to be vacant.

GENERAL:

Unimpeded access to the worksite needed.
All work is to be performed during normal working hours, Monday through Friday.
Inovis cannot be held responsible for any delays caused by weather, federal, state, or local officials, or any other circumstances beyond our control.
Inovis will not be responsible for any existing code violations that are present prior to the start of work.
Inovis can rectify any violations or code non-compliance, if you choose, on a time and materials basis separate from this quote.

INOVISENERGY
EFFICIENCY·FORWARD

94 Reservoir Park Drive
Rockland, MA 02370
(617)-544-3200

Financials:

Location / EEM Description	Total	MassSave Rebate *	Total Less Rebates	kWh Savings	Electric Savings **	Therm Savings	Natural Gas Savings ***
EEM #1 - Install Attic & Wall Insulation	$88,492	$24,462	$64,030	521	$188	2,270	$3,973
Totals	**$88,492**	**$24,462**	**$64,030**	**521**	**$188**	**2,270**	**$3,973**

* PRESCRIPTIVE REBATE

** ELECTRIC COST BASED ON $.36/kWh

*** NATURAL GAS SAVINGS BASED ON $1.75/Therm

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: December 3, 2025

RE: Agenda Item – Proposed Loan Order

Attached is a request from the Department of Public Buildings for approval of up to $95,000 in capital funds, identified in line 238 of the FY2026–2030 School CIP under Security System Enhancements. This item has been included in prior CIP documents and reaffirmed by the City Council as noted in Conceptual Recommendation #9 of the FY2026-2030 CIP, confirming alignment with established priorities.

The funds will support installation of a standby generator and related equipment at Phillips School to provide emergency backup power for the Watertown Public Schools network server. This project will safeguard critical systems and ensure continuity of educational services during outages.

I respectfully request that the attached Loan Order be placed on the December 9, 2025 City Council Agenda for First Reading.

Thank you for your consideration.

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775
p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

December 2, 2025

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – Security System Enhancements (Phillips School) Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of security system enhancements for the Phillips School:

> ORDERED: That the sum of $95,000 is appropriated to pay costs of the security system enhancements, including the installation of a standby generator and associated equipment, at the Phillips School, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

/s/ Chelsea A. Tryder

Chelsea A. Tryder

WATERTOWN
MASSACHUSETTS

Watertown City Hall
149 Main Street, Watertown, MA 02472

November 21, 2025

George Proakis
City Manager
City of Watertown
149 Main Street
Watertown, MA 02472

Dear Mr. Proakis

The Department of Public Buildings staff is requesting approval for up to $95,000 in capital funds as shown in line 238 of the School FY26 to FY30 CIP as "Security System Enhancements" for the installation costs of a standby generator and associated equipment at the Phillips School.

JC Lentine has provided the attached proposal dated November 7, 2025 which is for the installation of a standby generator to serve as an emergency power backup to protect the Watertown Public Schools network server against the effects of any loss of building power. The installation of a standby generator at Phillips will enable WPS to provide continual educational services to the school community in the event of a power outage.

If you could please support this request and forward it to City Council for approval at the December 9, 2025 meeting.

Thank you,

Denise Moroney
Director of Public Buildings
617-686-3184

JC LENTINE ELECTRIC SERVICE, INC.

ELECTRICAL AND FIRE ALARM CONTRACTORS
COMMERCIAL – INDUSTRIAL – MUNICIPAL – INSTALLATIONS
MASTER ELECTRICIAN LIC. A-16522

PHONE (617) 361-1500
FAX (617) 364-2006

54R WALTER STREET #6
HYDE PARK, MA 02136

November 7, 2025

Mr. Christian Nixon
Assistant Director
Construction and Capital Projects
Department of Public Buildings
124 Watertown Street, Suite 3F
Watertown MA 02472

PROPOSAL FOR INSTALLATION OF STANDBY GENERATOR and ASSOCIATED EQUIPMENT – PHILLIPS SCHOOL

Dear Chris:

We are pleased to provide the following proposal for your consideration:

Provide labor, equipment, and materials to install the pre-purchased standby diesel generator for the Phillips School as discussed and in accordance with the drawings prepared by Fitzemeyer and Tocci Associates for subject project.

The work will generally follow the provided drawings. Any deviation from the project drawings will result in a better quality of installation than specified, not a lesser quality.

Install all wiring in the building interior in EMT conduit with steel set screw fittings.

Install all underground wiring in schedule 40 PVC conduit. Emerge out of the ground or through concrete pads with galvanized rigid steel conduit and sweeps.

Install warning ribbon over underground conduits in trenches as required by code.

All wiring on the exterior of the building to be run in galvanized rigid steel conduit.

All wiring to be copper. All underground wiring to be type XHHW insulation. All interior wiring to be type THHN or XHHW insulation.

Install a 100 amp 3 phase, 4 wire feeder with equipment ground from the generator to the new automatic transfer switch. Install a 100 amp 3 phase, 4 wire feeder with equipment ground from existing panel MDP to the new automatic transfer switch. Install a 100 amp 3 phase, 4 wire feeder with equipment ground from the new automatic transfer switch to new panel OX-P1. Minimum wire size for these feeders to be #3 copper with #8 copper equipment ground.

Install and connect pre-purchased automatic transfer switch.

Provide and install (1) Siemens factory assembled panelboard for panel OX-P1 as specified. Panel to be 42 circuit, surface mount, top feed, 10,000 AIC, tin plated copper bus rated at 250 amps, 100 amp main breaker, door-in-door construction, with the following bolt-on breakers: (2) 2 pole 20 amp, (1) 2 pole 30 amp, (24) 1 pole 20 amp, and (12) bussed spaces.

Provide conduits from building to generator for remote annunciator, data, engine start circuit, and 120 volt power for block heater, battery charger, and louvers (if needed). 120 volt power circuits for the generator support circuits to be derived from future panel PP-X1.

Reconfigure existing circuits in existing panel MDP as needed to provide space for the normal power feed to panel OX-P1. Provide (1) 3 pole, 100 amp GE type TEY circuit breaker for this feed.

Provide (1) 2 pole, 100 amp breaker in existing panel MDP to refeed the existing circuit being moved to allow for the installation of the aforementioned 3 pole, 100 amp TEY breaker. It is assumed this breaker to be a GE type THQD22100. This proposal assumes the existing position specified to install the THQD22100 has the necessary bus extensions/hardware to accommodate the breaker. This proposal does not include breaker mounting hardware or bus kits.

Install pre-purchased generator remote annunciator in the ground floor lobby by the elevator as discussed.

Provide and install generator remote monitoring system with one year subscription service by Power Telematics as specified.

Receive, unload, uncrate, and provide crane and rigging services to install the pre-purchased generator on the concrete pad by others.

Provide UL listed liquid-tight flexible metal conduit connections from the underground conduits to the generator as needed.

Install external emergency stop button on the generator as required.

Install 4/0 copper ground ring with Cadweld connections and ¾" x 10' copper clad ground rods around the generator pad as specified.

Provide a full tank of diesel fuel for the generator.

Coordinate with generator supplier for start-up, testing, and training.

Coordinate and work with the City of Watertown Department of Public Works as needed to perform the work.

Provide any necessary core drilling to complete the work.

Patch/fire-stop all holes through rated walls, ceilings, or floors created by this work.

Trace specified existing circuits per the project drawings to determine their current source. Refeed these circuits as specified from panel OX-P1. It is assumed that these circuits can be intercepted within the main electric room, removed from the panel(s) currently serving them, and connect them to the new circuits in junction boxes or wireways – NOT within the existing panels.

This proposal does not include supplying the generator, remote annunciator, or automatic transfer switch as those items have been pre-purchased.

This proposal does not include any cutting or patching of bituminous asphalt pavement, excavation, sand bedding, back-filling, compaction, reinforcing steel, concrete forms, concrete, or concrete placement and finishing.

This proposal is based on all work being performed during normal (non-holiday) work hours of Monday – Friday, 7:00 AM to 3:30 PM (or 6:00 AM – 2:30 PM), with Prevailing Wage Labor Rates based on our current contract with the City of Watertown being paid to all employees working on this project. All work will be performed by Massachusetts licensed electricians and/or state registered apprentices. All employees have completed the 10-Hour OSHA mandated training class.

This proposal includes a City of Watertown electrical permit with permit fee waived.

This proposal does NOT include the cost of any Surety Bonds if required. If a 50% payment bond is required, please **ADD: $2,715.00** to the proposal amount below.

COST TO PERFORM THIS WORK: $90,500.00

If you have any questions, require any additional information or would like to schedule the above work, please do not hesitate to contact me.

Very truly yours,

John C. Lentine

JCL

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to authorize the City Manager to enter into a longer than 3 year term contract with Bluebikes

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: December 1, 2025

RE: Agenda Item – Authorization to Sign Contract Exceeding Three Years

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The City's current Bluebikes contract with Lyft Urban Solutions (LUS) will expire in early 2026. Following a regional Request for Proposals issued by the Metropolitan Area Planning Council, LUS was selected to continue operating the system.

Participating municipalities propose entering into a five-year agreement with two optional two-year renewals, for a maximum term of nine years. This longer contract structure is designed to enhance service delivery, strengthen title sponsorship funding, and support continued system growth both regionally and within Watertown.

Pursuant to G.L. c. 30B, §12, City Council approval is required for contracts exceeding three years. Authorization of up to nine years is requested, with Council retaining discretion to approve a shorter duration or decline renewals at the option periods.

Therefore, I respectfully request that this matter be included on the City Council agenda for December 9, 2025, for favorable consideration.

Thank you for your attention to this matter.

WATERTOWN
MASSACHUSETTS
COMMUNITY DEVELOPMENT
AND PLANNING

To: George Proakis, City Manager
From: Zeke Mermell, AICP, LEED AP, Senior Transportation Planner; Gideon Schreiber, AICP, Director of Planning and Zoning; Steve Magoon, Director of Community Development & Planning
Date: November 21, 2025
Re: Authorization of Future Bluebikes Contract Exceeding Three Years

This memorandum summarizes the request to authorize a future contract with the operator of Bluebikes for a period exceeding three years, as required by section twelve of Chapter 30B of the General Laws.

The City's contract with Lyft Urban Solutions (LUS), the operator of the regional bikeshare system that Watertown participates in, Bluebikes, will expire in early 2026. Metropolitan Area Planning Council (in 2025) issued a request for proposals (RFP) on behalf of all the municipalities in Bluebikes, including Watertown, to select a new operator. Through a competitive process, LUS was re-selected as the operator to manage the entire system so that it continues to operate regionally. Each municipality will have the opportunity in early 2026 to contract with LUS separately or enter into a joint contract.

Consensus of Bluebikes' municipalities is to enter into a five-year contract with two, 2-year options to renew with the operator LUS. The municipal (including Watertown) transportation planners believe that entering into a longer-term contract will encourage LUS to provide a higher level of service to help secure more funding through the system's title sponsorship, to allow Bluebikes to continue growing regionally and in Watertown.

Pursuant to Section 12 of Chapter 30B of the General Laws, Watertown City Council approval is required for the City to enter in a contract under that law for a period exceeding three years. Thus, **we are asking City Council to approve a contract with Lyft Urban Solutions (Bluebikes' operator) for a period not to exceed nine years total**, as described above, inclusive of renewal options. The other Bluebikes municipalities' staff are also seeking the equivalent approval in their cities/towns.

While Council may now authorize the full, anticipated contract length of 9 years, Council has the discretion under G.L. c. 30B, sec. 12, to authorize a different contract duration. Note that authorization by Council of the full, requested contract duration does not require the City to contract with the operator for the *entire* period. The City still can decline to renew the contract for one or both recommended renewal periods.

Bluebikes is a key part of meeting our Resilient Watertown transportation goals and provide ways for our residents to traverse the City and region in a sustainable and equitable manner. During this new contract period, we will work to expand Bluebikes in Watertown due in large part to City Councilors' positive feedback and requests. Thank you for your time and consideration.

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to accept the report of the Committee on Economic Development and Planning from its meeting on November 20, 2025.

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve the action items from the report of the Committee on Economic Development and Planning from its meeting on November 20, 2025.

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION # 121 **2025 – R -** 121

RESOLUTION CONFIRMING THE APPOINTMENT OF LEI MA TO THE PUBLIC ARTS AND CULTURE COMMITTEE

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the appointment of Lei Ma to the Public Arts and Culture Committee for a term to expire on November 15, 2027.

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above Resolution was adopted by a vote of 9 for, 0 against, and 0 present on December 9, 2025

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large	John G. Gannon, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION # 122 **2025 – R -** 122

RESOLUTION CONFIRMING THE REAPPOINTMENT OF DAWN SCALTRETO TO THE PUBLIC ARTS AND CULTURE COMMITTEE

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the reappointment of Dawn Scaltreto to the Public Arts and Culture Committee for a term to expire on November 15, 2028.

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above Resolution was adopted by a vote of 9 for, 0 against, and 0 present on December 9, 2025

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

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Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION # 123 **2025 – R -** 123

RESOLUTION CONFIRMING THE APPOINTMENT OF BRENDAN SHANAHAN TO THE HISTORIC DISTRICT COMMISSION

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the appointment of Brendan Shanahan to the Historic District Commission for a term to expire on November 15, 2026.

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above Resolution was adopted by a vote of 9 for, 0 against, and 0 present on December 9, 2025.

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large	John G. Gannon, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION # 124 **2025 – R -** 124

RESOLUTION CONFIRMING THE REAPPOINTMENT OF MATT HANNA TO THE PUBLIC ARTS AND CULTURE COMMITTEE

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the reappointment of Matt Hanna to the Public Arts and Culture Committee for a term to expire on November 15, 2028.

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above Resolution was adopted by a vote of 9 for, 0 against, and 0 present on December 9, 2025

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large	John G. Gannon, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION # 125 **2025 – R -** 125

RESOLUTION CONFIRMING THE REAPPOINTMENT OF HARVEY STEINER TO THE HISTORIC DISTRICT COMMISSION

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the reappointment of Harvey Steiner to the Historic District Commission for a term to expire on November 15, 2028.

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above Resolution was adopted by a vote of 9 for, 0 against, and 0 present on December 9, 2025.

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large	John G. Gannon, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION # 126 **2025 – R -** 126

RESOLUTION CONFIRMING THE REAPPOINTMENT OF LINDA STERNBERG TO THE HISTORIC DISTRICT COMMISSION

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the reappointment of Linda Sternberg to the Historic District Commission for a term to expire on November 15, 2028.

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above Resolution was adopted by a vote of 9 for, 0 against, and 0 present on December 9, 2025.

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large	John G. Gannon, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

ELECTED OFFICIALS:

Mark S. Sideris,
Council President

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor

John M. Airasian,
Councilor At Large

Caroline Bays,
Councilor At Large

John G. Gannon,
Councilor At Large

Anthony Palomba,
Councilor At Large

Nicole Gardner,
District A Councilor

Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor

Report of the Committee on Economic Development and Planning
Meeting Date: November 20, 2025

The Committee convened on Thursday November 20, 2025, at 5:00 pm in the City Council Office. Present were Lisa Feltner, chair; John Gannon, vice chair; and Vincent Piccirilli, secretary. The purpose of the meeting was to conduct Historic District Commission and Public Arts and Culture Committee interviews.

Lei Ma is seeking appointment to the Public Arts & Culture Committee. She is a biologist and educator working at Harvard. Last year she was the Dragon Boat co-captain for the Chinese American Association of Watertown, and attended the Civics Academy, and she's eager to do more to give back to the community. Lei feels her skills in building relationships will be a good fit in helping to make Watertown an arts destination.

Brendan Shanahan is seeking appointment to the Historic District Commission as the Historical Society of Watertown representative, to fill the unexpired term of Robert Bloomberg. He joined HSW in 2022 was able to transcribe their past minutes from the 18th and 19th centuries. Brendan studied at the North Bennet Street School and works as a carpenter specializing in historic woodworking and construction, which he feels will be very helpful to evaluate projects in the district. He also volunteers at the Royall House and Slave Quarters in Medford.

Dawn Scaltreto is seeking reappointment to the Public Arts & Culture Committee at the encouragement of committee members. She is an artist, musician, illustrator, and art teacher and was one of the original members of the PACC in 2021. Dawn currently serves as Secretary, and loves coordinating efforts with other arts groups, the schools, and the library. With our full-time Public Arts & Culture Planner and funding from several sources, they have been able to offer diverse cultural events that generated excitement and were well attended, and she looks forward to doing many more.

Harvey Steiner and Linda Sternberg are seeking reappointment to the Historic District Commission and were interviewed together. They live in the district and were both originally appointed in 2003 at its inception, and they currently serve as Chair and Vice Chair. There has been a lot of change in Watertown, but they both feel it is important to balance that change with preserving Watertown's historic characteristics. They discussed how the new "wayfinding" signs are practically unreadable and don't offer a visual representation for the Historic District. They are eager to have the commission work with staff to develop better signage and the public amenities that enhance the area's character, especially with the Mt. Auburn corridor improvements underway and interest by residents to see period-appropriate materials. They have previously shared some ideas with DPW and DCDP but there has since been a lot of staff changeover. They also expressed a desire to return to in-person meetings.

Matt Hanna is seeking reappointment to the Public Arts & Culture Committee, which he has served on since 2023. He is a musician, a music teacher, and a podcast host. He has also been attending some Live Well walks and Watertown Business Coalition events to generate new ideas for community engagement. One of the initiatives he worked on was the inaugural Porchfest in 2024, which was a big success, and it has now transitioned from the PACC to the Cultural District Partnership to manage. Matt is now working on getting more live music in restaurants as part of the creative economy, which proved to be an economic success for participants in the first Porchfest "after hours" this May, and opportunities for live music help make Watertown a more vibrant place.

➔ **Action Item**: Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Lei Ma for appointment to the Public Arts & Culture Committee for a term expiring November 15, 2027. Voted 3-0.

➔ **Action Item**: Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Brendan Shanahan for appointment to the Historic District Commission for a term expiring November 15, 2026. Voted 3-0.

➔ **Action Item**: Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Dawn Scaltreto for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028. Voted 3-0.

➔ **Action Item**: Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Harvey Steiner for reappointment to the Historic District Commission for a term expiring November 15, 2028. Voted 3-0.

➔ **Action Item**: Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Linda Sternberg for reappointment to the Historic District Commission for a term expiring November 15, 2028. Voted 3-0.

➔ **Action Item**: Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Matt Hanna for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028. Voted 3-0.

The meeting adjourned at 7:00 pm.

Report prepared by Vincent Piccirilli

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to accept the report of the Committee on Economic Development and Planning from its meeting on October 21, 2025

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve the action item from the report of the Committee on Economic Development and Planning from its meeting on October 21, 2025

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

ELECTED OFFICIALS:

Mark S. Sideris, Council President

Vincent J. Piccirilli, Jr., Vice President & District C Councilor

John M. Airasian, Councilor At Large

Caroline Bays, Councilor At Large

John G. Gannon, Councilor At Large

Anthony Palomba, Councilor At Large

Nicole Gardner, District A Councilor

Lisa J. Feltner, District B Councilor

Emily Izzo, District D Councilor

Report of the Committee on Economic Development and Planning
Meeting Date: October 21, 2025

The Committee convened on Tuesday October 21, 2025, at 6:00 pm in the Richard E. Mastrangelo Council Chamber, as a hybrid meeting with remote participation by zoom. Present were Lisa Feltner, chair; John Gannon, vice chair; and Vincent Piccirilli, secretary. Staff present were Assistant City Manager for Community Development & Planning Steven Magoon, Director of Planning and Zoning Gideon Schreiber, Transportation Planner Zeke Mermell, Director of Senior Services Lydia McCoy, and by zoom Sustainability Program Manager Laurel Schwab, and Watertown TMA Director Sophia Galimore. Also present were consultants Liza Cohen from Stantec, and Dan Berez, from Journey; and Councilors Anthony Palomba and Nicole Gardner, and by zoom President Mark Sideris. Residents present were Jeanne Trubek, Lise Paul, Bob Shay, Ernesta Kraczkiewicz, Deborah Peterson, Mark Peterson, and by zoom Angie Kounelis.

The purpose of the meeting was:
1. Presentation and discussion of the ARPA-Funded Study for Improving City-Supported Mobility; make recommendation on preferred options as time allows.
2. Update on consideration and recommendation of Transportation Network Company (TNC) Funds.

Mobility Study

Mr. Magoon began by explain the dual goals of the study: how to efficiently serve the most people for transit options in getting around Watertown, and how to best reduce vehicle emissions. This robust study provides a framework in guiding our policy and mitigation based on best practices and cost effective, results oriented approaches to reducing single occupancy vehicle trips, which is consistent with both our climate action and comprehensive plans' goals.

Both consultants Ms. Cohen, a principal for Stantec's Urban Mobility Group and Mr. Berez, Journey's Transit Practice Lead for transportation management acknowledged a positive collaboration with stakeholders and presented a summary of the study (Attachment A).
They describe metrics for success of the study:
1. Expand access for underserved neighborhoods.
2. Reduce travel by single occupancy vehicle, including those who can't walk or bike.

They listed seven key issues from the data and community-driven needs assessment:
1. Watertown has limited options for traveling north-south by transit or bicycle.
2. More people are traveling from Watertown neighborhoods to Arsenal Yards and Boston Landing.
3. Nearly 2/3 of trips that start in Watertown are local.
4. Many trips occurring in Watertown are just passing through.
5. Most trips within Watertown require crossing a major street, some of which lack signalized crossings.
6. All of Watertown has the density of people and jobs needed to support fixed-route transit service.
7. Neighborhoods farther from Watertown Square have transit access to fewer destinations.

They described five key strategies that were developed:
1. Expand a Local Transit Approach
2. Become a Leader in Universal Access Design
3. Invest in Top Corridors by Use
4. Develop a Comprehensive Safety Approach
5. Pursue Local + Regional Priorities

Regarding the Local Transit Approach, they expanded on exploring ways to fill transit gaps and unmet needs, including:
1. Create a unified Watertown Connector route.
2. Create a Microtransit Service for seniors and people with disabilities.

3. Create a Microtransit Service for the general public. In particular, they presented a hypothetical scenario where these three objectives could be met with a fleet of six vans, which would have an estimated annual operating cost of $3 million.

Finally, they presented a "Universe of Projects" for consideration and classified them as follows:

- High Feasibility, High Impact Projects
- Low Feasibility, High Impact Projects
- High Feasibility, Low Impact Projects
- Low Feasibility, Low Impact Projects

Next, the Committee took public comments:

- Jeanne Trubek from Watertown Faces Climate Change asked about reducing the city speed limit to 25 mph, and ways to improve safety by reducing cut-through traffic.
- Deborah Peterson, Ernesta Kraczkiewicz, and Lise Paul presented a letter from Watertown Faces Climate Change (Attachment B) and offered to assist the Committee, emphasizing both a Local Transit and Vision Zero approach; highlights included learning about sources of funding, how to strengthen engagement with the business community, the importance of a N-S route, connections with Newton, and ongoing advocacy with MBTA such as bus #65, etc.
- Bob Shay spoke about microtransit benefits for the environment and for people with disabilities, and an ideal alignment with what is being done in neighboring communities.
- Mark Peterson put in a plug for "unified connectors". The #70 bus serves about 800 riders a day despite its inconsistencies and lack of shelters. He said the TMA includes 20 to 30 businesses along Pleasant and Arsenal Streets, but more effort is needed to expand its operations; the large board just meets quarterly for about an hour. He suggested a subcommittee would be beneficial to plan for future mobility recommendations per the study.
- Lydia McCoy related what she hears from seniors about what they need, and the Senior Center is currently using GoGo Grandparent after a pilot, which costs about $2,000 per month for about 90 low-income seniors and is means-tested and has provided over 1200 free door-door transit so far. GoGo Grandparent also provides delivery services. An increase in funding, from $11K to $30K would go a long way and would also benefit mid-income seniors. She and Zeke Mermell are exploring different models that are offered, including how the City of Newton is using this service.

The Committee discussed the recommendations presented, how to determine what the costs will be and where the funding will come from, and how to prioritize them. It was agreed that more discussion is needed with staff before any recommendations could be made to the City Council. Many approaches and implementation details will depend on funding.

Councilor Piccirilli made a motion, seconded by Councilor Gannon, to continue the discussion at a future meeting. Voted 3-0.

TNC Funds for 2024

Mr. Magoon presented a memo (Attachment C) describing the $59,525.50 TNC Fund FY2024 disbursement -the amount is based on a per-ride assessment for rides originating in Watertown per the state this summer- and the recommendation to apply it towards support in operating the Pleasant Street Shuttle branch of the Watertown Connector. This is consistent with what we have done in prior years in line with our vision for transportation and sustainability. More detail is available through the state TNC dashboard at https://www.mass.gov/info-details/2024-rideshare-data-report.

➔ **Action Item**: Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend the City Council appropriate the 2024 TNC Funds of $59,525.50 to the operation of the Pleasant Street Watertown Connector Shuttle. Voted 3-0.

The meeting adjourned at 8:00 pm.

Report prepared by Vincent Piccirilli

Attachments:

A. Watertown Study to Improve City Supported Mobility
B. Watertown Faces Climate Change memo
C. Memo Transportation Network Funds 2024 Disbursement

Attachment A

Watertown Study to Improve City Supported Mobility

"Founded in Peace"
WATERTOWN
MASSACHUSETTS

Stantec

Journey

Executive Summary

Introduction

What is the Purpose of this Study?

The City set out on this project to improve mobility and access within Watertown in three key ways:

- Identifying **opportunities within City control**. Although the City has an important voice in the region, it is challenging for it to invest in major regional projects such as highways or train lines, or to influence policies at the state or local level that are not the City's own.
- Projects that are in alignment with **twin goals to increase access for particular groups and reduce emissions.** The study sought to identify the best options to connect people to where they want to go locally without a personal automobile in accordance with the City's goal of reducing single-occupancy vehicle (SOV) travel mileage by 50% by 2050. The charge of the study was also to consider the needs of residents whose mobility needs are not being met, including older adults, those with disabilities, low-income residents, students, parents with children, and households without vehicles. These groups often cannot rely on private automobile ownership, nor can they all make use of cycling or walking.
- Guided by the goals, the study identified **needs defined through both empirical data and community conversations**. Each hold equal weight, as data alone cannot tell the whole story of mobility.

Project Process

Universe Of Projects

The Project Team reviewed recent Watertown plans and reports for City-identified projects, best practices from peer municipalities, and regional initiatives that may impact Watertown, highlighting projects the City could pursue or advocate for to enhance its overall development and accessibility.

Data- and Community-Driven Needs Assessment

Community conversations and a review of key data revealed important characteristics of Watertown's mobility network. The analysis used these findings to narrow down and add to the list of strategies for the City to consider:

- Watertown has limited options for traveling north-south by transit or bicycle
- More people are traveling from Watertown neighborhoods to Arsenal Yards and Boston Landing
- Nearly 2/3 of Trips that Start in Watertown are Local
- Many Trips Occurring in Watertown are Just Passing Through
- Most trips within Watertown require crossing a major street, some of which lack signalized crossings
- All of Watertown has the density of people and jobs needed to support fixed-route transit service
- Neighborhoods farther from Watertown Square have transit access to fewer destinations

Final Strategies

The final set of strategies target the above identified needs and include additional detail regarding implementation, potential partners, funding sources, and next steps for the City.

Executive Summary

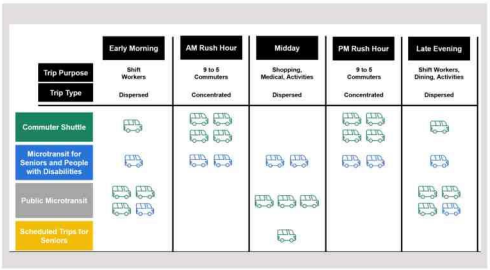
Key Strategies

What is the Outcome of this Study?

The analysis identified five key mobility strategies for the City to prioritize, several of which have sub-recommendations and additional details which are discussed later in this report:

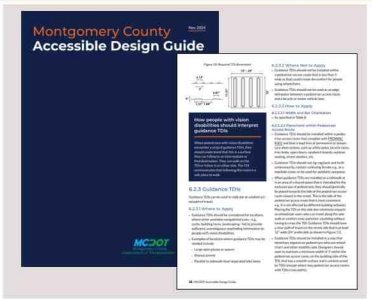
1. Expand a Local Transit Approach

- Explore ways (within the City's direct control) to fill transit gaps and unmet needs. Sub-recommendations include:
  - Approaches for a Unified Watertown Connector
  - Expanding Community Microtransit Services
  - Creating a Community Transit Platform



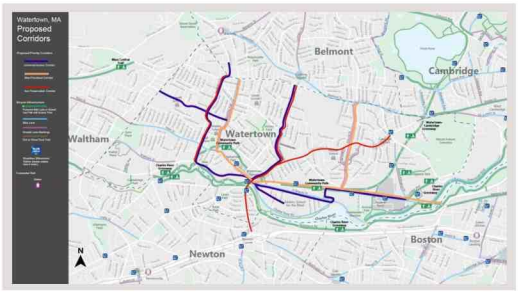
2. Become a Leader in Universal Access Design

- Begin by developing a Universal Design Guide and associated standards with local community partners like Perkins School for the Blind, the Council on Aging, and other organizations representing those with mobility challenges.
- Beginning with a pilot corridor, implement Universal Access corridors, focusing on predictability, consistency, and ease of use for all users.



3. Invest in Top Corridors by Use

- In addition to the Universal Access corridors (Strategy 2) the City should invest in specific corridors for Bus Preservation (for future transit routes) and Bike Priority.
- Emphasis on North-South streets was identified both by analysis and stakeholders as a challenging direction of travel.



4. Develop a Comprehensive Safety Approach

- Continue to prioritize safety on Watertown's streets, including via recent federal grant awards as well as the Boston Region MPO's Safety Action Plan.
- Develop a Traffic Calming Program that links resident feedback to a catalog of pre-approved street design interventions that can be installed first as a quick-build, and then as a permanent design.

5. Pursue Local + Regional Priorities

- Sub-recommendations include:
  - Creating a north-south MBTA bus route through Watertown
  - Extending MBTA Bus Route 65 from Brighton to Watertown Square
  - Reducing commuter fares at inner core stations to match subway fares
  - Additional long-term recommendations (see section)

See City-Supported Mobility Strategies section of this report for details on each.

Acknowledgements

CONSULTING TEAM

Stantec Consulting Inc.

- Ralph DeNisco
- Liza Cohen
- Erin Cameron
- Adam Gendreau

Journey (WBE)

- Dan Berez

CITY OF WATERTOWN

Steven Magoon

- Assistant City Manager for Community Development and Planning, City of Watertown

Zeke Mermell, AICP, LEED AP

- Senior Transportation Planner, City of Watertown

Gideon Schreiber, AICP

- Director of Planning and Zoning, City of Watertown

CITY STEERING COMMITTEE

Erika Jerram

- City of Watertown Director of Community Design

Laurel Schwab

- City of Watertown Sustainability Manager

Lydia McCoy

- City of Watertown Executive Director of Senior Services

Tyler Cote

- City of Watertown Community Engagement Specialist

Table of Contents

1. Introduction
2. Needs Assessment and Outreach Findings
3. City-Supported Mobility Strategies
4. Appendix
    - A. Universe of Projects
    - B. Local and Regional Efforts with Agency Partners- Additional Details
    - C. Stakeholder Summaries

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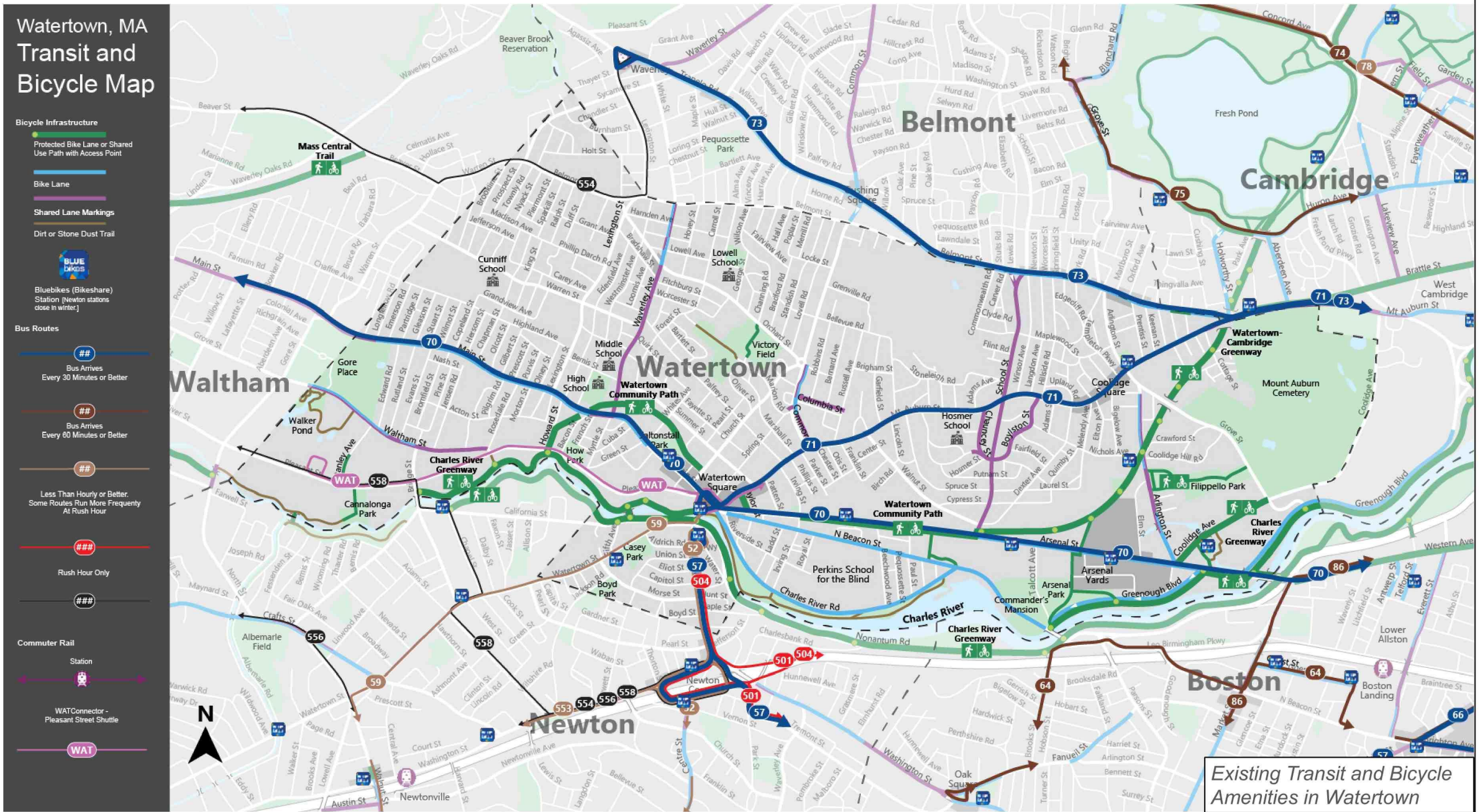
1 Introduction

What is the Watertown Transportation Strategy?

The City set out on this project to improve mobility and access within Watertown in three key ways:

- Identifying **opportunities within City control**. Although the City has an important voice in the region, it is challenging for it to invest in major regional projects such as highways or train lines, or to influence policies at the state or local level that are not the City's own.
- Projects that are in alignment with **twin goals to increase access for particular groups and reduce emissions.** The study sought to identify the best options to connect people to where they want to go locally without a personal automobile in accordance with the City's goal of reducing single-occupancy vehicle (SOV) travel mileage by 50% by 2050. The charge of the study was also to consider the needs of residents whose mobility needs are not being met. These groups include older adults, those with disabilities, low-income residents, students, parents with children, and households without vehicles. They often cannot rely on private automobile ownership, nor can they all make use of cycling or walking.
- Guided by the goals, the study identified **needs defined through both empirical data and community conversations**. Each hold equal weight, as data alone cannot tell the whole story of mobility.

This report provides a brief overview of the study process, followed by the data findings relative to the emissions reduction and community access goals. The bulk of the report focuses on five strategy areas for the City to focus on in the immediate future, although elements of each strategy may be more mid- or long-term. **These strategies emerged directly from the project process and strike a balance between strategies that would directly decrease vehicle miles traveled and those that target groups that are underserved today.**



Existing Transit and Bicycle Amenities in Watertown

Source: Watertown Bicycle and Transit Maps

Existing Community Transit Services

The City of Watertown and the Watertown Transportation Management Association (Watertown TMA) support a range of community transportation services and programs, including:

- **Watertown Connector – Pleasant Street:** A commuter shuttle connecting Pleasant Street, Watertown Square, and Harvard Square. The shuttle is provided by the City, open to the public for a $1 fare, and free to participating TMA members. The City currently funds the shuttle using fare revenue and TMA member contributions.
- **Watertown Connector – Arsenal Street:** Two commuter shuttle services connecting the Arsenal Street area and Harvard Square – one serving residential users and another serving corporate users. These shuttles are managed by the ARE and are open only to participating members.
- **Senior Shuttle:** The City operates weekly grocery trips and scheduled excursion trips for seniors, using a City owned-and-operated shuttle van.
- **School Bus Transportation:** The City provides school bus transportation for qualified students at Hosmer K-5, as well as temporary service for Middle School and High School students during the 25-26 school year.
- **GoGo Transportation & Taxi Subsidies for Seniors:** Two programs that enable qualified Watertown seniors to access subsidized or free Uber, Lyft, and Taxi rides. These programs are funded by the City and the Marshall Home Fund.
- **MBTA Student Passes:** The City participates in the MBTA Student Pass Program, providing discounted fare products for Middle and High School students.

The City and the Watertown TMA currently contract with third-party vendors to operate the Watertown Connector and School Bus Transportation services.

Project Goals

This study is motivated by the goals outlined in the previously-adopted Comprehensive Plan. To guide the Watertown Study for City-Supported Mobility, the City developed two specific metrics, calling for expanded access and reduced single-occupancy vehicle travel. In this report, the recommended priority projects will be evaluated by how well they meet these two goals.

COMPREHENSIVE PLAN GOALS

1. Be **a leader on municipal sustainability** and managing climate change impacts.
2. Enhance the **character and quality of life** in Watertown's neighborhoods, squares, and along the corridors that connect them to help build community.
3. Cultivate **a mix of diverse businesses** that strengthens our community by providing jobs, services, and support for City infrastructure.
4. Provide **safe, efficient multimodal transportation options** that provide access to homes, jobs, amenities, and services.
5. Facilitate a **range of housing types** and affordability.
6. Ensure **high-quality parks, recreation, and open spaces** that meet the needs of residents and the environment, and encourage active and passive use.
7. **Support community wellness** through inclusive programs and events, diverse arts and culture, enhanced natural and historic resources, and livelier public and private spaces.
8. **Proactively maintain** and improve infrastructure and services.

METRICS OF SUCCESS FOR THIS STUDY

1. Expand access for underserved groups/neighborhoods
2. Reduce travel by single occupancy vehicle, including for those who can't walk and bike

Project Process

The Project built on the community's prior work to identify detailed plans for sustainability, bicycle and walk access, and an overall community vision. This was the first step in the process of developing a "Universe Of Projects" that Watertown could pursue. Specifically, the Universe draws from:

- Watertown Comprehensive Plan
- Watertown Square Area Plan
- Watertown and Coolidge Square Parking Management Plan
- Resilient Watertown
- Watertown Bicycle and Pedestrian Plan

The Universe of Projects also includes best practices from peer municipalities and regional initiatives that may impact Watertown, highlighting projects the City could advocate for to enhance its overall development and accessibility. Examples include the MBTA's planning efforts, the Boston Region Metropolitan Planning Organization's (BOS MPO) long-range plans, and planned Bluebikes expansions, among others.

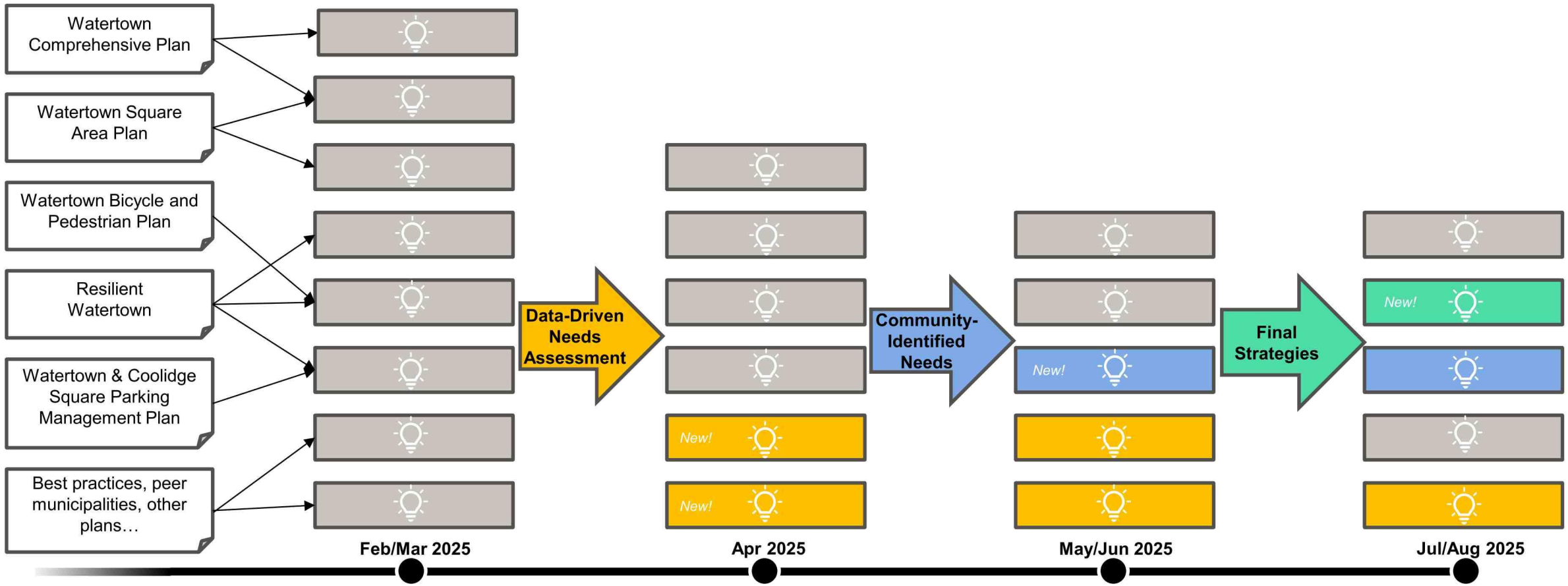
The next task was to narrow and hone the Universe to key recommendations in two stages. The first was an empirical data-based needs assessment. This analysis helped the Project Team identify key projects from the Universe that could meet these identified needs. The second was a series of detailed meetings with community, business, and civic partners to identify projects that would best meet their own identified needs. Stakeholder sessions were grouped around the following themes:

- Commercial/Business
- Active Transportation & Resilience
- Youth and Schools
- Accessibility
- Transit Riders

Further detail about the outcomes of these meetings can be found in the appendix. This stakeholder input helped refine the needs assessment, determining which projects should be prioritized to expand access for and reduce single-occupancy vehicle travel.

This process identified five priority projects that would push Watertown towards its goals of increasing access while reducing VMT, as outlined in the following pages.

Project Process Diagram



Step 1: Universe Of Projects Development*

- Identify Watertown-planned projects
- Best practices from peers
- Regional plans that may impact Watertown

Step 2: Data-Driven Needs Assessment

- Look at mobility trends in Watertown using quantitative data
- Identify new projects to add to list in response to needs
- Remove some projects from list

Step 3: Community-Driven Needs Assessment**

- Review data with community members and advocates
- Discuss project list and identify those that would best meet needs
- Understand additional needs and continue to add/remove projects from list

Step 4: Final Strategy Recommendations

- Pair community and quantitative data
- Identify additional best practices as needed to meet goals
- Refine strategies with staff and partners to begin implementation

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2

Needs Assessment and Outreach Findings

Needs Assessment Overview

DATA APPROACH AND METHODOLOGY

- **Reviewed the City of Watertown's available data**
  The Project Team examined spatial GIS datasets including land use and transportation infrastructure. The Project Team also reviewed development plans, Bluebikes ridership, and City and TMA-provided transportation service data.
- **Analyzed data from prior planning efforts**
  This included recommendations from the City's *Comprehensive Plan* and the *Bicycle and Pedestrian Plan*, and regional plans, such as *Focus40* and the *MBTA Capital Investment Plan*.
- **Leveraged Replica travel flow data to understand travel behavior**
  Replica is a data platform that uses anonymized mobile location data to model travel patterns and estimate trip origins, destinations, and volumes within and beyond Watertown, providing a detailed picture of how people move through the area across different modes.
- **Assessed transit service using data from the MBTA Bus Network Redesign and MassDOT Open Data Portal**
  The MBTA Bus Network Redesign is a system-wide initiative to improve bus service through route restructuring and service changes. The team reviewed proposed routes to evaluate potential impacts on transit accessibility in Watertown. General Transit Feed Specification (GTFS) data was used to analyze current transit schedules and service levels.

NEEDS ASSESSMENT FINDINGS

- **Watertown has limited options for traveling north-south by transit or bicycle**
- **More people are traveling from Watertown neighborhoods to Arsenal Yards and Boston Landing**
- **Nearly 2/3 of Trips that Start in Watertown are Local**
- **Many Trips Occurring in Watertown are Just Passing Through**
- **Most trips within Watertown require crossing a major street, some of which lack signalized crossings**
- **All of Watertown has the density of people and jobs needed to support fixed-route transit service**
- **Neighborhoods farther from Watertown Square have transit access to fewer destinations**

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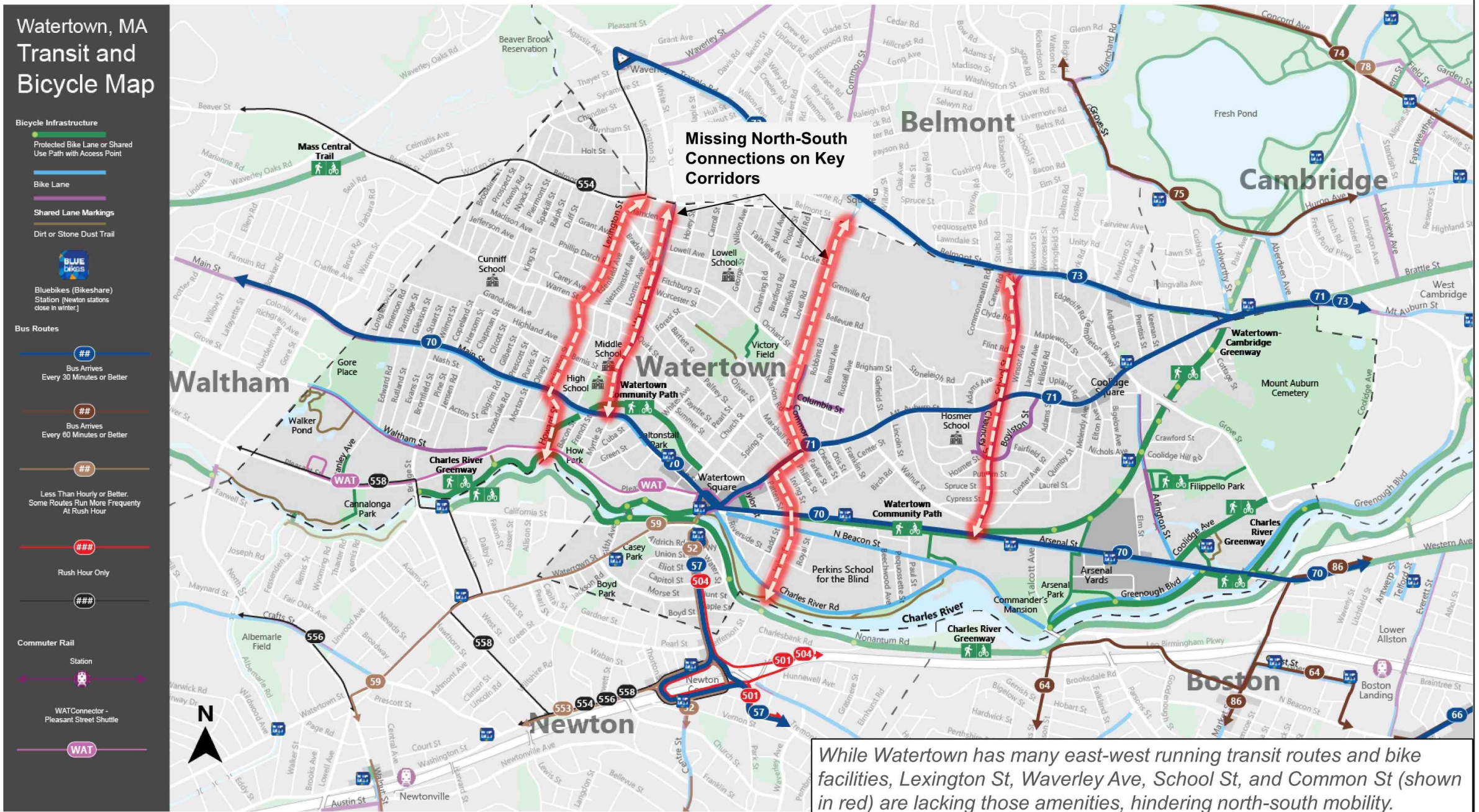
Watertown has limited options for traveling north-south by transit or bicycle

NEEDS ASSESSMENT FINDINGS

- Watertown has **no transit service for north-south travel** within the City or to adjacent/nearby communities such as Belmont and Arlington.
- Similarly, there are **limited bicycle facilities for north-south travel**. Several primary north-south streets have also significant hills, which makes it more difficult and higher-stress for people to bike or walk.
- The lack of north-south transit and bicycling options is **in direct contrast to frequent transit service and high-quality bicycle facilities available for east-west travel.**
- Most of Watertown is located within two miles of MBTA Commuter Rail stations on the Worcester Line and Fitchburg Line, which are to the north and south of the City. These rail lines provide fast and reliable access to Boston, Cambridge, Newton, Waltham and many western suburbs. **Many Watertown residents cannot easily access commuter rail service due to the lack of north-south transit and bicycle connections.**
- Watertown has several primary north-south streets, including School Street, Common Street, Waverley Street, and Lexington Street. These **north-south streets are generally narrow and therefore require careful planning and management to ensure they function well for people driving, using transit, walking or biking.**

KEY COMMENTS FROM STAKEHOLDERS

- There are strong transit connections to places like Cambridge, but **intra-City transit and north-south transit service is lacking.**
- Existing TMA shuttles are useful but primarily connect to Harvard Square, which is already well served by MBTA bus routes. The City should explore service to new locations, in partnership with the Watertown TMA as well as stakeholders in adjacent communities.
- Improvements are needed to create walkable corridors between **the Perkins School for the Blind** and the Charles River Greenway, Watertown Square, and other local destinations.
- Improvements are needed for **north-south bicycle connections**
- Strong interest in improving north-south transit connections via multiple streets: Arlington Street, School Street (connecting to Belmont Center), and Lexington Street (**serving seniors, low-income, and disabled residents**). Topography challenges particularly on Common Street should be considered.
- **Gaps in transit service to major hubs like Boston Landing and Waverly Square** cause frustration. An extension of MBTA Bus Route 65 connecting Watertown to Boston Landing and further destinations like Brookline and Longwood was supported by stakeholders.



While Watertown has many east-west running transit routes and bike facilities, Lexington St, Waverley Ave, School St, and Common St (shown in red) are lacking those amenities, hindering north-south mobility.

Source: Watertown Bicycle and Transit Maps

More people are traveling from Watertown neighborhoods to Arsenal Yards and Boston Landing

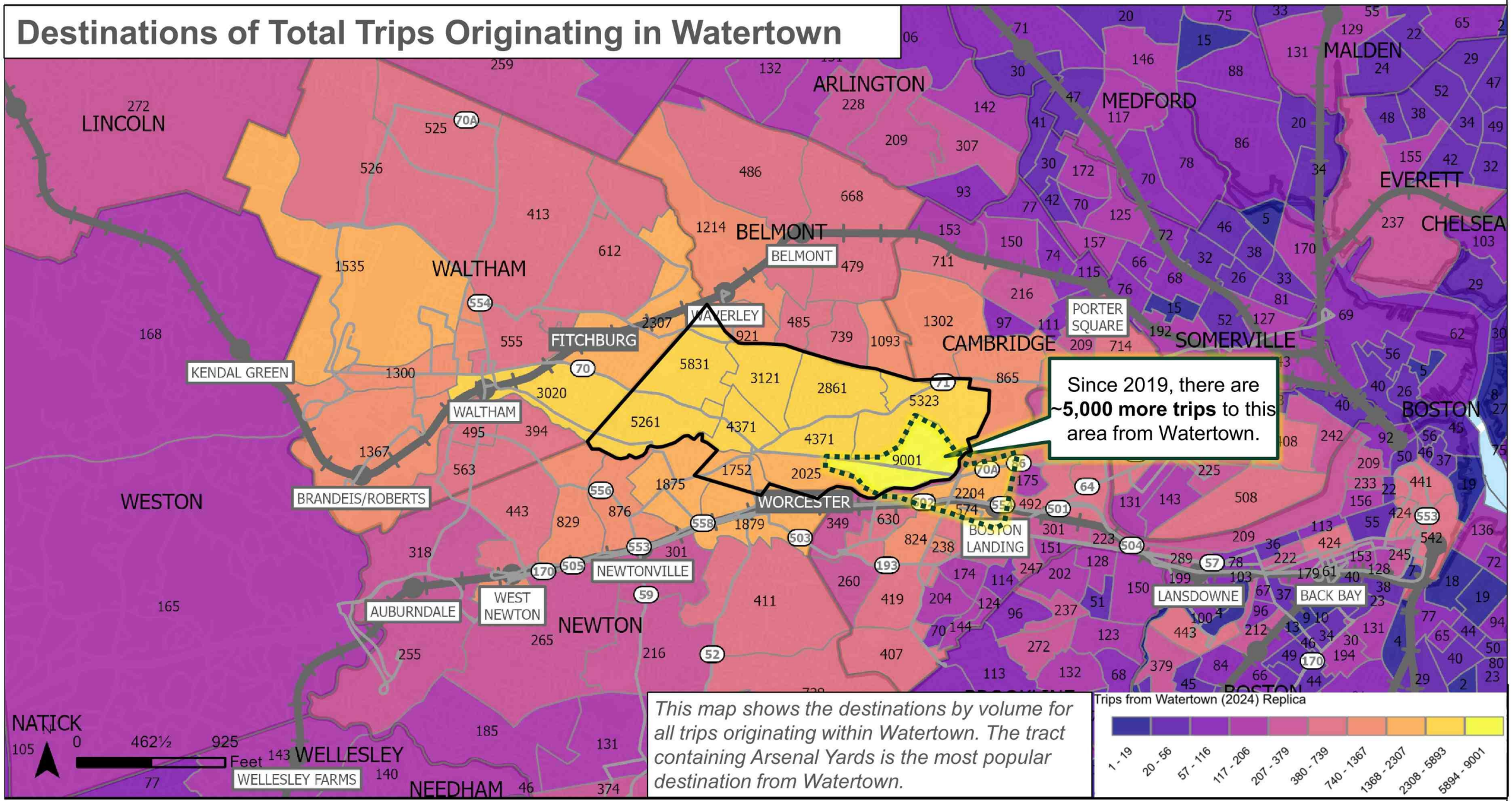
NEEDS ASSESSMENT FINDINGS

- **The number of trips that both begin and end in Watertown increased by about 28% (or 9,700 additional trips) between 2019 and 2024.**
- **Nearly 5,000 more people are traveling from Watertown to Arsenal Yards and Boston Landing each day in 2024 than in 2019.** This increase in travel is likely being generated by significant development in these neighborhoods.
- Trips from Watertown to surrounding municipalities and Downtown Boston saw modest levels of growth (expected during a 5-year span), though there are still **notable volumes of daily trips to these destinations beyond Watertown's borders.**

KEY COMMENTS FROM STAKEHOLDERS

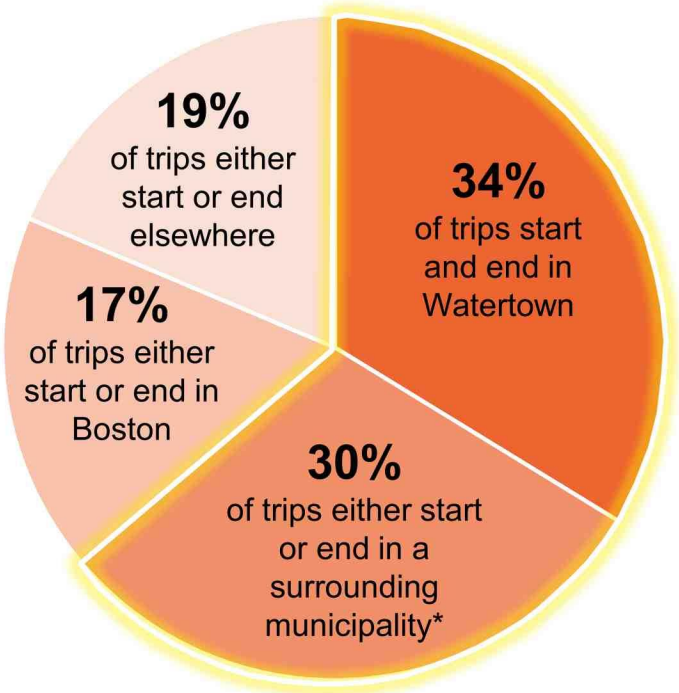
- **When asked where there were major transit gaps, transit rider stakeholder group identified from Watertown to Boston Landing and Waverley.**
- **No direct MBTA Commuter Rail access from Watertown was cited as a major disadvantage by stakeholders.**
- **Gaps in transit service to major hubs like Boston Landing** cause frustration. A MBTA Bus Route 65 extension to Arsenal Street was proposed and supported by the stakeholders.
- There is interest **in transit priority throughout Watertown's busiest corridors and improved amenities at bus stops, such as shelters, benches, and real-time information**. Participants noted the Mt Auburn Street transit lane as something that is working well and should be replicated on other popular corridors.
- The City should **advocate for improved MBTA service**, with particular emphasis on improving the frequency and reliability of Route 70, which connects Watertown to Waltham, Lower Allston, and Cambridge. Stakeholders expressed concern about the proposed discontinuation of direct Route 70 service to Market Basket in Waltham.

Destinations of Total Trips Originating in Watertown



Source: Replica, Spring 2024 Data

All Trips Starting or Ending In Watertown



Nearly 2/3 of Trips that Start in Watertown are Local

NEEDS ASSESSMENT FINDINGS

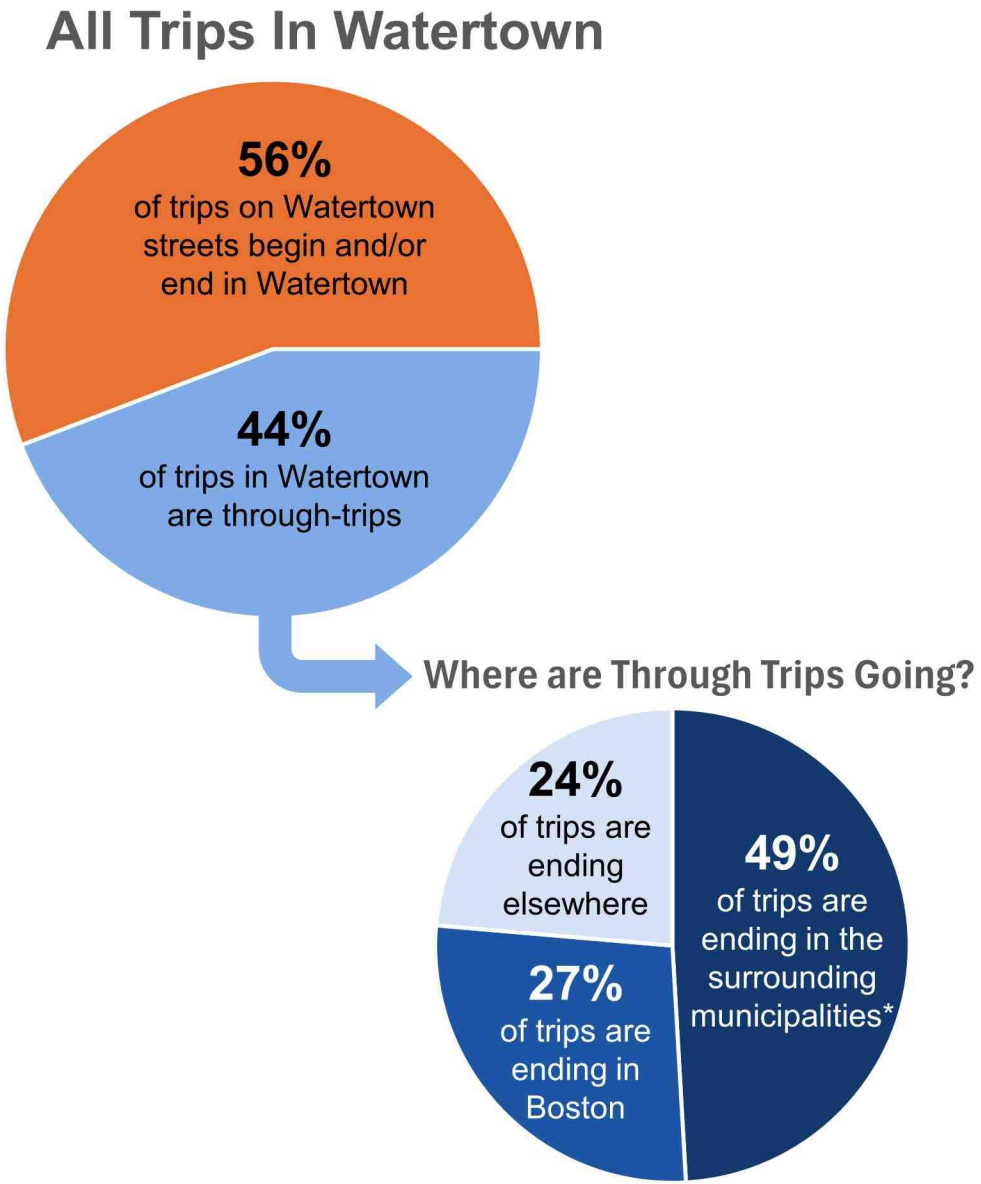
- **Two thirds of trips are local: 2/3 of trips that begin in Watertown (using any mode of transportation) either end in Watertown or a surrounding municipality***
  - **34%** of trips start and end in Watertown
  - **30%** of trips either start in Watertown and end in a surrounding municipality*, or start in a surrounding municipality* and end in Watertown

KEY COMMENTS FROM STAKEHOLDERS

- There are existing transit opportunities to get to areas beyond Watertown, but **intra-City transit is lacking**.
- **Bluebike stations** throughout the City, specifically concentrated in commercial corridors would increase business access.
- Traffic calming measures **to improve walking and biking safety along key corridors can improve safety** for a variety of user groups.
- **Expand eligibility for microtransit services**, as stakeholders who want to ride do not technically meet the criteria to ride.

Source: Replica, Spring 2024 Data. All trips refers to trips across all modes of transportation.

**Surrounding Municipality refers to Waltham, Belmont, Newton, and Cambridge*



Many Trips Occurring in Watertown are Just Passing Through

NEEDS ASSESSMENT FINDINGS

- **56%** of trips on Watertown streets are either start or end in Watertown
- **44%** of all trips on Watertown streets are going through the city on the way to something else. Of that 44%...
  - **49%** of trips end in a surrounding municipality*
  - **27%** of trips end in Boston
  - **24%** of trips end elsewhere

KEY COMMENTS FROM STAKEHOLDERS

- Existing non-MBTA transit services (WATConnector, other private shuttles) have a bias towards rush-hour travel; optimized **microtransit should provide all day service for non-commuting trips**.
- A **Vision Zero Policy** would be helpful to guide a targeted City-wide traffic calming intervention using primarily quick-build strategies.
- Traffic calming measures **to improve walking and biking safety along key corridors** like elevated crossings, rapid-rectangular flashing beacons (RRFBs), and other low-cost interventions could help various user groups traverse major arterial roads in Watertown to work, school, recreation, etc.

Source: Replica, Spring 2024 Data. All trips refers to trips across all modes of transportation.

**Surrounding Municipality refers to Waltham, Belmont, Newton, and Cambridge*

Most trips within Watertown require crossing a major street, some of which lack signalized crossings

NEEDS ASSESSMENT FINDINGS

- **Watertown is bisected by several major streets that carry high volumes of regional traffic**, several of which are over 80 feet wide. Most trips in Watertown require crossing at least one of these streets.
- Apart from Arsenal Street and the area around Watertown Square, **major corridors in Watertown have few or inconsistently spaced signalized crossings for people walking.**
- **Several bus stops on Main Street, Mount Auburn Street, and Belmont Street are not located at signalized intersections.** The lack of signalized crosswalks at these locations makes it more difficult to access bus service**.**
- **Key corridors with limited or no transit service, such as Pleasant Street and North Beacon Street, also have limited signalized crossings.** This makes it more difficult for people to make local trips or walk to bus stops on nearby streets.
- There are likely **opportunities to improve conditions for walking and biking between Watertown residential neighborhoods and schools.**

KEY COMMENTS FROM STAKEHOLDERS

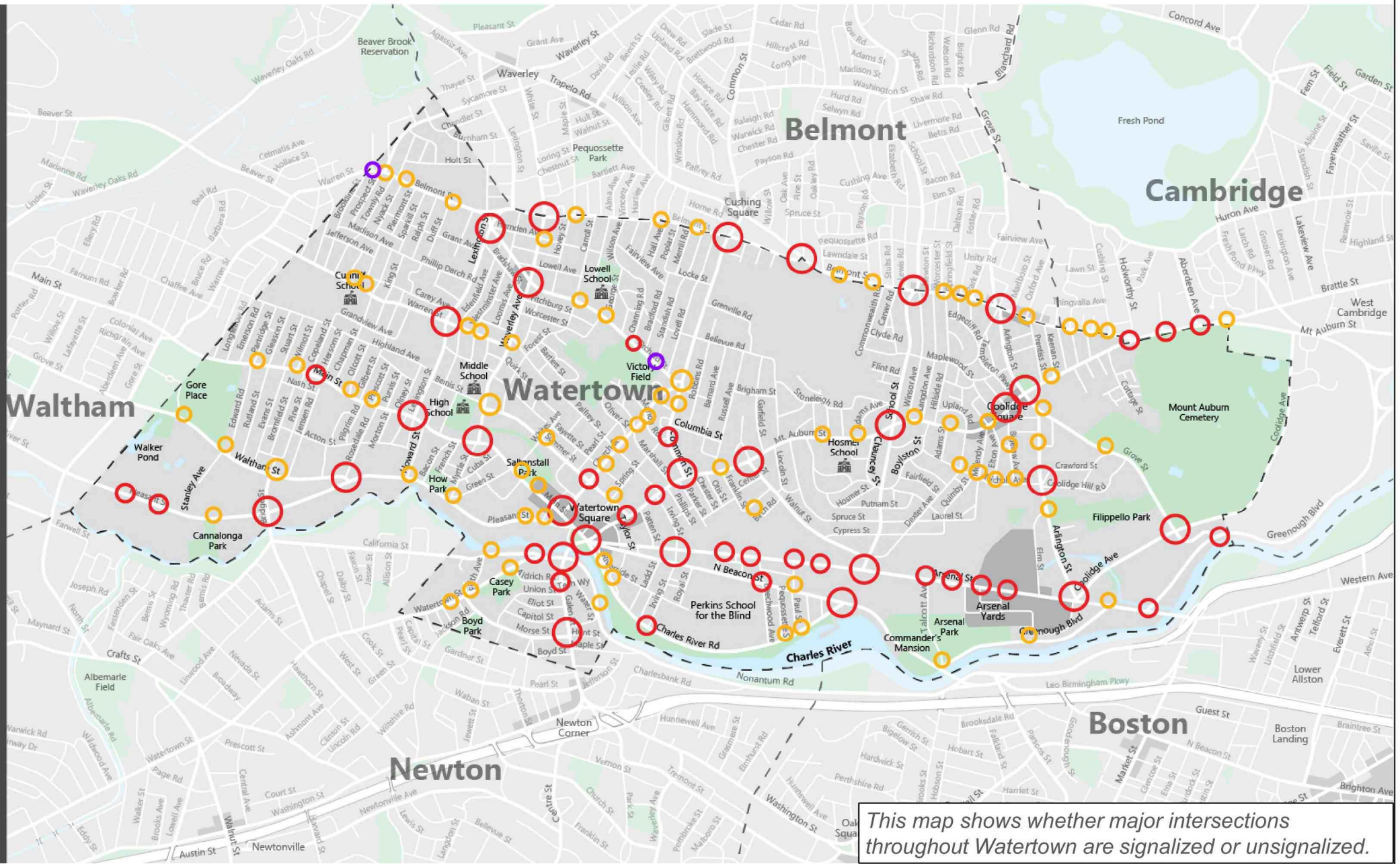
- **Interest in traffic calming measures to improve walking and biking safety** along key corridors. This could include interventions like elevated crossings, rapid-rectangular flashing beacons (RRFBs), and other low-cost interventions.
- A Vision Zero Policy, ADA Sidewalk Audit, or something similar would be helpful to guide **a targeted City-wide traffic calming intervention** using primarily quick-build strategies, including for those with additional mobility challenges.
- General **support and excitement for the Watertown Square Area Redesign** project currently underway.
- **Consistency in streetscape design is very helpful for the low vision community**, as it increases predictability throughout one's journey. Participants **noted challenges with the City's tactical street improvements** that leverage paint and flex posts, which are not standardized and hard to interpret for people with low vision.
- **Interest in leveraging emerging technologies**, especially for local navigation, including the NaviLens system being piloted by the MBTA and the Polara PEDAPP. Participants also noted increasing usage of AI image analysis to read signs, including at bus stops.

Watertown, MA
Crossing Map

Signalized Intersection

Unsignalized Intersection

Pedestrian-Signalized Intersection



This map shows whether major intersections throughout Watertown are signalized or unsignalized.

Source: Watertown Bicycle and Transit Maps

All of Watertown has the density of people and jobs needed to support fixed-route transit service

NEEDS ASSESSMENT FINDINGS

- Watertown has about 9,000 people per square mile – **a residential density comparable to Arlington, Medford, Roslindale, and Hyde Park.**
- **Residential and employment density is highest along Arsenal Street, Mount Auburn Street, Pleasant Street, and surrounding Watertown Square.** These areas all have the density to support high frequency transit service operating at least every 10-15 minutes.
- While density is lower in Watertown's primarily residential neighborhoods, **all areas in Watertown have the density to support all-day fixed-route MBTA bus service operating at least every 20 to 30 minutes.**
- About 8% of Watertown residents commute to work by transit. This **commute mode share is lower than communities with similar residential density**, such as Arlington (13%) and Medford (17%), as well as several communities that are significantly less dense, such as Newton (9%), Belmont (11%), Melrose (16%).
- **Watertown is one of the only inner core suburbs that lacks direct subway or commuter rail service.** While commuter rail lines run directly north and south of Watertown, the lack of north-south bus and bicycle connections to nearby stations, as well as significant congestion affecting the high frequency bus lines that connect to the subway network, likely reduces Watertown's transit commuting mode share.

KEY COMMENTS FROM STAKEHOLDERS

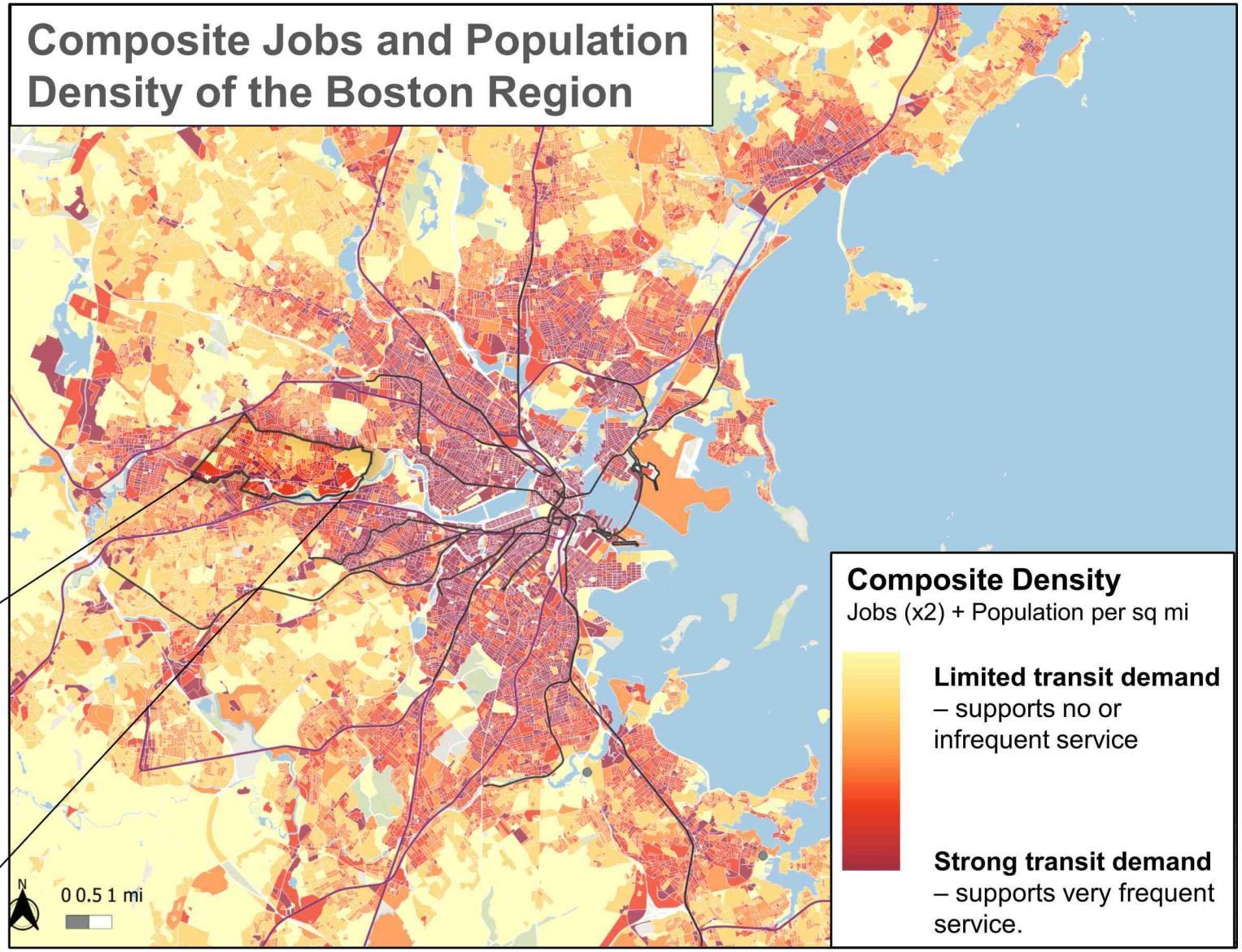
- There is interest in **transit priority throughout** Watertown's busiest corridors **and improved amenities at bus stops**, such as shelters, benches, and real-time information.
- Stakeholders identified recent successes **including reliable service on Route 73 (attributed to transit priority infrastructure minimizing slowdowns) and improved headways on Route 57** during rush hours.
- Strong interest in improving north-south transit on Arlington Street, School Street (connecting to Belmont Center), and/or Lexington Street (**serving seniors, low-income, and disabled residents**).
- Existing TMA **shuttles are useful but are limited in their destination range**, with all connecting to Harvard Square. The City should explore partnerships with other TMAs, and **expansion of private-shuttle service to destinations within Watertown and neighboring communities**.

2023 Commute Share

Community	Drive Alone	Transit	Walk/ Bike	Other *(no commute, carpool, taxi, etc.)*
Medford	64%	17%	6%	13%
Watertown	61%	8%	7%	24%
Brookline	28%	20%	20%	32%
Waltham	55%	5%	7%	33%
Melrose	50%	16%	2%	32%
Arlington	46%	13%	7%	34%
Belmont	49%	11%	5%	35%
Newton	50%	9%	6%	35%

- All of Watertown has the density of population and jobs needed to support frequent transit ridership. While existing bus routes have high ridership, the City's overall transit mode share is significantly higher than similar, and even some less densely population, inner core suburbs.

Composite Jobs and Population Density of the Boston Region



Source: Replica, US Census Data (ACS 5-Year (2023))

Neighborhoods farther from Watertown Square have transit access to fewer destinations

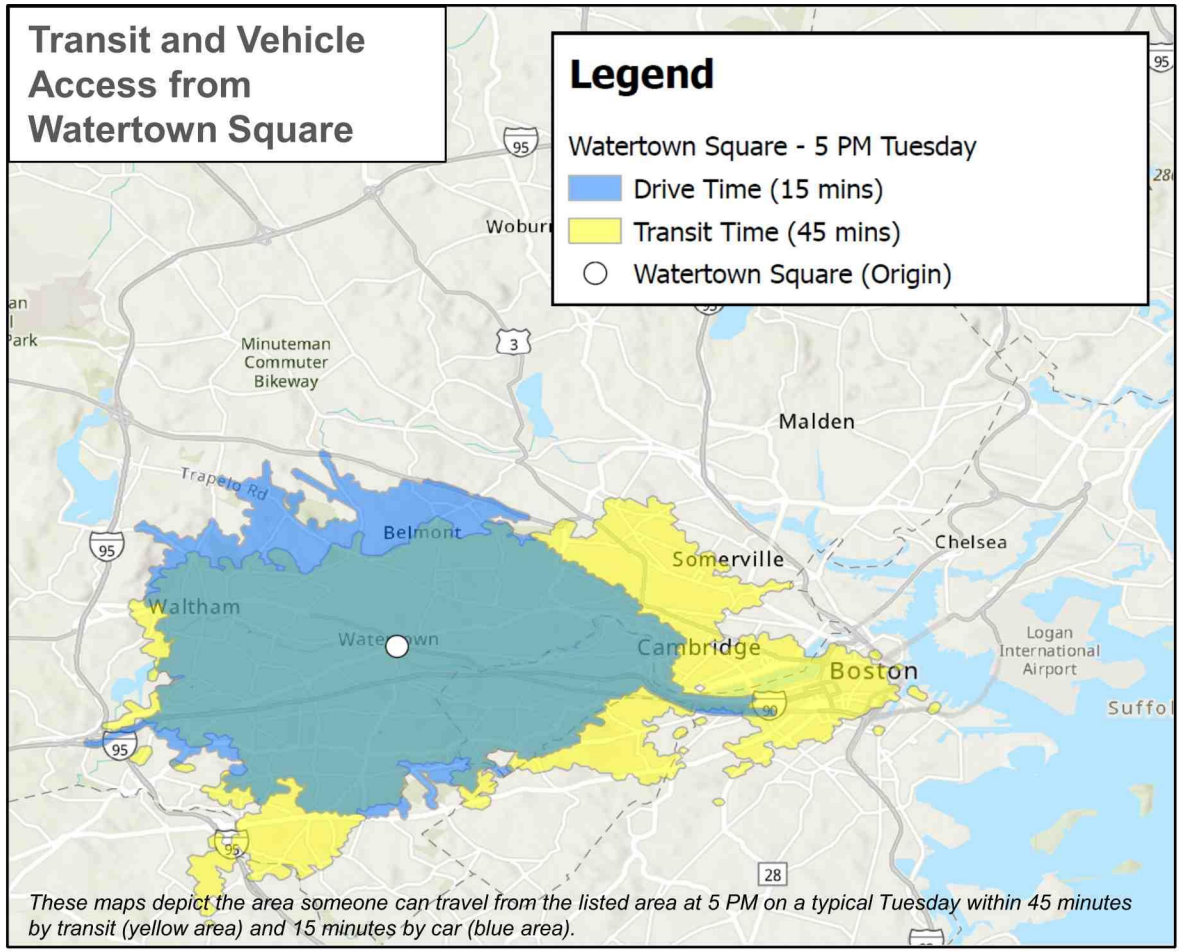
NEEDS ASSESSMENT FINDINGS

- **Watertown Square and the adjacent Watertown Yard serve as the City's primary bus hub. The hub is among the most frequently served locations in the MBTA network that is not a subway station.**
- Watertown Square is served by three high frequency bus routes (57, 70, 71) that connect to Cambridge, Allston/Brighton, Kenmore Square, and Waltham. Additionally, the hub has lower frequency express service to Downtown Boston via the Mass Pike and local service to Newton, with more local service planned to be extended from Newton Corner as part of the MBTA Bus Network redesign.
- Watertown Square is accessible to significantly more places within a 45-minute transit trip than other City neighborhoods. **The farther a Watertown resident lives from Watertown Square, the fewer places they can access within 45-minutes using transit.**
- **This disparity in transit access is primarily due to the lack of north-south transit options in Watertown –** residents who do not live near Watertown Square often need to walk a long distance to the closest bus route, take a short bus ride to the Square, and then transfer. This significantly increases travel times and reduces access.

KEY COMMENTS FROM STAKEHOLDERS

- The existing MBTA transit service faces challenges such **as reduced service on Route 71 during off-peak hours**, "ghost buses" (when a scheduled bus never arrives), bus bunching on weekends, and real-time information issues on the MBTA app.
- **City-operated transit (WATConnector) should be better advertised and expanded for public access** during off-peak hours and on weekends. Stakeholders expressed interest in exploring a microtransit **shared-fleet model**, which would incorporate services like the Senior Center shuttle.
- Strong interest in improving north-south transit on Arlington Street, School Street (connecting to Belmont Center), and Lexington Street (**serving seniors, low-income, and disabled residents**).
- Stakeholders identified recent successes including **reliable service on Route 73 and improved headways on Route 57** during rush hours.

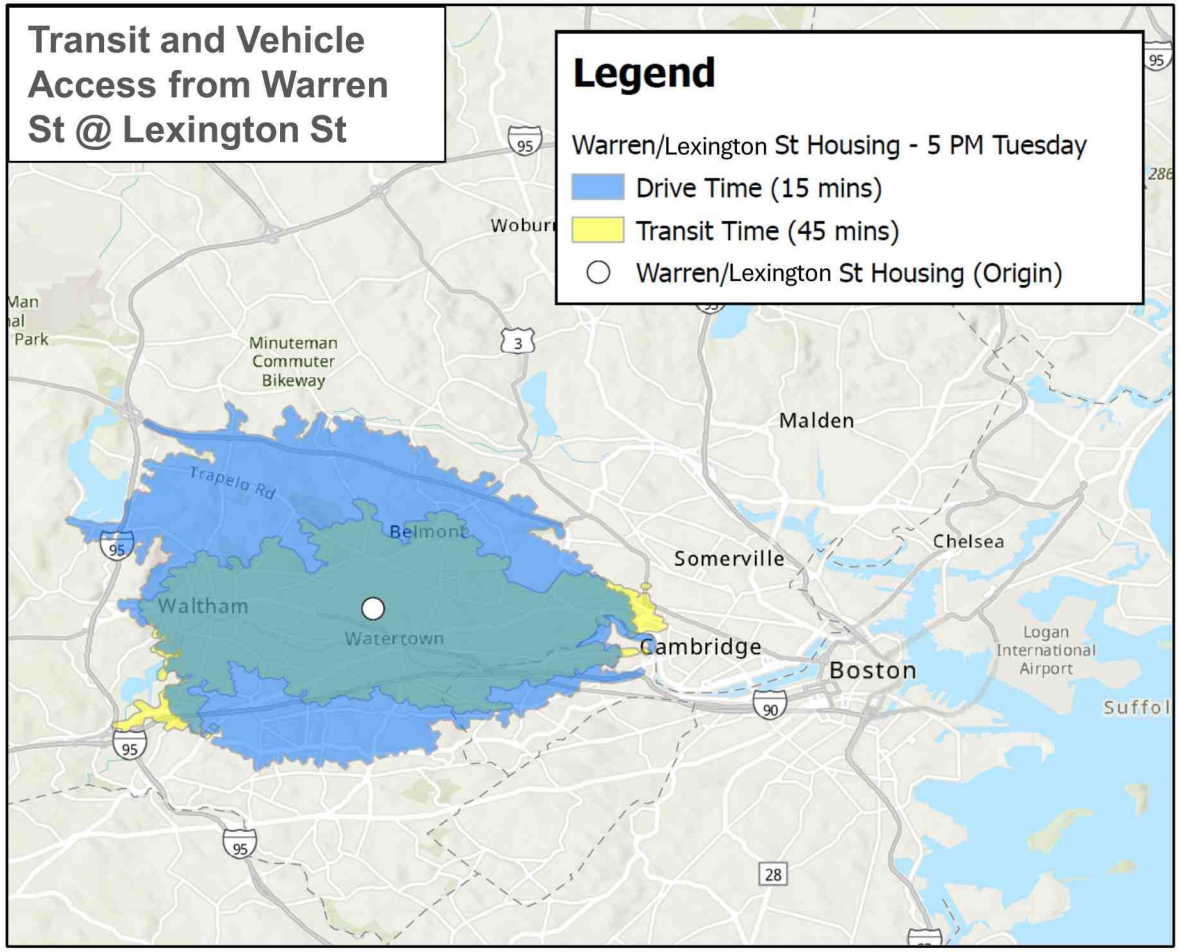
Transit and Vehicle Access from Watertown Square



These maps depict the area someone can travel from the listed area at 5 PM on a typical Tuesday within 45 minutes by transit (yellow area) and 15 minutes by car (blue area).

- Watertown Square is a major MBTA hub served by multiple high frequency bus routes and express service to Downtown Boston. People near Watertown Square have access to many more destinations using transit (yellow area on map above) than other locations within Watertown.

Transit and Vehicle Access from Warren St @ Lexington St



- In contrast, Warren and Lexington Streets (an area with lots of senior and low-income housing) is a ten minute walk from the closest bus route on Main Street. They may also need to transfer at Watertown Square to complete their trip. As a result, they have access to significantly fewer destinations using transit (yellow area on map above) than people starting at Watertown Square, despite being able to access a similar number of places by car (blue area).

Source: MBTA GTFS, Spring 2025

3

City-Supported Mobility Strategies

Recommendations At A Glance

- The Project Team identified 5 key strategies (and sub-recommendations) that the City can pursue to expand access, reduce SOV trips, and meet additional City goals:

- **Expand A Local Transit Approach**
  - Approaches for a Unified Watertown Connector
  - Expanding Community Microtransit Services
  - Creating a Community Transit Platform
- **Become a leader in Universal Access Design**
- **Invest in Top Corridors by Use**
- **Develop a Comprehensive Safety Approach**
- **Pursue Local and Regional Priorities with Agency Partners**
  - Creating a north-south MBTA bus route through Watertown
  - Extending MBTA Bus Route 65 from Brighton to Watertown Square via Boston Landing and Arsenal Street
  - Reducing commuter fares at inner core stations to match subway fares
  - Other long-term recommendations (see appendix)

- In the following pages, each recommendation has a two-page spread with additional information including:
  - Cost
  - Implementation Timeline
  - Possible Funding Sources
  - Potential Partners
  - Next Steps

- If a strategy has additional sub-recommendations, figures, or details, this information will be found on additional pages following the two-page spread
- Given the broadness and complexity of the 5th strategy, additional information has been provided in the appendices of this report (see Appendix B).

1. Expand A Local Transit Approach

TIMELINE: Long-term | COST: $$ | FEASIBILITY: High

OVERVIEW AND BENEFITS

The project team identified three community transit strategies that could assist Watertown in meeting its mobility and climate goals:

- **Create a Unified Watertown Connector Route**
- **Create a Microtransit Service for Seniors and People with Disabilities**
- **Create a Microtransit Service for the General Public**

These strategies are designed to fill gaps in Watertown's existing transit options – including limited options for north-south travel within the City and the lack of direct service to medical and social service facilities in neighborhood communities.

Watertown could implement these three strategies independently or as a unified coordinated transportation service. A coordinated approach would enable the City to provide comprehensive mobility options at more efficient cost and access additional federal, state, and private funding sources. Watertown could also continue existing mobility programs, such as GoGo Transportation & Taxi Subsidies for Seniors, in lieu of or in addition to these options.

The following pages detail the range of potential community transit options, and an implementation approach for each recommended strategy. For a review of existing services, see Introduction.

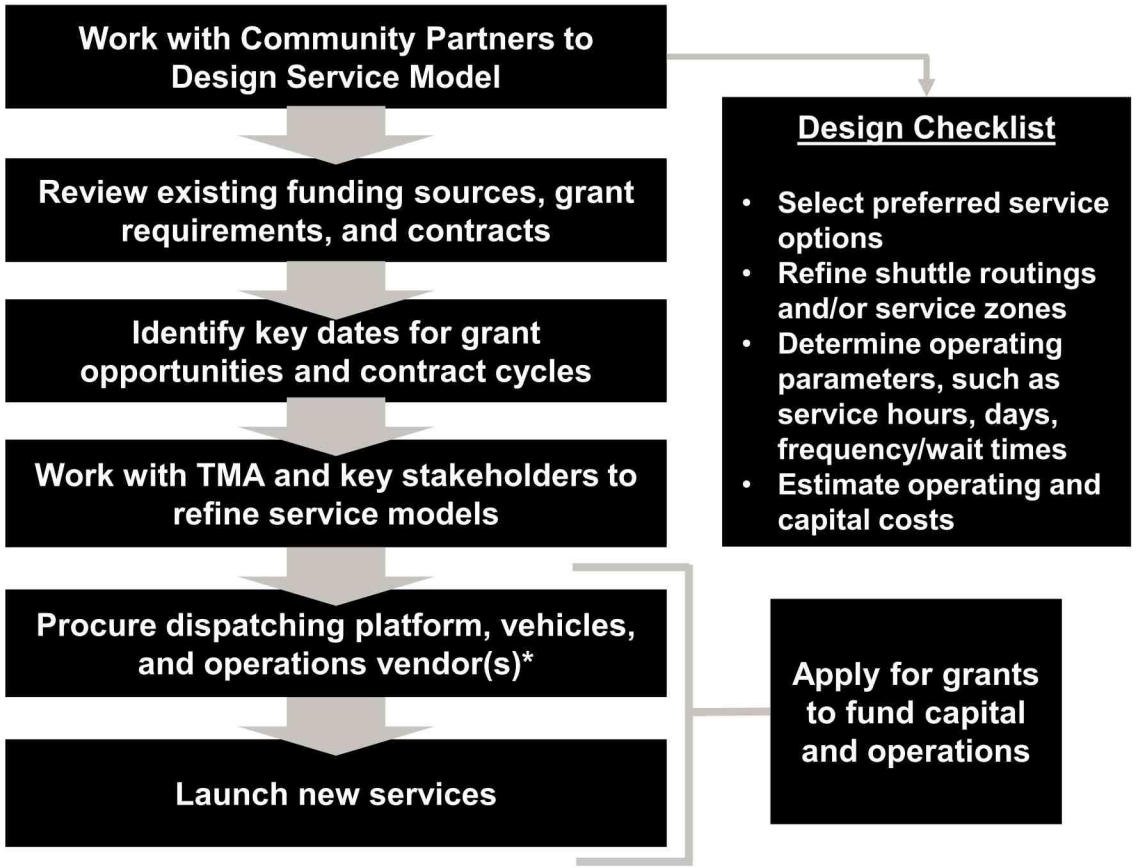
Required initial capital and ongoing operating costs vary widely based on program implementation, service design, and contracting decisions. The project team estimates that could be operated for between $1 million (basic unified shuttle) and $3.5 million (full implementation) each year. *See page 43 for cost calculation assumptions.*

- MetroWest RTA operates five curb-to-curb microtransit services branded as "Catch Connect." These services are designed to provide both local mobility and first/last mile connections to MWRTA and MBTA transit. Catch Connect is funded through a variety of federal and local grant programs, as well as local contributions. MWRTA uses a shared van fleet to provide the services, which are also integrated with the agency's ADA paratransit call center.

EXPANDING ACCESS: ●●● REDUCING VMT: ●●○

1. Expand A Local Transit Approach

NEXT STEPS AND IMPLEMENTATION



POSSIBLE FUNDING SOURCES

- Developer Contributions (via Watertown TMA)
- Massachusetts TNC Rideshare Fund
- Parking Benefits District
- Microtransit and Last Mile Transit Grant
- MassDOT TMA Grant
- Community Transit Grant Program (5310, CDBG, Mobility Assistance Program, Education and Transportation Fund)
- Boston MPO Community Connections Grant (CMAQ)
- EOEA Council on Aging Formula Grant
- Older Americans Act Title III-B Grant

POTENTIAL PARTNERS

- Watertown TMA (ARE, AY/BP)
- Watertown City's Council on Aging
- Commission on Disability
- Perkins School for the Blind
- Watertown Housing Authority
- Watertown Public Schools

The following pages document potential approaches for local transit in Watertown and are intended to provide a starting point for selecting a preferred service model.

Approaches for a Unified Watertown Connector

Watertown could combine the existing three Watertown Connector services into unified service. This service would be open to the public and tailored to meet the needs of both Watertown residents and corporate users. The project team identified two options for a unified Watertown Connector. The first option creates a single route connecting most existing Watertown Connector stops to Harvard Square. The other creates two routes, serving all existing Watertown Connector stops, with one route serving Harvard Square and the other serving Boston Landing.

ONE-ROUTE OPTION

Service Design: This option creates a single route running between Pleasant Street, Watertown Square, Perkins, the Arsenal Street corridor, Coolidge Square, and Harvard Square.

Benefits:

- Better Connectivity within Watertown, including one-seat rides between Pleasant Street, Perkins, Arsenal Yards, and LINX.
- More Connections to MBTA Network, including a transfer at Coolidge Square that makes it easier for residents of Northern Watertown to access Arsenal Street.
- More Efficient (or More Frequent) Service, by creating a single route to Harvard Square for all users.

Tradeoffs:

- Service is discontinued to 99 Coolidge to reduce travel times for all other riders.
- Service to 66 Galen requires deviation from Watertown Square that adds several minutes (and potential traffic delays) for people traveling to and from Pleasant street.

TWO-ROUTE OPTION

Service Design: This option creates two routes, one that runs from 66 Galen to Harvard Square via Arsenal Street and Coolidge Square, and a second that runs from Pleasant Street to Boston Landing via Watertown Square and Arsenal Street.

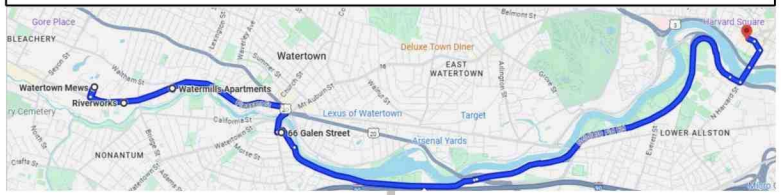
Benefits:

- **New one-seat ride to Boston Landing from Watertown Square,** a short trip that often takes three seats from parts of Watertown.
- **Frequent, front-door service between Perkins, Watertown Square, and Arsenal Yards**, making it easier to access the MBTA and local amenities.
- **Retains service to all existing Watertown Connector stops**, including 99 Coolidge.
- **Eliminates deviation to 66 Galen Street**, reducing travel times between Pleasant Street and areas east of Watertown Square.

Tradeoffs:

- Higher operating costs (or less service on each route) than with one route.

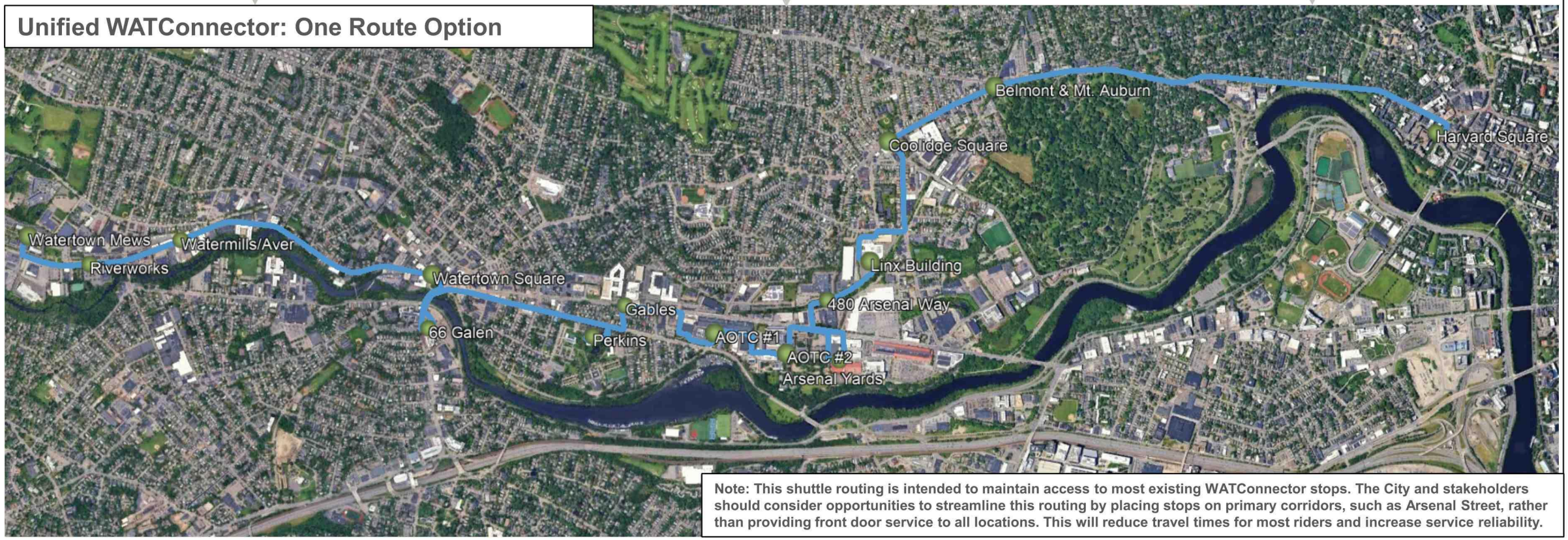
Existing Pleasant Street Shuttle



Existing Arsenal Street/ Corporate Shuttle

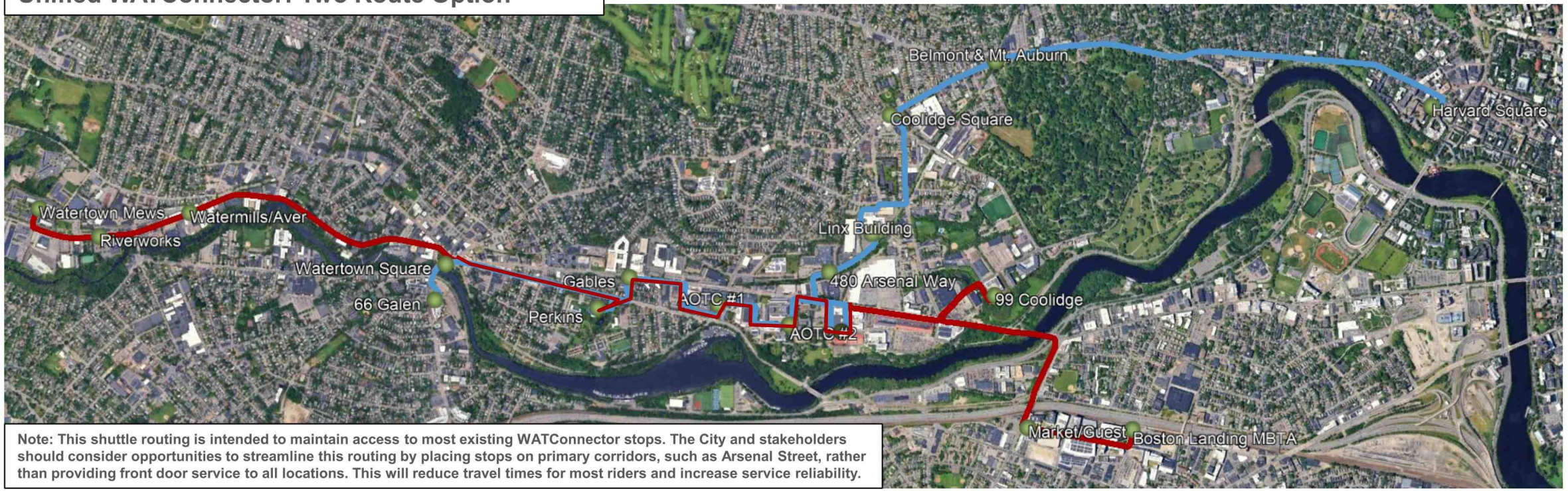
Existing Arsenal Street/ Residential Shuttle

Unified WATConnector: One Route Option



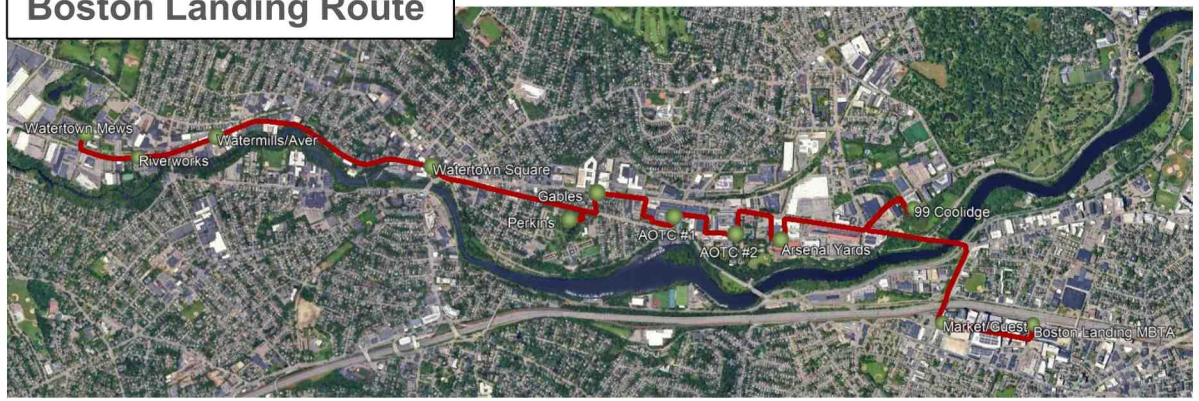
Note: This shuttle routing is intended to maintain access to most existing WATConnector stops. The City and stakeholders should consider opportunities to streamline this routing by placing stops on primary corridors, such as Arsenal Street, rather than providing front door service to all locations. This will reduce travel times for most riders and increase service reliability.

Unified WATConnector: Two Route Option

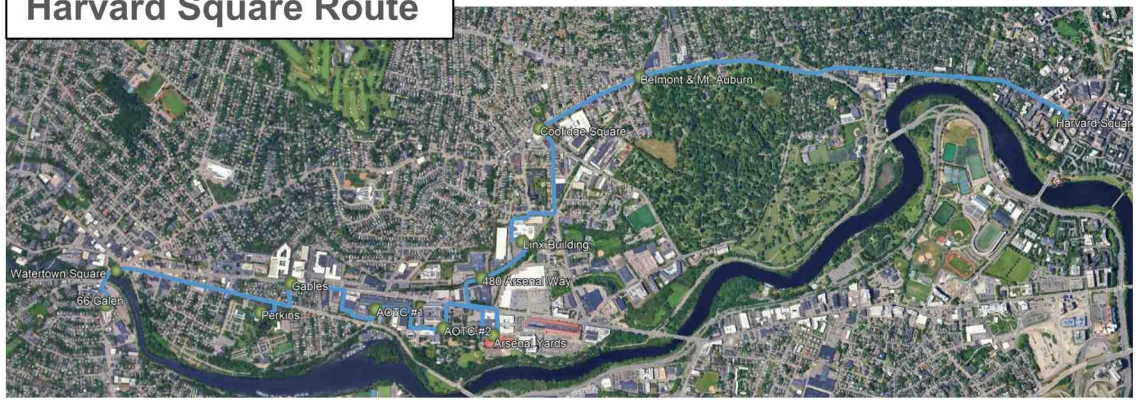


Note: This shuttle routing is intended to maintain access to most existing WATConnector stops. The City and stakeholders should consider opportunities to streamline this routing by placing stops on primary corridors, such as Arsenal Street, rather than providing front door service to all locations. This will reduce travel times for most riders and increase service reliability.

Boston Landing Route



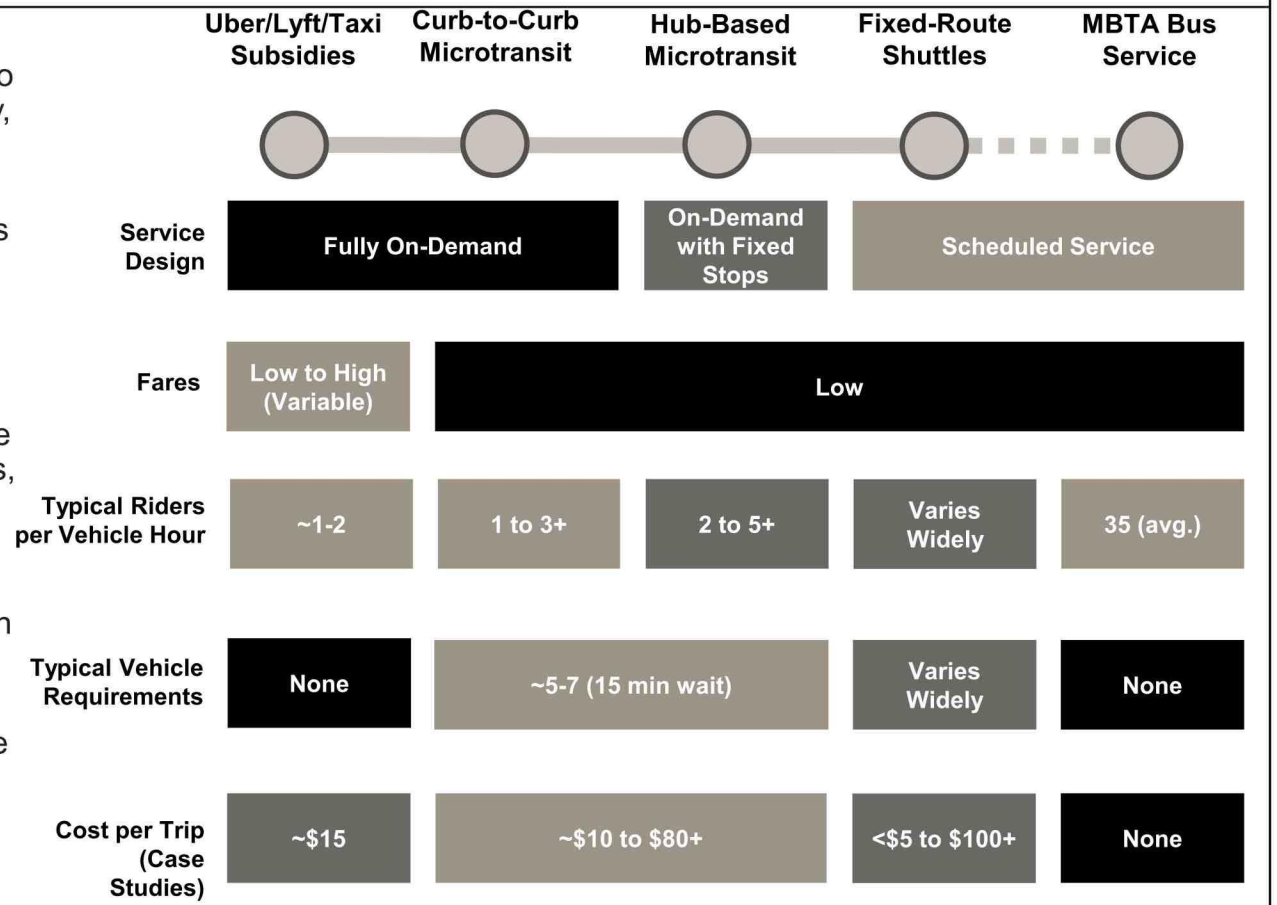
Harvard Square Route



Community-Focused Transit Service Models

The adjacent graphic details several local transit options applicable to Watertown – documenting their service design, operational efficiency, and general cost per trip – including:

- **Uber/Lyft Subsidies:** A fixed subsidy per trip (or time-period) for trips on Uber or Lyft. Watertown currently provides these subsidies to qualified seniors via the GoGo program.
- **Curb-to-Curb Microtransit:** Small shuttles that provide on-demand trips between any two places. Riders are typically picked up within 15 minutes and trips are shared with other riders.
- **Hub-Based Microtransit:** An alternative microtransit model where riders must begin and/or end their trip at designated pick-up points, such as a transit station. This model is often more operationally efficient and can provide faster travel times for many riders.
- **Fixed-Route Shuttles:** Regularly scheduled service operating on a fixed route, like an MBTA bus route. Often designed to fill gaps in the regional fixed-route transit network.
- **MBTA Bus Service:** Public transit services operated and funded by the MBTA (including Watertown's mandated contributions to the MBTA Local Assistance Fund). Unlike the options above, Watertown does not directly control, but can influence, where the MBTA operates transit service, or provide funding for specific services.



The figures in the graphic above were collected from case studies and best practice examples. They are not performance and cost projections for services designed specifically for Watertown.

Expanding Community Microtransit Services

Microtransit is a local transportation service that uses shuttle vans to provide on-demand mobility. Riders request trips via an app or by phone, receive a pick-up time and location, and are then transported to their requested destination, making stops for other riders along the way. Communities typically use microtransit to fill gaps in the regional transit network, including for short trips to local retail or medical facilities and first/last mile connections to other transit services. The project team identified two strategies for launching microtransit in Watertown, which could be implemented independently or in combination.

MICROTRANSIT FOR SENIORS & PEOPLE WITH DISABILITIES

- **Eligibility:** Qualified seniors and people with disabilities
- **Service Model:** Curb-to-curb microtransit
- **Service Area:** All of Watertown, select destinations in adjacent communities, including medical facilities and social service centers, and select MBTA rail stations.
- **Funding:** Specialized transportation services for seniors and people with disabilities are eligible for FTA 5310 funding, which is distributed in Massachusetts via the Community Transit Grant Program. Watertown may also be able to leverage some funds and grant programs accessible via the Council on Aging and Area Association on Aging.

MICROTRANSIT FOR THE GENERAL PUBLIC

- **Eligibility:** All Watertown residents, workers, and visitors
- **Service Model:** Hub-based microtransit
- **Service Area:** All of Watertown, select destinations in adjacent communities, including medical facilities and social service centers, and select MBTA rail stations.
- **Funding:** Massachusetts has multiple active grant programs that assist communities in launching new microtransit services. The City could also collaborate with the Watertown TMA to generate funding through TMA-member contributions and the MassDOT TMA Grant Program.

Creating a Community Transit Platform

The Challenge:
Microtransit works better with more vehicles, but providing more vehicles is expensive.

A Solution:
Pool existing Watertown fleets to provide great on-demand service…*most of the time.*

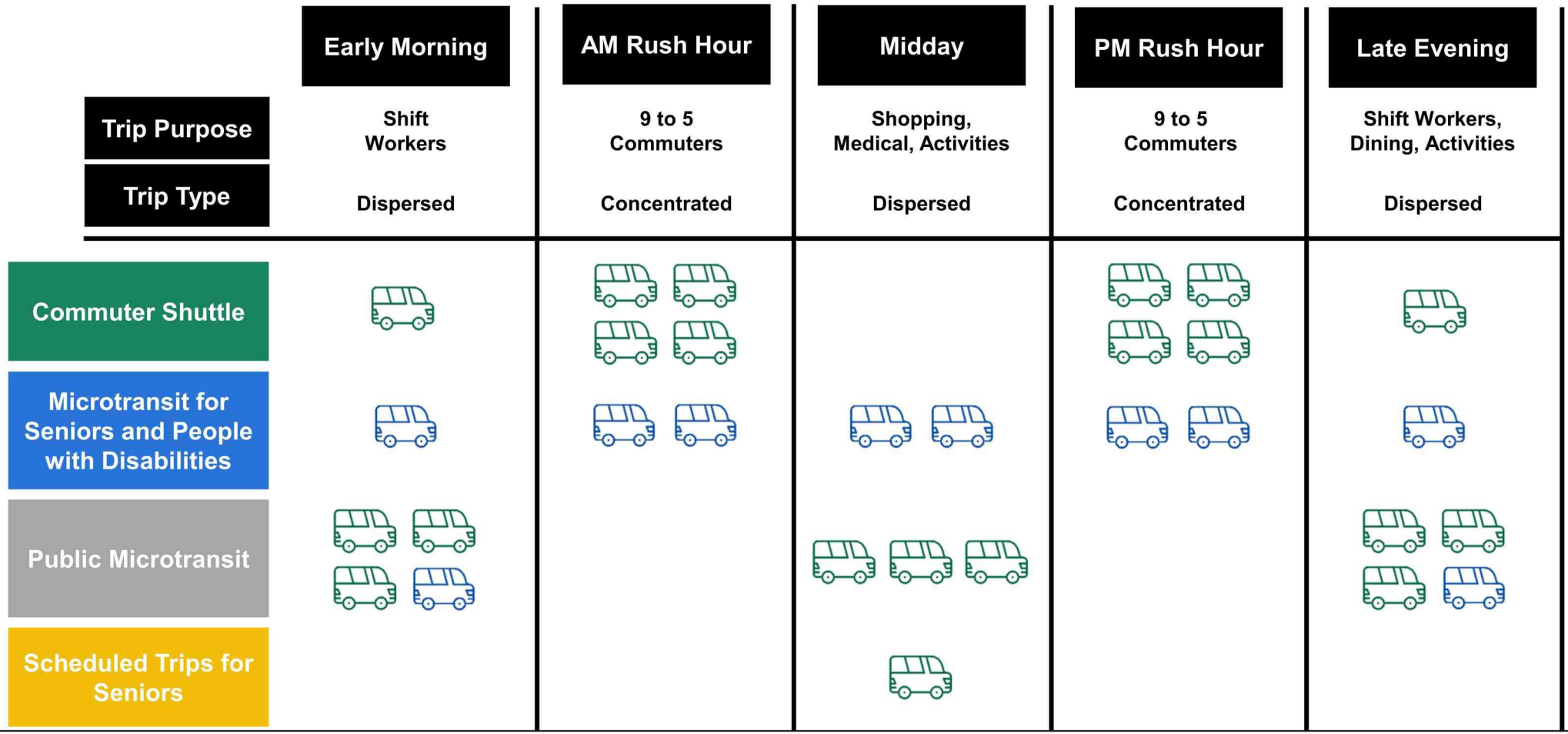
HOW IT COULD WORK

- Watertown mobility providers contribute towards shared pool of vehicles and drivers with unified dispatching
- Specialized services continue to operate during key hours of use for direct constituents
- At other times, vehicles are available to provide on-demand service for all Watertown residents

The graphic on the following page provides an example of how a community transit platform could work in Watertown using six vehicles.

- **Commuter Shuttle:** The fixed-route shuttle(s) operate during rush hours (4 vehicles), with limited early morning and late evening service (1 vehicle).
- **Microtransit for Seniors and People with Disabilities:** This service would have at least one dedicated vehicle all day, with additional vehicles utilized if needed to meet demand.
- **Microtransit for the General Public:** This service would operate early morning, midday, and late evening – using up to four vehicles that would otherwise be out of service. During rush hours, service would be limited to space available trips on vehicles dedicated to trips for seniors and people with disabilities.
- **Scheduled Trips for Seniors:** The Watertown Council of Aging would continue to have access to a vehicle as needed to provide group trips.

How a Shared Fleet Could Work in Watertown



This graphic is an example – not a recommended service plan. Exact fleet configuration would be determined as part of finalizing a complete service plan.

Estimated Costs by Service

The project team developed example cost estimates based on the operational characteristics of the services outlined above. All estimates assume a total operating cost of $150 per hour – which is at the high end of privately-contracted van services in the Boston area.

Final cost estimates will be based on the specific service design, operating frequency, and service hours selected by the City and its partners. The table below shows unit costs and an example service plan is provided on the right.

Transportation Service	Unit	Cost per Unit
One Route Option	1 Round Trip	~$200
Two Route Option: Harvard Square Boston Landing	1 Round Trip	~$150 (per route)
Microtransit	1 Hour	$150

Example Annual Cost Calculation

The annual cost of providing community transit services is primarily determined by the number of days and hours each service operates. The following is an example service model and its resulting costs.

Watertown Connector (One-Route Option)
- Operates Monday to Friday
- Service every 20 minutes from 7 AM to 10 AM and 4 PM to 7 PM
- Assumptions: 4 vehicles / ~7,200 annual hours
- Approximate Annual Cost: $1 million

Microtransit for Seniors and People with Disabilities
Microtransit for General Public
- Operates every day
- Available on weekdays from 6 AM to 10PM / weekends from 8 AM to 8 PM
- 10-minute average response time (longer for general public during peak)
- Assumptions: 2 to 5 vehicles (varies by time of day) / ~17,000 annual hours
- Approximate Annual Cost: $2.5 million

Total Annual Cost: $3.5 million

2. Become a Leader in Universal Access Design

TIMELINE: Long-term | COST: $$$ | FEASIBILITY: High

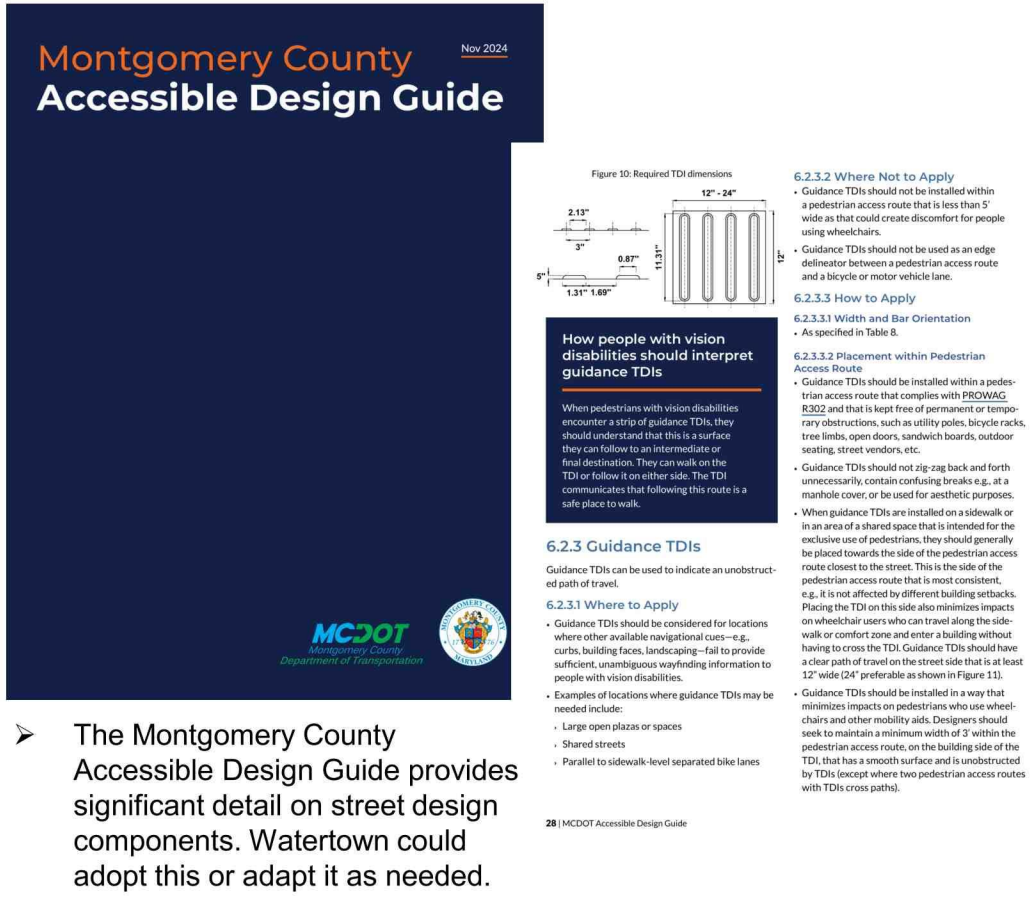
OVERVIEW AND BENEFITS

Create and/or adopt an Accessible Design Guide, building on existing partnership with the Perkins School for the Blind. The Guide would be a comprehensive resource that outlines best practices and standards for creating accessible environments for everyone, meeting any physical, sensory, or cognitive needs.

In the long-term, **invest in key Universal Access Corridors** throughout the City, potentially starting with one pilot corridor on which to test the latest design thinking. Based on stakeholder feedback, the analysis identified some key corridors that would significantly expand access for those with mobility challenges. These corridors connect to the transit hub of Watertown Square, commercial uses along Arsenal Street, and provide north-south connections where the topography is challenging. Ultimately, all corridors should be easily traversed by those of all ages and abilities.

Key benefits of this strategy include:

- Predictability and consistency in streetscape design benefit all users, not just the disabled community.
- Watertown can become a regional leader in this effort, creating a resource that nearby communities can also draw from.
- The City has a unique opportunity to partner with local institution Perkins School for the Blind to develop standards.



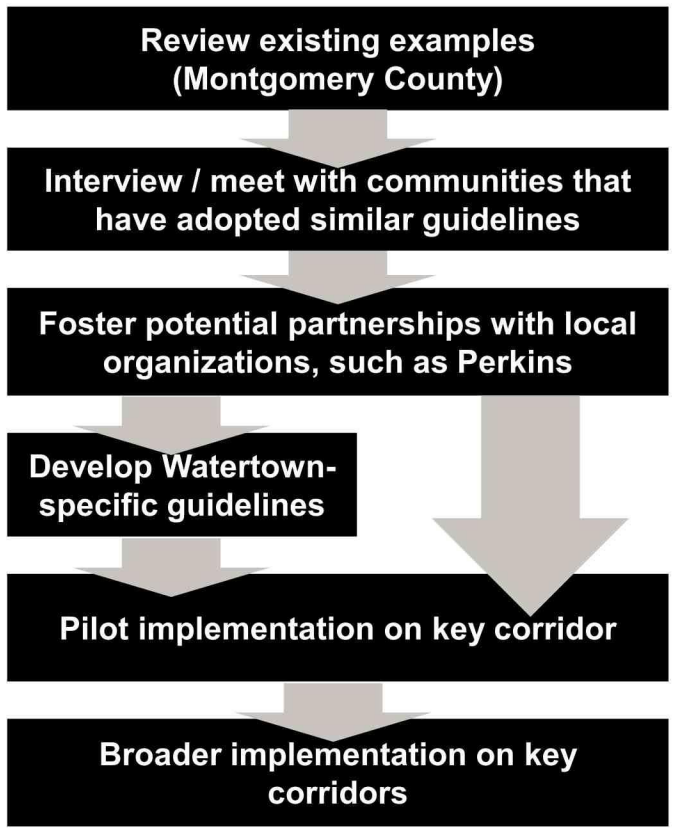
➢ The Montgomery County Accessible Design Guide provides significant detail on street design components. Watertown could adopt this or adapt it as needed.

EXPANDING ACCESS: ●●●

REDUCING VMT: ●●○

2. Become a Leader in Universal Access Design

NEXT STEPS AND IMPLEMENTATION



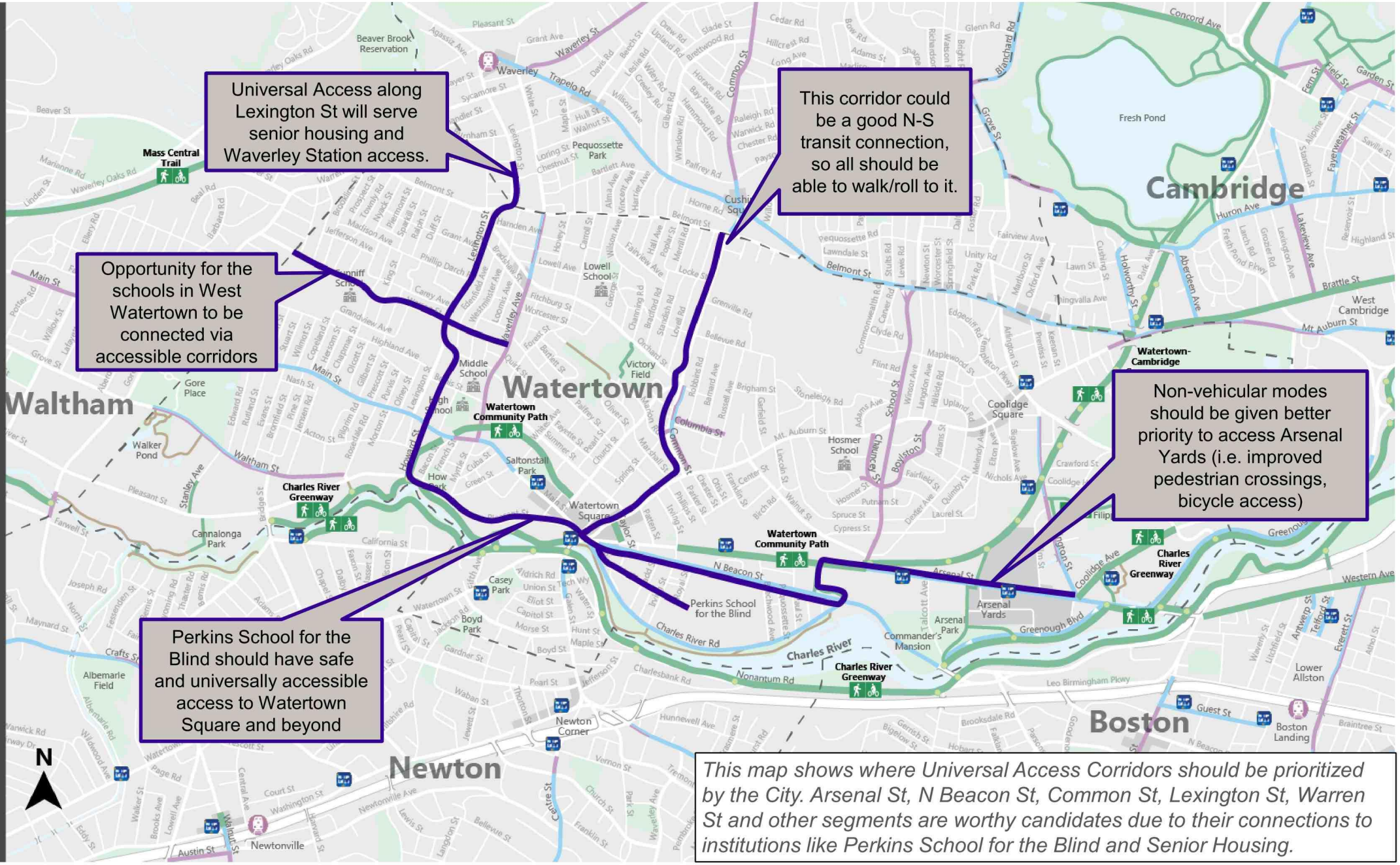
POSSIBLE FUNDING SOURCES

- Massachusetts Office on Disability Municipal ADA Improvement Grant Program
- MassDOT Complete Streets Funding Program
- Safe Streets for All Grant Program (USDOT)
- Local Advocacy Organizations

POTENTIAL PARTNERS

- Perkins School for the Blind
- Watertown Commission on Disability
- Watertown City's Council on Aging
- Watertown for all Ages
- Watertown Public Schools

Watertown, MA Proposed Corridors



This map shows where Universal Access Corridors should be prioritized by the City. Arsenal St, N Beacon St, Common St, Lexington St, Warren St and other segments are worthy candidates due to their connections to institutions like Perkins School for the Blind and Senior Housing.

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3. Invest in Top Corridors By Use

TIMELINE: Long-term | COST: $$$ | FEASIBILITY: High

OVERVIEW AND BENEFITS

Invest in key corridors (shown on the map) to improve overall mobility, either by building new infrastructure or planning for future infrastructure. Specifically, identify and/or invest to prioritize corridors for bus preservation, bike comfort, and universal access. People will not bike in Watertown if there is not a safe, useful network. Similarly, people will not take the bus if it is slow, and people with mobility challenges will be unable – comfortably or at all – walk/roll to their destination without streets that they can use. Investing in these improvements will allow people to choose these other modes instead of traveling by car.

The data analysis and conversations with community partners highlighted the need for improved connections for different modes, and the challenges associated with trying to fit amenities for all modes onto one street. While all streets should at a minimum be safe for travel, some corridors emerged as useful bus connections, while others can serve people using bikes, and others can be Accessible Corridors as mentioned in recommendation #2.

➢ *"Super Sharrow" and Advisory Lane – Summer Street, Somerville. These interventions create a comfortable bike environment on lower-volume residential roads in particular*

- A **Bus Preservation Corridor** should:
  - Accommodate/preserve space for bus and shuttle transit services (e.g. WATConnector or MBTA)
  - Avoid elements that could hinder bus operations like narrowed travel lanes, raised crossings, curb extensions, tight turn radii, and others
  - Incorporate the ability for transit signal priority in any signal upgrades
- A **Bike-Prioritized Corridor** should:
  - Generally follow the pre-existing guidance from the Watertown Bicycle and Pedestrian Plan
  - Incorporate protected bicycle lanes where possible
  - Use traffic-calming measures to create a safe shared street where bike lanes are not possible, such as speed tables, curb extensions, lane narrowing, advisory lanes, and 'super-sharrows'
- A **Universal Access Corridor** should:
  - Implement features based on the City's Universal Access Design Guide (for more detail, see the *Leadership in Universal Access Design* Recommendation)

EXPANDING ACCESS: ●●○ REDUCING VMT: ●●○

3. Invest in Top Corridors By Use

NEXT STEPS AND IMPLEMENTATION

Integrate bus preservation corridors into asset management / other planning

Consider field trip to Somerville (with partners such as Bike-Ped Committee) to try out 'bicycle boulevard' facilities

Initiate design process for School Street and Waverly Avenue bikeways. Include parking counts/study.

Follow process for Universal Access Corridors

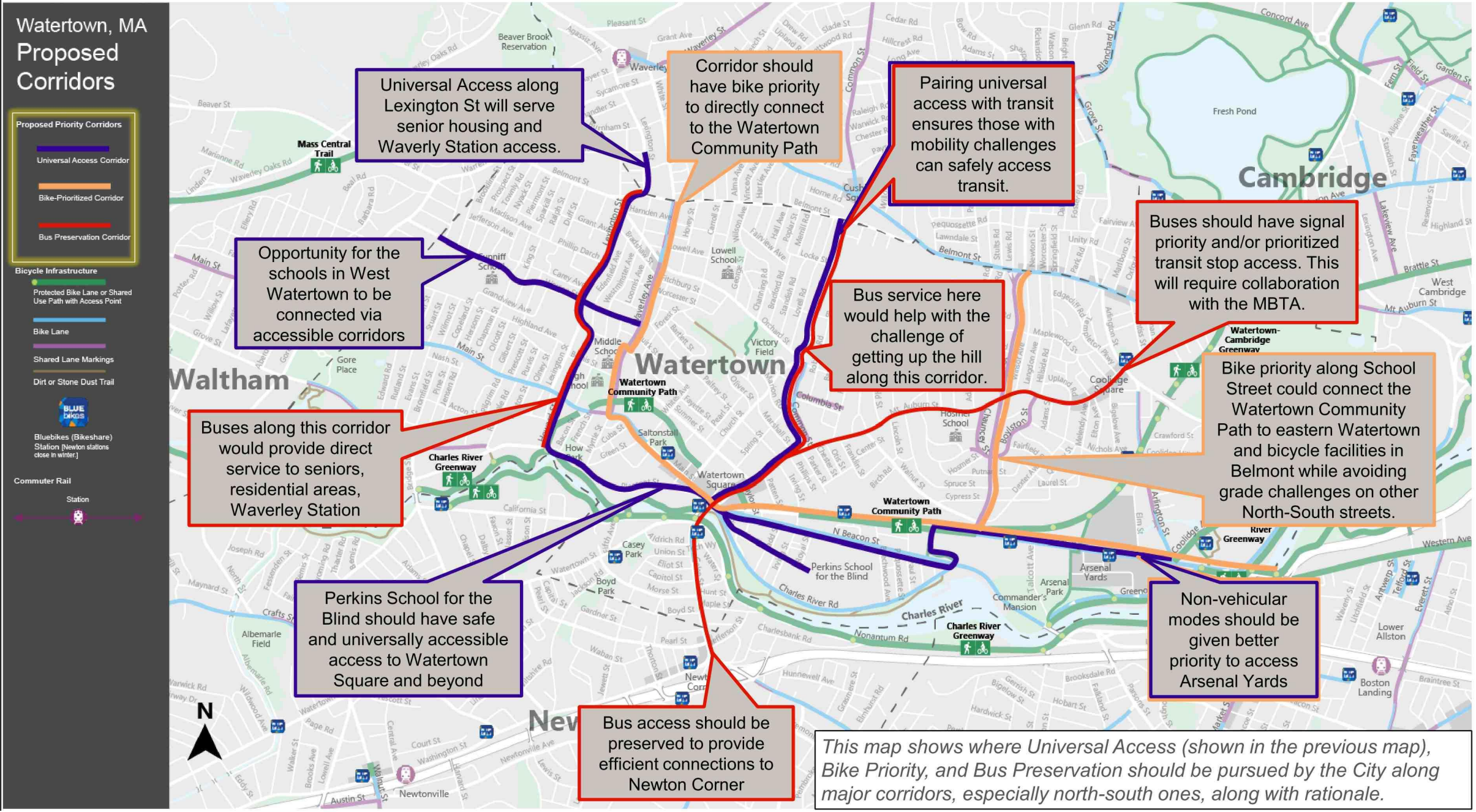
POSSIBLE FUNDING SOURCES

- Safe Streets for All Grant Program (USDOT)
- Transportation Network Company (TNC) Municipal Disbursements
- MassDOT
    - Complete Streets Funding Program
    - Safe Routes to School Program
    - Shared Streets and Spaces
- Mass Gaming Commission

POTENTIAL PARTNERS

- Perkins School for the Blind
- Watertown Public Schools
- Watertown Bike-Ped Committee
- Watertown Faces Climate Change
- MBTA

Watertown, MA Proposed Corridors



This map shows where Universal Access (shown in the previous map), Bike Priority, and Bus Preservation should be pursued by the City along major corridors, especially north-south ones, along with rationale.

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4. Develop a Comprehensive Safety Approach

TIMELINE: Short-term | COST: $ | FEASIBILITY: High

OVERVIEW AND BENEFITS

Adopt a formal commitment to Vision Zero, which is to eliminate all traffic fatalities and severe injuries on Watertown's Streets. Becoming a Vision Zero community will inspire confidence and serve as a guiding principal for many projects that the City hopes to pursue. Additional components of this recommendation include:

- Continue to work with the Boston Region MPO, who recently developed a Vision Zero Action Plan that covers Watertown. Review the "high injury network" (HIN) for Watertown-specific locations and apply the toolkit.
- Consider a more tailored, City-wide plan, as called for in the Comprehensive Plan and Bike & Ped Plan.
- Implement the federal Safe Streets for All grant that the City received to review speeds and pursue safety projects on select corridors.
- Consider creating a local dashboard or reporting system to increase transparency and messaging around crashes in the City

Create a formalized **Traffic Calming Program** that links resident feedback with an established set of street design interventions to reduce vehicle speeds and volumes, improving safety and comfort for non-motorized street users.

- This should be a transparent application-based program, that selects specific streets or intersections for improvement based on a criteria-based selection process.
- Many strategies can be "quick-build" pilot strategies, followed by evaluation, and then long-term installation.
- Empowers residents to participate in the safety improvement process, fostering community engagement and ensuring that interventions are targeted where constituents most need them.
- Traffic calmed streets are more comfortable for walking and biking, so more people can choose this for short trips.

EXPANDING ACCESS: ●●○ REDUCING VMT: ●○○

4. Develop a Comprehensive Safety Approach

NEXT STEPS AND IMPLEMENTATION

Coordinate with Boston MPO

Establish reporting mechanism on Watertown-specific HIN/crashes

Consider developing Watertown-specific VZ plan

Proceed with SS4A Grant

Work with entity like City Council to adopt Vision Zero

Coordinate with Salem, Lowell, etc. to learn about Traffic Calming Programs

Internal coordination on how TCP fits in to ongoing processes

Establish TCP

City of Salem Neighborhood Traffic Calming Program Application

The goal of the Neighborhood Traffic Calming Program is to evaluate and determine whether to implement small-scale, inexpensive projects to calm traffic on local, residential streets by using semi-permanent materials to test ideas that can become hardened and permanent if successful. These projects can be initiated by residents or the Traffic and Parking Department, but in both cases will involve a collaborative process with residents, City staff, Ward Councilors, and the Police Traffic Unit. The program seeks to fund projects costing less than $25,000 and is intended to complement the larger repaving and repair work as well as other major intersection and corridor projects.

To submit an application, please complete the below form. Thank you!

- The City of Salem, MA has a comprehensive approach to traffic calming, including visualizations of where crashes and speeding occur

POSSIBLE FUNDING SOURCES

- Safe Streets for All (SS4A) USDOT Grant
- Boston Region MPO
- MassDOT

POTENTIAL PARTNERS

- Boston Region MPO
- Watertown Traffic Commission
- Watertown Complete Streets Working Group
- Watertown Public Schools
- Watertown Bike-Ped Committee
- Watertown Faces Climate Change
- Massachusetts Vision Zero Coalition

5. Pursue Local and Regional Priorities with Agency Partners

TIMELINE: Short-term to Long-term | COST: Varies | FEASIBILITY: Moderate

OVERVIEW AND BENEFITS

Many projects, programs, and policies that can improve mobility for Watertown fall under the purview of the state legislature and regional agencies, especially the MBTA and MassDOT, or require close collaboration with neighboring municipalities. Watertown should take a proactive role in advocating for its regional mobility priorities, bringing clear asks and specific justifications to ongoing coordination processes.

To assist with this process, Appendix B provides detail that the City can bring to regional agencies on the topics listed below.

Short-term priorities identified and confirmed as part of this study include:

- Creating a north-south MBTA bus route through Watertown
- Extending MBTA Bus Route 65 from Brighton to Watertown Square via Boston Landing and Arsenal Street
- Reducing commuter fares at inner core stations to match subway fares

Medium-term and long-term priorities identified and confirmed as part of this study include:

- Improving transit circulation through Newton Corner
- Implementing transit priority projects on Western Ave and River Street (Route 70), Washington Street & Cambridge Street (Route 57), and into and through Harvard Square (Routes 71 & 73)
- Advancing regional rail implementation, including a new station at Newton Corner, fully accessible stations in Newton and Belmont (including Waverley Square), and frequent service

EXPANDING ACCESS: ●●○ REDUCING VMT: ●●●

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Priority Projects Summary: Understanding Metric Rankings

This study recommends **five key projects/efforts that will help the City of Watertown meet its goals of expanding access and reducing vehicle miles traveled**. There are additional projects that may also or better meet these dual goals, which is why Watertown has other comprehensive plans it is pursuing. However, the study process identified these projects to directly address the needs and opportunities that the conversations with community partners and empirical data analysis identified.

Priority projects include:

- **Expand A Local Transit Approach**
  - Approaches for a Unified Watertown Connector
  - Expanding Community Microtransit Services
  - Creating a Community Transit Platform
- **Become a Leader in Universal Access Design**
- **Invest in Top Corridors by Use**
- **Develop a Comprehensive Safety Approach**
- **Pursue Local and Regional Priorities with Agency Partners**

Priority Projects Summary: Metrics & Explanations

The table below provides a planning-level overview of the VMT reductions and costs associated with each strategy. Understanding the VMT impacts of various strategies is challenging. However, the California Air Pollution Control Officers Association (CAPCOA) has created a handbook for government entities to understand the impacts of various tools that communities use to reduce VMT and GHGs. The table below draws from that handbook to compare the strategies proposed to one another.
Costs also vary wildly; the table below provides planning-level estimates based on previous work and MassDOT costs (see Appendix D for detail)

	Reducing VMT		Expanding Access		Cost	
Priority Project	Ranking	Details	Ranking	Details	Estimate	Details
Expand A Local Transit Approach	●●○	Extend transit network coverage: **5% reduction** Increase transit service frequency: **11% reduction** **Note: impact will vary based on model selected; i.e. direct subsidy for rideshare use could increase VMT.**	●●●	An increase in local transit services can be used by a greater amount of residents, with a renewed focus for those with mobility challenges	$ $	$1-3.5 million per year*
Become a Leader in Universal Access Design	●●○	Pedestrian network improvements: **6% reduction**	●●●	Improving the pedestrian experience throughout Watertown, especially those with mobility challenges, will greatly enhance access for all users.	$ $ $	$200,000 for guidelines $10-15 million per corridor mile
Invest in Top Corridors by Use	●●○	Transit supportive infrastructure: **0.6% reduction** Bicycle infrastructure investments: **0.8% reduction**	●●○	Enhances connections and convenience for pedestrians, bikes, and transit riders, particularly in the North-South direction which currently has limited coverage.	$ $ $	$10-15 million per corridor mile
Develop a Comprehensive Safety Approach	●○○	Over time, safer roads will encourage a mode shift towards non-SOV modes. Further research is needed to determine a direct link.	●●○	Safer streets ensures that all groups (including seniors, those with limited mobility, and students on the way to school) have safe options for travel.	$	$250,000-$500,000 to establish reporting mechanism and plans
Pursue Local and Regional Efforts with Agency Partners	●●●	Extend transit network coverage: **5% reduction** Increase transit service frequency: **11% reduction**	●●○	Increased transit access and multimodal projects will help more people get to more places from Watertown without a car.	Varies	City staff time MBTA staff time Additional operations costs (fuel, driver, etc.)

*Assumes an all-in annual cost if the City procured a private vendor to operate the service, who would typically provide the vehicles rather than requiring the City to purchase them directly.
*Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. We note that "emissions reductions achieved by transportation measures are estimated using the expected percent reduction in vehicle trips or VMT, with an associated adjustment to account for the relationship between VMT reduction and vehicle emissions." In other words, CAPCOA assumes a direct relationship between VMT and GHG so percentage reductions are interchangeable. It is also important to note that the reductions may not be additive.

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Appendix A:

Universe of Projects

Universe of Projects Classification

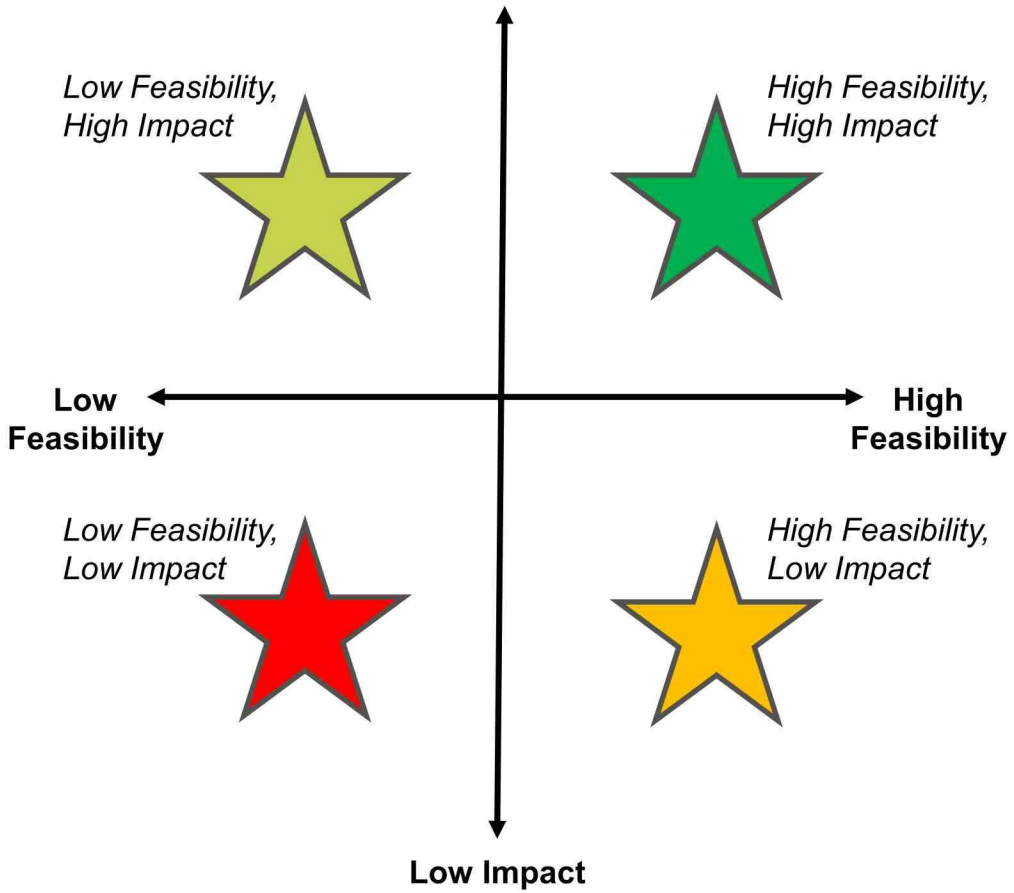
As noted earlier in the report, the Project built on the community's prior work to identify detailed plans for sustainability, bicycle and walk access, and an overall community vision. This was the first step in the process of developing a "Universe Of Projects" that Watertown could pursue.

The following organization is only a lens to view the universe of projects; it is not a prioritized list of projects. Projects have varying impacts, costs, and political feasibility. To help the study team and stakeholders digest and understand the list of projects, the team used impact and feasibility to group projects with like status, presented in this overview.

Impact is defined as advancing the community goals identified in the RFP and through the project initiation process. These goals are:

- SOV reduction
- Expanding access for underserved groups/neighborhoods

Feasibility is an assessment of the project's likelihood to advance, including financial cost to the City of Watertown and political feasibility. *It is not just how likely a project is to happen, but how many obstacles it may face.*



High Feasibility, High Impact Projects (1 of 3)

ID	Project Name	Source	Project Type
2	Communication Strategy for Transportation- regularly publish more updates and data	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
3	Promote Bicycling Citywide (list of specific actions)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
4	Parking Requirements Review	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
7	Development Policies to Promote Multimodal Access	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
8	Review and Update Bicycle Parking Requirements Review	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
10	Improve Bicycle Access to Charles River Path (Private Developments)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
45	ADA Audit of Key Corridors	Comp. Plan; Bicycle and Pedestrian Plan	Watertown-identified project
14	Trail-Oriented Development	Comprehensive Plan	Watertown-identified project
16	Bikeshare Expansion	Comprehensive Plan	Watertown-identified project
19	Watertown Thoroughfare Plan	Comprehensive Plan	Watertown-identified project
20	Establish Vision Zero Policy	Comp. Plan; Bicycle and Pedestrian Plan	Watertown-identified project
25	Transit Service Evaluation	Comprehensive Plan	Watertown-identified project
24	Last-Mile Solutions	Comprehensive Plan	Watertown-identified project
27	Expand MBTA Service in Watertown	Comprehensive Plan	Watertown-identified project
31	Common Street Safety Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
32	Watertown Street Safety Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
41	Methodology for Evaluating ROW Use	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
43	Promote Safe Routes to School	Watertown Bicycle and Pedestrian Plan	Watertown-identified project

High Feasibility, High Impact Projects (2 of 3)

ID	Project Name	Source	Project Type
51	Cross-City Bike Routes (E-W, N-S)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
54	Improved Charles River Path Maintenance	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
55	Develop Micromobility Policy for operations and parking	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
59	Expand Free Micro transit	Watertown Mobility Study Kickoff Meeting	Watertown-identified project
61	Relocate MBTA Route 59 and 71 Terminus	Watertown Square Area Plan	Watertown-identified project
65	Create new north/south transit connections	Stantec	Stantec Recommendation
29	Bus Prioritization (dedicated bus lanes and signal priority	Resilient Watertown	Watertown-identified project
67	Price Parking to Reduce Demand in Watertown Square and Coolidge Square	Stantec	Stantec Recommendation
42	Active Transportation Plan for Watertown Schools	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
28	Improve MBTA Accessibility (Physical Access to Bus) in Watertown	Resilient Watertown	Watertown-identified project
B1	Newton	GoGo Newton	Peer City Best Practice
B2	Everett	Everett Shuttles (via Encore Casino)	Peer City Best Practice
B3	Salem	Salem Skipper	Peer City Best Practice
B4	Boston	Boston E-Bike Incentive Program	Peer City Best Practice
B5	Worcester	Worcester E-Bike Voucher Program	Peer City Best Practice
B7	Allston Brighton	Western Avenue Corridor Study and Rezoning-Mobility Recommendations	Peer City Best Practice
B8	Lexington, Bedford, Burlington	Tri-Town Efficiency and Regionalization Transit Study and Middlesex TMA Shuttles	Peer City Best Practice

High Feasibility, High Impact Projects (3 of 3)

ID	Project Name	Source	Project Type
B9	Pilot / quick-build projects for traffic calming	Watertown Mobility Study Kickoff Meeting	Watertown-identified project
R1	Reduce MBTA bus service delays	MBTA Bus Priority Vision	Regional Initiative
R2	Improve the Alewife MBTA Station	Transit Oriented Development at Alewife	Regional Initiative
R3	Extend the MCRT to nearby municipalities	Mass Central Trail Trail Feasibility Study	Regional Initiative
R6	Expanding the Allston-Brighton shuttles	Allston-Brighton Neighborhood Link Study	Regional Initiative
R11	Provide more bus service in busy neighborhoods	MBTA Bus Network Redesign	Regional Initiative
R12	Provide more around-the-clock bus service	MBTA Bus Network Redesign	Regional Initiative
R13	Expand the MBTA network- (including non-downtown centers)	MBTA Bus Network Redesign	Regional Initiative
R16	Regional Blue Bike Expansion	Bluebikes Expansion Planning	Regional Initiative
R20	Upgrade Newton Commuter Rail Stations	Regional Rail Modernization Program	Regional Initiative
R21	Provide more frequent, all-day regional rail service on the Framingham/Worcester and Fitchburg Lines	Regional Rail Modernization Program	Regional Initiative
R22	Upgrade Belmont Commuter Rail Stations	Regional Rail Modernization Program	Regional Initiative

Low Feasibility, High Impact Projects (1 of 2)

ID	Project Name	Source	Project Type
1	Complete Pedestrian and Bicycle Network- close gaps and improve safety and accessibility	Comprehensive Plan	Watertown-identified project
5	Establish All-Season Bicycle Facility Maintenance Procedures	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
23	Improve Bicycle and Pedestrian Connections to Retail, Parks, and Community Amenities	Comprehensive Plan/Resilient Watertown	Watertown-identified project
30	Electrify the transit system that connects areas of Watertown not served by the MBTA to MBTA services	Resilient Watertown	Watertown-identified project
35	Galen Street Separated Bicycle Facility and Pedestrian Safety Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
37	Mt Auburn - Watertown/Cambridge Greenway / Belmont Street-Mt Auburn Street Integration	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
39	North-South Bicycle Facility and Sidewalk Reconstruction with Raised Intersections	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
47	Mt Auburn Street - Watertown/Cambridge Greenway Pedestrian Route	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
50	Watertown Community Path- implement missing links	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
52	West Watertown Pedestrian Improvements and connections to Charles River	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
53	Walnut Street Bicycle Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
56	School Street Reconstruction (no additional detail identified)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
58	Subsidize Transit for Low and Middle Income Riders	Watertown Mobility Study Kickoff Meeting	Watertown-identified project
60	Watertown Square Area Plan Intersection Redesign*	Watertown Square Area Plan	Watertown-identified project
64	Expand transit on Pleasant Street	Stantec	Stantec Recommendation

Low Feasibility, High Impact Projects (2 of 2)

ID	Project Name	Source	Project Type
66	Create direct connection between Watertown and Boston Landing	Stantec	Stantec Recommendation
26	Expanded operation of WATConnector (Watertown Operated Transit/Shuttle Service)	Comprehensive Plan	Watertown-identified project
33	Summer Street Intersection Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
32	Watertown and North Beacon Street Safety Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
B13	Establish a Parking Benefit District	Various Towns	Peer City Best Practice
B16	Tri-Town Efficiency and Regionalization Transit Study- streamlined shuttle service between towns	Tri-Town Efficiency Study (Lexington, Bedford, Burlington)	Peer City Best Practice
B17	Tri-Town Efficiency and Regionalization Transit Study- add Sunday service to certain MBTA bus routes	Tri-Town Efficiency Study (Lexington, Bedford, Burlington)	Peer City Best Practice
B19	Continue Parking and Transportation Demand Management (PTDM) Monitoring	Cambridge	Peer City Best Practice
R10	Improve transit equity	MBTA Bus Network Redesign	Regional Initiative
R14	Streamline the MBTA network	MBTA Bus Network Redesign	Regional Initiative
R15	Transit-aiding tech (transit priority, etc.)	MBTA Bus Network Redesign	Regional Initiative
R17	Expanding the Watertown-Cambridge Greenway	MassDOT Bicycle and Pedestrian Plan Update	Regional Initiative
R19	Newton Corner Improvements, with Bike/Ped Connections and Signalized I-90 Ramps (improved multimodal access to Watertown Sq. and beyond)	Newton Corner Improvements Project	Regional Initiative
R23	Newton Corner Infill Commuter Rail Station (brings additional option for rail access nearby)	Regional Rail Modernization Program	Regional Initiative

STUDY FOR CITY-SUPPORTED MOBILITY
CITY OF WATERTOWN
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High Feasibility, Low Impact Projects

ID	Project Name	Source	Project Type
11	Wayfinding - Coolidge Square	Comprehensive Plan	Watertown-identified project
12	Wayfinding - Charles River Greenway	Comprehensive Plan	Watertown-identified project
13	Wayfinding - Watertown Community Path	Comprehensive Plan	Watertown-identified project
15	Inventory the current Bicycle Network	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
18	Define Gateways via wayfinding, landscaping, lighting, and coordination with stakeholders (e.g. DCR IHOP rotary)	Comprehensive Plan	Watertown-identified project
21	Establish Curbside Use Policy	Comprehensive Plan	Watertown-identified project
34	Belmont Street Pedestrian and Bicycle Improvements (no additional detail identified)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
38	Pleasant Street and Arsenal Street Pedestrian Improvements (no additional detail identified)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
40	Little Greenough Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
44	Improve Crash Reporting	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
62	Improve Customer Parking Experience (technology and signage)	Parking Management Plan	Watertown-identified project
63	Manage Parking Demand through Priced Parking and a Parking Benefit District	Parking Management Plan	Watertown-identified project
57	Watertown Square and Coolidge Square Bike and Pedestrian Facilities (no add'l detail identified)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
6	Wayfinding to facilitate walking and biking downtown and to regional paths	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
B18	Tri-Town Efficiency and Regionalization Transit Study- bus stop consolidation around Burlington Mall	Tri-Town Efficiency Study (Lexington, Bedford, Burlington)	Peer City Best Practice

Low Feasibility, Low Impact Projects

ID	Project Name	Source	Project Type
17	Traffic Calming techniques (specifically on cut through streets)	Comprehensive Plan	Watertown-identified project
22	Loading Study- to establish dedicated loading zones in commercial areas	Comprehensive Plan	Watertown-identified project
36	Improve Bicycle Access to Charles River Path (Grove St and Greenough Blvd)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
48	Connections between Charles River Greenway and How Park	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
49	Bridge Street Connections- physical access and wayfinding	Watertown Bicycle and Pedestrian Plan	Watertown-identified project

STUDY FOR CITY-SUPPORTED MOBILITY
CITY OF WATERTOWN

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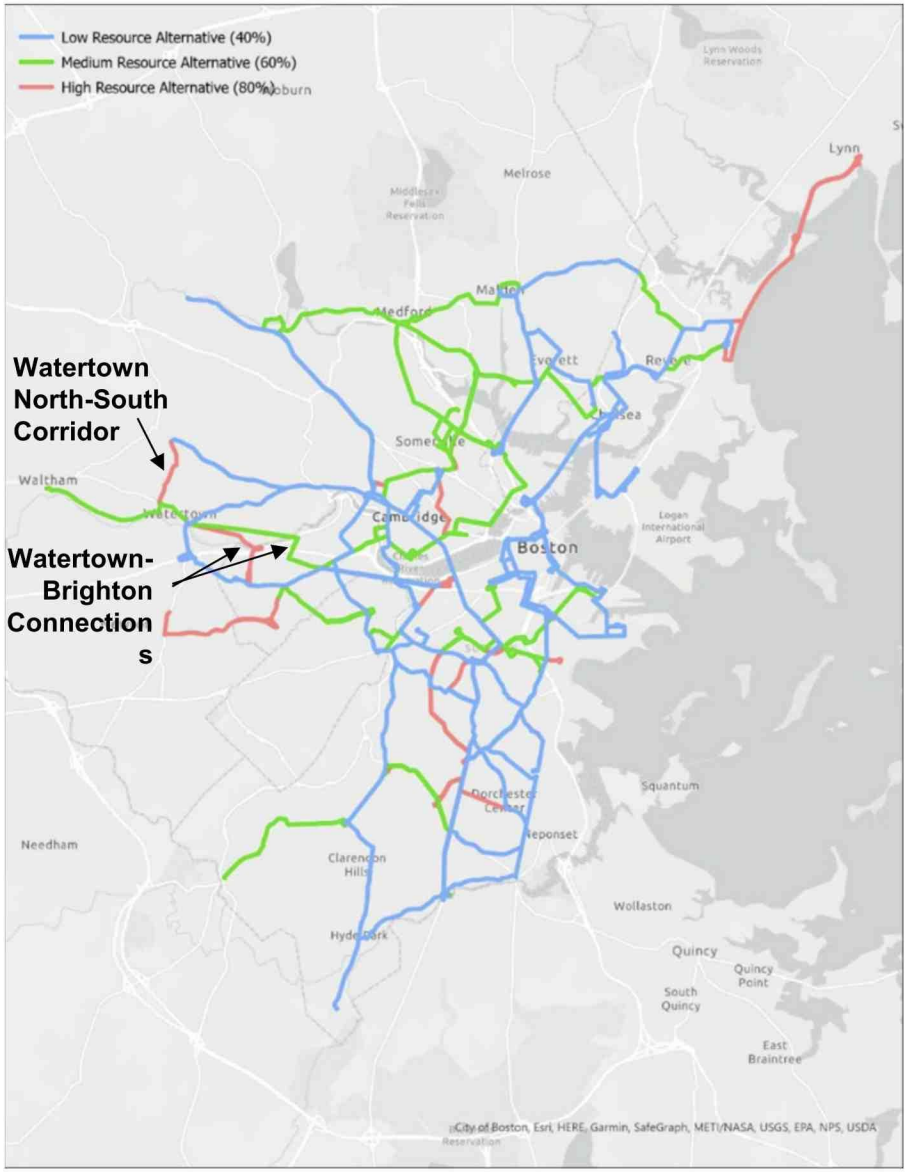
B

Appendix B:

Local and Regional Efforts with Agency Partners- Additional Details

Figure 5 Map of High-Frequency Networks for Each Resource Alternative Following Automated Network Generation Process



Create a North-South MBTA Bus Route Through Watertown

Justification: While Watertown has strong east-west transit service, there is currently no transit running north-south. As a result, transit is not a realistic option for many short trips within Watertown or to neighboring communities such as Belmont, Arlington, or Chestnut Hill.

Research conducted as part of MBTA Bus Network Redesign determined there is enough north-south demand in Watertown to justify buses running every 15 minutes. The final redesigned bus network does not include a north-south route. In fact, the north-south corridor is one of only two identified high demand segments that remain completely unserved by transit in the future network.

Recommendation: The study team evaluated multiple potential north-south bus corridors, including School Street, Common Street, Waverley Avenue, and Lexington Street. Based on data findings and stakeholder insights, our team recommends that Watertown first pursue north-south transit on Lexington Avenue. This corridor has a high density of older adults and people living in lower income households that often benefit most from transit access. Additionally, the corridor could facilitate direct service between Watertown, Belmont, and Arlington – including connections to rail service in Waverley Square and/or Belmont Center.

Implementation:

- Recommend to MBTA staff that Lexington Street is evaluated for service as part of implementing the Watertown phase of Bus Network Redesign
- Coordinate with Belmont, Arlington, and Newton to advocate for north-south service – including working with the MBTA to develop a full route proposal
- Preserve Lexington Street as a transit supportive corridor

Extend Route 65 to Connect Watertown, Boston Landing, Brookline, and Longwood

Justification: Watertown does not have a direct transit connection to activity centers southeast of the city, such as Boston Landing, Brookline, and the Longwood Medical Area (LMA). The MBTA Bus Network Redesign identified demand between the Arsenal Street corridor in Watertown, Boston Landing, and Brighton Center as justifying high frequency bus service.

Car trips between these locations take 10 to 30 minutes, while transit trips can take over an hour and often require multiple transfers. For example, a trip between Arsenal Yards and Boston Medical Center Brighton takes 10 minutes by car versus 30 to 40 minutes via transit – about the same amount of time it would take to walk.

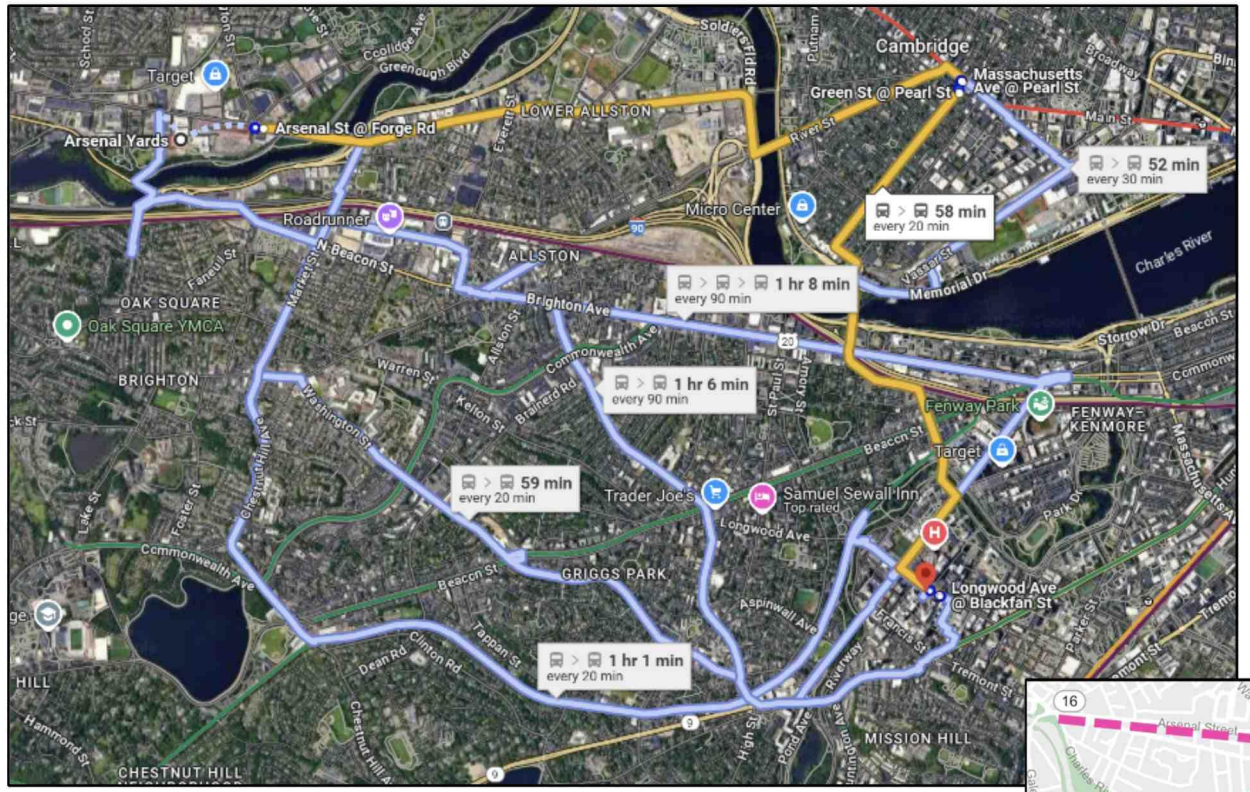
As part of Bus Network Redesign, the MBTA will modify Route 65 to run between Brighton Center and Ruggles Station via Washington Street and the LMA. This route, like the existing Route 65 that runs to Kenmore Station, will likely continue to have highly directional rush hour demand – with most riders traveling towards the LMA in the morning and back towards Brookline in the afternoon.

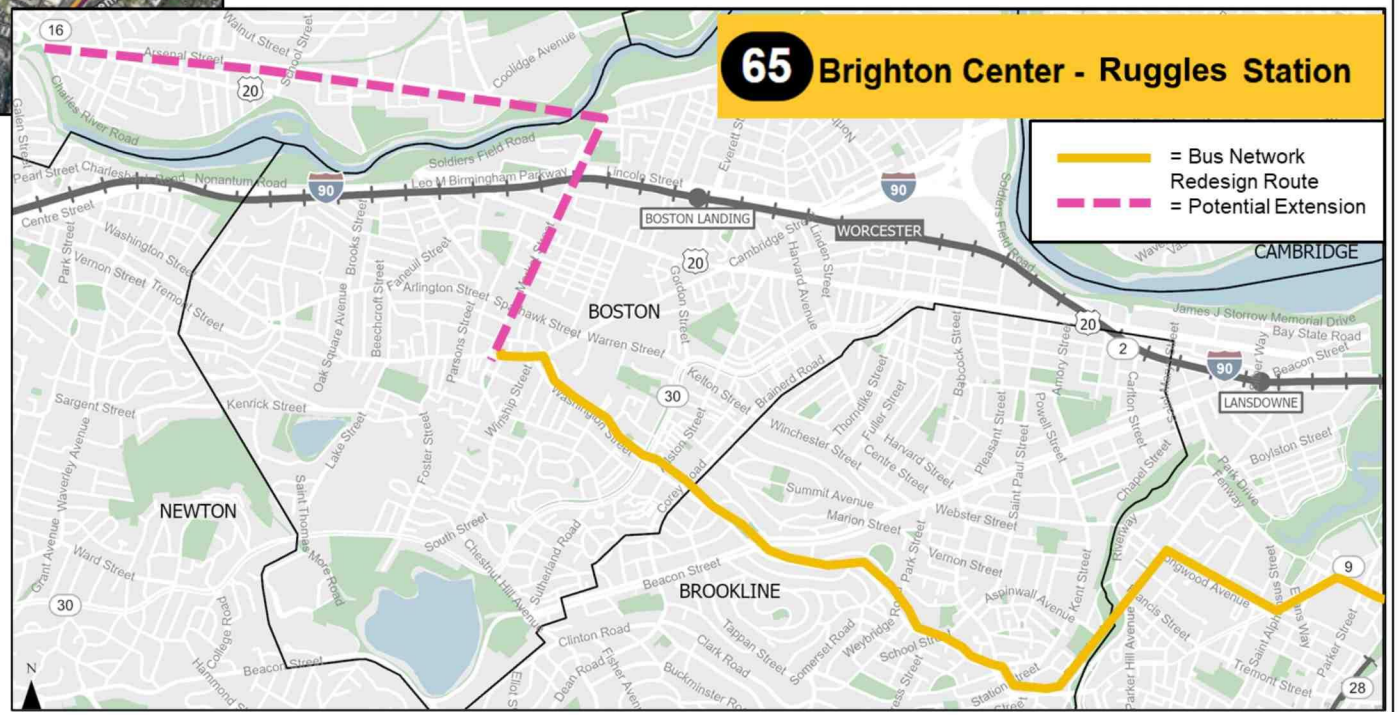
Recommendation: Watertown should advocate for the MBTA to extend the planned Route 65 from Brighton Center to Watertown Square via Arsenal Street and Market Street. Although this is a long route, the MBTA operates routes that are significantly (such as the frequent Route 109, among many others). The route could be run reliably in practice and adding a strong complementary anchor to the western end of the route will likely improve the route's operational efficiency. This extension will provide benefits for multiple stakeholders, including:

- Creating a faster and more reliable connection between Arsenal Street, Boston Landing, Brighton, Brookline, and the LMA - with transfers to all Green Line branches and the Orange Line.
- Leverage growing demand at Boston Landing and Arsenal Street as a complementary ridership generator to the LMA – filling otherwise underutilized reverse peak service on the planned Route 65.

Implementation:

- Recommend to MBTA staff that a Route 65 extension evaluated for service as part of implementing the Watertown phase of Bus Network Redesign
- Coordinate with Boston, Brookline, the Watertown TMA, and A Better City TMA to advocate for the service extension





- A GPS software like Google Maps presents a vast array of transit options from Arsenal Yards to Longwood Ave (above), all of which take about an hour. None of the existing transit routes are one-seat rides. An extension of the 65 Bus (right) would enable a one-seat ride from Watertown to Brookline, Boston Landing, Longwood, and Ruggles. The exact routing of the extension could continue to be workshopped.

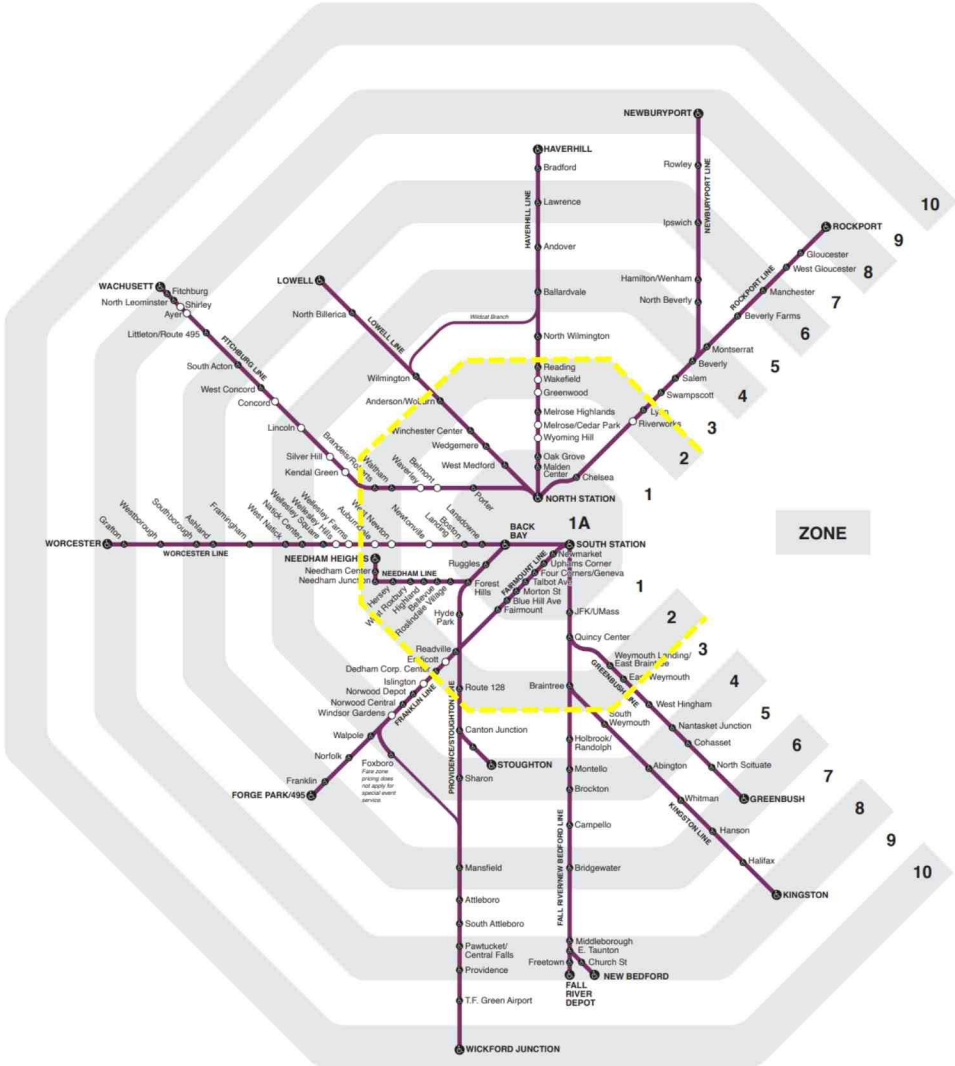
Reduce Inner Core Commuter Rail Fares (Zone 1A-2)

Justification: Watertown is served by MBTA Commuter Rail stations in Belmont and Newton. This service provides direct access to Downtown Boston, as well as regional access to the western suburbs, often with travel times that are competitive to driving. Today, however, commuter rail fares are significantly higher than other transit modes, including for short trips. For example, traveling between Waverley Square and Porter Square takes 8 minutes by commuter rail versus 20 minutes by car. The MBTA charges $6.50 each way for this trip – nearly three times more than a subway fare ($2.40) – even though the trip is significantly shorter than many subway trips (such as Braintree to Downtown Boston).

Recommendation: Watertown should advocate for the MBTA to charge subway fares ($2.40) for all trips between Zones 1A, 1 and 2. These fares should also include free transfers to subway and bus lines, like the subway fare, which will made more technically feasible via the Automated Fare Collection (AFC) 2.0 roll out at commuter rail stations—a new account-based, contactless fare system—at commuter rail stations starting in 2026. AFC 2.0 is the MBTA's new account-based fare collection system that will support contactless payments and fare integration across all transit modes, making it easier to implement consistent pricing and seamless transfers. As a secondary priority, Watertown could advocate for the MBTA to reduce interzone fares (the fares charged for trips between all zones except Zone 1A) to a flat $2.40 per trip.

Implementation:

- Identify municipal and community partners interested in similar commuter rail fare reforms. About twenty municipalities have Zone 1A, 1, and/or 2 stations – including high transit ridership communities such as Boston, Cambridge, Chelsea, Lynn, and Medford.
- Advocate for recommended changes via both direct outreach and official forums, such as the MBTA Advisory Board and MAPC.



Improve Transit Circulation Through Newton Corner

Justification: Newton Corner and Watertown Square function as an interconnected bus hub. Upon the completion of the MBTA Bus Network Redesign, as many as 45 buses per hour will run on the half mile stretch of Galen Street, Centre Street that connects these community centers. Newton Corner has severe congestion and a complex roadway layout that adds as much as 10 minutes to bus trips. This congestion makes transit less reliable and increases bus operating costs.

Recommendation: MassDOT is actively studying long-term solutions for reconfiguring Newton Corner. Watertown is in the Newton Corner MassDOT Project's working group already, and should to continue to advocate for prioritized transit as part of the new design. Priority strategies for transit include:

- Transit priority for buses on Washington Street and Galen Street, including on the bridge over the Mass Pike, ideally fully separated from car traffic.
- Two-way circulation that enables buses to take direct routes between Galen Street and Washington Street, Park Street, and Centre Street.
- A new commuter rail station with direct vertical circulation to an adjacent bus hub, preferably as close to the existing Washington Street bridge as possible.

Implementation:

- Continue to actively participate in the MassDOT Newton Corner Long-Term Planning Study, advocating for the transit priorities identified above.

Implement Transit Priority Projects in Boston and Cambridge that Benefit Watertown Bus Routes

Justification: Watertown is served by four bus routes currently or planned to have "frequent" service – defined by the MBTA as operating every 15 minutes or better. These routes include:

- Route 57, which runs between Watertown Square and Kenmore Square via Tremont Street, Washington Street, and Commonwealth Ave.
- Route 70, which runs between Waltham, Watertown Square, and Central Square in Cambridge via Main Street, Arsenal Street, Western Avenue, and River Street.
- Route 71, which runs between Watertown Square and Harvard Square via Mount Auburn Street.
- Route 73, which runs between Waverley Square and Harvard Square via Trapelo Road, Belmont Street, and Mount Auburn Street.

These routes operate on roads with significant congestion and complex intersections that reduce reliability and increase travel times, making transit more difficult to use and more expensive to operate. These delays will increase as the region grows, especially with large planned developments along Arsenal Street and within Lower Allston. While Watertown can work to improve bus speed and reliability on its own roadways, all bus routes serving the City cross municipal boundaries. Reliable bus operations for Watertown also relies on transit priority projects led by other jurisdictions, notably Boston and Cambridge.

Recommendation: Watertown should support transit priority projects along streets served by Routes 57, 70, 71, and 73 outside its boundaries. Notable active or proposed projects in

- MBTA's Arsenal Street (Route 70) Study which Watertown is already collaborating with the MBTA on.
- Route 57 Transit Priority Corridor Study (City of Boston)
- Western Avenue Transitway (City of Boston)
- River Street Reconstruction (City of Cambridge)

The MBTA Bus Priority Vision identified several additional locations within Cambridge where the agency plans to pursue transit priority projects supporting Watertown-bound routes, including along Western Avenue, Mount Auburn Street, and through Harvard Square. Additional information about these corridors are included on the proceeding pages.

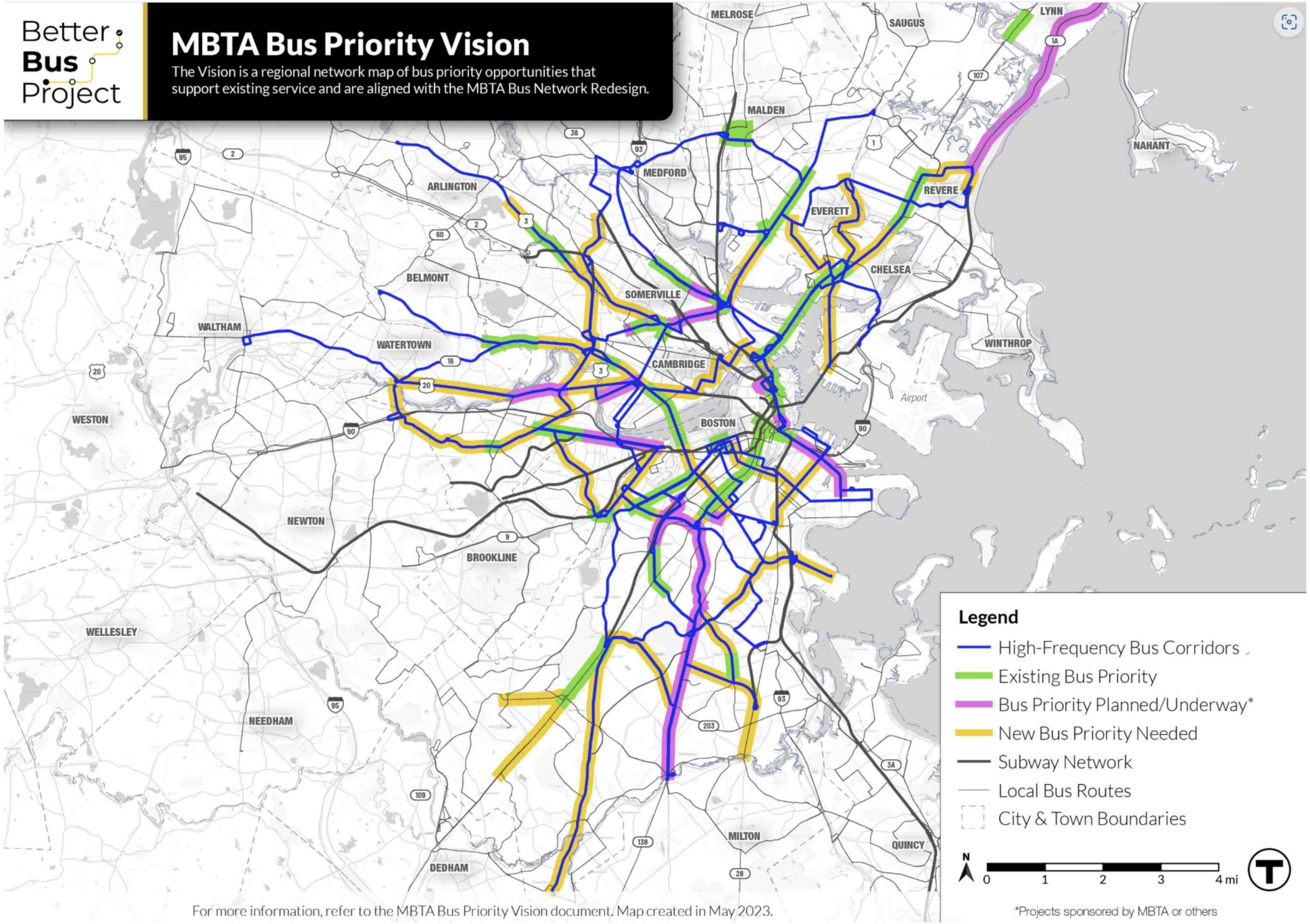
Implementation:

- Coordinate with Cambridge, Boston, and the MBTA to plan, identify funding, and program transit priority projects supporting Route 57, 70, 71, and 73.

Better Bus Project

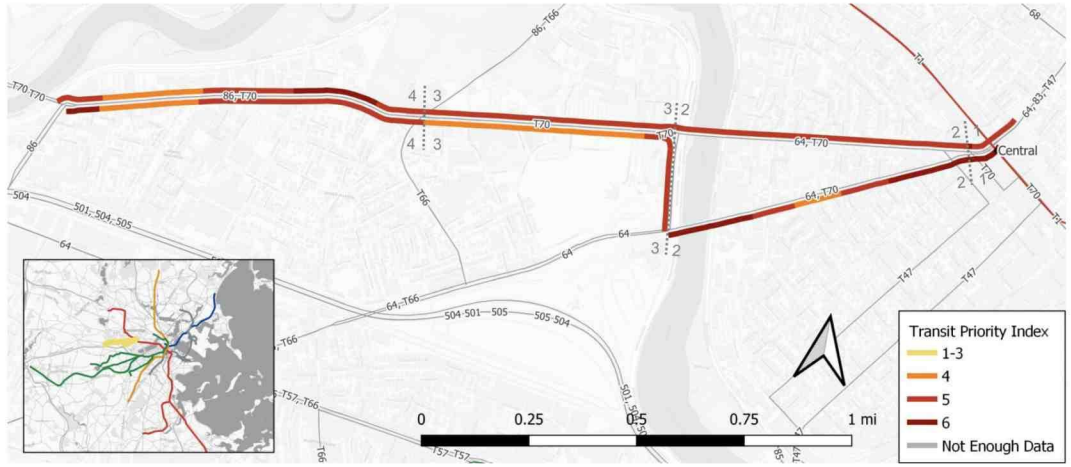
MBTA Bus Priority Vision

The Vision is a regional network map of bus priority opportunities that support existing service and are aligned with the MBTA Bus Network Redesign.



For more information, refer to the MBTA Bus Priority Vision document. Map created in May 2023.

Central Sq to Arsenal St (via Western Ave)



Central Sq to Arsenal St (via Western Ave)– Service and Customer Attributes

	BNRD Routes	Length (miles)	Person-Hours of Delay	Bus-Hours of Delay	Service Volume (Bus Trips)				Percentage of Riders			Transit Critical?
					Peak Hour BNRD	Peak Hour Increase	All Day BNRD	All Day Increase	Minority	Low-Income	Zero-Auto	
Central Sq	64, 83, T47, T70	0.1	88	3	20	+6	309	+146	16%	16%	20%	52
Central Sq to Soldiers Field Rd	64, T70	0.7	357	11	11	+3	158	+70	16%	15%	20%	51
Soldiers Field Rd to Harvard St	T70	0.6	49	2	8	+3	114	+49	21%	20%	25%	66
Harvard St to Arsenal St	86, T70	0.8	252	8	11	+2	157	+46	14%	13%	18%	45

Central Sq to Arsenal St (via Western Ave) – Development Attributes

	Customer Activity (Boardings + Alightings)	New Commercial Development		New Residential Development		Residential Density (Units per Acre)		Number of New Developments by Size (Sq Ft)		
		Additional Sq Ft	Percent Growth	New Units	Percent Growth	Existing	Projected	Small < 20k	Medium 20k – 50k	Large > 50k
Central Sq	1,121	42k	3%	121	3%	41.7	43.1	0	3	0
Central Sq to Soldiers Field Rd	755	20k	2%	300	10%	19.4	21.4	0	1	0
Soldiers Field Rd to Harvard St	494	1,550k	45%	250	210%	0.5	1.5	1	0	3
Harvard St to Arsenal St	2,439	604k	20%	742	51%	3.4	5.2	0	8	2

Harvard Sq to Belmont St (via Mt Auburn St)

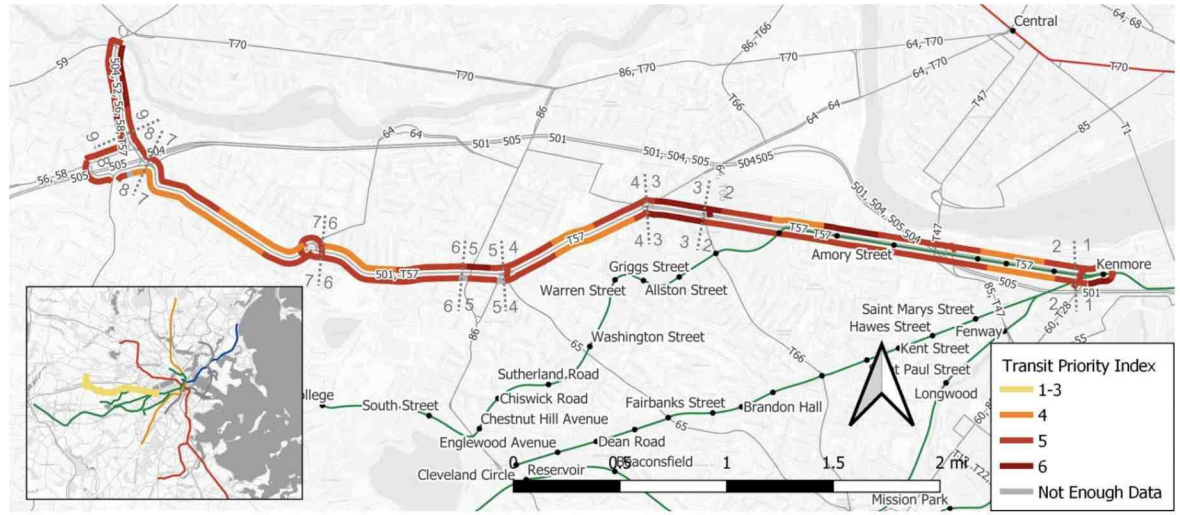
Harvard to Belmont St (via Mt Auburn St) – Service and Customer Attributes

	BNRD Routes	Length (miles)	Person-Hours of Delay	Bus-Hours of Delay	Service Volume (Bus Trips)				Percentage of Riders			Transit Critical?
					Peak Hour BNRD	Peak Hour Increase	All Day BNRD	All Day Increase	Minority	Low-Income	Zero-Auto	
Mt Auburn St	T71, T73	1.5	310	13	16	-2	228	+30	11%	12%	12%	35

Harvard Sq to Belmont St (via Mt Auburn St) – Development Attributes

	Customer Activity (Boardings + Alightings)	New Commercial Development		New Residential Development		Residential Density (Units per Acre)		Number of New Developments by Size (Sq Ft)		
		Additional Sq Ft	Percent Growth	New Units	Percent Growth	Existing	Projected	Small < 20k	Medium 20k – 50k	Large > 50k
Mt Auburn St	16,779	0	0%	0	0%	155.6	155.6	0	0	0

Kenmore to Watertown Sq



Kenmore to Watertown Sq – Service and Customer Attributes

	BNRD Routes	Length (miles)	Person-Hours of Delay	Bus-Hours of Delay	Service Volume (Bus Trips)				Percentage of Riders			Transit Critical?
					Peak Hour BNRD	Peak Hour Increase	All Day BNRD	All Day Increase	Minority	Low-Income	Zero-Auto	
Kenmore Station	60, T28, T57	0.1	133	14	18	-4	264	+18	29%	40%	24%	92
Kenmore Station to Harvard Ave	85, T47, T57	0.7	261	9	10	+1	136	-5	42%	28%	39%	109
Harvard Ave to Cambridge St	T57, T66	0.3	3,681	138	18	+2	253	+43	23%	22%	30%	75
Brighton Ave to Washington St	T57	0.7	51	3	10	-1	135	+15	35%	32%	40%	108
Washington St to Chesnut Hill Ave	65, 501, T57	0.2	44	3	17	+6	205	+85	37%	26%	34%	97
Chestnut Hill Ave to Oak Sq	501, T57	0.8	51	4	14	-1	161	0	24%	16%	22%	62
Oak Sq to Newton Corner	64, 501, T57	1.0	60.5	3.4	14	-1	162	+1	19%	13%	18%	50
Newton Corner Crossing Mass Pike	52, 56, 58, 501, 504, T57	0.2	265.0	19.2	22	+3	253	+55	10%	10%	10%	30
Newton Corner to Watertown St	56, 58, 504, T57	0.4	54.6	5.7	18	0	226	+30	15%	13%	14%	42

Kenmore to Watertown Sq – Development Attributes

	Customer Activity (Boardings + Alightings)	New Commercial Development		New Residential Development		Residential Density (Units per Acre)		Number of New Developments by Size (Sq Ft)		
		Additional Sq Ft	Percent Growth	New Units	Percent Growth	Existing	Projected	Small < 20k	Medium 20k – 50k	Large > 50k
Kenmore Station	19,098	1,541k	75%	400	21%	7.5	9.1	0	2	6
Kenmore Station to Harvard Ave	5,338	552k	17%	243	14%	6.0	6.9	0	1	2
Harvard Ave to Cambridge St	10,784	890k	78%	1,639	151%	10.4	26.1	0	5	2
Brighton Ave to Washington St	3,088	0	0%	71	5%	8.1	8.5	0	1	0
Washington St to Chestnut Hill Ave	899	14k	1%	83	6%	10.9	11.5	1	2	0
Chestnut Hill Ave to Oak Sq	4,406	33k	5%	65	3%	10.4	10.6	0	3	0
Oak Sq to Newton Corner	1,841	0	0%	0	0%	9.4	9.4	0	0	0
Newton Corner Crossing Mass Pike	2,635	0	0%	0	0%	2.9	2.9	0	0	0
Newton Corner to Watertown St	3,673	2k	0%	24	1%	11.8	11.9	0	1	0

Watertown Priorities for Regional Rail Modernization

Justification: Watertown is served by Worcester Line and Fitchburg Line commuter rail stations in Newton and Belmont. Rail service at these stations is limited and expensive, with mostly hourly off-peak service and fares starting at $6.50 each way. In the coming years, the MBTA Regional Rail Modernization Program will transition the commuter rail network to a "Regional Rail" operating model – with more frequent all-day service and electric trains.

Regional Rail service has the potential to make transit a significantly more competitive option for travel to and from Watertown. However, this transition requires significant capital and operations investments – and thus will be implemented gradually.

Recommendation: Watertown should advocate for specific Regional Rail investments and strategies that optimize benefits for people traveling to and from the city. Priority projects and programs include:

- **Fare Policy:** Reduce inner core commuter rail fares to match subway fares and include free transfers (see project sheet for additional information).
- **Service Design:** Increase service frequency on both the Worcester and Fitchburg Lines to rapid transit levels, with a short-term goal of all day service every 30 minutes using existing equipment and a long-term goal of trips every 10 minutes as the MBTA transitions to an electrified rail fleet.
- **Capital Projects:**
    - Construct a new commuter rail station at Newton Corner, with direct vertical circulation to bus connections to and from Watertown
    - Complete bi-directional high-level platforms and other accessibility upgrades at Belmont Center, Waverley Square, Waltham, Newtonville, West Newton, Auburndale, and Back Bay Stations. Ensure that these stations incorporate features that streamline connections, including bicycle parking, bus stops with enhanced amenities, Bluebikes, and pick up/drop off space.
    - Advance capital projects that enable increased service at inner core Worcester Line and Fitchburg Line stations, such as signal upgrades, turnback tracks, and vehicle layover.

Implementation:

- Identify municipal and community partners interested in priority Regional Rail projects, such as Belmont, Newton, Watertown, Boston, and Cambridge.
- Advocate for recommended projects and programs via both direct outreach and official forums, such as the MBTA Advisory Board and MAPC, as well as through MassDOT and MBTA capital planning processes.

C

Appendix C:

Costs

Cost Sources:

	Cost		
Priority Project	Estimate	Details	
Expand A Local Transit Approach	$ $ $	$1-3.5 million per year*	Assumes an all-in annual cost if the City procured a private vendor to operate the service, who would typically provide the vehicles rather than requiring the City to purchase them directly. The project team developed example cost estimates based on the operational characteristics of the services outlined above. All estimates assume a total operating cost of $150 per hour – which is at the high end of privately-contracted van services in the Boston area. See Report p.42 for more info.
Become a Leader in Universal Access Design	$ $	$200,000 for guidelines $10-15 million per corridor mile	Guidelines: consultant opinion on cost to develop. Corridor investment: Low end based on MassDOT's State Aid Reimbursable Programs Estimating Tool (SARPET) tool for Common Ave as an example (~0.8 mi). Key assumptions include: upgrade all curbs, replace road signs, adjust drainage, new 8ft sidewalk, no signal replacements, resurfacing needed. This results in a cost estimate of ~$8M or about ~$10M/mi. Mt. Auburn Street cost estimate was about $18M/mi, but that included full-depth reconstruction which might not be needed on each corridor. (https://www.mass.gov/doc/rehabilitation-of-mount-auburn-street-report-to-the-board-on-january-17-2024/download)
Invest in Top Corridors by Use	$ $	$10-15 million per corridor mile	
Develop a Comprehensive Safety Approach	$	$250,000-$500,000 to establish reporting mechanism and plans	Consultant opinion on cost to develop dashboard, plan docs. Smaller cities in the northeast that recently received funding to develop safety action plans: City of Pittsfield, Massachusetts – Awarded $250,000 to develop a new Comprehensive Safety Action Plan. City of Schenectady, New York – Granted $250,000 to create a safety action plan targeting high-risk corridors. Auburn, ME - $250,000 to create a safety action plan. Additional funding would be needed to develop a Traffic Calming Program and/or Watertown-specific crash dashboard.
Pursue Local and Regional Efforts with Agency Partners	Varies	City staff time MBTA staff time Additional operations costs (fuel, driver, etc.)	Important to consider cost of T operations, e.g. fuel, driver, etc., charges with an extended mileage of the bus route.

D

Appendix D:

Stakeholder Summaries

Watertown Faces Climate Change
Comments Submitted October 20, 2025

RESPONSE TO MOBILITY STUDY to CITY COUNCIL COMMITTEE ON ECONOMIC DEVELOPMENT Oct 21,2025

As members of the team that brought attention to the need and advocated for the Mobility Study, we would like to express our enthusiastic support for the framework and recommendations in the Mobility Study.

We are glad to see the Mobility Study embrace big and transformational goals and are willing to champion and promote as needed.

We have some comments, suggestions and observations that we hope can be incorporated in the final report and implementation.

EXPAND A LOCAL TRANSIT APPROACH

Support for Community Transit Platform. We strongly support the creation of the recommended Community Transit Platform. Implementing the three described strategies as a unified coordinated transportation service would provide comprehensive mobility options at more efficient cost and with ability to access multiple funding sources. The existing programs such as GoGo and Taxi subsidies are extremely limited in funding and impact, and the existing shuttles suffer from low ridership.

Is One Seat to Harvard Square Best? The One and Two Route Options for a Unified Watertown Connector prioritize a one seat ride and Harvard Square destination (or origin). Since Harvard Square is already extremely well served by transit, we would like to see an evaluation of whether other high priority destinations could be incorporated relying on transfers to the frequent Harvard Square bound buses.

Sources of Support Regarding expenditures we would like to understand better what could be diverted from current expenditures and what the incremental costs would be. For instance, estimated costs are given for the various aspects of the recommended Community Transit Platform; how much of that is the amount in addition to what is currently spent on all the existing shuttles? Along with current steps to improve monitoring of TDM compliance and resulting compliance, as well as new developments coming online, more transit options ,couldn't we expect an increase in contributions to the TMA from participating businesses?

Structure and Role of WTMA A Unified Watertown Connector and the Community Transit Platform are an opportunity to restructure and refocus the WTMA and local businesses on the potential for more transit and its benefits. We hope this will be incorporated in the planning. With the right organizational focus, transit configuration, businesses will see more benefits from their potential contribution to the network and that increased support should be taken into account.

Synching Climate Goals with TDM targets is Needed. Finally and most importantly, we would like to point out that the City TDM requirements are not in synch with our climate goals and that an update should be incorporated as a first step. This will ensure that all new developments have higher targets, provide mechanisms for getting existing buildings in synch and set the stage for greater business participation and support.

BECOME A LEADER IN UNIVERSAL ACCESS DESIGN

This sounds like an exciting and fruitful approach. It should be noted that the recommendations under the Comprehensive Safety Approach are important also for Universal Access; adoption and enforcement of lower speed limits is the most powerful and universal intervention that should be considered, along with physical design to support them.

INVEST IN TOP CORRIDORS BY USE

Thank you for including WFCC as a partner in this initiative. The opportunities identified in the map are comprehensive. The types of investments recommended for key corridors in order to maximize their benefits for bus operations, bike comfort and universal access will greatly improve transportation options in Watertown.

We believe the North-South routes need to be a priority and hope that collaboration with Belmont on extending these routes into Belmont and Belmont center will be part of the plan. Likewise, the Belmont-Trapelo Route for the 73 bus should be included as well as access to Waverly Square Commuter Rail; these are other areas for collaboration with Belmont involvement. Could a route to a Commuter Rail station in Newton also be evaluated?

Having followed closely, the MBTA prioritization process, it seems clear that the MBTA responds favorably to those routes where localities have planned and offered extensive and bold transit priority infrastructure to routes as in Rt 70 and 57. Watertown should consider initiating a plan for bold transit prioritization on a North-South route in its advocacy with the MBTA.

DEVELOP A COMPREHENSIVE SAFETY APPROACH

A key component of Vision Zero is lower speed limits. More than any other tool, speed limit reduction and enforcement has a universal safety effect. Vision Zero and lower speed limits has been on every plan for the last 5-10 years and has yet to be implemented. Lower speed limits universally make walking and bicycling more attractive and safer. Every community neighboring Watertown has adopted this tool. We would like to see a more explicit recognition of its role and a more forceful recommendation for its implementation. Traffic calming measures are also important to encourage compliance with slower speeds and we are in support of the neighborhood approach recommended in this study.

We would also like to suggest that the safety approach include identifying by-passes for heavily congested areas. Identifying safer routes is a low cost, quick approach. Some examples are Nichols and Maplewood around Coolidge Square, and Templeton/Salisbury instead of Arlington Street.

PURSUE LOCAL and REGIONAL PRIORITIES wth AGENCY PARTNERS

We applaud these initiatives. We specifically would like to partner with the City in advocating that the MBTA reverse their decision to not include a north-south bus route in their bus network redesign; as pointed out in the study, “this north-south corridor is one of only two high demand segments identified in the MBTA Bus Network Redesign that will remain completely unserved in the future network.” This exclusion is particularly egregious because as the consultants state: “Watertown is one of the only inner core suburbs that lacks direct subway or commuter rail service.” We also highly recommend advocating for the extension of planned Route 65 from Brighton Center to Watertown Square along the route that would provide connections to Boston Landing (including the new commuter rail stop) and the Longwood Medical area as well as Green Line branches and the Orange line.

Signed,

Lise Paul, Ernesta Kraczkiewicz Jeanne Trubek, Deborah Peterson

Attachment C

CITY OF WATERTOWN
Community Development and Planning
PLANNING OFFICE

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6417
Fax: 617-972-6484
www.watertown-ma.gov

To: Watertown City Council
From: Zeke Mermell, Senior Transportation Planner; Gideon Schreiber, Director of Planning & Zoning; Steve Magoon, Assistant City Manager for Community Development & Planning
Date: October 21, 2025
Re: Transportation Network Companies Funds: 2024 Disbursement

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The City of Watertown receives funds from the State's Department of Public Utilities (DPU) from Transportation Network Companies (TNCs) such as Lyft and Uber. Municipalities get half of a $0.20 assessment for all TNC rides starting in their boundaries. For Fiscal Year 2024 we received **$59,526.50**.

TNCs are a growing segment of Watertown's and the overall region's transportation modeshare. In 2024, there were 595,265 TNC rides *starting* in Watertown, whereas in 2023 there were 556,964. This represents noteworthy growth over time. According to DPU, these funds must be used "*to address the impact of transportation network services on municipal roads, bridges and other transportation infrastructure or any other public purpose substantially related to the operation of transportation network services in the city or town including, but not limited to, the complete streets program… and other programs that support alternative modes of transportation*."

Watertown's funds from past years were allocated to support, including local matches for, the Watertown Connector (WATConnector) electric shuttle on Pleasant Street and Watertown's local bikeshare network of Bluebikes.

We propose utilizing the $59,526.50 in funds to pay for operational costs of the Pleasant Street Watertown Connector shuttle. This will help pay for the costs to charge, drive, and maintain our fleet of two electric vans and a backup van. In turn, this will reduce greenhouse gas emissions and single-occupancy vehicle driving, in line with our City's goals. Recent efforts such as the Study to Improve City-Supported Mobility have identified the WATConnector as a key component of a local convenient, affordable and environmentally-friendly transportation system that we will build upon in coming years.

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to accept the report of the Committee on Public Works from its meeting on October 22, 2025

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve the action items from the report of the Committee on Public Works from its meeting on October 22, 2025

Watertown City Council
Committee on Public Works

Councilor Piccirilli-Chair, Councilor Feltner-Vice Chair, Councilor Palomba- Secretary

Committee Report of October 22, 2025 Meeting
Presented to the City Council on December 9, 2025

The Committee on Public Works met on Wednesday October 22, 2025 at 6:00 PM in the 3rd Floor Conference Room in City Hall with zoom capacity. Public comments could be submitted to apalomba@watertown-ma.gov.

Purpose of the meeting was to:

A. Review and Make Recommendations on the Fiscal Year 2026 Capital Improvement Program item #42:

a. The FY26 $2,875,000 proposed loan order for local road construction projects in the summer of 2026.

b. The FY26 $2,300,000 proposed loan order for connector roads/longer street projects for the summer of 2026.

B. Review and Make Recommendations on the FY2026 Capital Improvement Program item #44: Policy guidance and plans for the FY26 $390,000 Chapter 90 Fair Share Amendment Appropriation.

Present: Tom Brady, Director, Department of Public Works (DPW), John Zaccardi, Deputy Director, DPW, Tyler Glode, City Engineer, DPW, Michael Albano, Director of Finance and Administration, DPW, Ed Baptista, Supervisor, Highway Division, DPW and Matt Baker, Interim Assistant Director of Public Utilities, DPW. Also attending either in-person or on zoom were residents Yasmin Daikh, Alissa Maryia, Nyles Gislason, Libby Shaw, Laura Murphy, Kristin Bulter, William Doran, Margaret Fitzgerald, Aric Wax, Sergery Sian, Angeline Kornelis, the Hacketts, and BW.

Please note: This meeting lasted approximately 2 hours and 45 minutes. These minutes provide a summary of the meeting. Please see the WCATV recoding of the meeting at http://vodwcatv.org/internetchannel/show/4163?site=3 for more details. Included below is information from DPW's "Public Works Subcommittee Presentation October 22, 2025" (Presentation), learnings based on questions to DPW from committee members and residents, and general information about how DPW operates. Below is the link to DPW's Presentation.

- At this meeting the Committee was considering city borrowing by way of loan orders, that need the approval of the City Council, for local road construction and for connector roads/longer street projects. The city also annually receives state funding, known as Chapter 90 funding, that can be used for a variety of transportation related projects including road and bridge repairs, sidewalks, pavement improvement, bike paths, etc. These funds are overseen by the Department of Public Works which can recommend how these funds should be used via the city's five-year Capital Improvement Plan (CIP).

- There can be other sources of money that are project-specific and most likely will not continue beyond the completion of the project, such as federal funds and mitigation monies from developers and utilities. In general, annual loan orders are used for the maintenance, repair, and reconstruction of local roads

and connector roads/longer street projects. Chapter 90 money and grants are used for engineering costs and funds from DPW's budget are used for limited sidewalk repairs.

- Borrowing, bidding, construction, and final city sign-off of a project for local road construction projects and for connector roads/longer streets projects can span a number of years and is somewhat complicated by the time period used for borrowing (fiscal years) and the time period for construction (calendar year), and the construction season which is between April and November.

- The general process that DPW follows after a street has been approved for maintenance, repair, or reconstruction varies depending on the state of the street, but general includes consultation with the Bicycle-Pedestrian Committee and the Complete Street Working Group during the design phase, review of the condition of underground utilities, and coordination with agencies and utility companies performing work. Design documents are created, the cost of the project and duration of the project are estimated, and the source of the funding is determined. The project is then put out for bid. Bids are reviewed and a contractor is awarded the project. The work of the contractor is monitored by DPW staff and once the major elements of the project are completed, DPW staff conducts a final review to confirm that all elements are completed. The complete design phase can take a full year before bidding occurs and construction begins.

- The primary determination of what streets and roads are ultimately recommended by the DWP each year is the Pavement Conditions Index (PCI) of the street or road. However, there are other factors considered including the condition of the utilizes the city maintains (water, sewer, drains), plans for public utility work to be done by Natural Grid and Eversource, estimates of traffic and transportation impacts, safety improvements and considerations related to multi-modal transportation, city design standards, and the city's driveway ordinance. Thus, streets not selected for full depth reconstruction may have a lower CPI than some of the streets that are selected. It should also be noted that the current PCI information is from a 2024 review, which is not available to the public, and that a new review of the PCI for our streets and roads will take place in 2027.

- The completion of streets and road repairs, as well as sidewalk repairs (not including in a full depth road reclamation project) can vary widely and can be influenced by a number of factors including delays in bidding a project, contractor availability, weather, etc. For example, borrowing for Morse Street was done in FY22 with construction to begin in the spring of calendar year 2023 with the hope of completing the project in the fall of 2024 or the spring of 2025. The DPW's Presentation notes that Morse Street is completed and in punch list review as of the fall of 2025.

- DPW does spot repairs on sidewalks that are in need of repair for safety and ADA compliance. This is usually done on a street that is scheduled for the Maintenance and Repair activity known as "mill and overlay" which includes grinding up the top layer of asphalt, putting down a binder and then laying new asphalt. It should be noted that mill and overlay can happen on particular sections of a street as well as on a complete street.

- During the October 28, 2024 meeting of the Committee on Public Works it was noted that there were five streets for which funding was approved for construction in 2024. During that meeting, DPW recommend full depth reconstruction of Poplar Street, Partridge Street, north and south Irving Park, Royal Street and Green Street. In addition, there were five streets for which funding was approved in FY25. These were George Street, Bromfield Street, Mangano Court, Grandview Avenue and Dwight

Street. DPW stated that it was their intention to complete all ten of these streets during the construction season of April 2025 to November 2025. At this October 22, 2025 meeting we learned that work has been completed on gas mains, water mains, sewers and drains, but no road repair or maintenance work has been done.

DEPARTMENT OF PUBLIC WORKS COMMITTEE PRESENTATION – OCTOBER, 2025

Tyler Glode our City Engineer reviewed the DPW Presentation which can be found at https://watertownmassgov-my.sharepoint.com/:f:/g/personal/tglode_watertown-ma_gov/Eig1LejsbxdFt9eTxGsG9pkBAAzHhV9qCwislvLTJ7iRsg?e=50rUGEhed.

The Presentation included information about the anticipated replacement, rehabilitation, and repair of gas mains (as planned by National Grid), water mains, sewer mains, and sewers and drains and gas mains. The Presentation noted that the overall city-wide *Pavement Condition Index (CPI)* is 66, which is an increase from the 60 PCI of last year. You can see a color-code review of the PCI for individual streets in Watertown on page 4 of the presentation. The Maintenance Summary shows streets ranging from a PCI of 90-100 to streets with a PCI of 1-12). The maintenance and repair activity for our streets is directly related to the PCI of the road with the goal of prolonging the useful life of a street to as long as possible while improving "accessibility and safety for all users using Complete Streets principles". The degree of maintenance and repair various and can include sealing cracks in streets, full depth patch repairs, mill and overlay, and, for roads with an CPI of 1 through 29, full depth reconstruction. The time involved and the cost varies with each of these activities. The most extensive, and the most expensive, activity is full depth road reconstruction which includes road reclamation and paving, drainage repairs, curbing, concrete sidewalks, ADA accessibility requirements, grass borders, and street trees.

The Presentation provided a recap of 2025 completed streets and streets that are need completion. Morse Street and Russell Avenue are completed and the punch list for each is under review. The North Beacon Street Bottleneck Program is under construction and it is estimated to be completed in the spring 2026. The source of funding for these projects includes city funds acquired through borrowing, mitigation funds, that is funds from agencies like the MWRA or developers, or a combination of both. It was noted that the various phases of the Arsenal Street reconstruction, which was funded in part by mitigation money from developers, lasted three years. And there still remains a number of elements of the project that need to be completed. In addition, DPW reported that the 14 signals on Arsenal Street are being coordinated (adaptive signaling) to facilitate the steady flow of traffic. There was discussion of the North Beacon Bottle Neck Program which has also taken three years. The project, which is funded by a grant, will not be affected by future plans related to the renovation of Watertown Square. Finally, there is concern about the bump out at the corner of Arsenal Street and Walnut Street. DPW is in the process of reviewing that situation.

LOCAL ROAD CONSTRUCTION PROJECTS

The Presentation included the recommendations that the following streets be selected for full depth reclamation in 2026 - in the Cottage Street neighborhood – Cottage Street, Sawin Court, Rifle Court, Lyons Street, Sexton Street, Cottage Lane, Molloy Street, and Hearn Street – as well as Winter Street and potentially Brigham Street and Appleton Terrace. Brigham and Appleton are bid alternate projects which means that their inclusion for 2026 will depend on funding and other factors as the bidding

process evolves. The bids for this construction will be put between November 2025 and January 2026 which is the most competitive bidding period and can result in lower bids.

It was noted that the streets in the Cottage Street neighborhood are relatively short and narrow streets and will pose challenges to implementing the typical elements of full depth road reconstruction such as concrete sidewalks, ADA accessibility requirements, grass boards and street trees. There was also concern about driveway curve cuts and related safety issues. How to proceed and address these constrains will be determined during the engineering design phase of the project.

CONNECTOR ROADS/LONGER STREETS PROJECTS

Similar to last year, there were no new recommendations for full reconstruction of Connector Roads/ Longer Street projects since funds have already been approved for the streets listed below. Other than Morse Street, these streets are in the early stages of the process.

- As mentioned, **Morse Street** is in the punch list stage.
- The borrowing for **Fifth Avenue** was done in FY23. Invitations for Bids (IfB) are planned for November 2025 with construction to follow in the spring of 2026. Please note that Director Brady amended the IfB to October 2025.
-The borrowing for **Springfield Street and Forest Street** was done in FY24. While construction was to begin in the spring of 2025. At this time the design phase is 50% complete with the hope that 75% will be completed by Halloween.
-The borrowing for **Riverside Street** was done in FY25 and construction was to begin in the spring of 2026. While this may still be possible, at the present time the design development/coordination is only 25% complete.

There was concerned that these projects have been in the works for some time and it is disappointing that the progress is so slow. Please review the WCAT recording for an update by DPW why the timeline for the completion of these projects has been extended. - It was noted that some of the connector roads/longer street projects cost more than originally estimated and this resulted in some reallocation of the funds that have already been approve from one year to another year. It was also noted that cost of road work is raising, with estimated costs, including stormwater work, reaching $1,000 per foot.

The presentation ended with a brief review of the status of capital projects including plans for Watertown Square, engineering and landscaping design of the Arsenal Street Corridor Study, the MassDOT design and funding for the Galen Street/Nonantum Road/Watertown Street intersection, and the reconstruction of Mt. Auburn Street.

PUBLIC COMMENT

There was extensive public comment from both those residents at the meeting and those on zoom.

Green Environment – a representative of Trees for Watertown requested that during the process of road maintenance, repair, and reconstruction there be a priority given to protecting the existing tree canopy and that when installing new trees the latest best practices be employed.

- **Herson Street** – A resident, who explained that she has spoken to other residents, raised concern about the disrepair of Herson street and its sidewalks. Residents have been advocating for reconstruction of the street for over three and a half years, beginning in May of 2022. It was noted that long-term residents of the street, those living on the street 25 – 30 years, say street repairs have never occurred during the time they have lived there. The residents have raised safety concerns, both for elderly residents and the children attending a daycare facility, related to the difficulty walking on the sidewalks as well as in the street. There was also concern about gas leaks. In addition, residents were disappointed that a couple of years ago mature trees were removed, without resident notice. The reason given was that the trees would not survive planned street repairs. However, these repairs have not happened as of this committee meeting.

DPW Response - Herson is scheduled for mill and overlay in the spring of 2026. Design has been completed and Chapter 90 monies will be used to fund the project. DPW is not responsible and does it monitor public underground utilities such as gas line repairs. However, they will coordinate with, in this case National Grid, to be assured that there are no plans to upgrade the service before beginning the mill and overlay. DPW will also survey the sidewalks and replace panels that are step hazards and/or do not meet ADA accessibility requirements before beginning the mill and overlay activity. DPW believes the repair activities will extend the life of the street for 15 years.

Summer Street/Fayette Street/Forest Street – There was extensive discussion of the situation on these streets. Residents at the meeting and on-line expressed a litany of considers, including the need to redesign and reconstruct the streets and the installation of traffic safety measures. They wished that this be a priority for DPW and the Traffic Commission. Below are only some of the key points.

-Summer Street is major thorough fare leading to downtown Watertown. For example, it is estimated that there are 20,000 vehicles traveling on Summer Street per week.

- Fayette Street also experiences high volume, particularly during peak hours. Data shows that speeding is a major concern on both streets. During peak hours vehicles can travel between 40 and 60 miles per hour and during off peak hours, speeds can range from 60 to 90 miles per hour.

- Parking on both sides of the street and sometimes on the sidewalk significantly narrows these streets and there are few stop signs and no speed bumps. This situation increases the potential for accidents.

- The predominate concern raised by these and other issues, such as drag racing, is safety. The safety of pedestrians, particularly children and seniors, was mentioned by all the residents who spoke about these streets during the public comment period.

It should be noted that the Committee received many emails from residents of Summer Street, Fayette Street, Forest Street and Herson, as well as a slide show presentation analyzing traffic data. These are attached to the minutes.

DPW response – While not in the present list of connector roads/longer street projects recommended for funding in 2026, it is the intention of DPW to recommend Summer Street and Fayette Street for the next major design effort. DPW would come forth with a recommendation at a committee meeting, tentatively scheduled for October 2026, to use FY27 funds for construction of Summer Street, and

potentially of Fayette Street, that would take place in 2028. Design work for these two streets will occur in FY26 and be paid for with Chapter 90 money.

Following this discussion the Committee and DPW reviewed the various loan orders for connector roads/longer street projects and the how the funds would be used.

- FY26 money for connector roads/longer street projects, an agenda item for this meeting, would be used for completing the construction of Forest Street and Springfield Street.

- FY27 money for connector roads/longer long streets projects, would be earmarked for construction of Summer Street and possibly Fayette Street as noted above in the DPW's response to public comments. However, the first priority would be Summer Street with Fayette being a bid alternate. If there is no money for Fayette, it would be pushed to FY29 for construction.

RECOMMENDATIONS OF THE COMMITTEE

Councilor Palomba made the following motion that was seconded by Councilor Feltner and passed 3-0.

The Committee recommends that the full Council approve the loan order of $2.875 million for the construction of the following streets - Cottage Street, Sawin Court, Rifle Court, Lyons Street, Sexton Street, Cottage Lane, Molloy Street, Hearn Street, and Winter Street, and potentially Brigham Street and Appleton Terrance.

Councilor Feltner made the following motion that was seconded by Councilor Palomba and passed 3-0.

The Committee recommends that the full Council approve the loan order for $2.3 million for connector roads/longer street projects for the second half of construction of Springfield Street and Forest Street.

While the following decision by the committee does not require a formal vote, the committee agreed to endorse the DPW plans dedicate future FY27 money for Spring Street and if possible, Fayette Street.

There were committee requests, concerns, and decisions:

- Request to DPW for a list of the streets that are scheduled to be repaired via mill and overlay.
- Request to DPW that design work for Summer, Fayette, and Forest Streets be coordinated and that recommendations from the Traffic Commission for traffic, pedestrian, and bicycle safety be included in the design.
- Concern about and the need for more sidewalks and curbing on streets to address safety issues, environmental priorities, green space, tree planting, and related issues.
- Decision to make a referral for another meeting of the Committee on Public Works to discuss the resolution in the latest CIP to update the standing recommendations for capital improvement projects.

Agenda Item B. Review and Make Recommendations on the FY2026 Capital Improvement Plan item #44: Policy guidance and plans for the FY26 $390,000 Chapter 90 Fair Share Amendment Appropriation.

Points made during the discussion of this agenda item.

- There was a typo in the CIP and in the agenda regarding the money that was available in FY24. The published figure was $390,000 while the correct figure is $309,000.

- Watertown received $309,000 Fair Share funds in FY24 and $167,000 in FY25. These funds were allocated for Main Street Bus Stop and Crosswalk Improvements as described in the MBTA and Watertown Memorandum of Understanding. This project is in the process of being completed.
- At this time, the Department of Transportation has not calculated how much Fair Share money will be allocated to cities and towns and there is no information about when the decision will be made. However, it was agreed that the committee and DPW should move forward with the understanding that Watertown will get some money.
- There was discussion of two possible projects for how funds might be used including:
    - installing Rapid Flashing Beacons, with a cost estimate of $100,000 per Beacon, at the Police Station and the intersection of School Street and Belmont Street, and
    - installing ADA transition ramps as well as repairing ramps that are in disrepair. The rough estimate for the installation of an ADA compliant ramp was $4,000.

The idea of installing more granite curbing was voiced, but the estimated cost of installing granite curbing is $100/linear foot. The cost made this suggestion impractical.

The discussion concluded with the Committee asking DPW to create a list of possible projects and the cost of those projects so that when the Fair Share money is allocated, the committee would be prepared to hold a meeting to evaluate potential projects.

Councilor Palomba made a motion to adjourn which was seconded by Councilor Feltner and passed 3 – 0. The meeting concluded at 8:47 PM and the minutes were prepared by Councilor Palomba.

Vincent J. Piccirilli, Jr., Chair	Lisa J. Feltner Vice Chair	Anthony Palomba, Secretary

FY2026 Road Program

Public Works Subcommittee Presentation
October 22, 2025

Watertown Department of Public Works
Proud to serve our community.

Agenda

- Road Program Goals
- 2025 Road Reconstruction Update
- 2026 Road Reconstruction List
- Capital Projects and Planning
- Complete Streets Update
- Planning, Design & Construction
- Summary

Watertown Department of Public Works
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Road Program Goals
Key Facts & Considerations

- 72 centerline miles of City roads
  - 55 miles of residential roads
  - Average width of residential roads is 25 feet
- Anticipated Construction Season Impacts
  - ~3,000 feet of water main replacement
  - ~2,600 feet of sewer main rehabilitation
  - ~1,000 feet of drain replacement / Over 25 Infiltration Trenches
  - ~10,000 feet of gas main replacement by National Grid
- Pavement Management
  - ~3,000 feet of road reconstruction
  - ~4,000 feet of sidewalk rehabilitation
  - ~5,000 feet of mill & overlay
- City-Wide Pavement Condition Index: **66**
- Total Work Backlog: $75+ million

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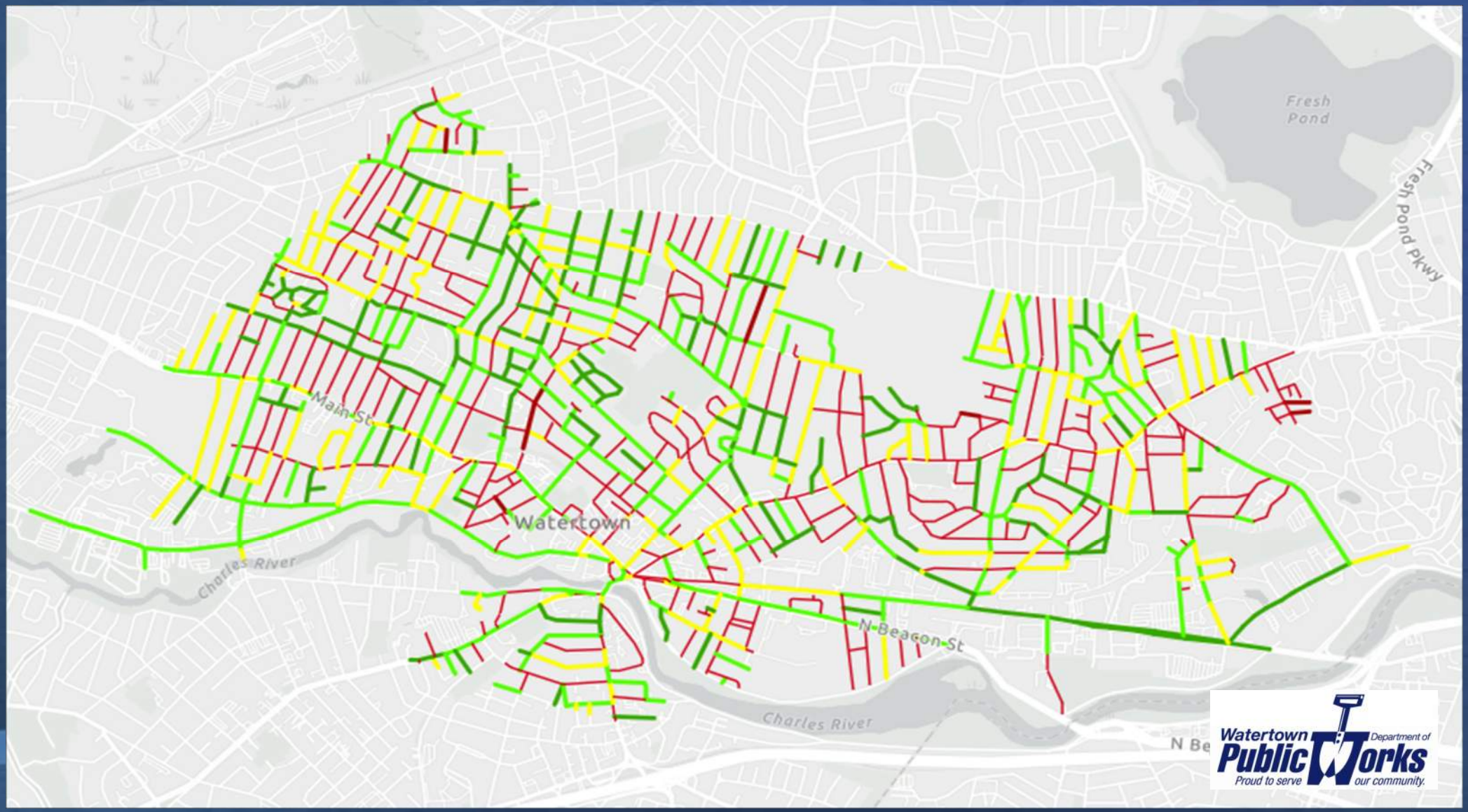
Road Program Goals

Road Reconstruction Progress



Road Program Goals
Program Activities

- Maintenance and Repair
  - Mill and overlay repairs
  - Full depth patch repairs
  - Crack sealing
  - Sidewalk reconstruction
- Road Reconstruction
  - Road Reclamation
  - Mill and overlay

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Road Program Goals
Maintenance, Repair & Reconstruction

- Provide a variety of maintenance treatments to prolong the useful life of less deteriorated roadways
- Coordinate road reconstruction activities with capital planning and utility work
- Seek long term planning and alternative funding for large-scale projects
- Improve accessibility and safety for all users by using “Complete Streets” principles

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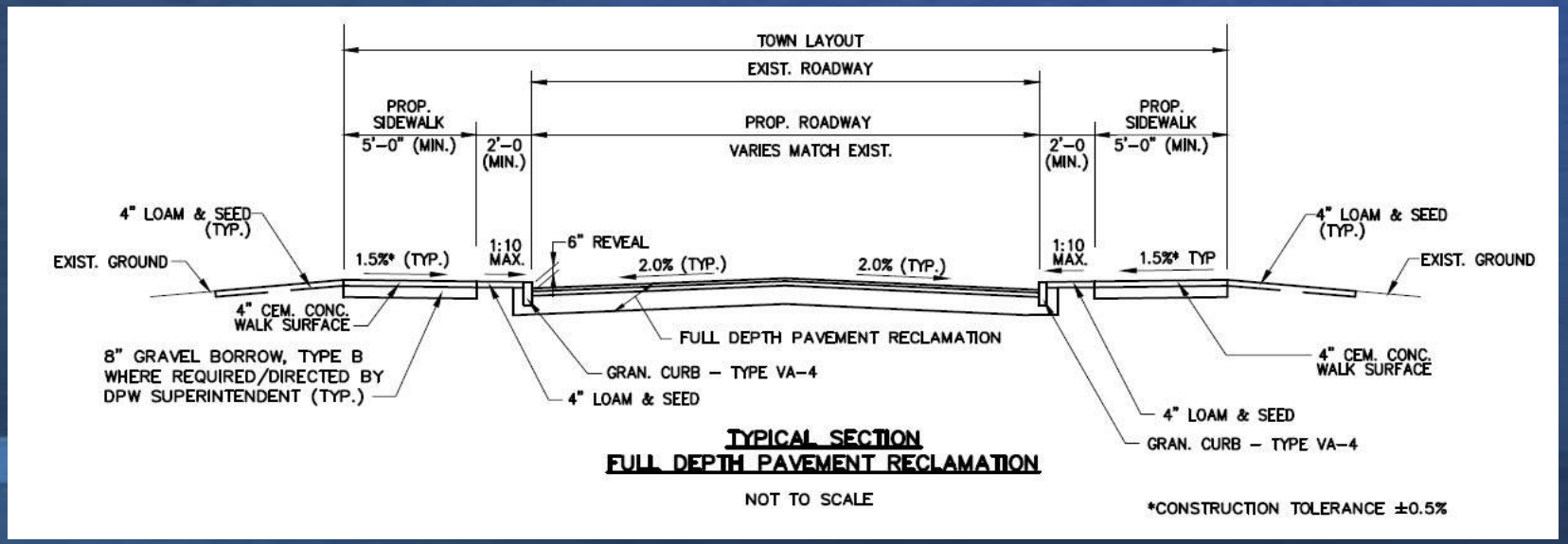
Road Program Goals

Typical Elements of Road Reconstruction

- Road reclamation and paving
- Drainage repairs
- Curbing
- Concrete sidewalks
- ADA Accessibility
- Grass borders and street trees



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2025 Road Reconstruction Recap
Completed Streets and Remaining Construction

- Morse Street – Long Street and Connector
- Arsenal Street Phases A, B, D, & F – Mitigation
  - Arsenal Street Phase A
  - Arsenal Street Phase B
  - Bus Lane Addition on Arsenal Street
  - School Street & Dexter Avenue
- Russell Avenue – MWRA Mitigation & City Funds
- Bellevue Road – MWRA Mitigation & City Funds
- North Beacon Street Bottleneck Program

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2025 Road Reconstruction Update

Morse Street

Morse Street - Before

Morse Street - After

Complete – Punch list under review

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2025 Road Reconstruction Update

Arsenal Street Phase A & B, D, and F

Arsenal St Ph A&B - Before

Arsenal St Ph D - Before

Arsenal St Ph F - Before

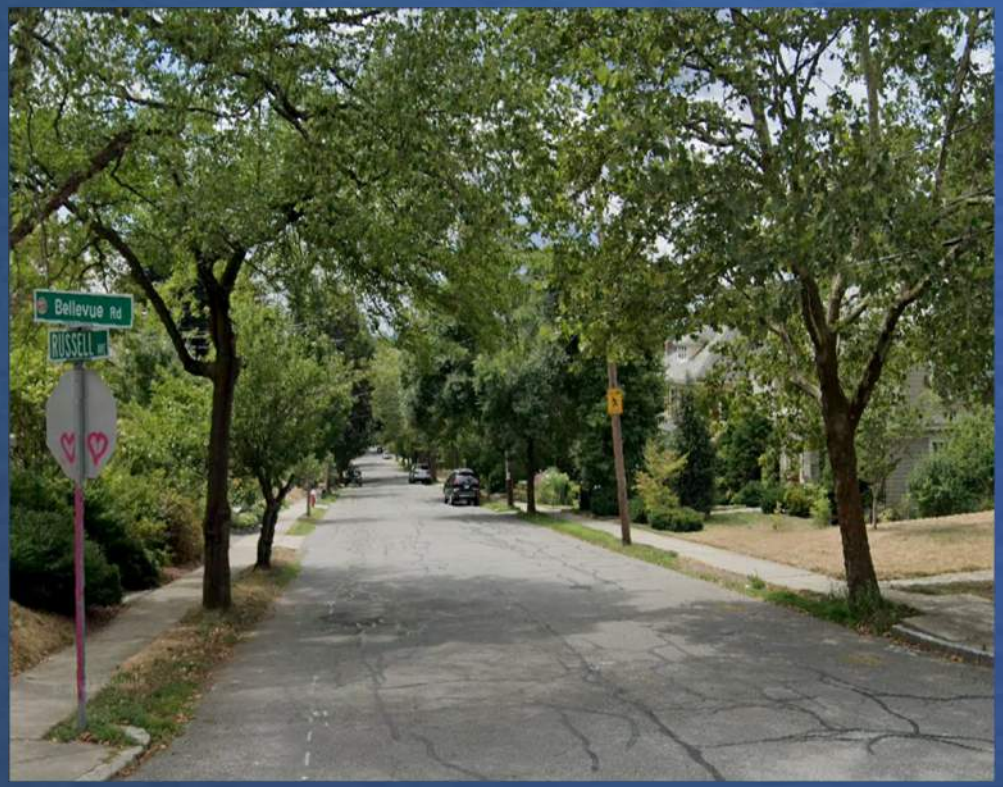
Arsenal St Ph A&B – After

Arsenal St Phase D - After

Arsenal St Ph F - After

2025 Road Reconstruction Update

Russell Avenue



Russell Avenue - Before

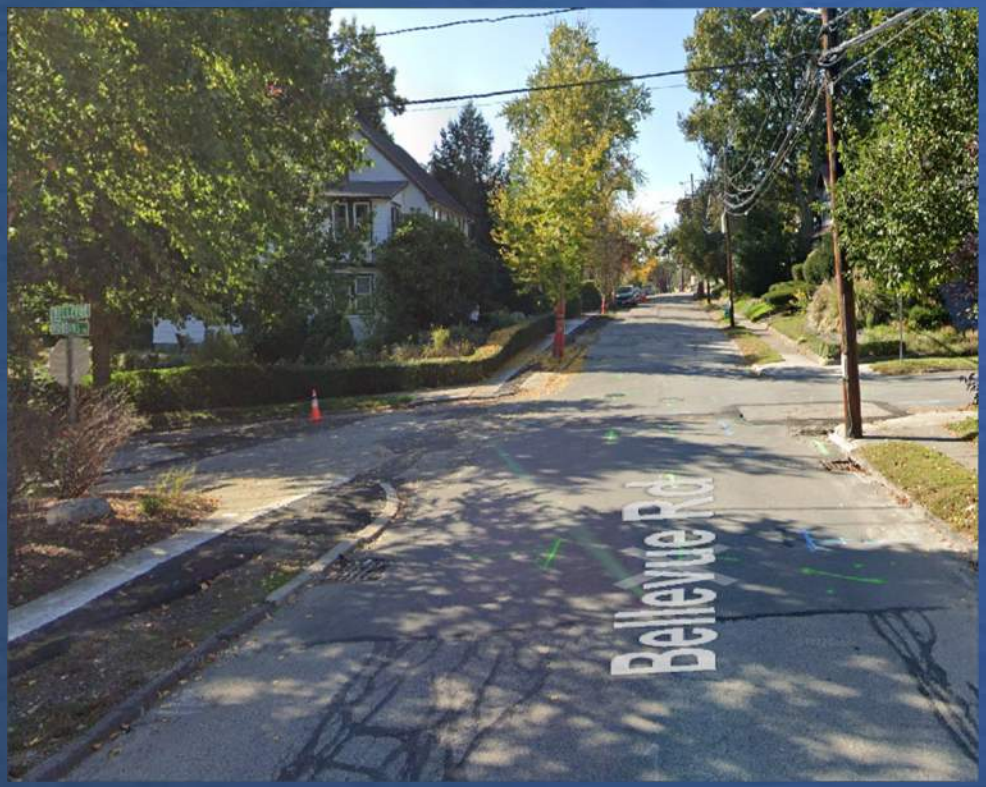
Russell Avenue - After

Complete – Final punch list review and closeout underway

Watertown Department of Public Works
Proud to serve our community.

2025 Road Reconstruction Update

Bellevue Road



Bellevue Road - Before

Bellevue Road - After

Complete – Final punch list review and closeout underway

Watertown Department of Public Works
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2025 Road Reconstruction Update

North Beacon Street Bottle Neck Program

Under construction – Est. Completion Spring 2026

Watertown Department of Public Works
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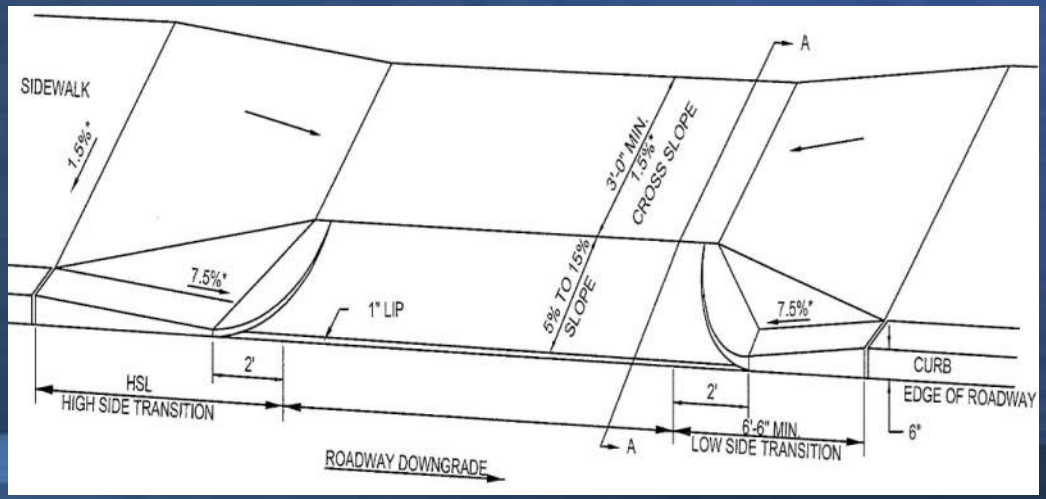
2025 Road Reconstruction List

Developing the List

- Review Pavement Condition Index (PCI)
- Review Utilities (Water, Sewer, Drain)
- Review Public Utilities (NGRID, Eversource, …)
- Review & Estimate Traffic and Transportation Impacts
- Safety Improvements, Multi-model Transportation, and other City Design Standards



- Driveway Ordinance
  - *Section 6.02*
  - *max of two curb cuts*
  - *max of 11-foot width*
  - *20 feet between curb cuts*
  - *max of 40% of frontage, or 22 feet, whichever is less*

Watertown Department of Public Works
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2025 Road Reconstruction
Utility Coordination & Capital Planning

- Water main replacement program
  - Implement approximately 3,000 linear feet of water main replacement
- Sanitary sewer and storm sewer repairs
  - Proceed with due diligence for CIP Phase 4 and 5
- National Grid plans to complete about 10,000 linear feet of gas main replacement in CY 2026 with approximately 12,000 linear feet of total repairs in design development

Watertown Department of Public Works
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2023-2025 Road Reconstruction List

FY24 Proposed Streets

- George Street
- Bromfield Street
- Mangano Court
- Grandview Avenue
- Dwight Street

FY25 Proposed Streets

- Poplar Street
- Pequossette Street
- N. & S. Irving Park
- Royal Street
- Green Street

FY23 Streets to be Completed in FY26

- Chapman Street with water main replacement

Watertown Department of Public Works
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2026 Road Reconstruction List

Proposed Streets

- Cottage Street Neighborhood
  - Cottage Street
  - Sawin Street
  - Rifle Court
  - Lyons Street
  - Sexton Street
  - Cottage Lane
  - Molloy Street
  - Hearn Street
- Winter Street
- Brigham Street
  - Bid Alternative
- Appleton Terrace
  - Bid Alternative

Watertown Department of Public Works
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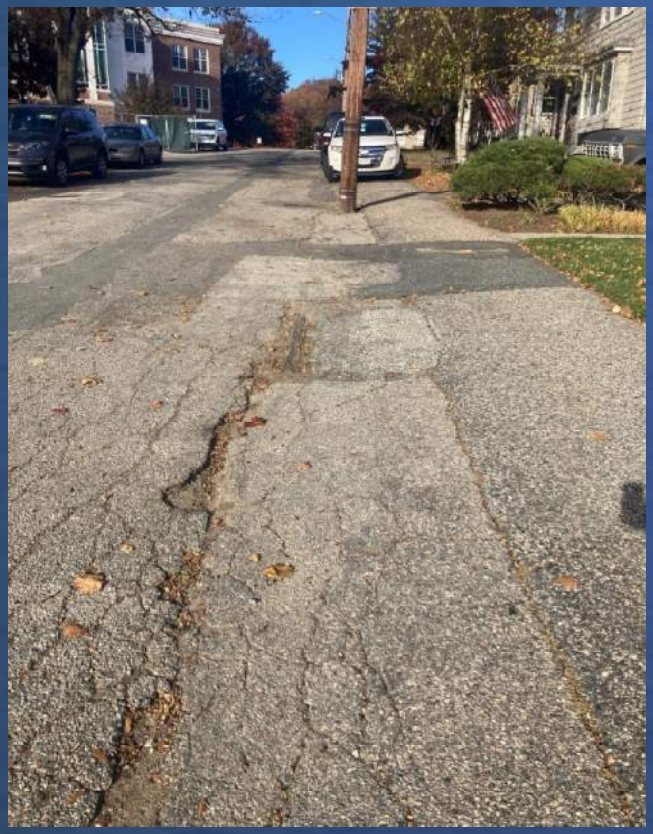
2024 Road Reconstruction List

George Street



George Street	• **Gas main replaced; water main replaced** • **Lack of curb, sidewalks in poor condition** • **Multiple cross & mainline trenches**
Approximately 1,000 feet long– 24 feet wide	

Watertown Department of Public Works
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2024 Road Reconstruction List

Bromfield Street

Bromfield Street	• Gas main replaced; water main replaced • Lacks consistent curb • Significant cracking and spalling
Approximately 1,200 feet long – 24 feet wide	

Watertown Department of Public Works
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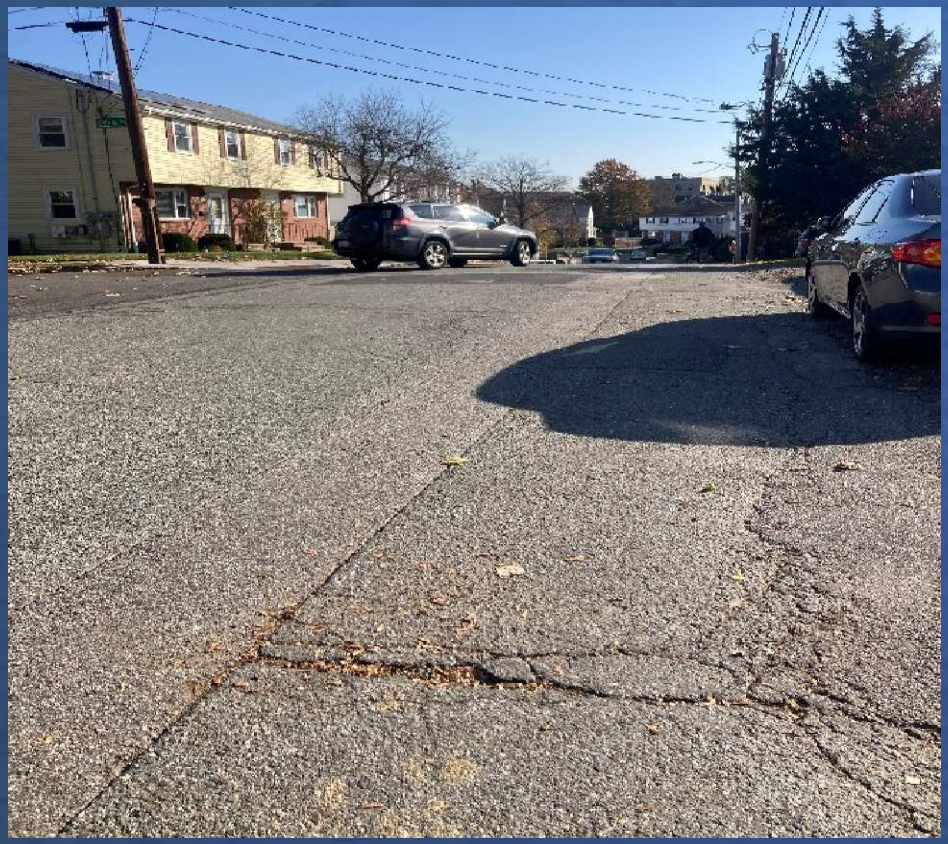
2024 Road Reconstruction List

Mangano Court

Mangano Court	• **Gas main replaced; sewer and drain replaced** • **Lacks consistent curb** • **Sidewalks in poor condition** • **Significant cracking, spalling, and potholes**
Approximately 350 feet long – 24 feet wide	

2024 Road Reconstruction List

Grandview Avenue



Grandview Avenue	• **Gas main replaced; sewer and drain replaced** • **Lacks consistent curb** • **Cracking and spalling**
Approximately 500 feet long – 24 feet wide	

Watertown Department of Public Works
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2024 Road Reconstruction List

Dwight Street

Dwight Street	• **Gas main replaced; sewer and drain replaced** • **Lacks consistent curb** • **Cracking and spalling**
Approximately 250 feet long – 24 feet wide	

Watertown Department of Public Works
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2025 Road Reconstruction List

Poplar Street

Poplar Street	• Gas main replaced; sewer and drain replaced • Significant cracking, spalling, potholes • Significant mainline trenches and patch repairs • No curb
Approximately 700 feet long – 24 feet wide	

Watertown Department of Public Works
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2025 Road Reconstruction List

Pequossette Street

Pequossette Street	• Gas main replaced; sewer and drain replaced • Significant cracking, spalling, potholes • Significant mainline trenches and patch repairs • No curb in most areas, asphalt berm curb sporadic
Approximately 900 feet long – 24 feet wide	

Watertown Department of Public Works
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2025 Road Reconstruction List

North & South Irving Street

North and South Irving Street	• Gas main replaced; sewer and drain replaced • Significant cracking, spalling, potholes • Significant mainline trenches and patch repairs • Granite curb located sporadically
Approximately 1,200 feet long – 24 feet wide	

Watertown Department of Public Works
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2025 Road Reconstruction List

Green Street

Green Street	• **Gas main replaced; sewer and drain replaced** • **Significant cracking, spalling, potholes** • **Significant mainline trenches and patch repairs** • **Granite curb located sporadically**
Approximately 1,100 feet long – 24 feet wide	

Watertown Department of Public Works
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2026 Road Reconstruction List

Cottage Street

Cottage Street	• Gas main replaced; water main replaced • Curbing and sidewalk varies • Multiple cross & mainline trenches
Approximately 1,000 feet long– 20 feet wide	

Watertown Department of Public Works
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2026 Road Reconstruction List

Sawin Street

Sawin Street	• Gas main replaced; water main replaced • Lacks curbing or sidewalk • Significant cracking and spalling
Approximately 500 feet long – 15-20 feet wide	

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2026 Road Reconstruction List

Rifle Court

Rifle Court	• **Gas main replaced; water main replaced** • **Lacks curbing or sidewalk** • **Significant cracking and spalling**
Approximately 150 feet long – 16 feet wide	

Watertown Department of Public Works
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2026 Road Reconstruction List

Lyons Street

Lyons Street	• **Gas main replaced; water main replaced** • **Lacks curbing or sidewalk** • **Significant cracking and spalling**
Approximately 350 feet long – 14 feet wide	

Watertown Department of Public Works
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2026 Road Reconstruction List

Sexton Street

Sexton Street	• **Gas main replaced; water main replaced** • **Lacks curbing or sidewalk** • **Significant cracking and spalling**
Approximately 275 feet long – 15 feet wide	

Watertown Department of Public Works
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2026 Road Reconstruction List

Cottage Lane

Cottage Lane	• **Gas main replaced; water main replaced** • **Lacks curbing or sidewalk** • **Significant cracking and spalling**
Approximately 200 feet long – 15 feet wide	

Watertown Department of Public Works
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2026 Road Reconstruction List

Molloy Street

Molloy Street	• **Gas main replaced; water main replaced** • **Lacks curbing or sidewalk** • **Significant cracking and spalling**
Approximately 300 feet long – 15 feet wide	

Watertown Department of Public Works
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2026 Road Reconstruction List

Hearn Street

Hearn Street	• Gas main replaced; water main replaced • Lacks curbing or sidewalk • Significant cracking and spalling
Approximately 350 feet long – 13 feet wide	

Watertown Department of Public Works
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2026 Road Reconstruction List

Winter Street

Winter Street	• **Gas main replaced** • **Curbing and sidewalk varies** • **Significant cracking and spalling**
Approximately 1100 feet long – 20 feet wide	

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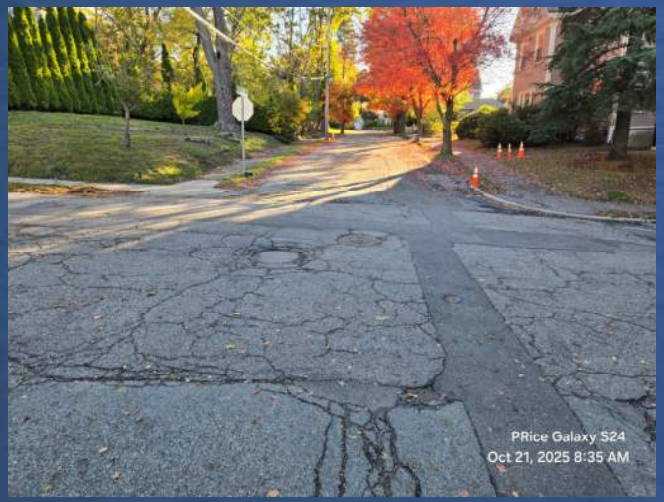
2026 Road Reconstruction List

Brigham Street – Bid Alternate



Brigham Street (Bid Alt.)	• **Iron gas main; water main good** • **Curbing and sidewalks vary** • **Significant cracking and spalling**
Approx. 700 feet long – 24 feet wide	

Watertown Department of Public Works
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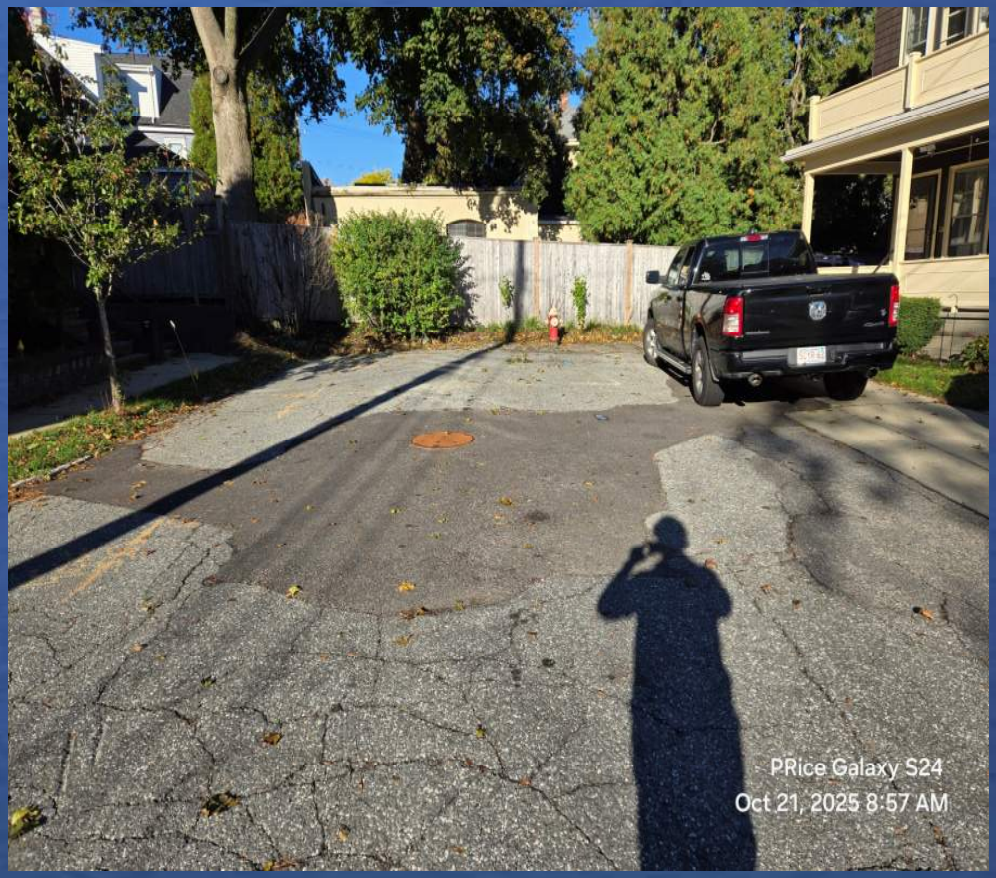
2026 Road Reconstruction List

Appleton Terrace – Bid Alternate



Appleton Terrace (Bid Alt.)	• Iron gas main; water main ok • Some curbing, sidewalks both side • Significant cracking and spalling
Approx. 200 feet long – 24 feet wide	

Watertown Department of Public Works
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Capital Projects

Mount Auburn Street
A Complete Streets Project

- Watertown Square
- Long Streets / Connectors
  - Fifth Ave – IFB November 2025
  - Springfield Street – 50% Design Complete
  - Riverside Street – 25% Design Complete
- Mount Auburn Street MassDOT TIP

Capital Projects and Planning

Watertown Square

- Proceed with Engineering and Landscaping Design of Arsenal Street Corridor Study for Watertown Square
- MassDOT design and funding for Galen Street/Nonantum Road/Watertown Street intersection

Watertown Department of Public Works
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Capital Projects and Planning

Long Street / Connectors

- Morse St – Punch list wrapping up.
- Fifth Ave – Invitation for Bids planned for November, construction to follow in the spring of 2026.
- Forest St & Springfield St – In design development/coordination, 50% complete.
- Riverside St – In design development/coordination, 25% complete, survey performed.

Capital Projects and Planning

Mt. Auburn Street

- Construction is ongoing, completion estimated for November 2027
  - Contract Expiration: April 11, 2028
  - Utility and signal work ongoing with sidewalk and curb installation
  - Drainage and tree trench work is underway
  - Paving to continue in sections until the winter moratorium.

www.mountauburnstreet.com

Watertown Department of Public Works
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FY2026 Construction Season Plan of Anticipated Work

Questions?

Watertown Department of Public Works
Proud to serve our community.

2023-2025 Road Reconstruction List

FY24 Proposed Streets

- George Street
- Bromfield Street
- Mangano Court
- Grandview Avenue
- Dwight Street

FY25 Proposed Streets

- Poplar Street
- Pequossette Street
- N. & S. Irving Park
- Royal Street
- Green Street

FY23 Streets to be Completed in FY26

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Watertown Department of Public Works
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2026 Road Reconstruction List

Proposed Streets

- Cottage Street Neighborhood
  - Cottage Street
  - Sawin Street
  - Rifle Court
  - Lyons Street
  - Sexton Street
  - Cottage Lane
  - Molloy Street
  - Hearn Street
- Winter Street
- Brigham Street
  - Bid Alternative
- Appleton Terrace
  - Bid Alternative

Watertown Department of Public Works
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Outlook

Urgent request for Hersom St rehabilitation and pavement

From Y D <ydaikh1@gmail.com>
Date Fri 10/10/2025 12:11 PM
To DPWDept <dpwdept@watertown-ma.gov>; Lisa Feltner, Councillor <councillorfeltner@gmail.com>; Palomba, Anthony <councilorpalomba@gmail.com>; Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>

Hello Mr Brady, Mr Glide, and Councilors Feltner, Palomba, and Piccirilli,

I am requesting, on behalf of my family and my Hersom St. neighbors, that the City of Watertown immediately add Hersom St to the list of streets to be repaved and rehabilitated in 2026.

We understand that the choice of streets to be put on this list will be made imminently.

We have been requesting this for several years now.
The road has been in terrible shape for many, many years and it continually deteriorates.

To begin with, we were told by the DPW that this work was scheduled in 2022.

This was the answer given to us immediately after three of the shade trees from our end of the street were cut down in May 2022.

To give you more background information, these trees were cut down without warning (no public or personal notifications, as we all understood to be the City procedure).
The following day the stumps were grinded out, again without warning.
After many phone calls, we were told that the City was preparing to do the road work, and that someone had decided that the trees would not survive this work and needed to be cut down in advance of this work.
We residents of Hersom St were traumatized by these removals, and still feel distress and dismay over those actions and the response of the City since then.
We are a close-knit community of responsible homeowners and renters, who take good care of our properties, who had cherished and cared for the trees we had, and who feel that we are due to have a safe and decent-looking street, like many of those in our part of the City.
The removal of the trees, and the lack of repair, has made our street ugly, rendered it devoid of shade in the hot summer months since then, and has made many of our grass verges perpetually vulnerable to wash-out during heavy rains. Sink holes have opened up, we have had gas leaks, etc. Each time, it was like pulling teeth to get the road serviced by the City, with only patchwork offered, and no comprehensive repair.
Furthermore, the removed trees showed no obvious sign of decay as they were cut down, as witnessed by many neighbors.
In the case of the tree just in front of our house, the crew actually broke our retaining wall in the process of the tree's removal; we struggled for almost three years to gain some accountability with this, from the City and its insurance company, and then from the contractor and their insurance company, all to no avail.

It is true that since then, after very many, many requests from several of us to the City, immature trees were put in a couple of these places, but as you know, they cannot replace mature healthy shade trees.

Meanwhile, the street has continued to deteriorate.

We feel that it is only fair that Hersom St will finally be repaired in 2026.

The communications pertaining to the above with the City officials, can be found in the public records.

Can you please assure us that Hersom St. will finally get on the list for repavement and rehabilitation during the 2026 calendar year?

Thank you for your consideration,
Yasmin Daikh
17 Hersom St.
Watertown

Outlook

Fayette Street Curb Request

From Kelly Kurlbaum <kkurlbaum@gmail.com>
Date Tue 10/14/2025 1:27 PM
To Palomba, Anthony <apalomba@watertown-ma.gov>
Cc Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Sam Garwin <sgarwin@gmail.com>

Kelly Kurlbaum

152 Fayette Street

Watertown, MA 02472

kkurlbaum@gmail.com

October 14, 2025

To: Committee on Public Works/ Watertown Public Works Department

Subject: Request for Traffic-Calming Measures to Reduce Speeding and Increase Safety on Fayette Street

Dear Committee on Public Works,

I am writing as a concerned resident of Fayette Street to request the installation of traffic-calming measures—such as speed humps, curb extensions, or other curb modifications.

Our community has noticed an ongoing problem with vehicles exceeding the posted speed limit, particularly early mornings, late evenings and during rush hour. This has created safety concerns for pedestrians, cyclists, and especially children and pets in the area. The street's current design encourages through-traffic and higher speeds, which makes it difficult for residents to feel safe walking, biking, or even backing out of driveways.

As you know, Fayette Street is a wide street with no curbs which allows parked cars to extend onto sidewalks, not only blocking the ability of neighbors and students to safely use sidewalks but encourages speeding due to wide roadway and lack of stop signs. We have had several instances where my kids have had to walk into the street because cars are parked on our sidewalk in order to get to the Middle School.

Curb extensions, speed cushions, or similar measures would not only help slow down traffic but also improve visibility and encourage safer driving behavior. Curbs would force parked cars to remain on the street leaving sidewalks fully accessible and serve as a calming measure to naturally slow traffic. I

believe this improvement would greatly benefit both residents and those passing through our neighborhood.

I kindly ask that the City seriously review these conditions on Fayette Street and strongly consider installing appropriate safety measures. I have spoken to Sergeant Sampson several times and although they've temporarily added a radar speed sign and claimed no major findings, I don't believe that's the case. I was recently made aware that an initial finding from speed signs has a maximum recorded speed at 98mph. There should be no street in our town which is designed in a manner to even allow a vehicle to reach 98mph. This clearly illustrates that measures must be taken to make our streets safer for everyone.

Thank you for your time and attention to this matter. I look forward to your response and am happy to provide additional information or participate in any neighborhood discussions if needed.

Sincerely,

Kelly Kurlbaum

Outlook

Sergey&Angela Sian (43 Forest St, Watertown) story to the Committee on Public Works on 19oct2025

From ssian@rcn.com <ssian@rcn.com>
Date Sun 10/19/2025 6:35 PM
To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>
Cc sgarwin@gmail.com <sgarwin@gmail.com>; Angela Angela <agsi65@yahoo.com>

3 attachments (11 MB)

6101_Cars parked on the intersection of the Forest and Summer streets on 18 October 2025.jpg; 95f7_Cars parked on the intersection of the Forest and Summer streets on 18 October 2025.jpg; 5741_Cars parked on the intersection of the Forest and Summer streets on 18 October 2025.jpg;

To whom it may concerned:

Our names are Sergey and Angela Sian and we have been a residents of
43 Forest St. in Watertown since 2002.

Recently we started to get cautious about safety of our neighborhood. There is a Middle School just a block away from our house and a lot of kids
are walking down Summer street without paying much attention to the speeding
cars. We believe it has to be considered if we want to keep out beautiful
neighborhood safe (speed bumps, speed limits, no commercial trucks, etc.).

Also, we have a lot of cars parked on the sidewalk of Forest street too close
to the intersection with Summer street (see attachments). Cars are parked very
tightly on both sides of the quite narrow Forest street, and driving between

them makes the drivers to miss the stop sigh on the corner where there were
many car accidents. It creates problems not only for pedestrians but also for us,
since out trash was left not picked up a few times because truck was not be
able to reach the bins.

Please, put a sign preventing cars to park close to the intersection of Forest
and Summer streets and consider addressing speed limits and no commercial trucks
on Summer street.

Regards,
Sergey and Angela Sian

Forest St
AVI

3YFS57

Do you want a SAFER SUMMER STREET?
Share your concerns and ask the Public Works Committee to prioritize Summer St. for redesign!
WED, OCTOBER 22, 2025
6:00 pm via Zoom
https://bit.ly/oct22-pw-committee
OR email
Budget
3YFS 57

Outlook

Fayette Street Traffic Comments

From Amanda Maynard <a.maynard6@gmail.com>
Date Tue 10/21/2025 12:38 PM
To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>
Cc sgarwin@gmail.com <sgarwin@gmail.com>

Dear Watertown City Counselors,

I am a Watertown resident at 8 Fayette Street and I have lived here with my family (spouse and now 5 year old daughter) since 2021. Prior to that, we lived at 107 Spring Street. I've been in this specific section of Watertown for 8 years now and have seen a lot of concerning traffic patterns.

I have often seen people speeding down this short stretch of Fayette, which has stop signs on either end. It's especially concerning when there are cars parked on both sides of the street that only allow enough space for one car down the center of the road at any given time. I find myself every year very grateful for the winter parking ban, which makes it a little easier and safer to back out of our driveway because parked cars allow for a larger field of view. That said, I'm not sure the street parking ban is the real solution to the problem of cars speeding down this road.

One day, I was backing out of my driveway, I looked to both sides multiple times before backing into the street, and by the time the rear of my car was in the road, a car that was going very fast had turned onto Fayette from Spring and laid on their horn. They had given me no space to keep backing up, so I had to pull back into my driveway to let them pass before leaving my house. The speed was not new. I see and hear cars zoom down the road regularly, but there was an aggression present as well that is inappropriate on small city streets.

I would love to feel comfortable with my daughter playing in our front yard, but sometimes I do worry about how fast cars are going. Our lot doesn't have any buffer between the sidewalk and the road, so if she is on the sidewalk doing chalk, it is very apparent how quickly cars are traveling and how unsafe it feels for a child to be that close to the road.

I urge Watertown to look into strategies to address high speeds and aggressive driving in this area. I know roadway redesigns can be challenging and take many things into account, so it may not be an easy or fast solution. However, I think it is valuable work to keep our community safe while also improving the ways that cars can navigate our streets safely.

Thank you for your time,
Amanda Maynard
8 Fayette Street

Outlook

DPW vote on Summer & Fayette redesign

From Stephen Addonizio <saddoniz410@gmail.com>
Date Tue 10/21/2025 12:59 PM
To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>
Cc sgarwin@gmail.com <sgarwin@gmail.com>

Hello Committee,

My name is Stephen Addonizio, I have lived on Fayette street for 6 years and many of you may know me from my time previously working in the city clerk's office.

I am writing in support of Samantha Garwins request to have Summer and Fayette streets included in redesigns.

I have actually written about fayette street a few times, and the most recently i had the opportunity to have conversations with sergeant samson about some traffic mitigating attempts. While those attempts worked at the time, since they have been relaxed the issues are still happening. I have personally seen many cars going well over the speed limit on Fayette street, which according to Ms. Garwins research showed someone was recorded as going 98mph. scary as this is a residential road which abuts the High school and middle school and also has a daycare facility on it. Also many cars park in the wrong direction and also double park making it nearly impossible to pass down the street.

This year in may my roommate who works for the City but i will not name was t-boned at the intersection of fayette and pearl streets as the driver going down pearl street was speeding and went through the stop sign. 2 months later at the same intersection i almost had the same thing happen but luckily i was farther through the intersection that the car missed me.

Please don't ignore the request of the residents who live on these streets, something needs to be done and our police force is busy enough that having an officer watching them is not the right solution.

Respectfully,

--

Stephen Addonizio (he/his)

Justice of the Peace

617-777-7116

Outlook

Watertown Safe Streets: DPW vote on Summer & Fayette redesign

From Alissa Murgia <alissamurgia@gmail.com>
Date Tue 10/21/2025 1:35 PM
To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>
Cc Sam Garwin <sgarwin@gmail.com>

Dear Vinnie Piccirilli, Lisa Feltner, Anthony Palomba, Thomas Brady, Tyler Glode, Zeke Mermell,

My name is Alissa Murgia, a new owner of 71 Winter St. as of May, 2025 and a resident since July 30, 2025.

I have witnessed fast moving cars in excess of the speed limit on Summer St as well as Winter St (appearing to cut through from Fayette St. to Summer St.) I walk across Summer St. regularly to go to the Library, Saltonstall Park Farmer's Market, CVS, the Dr. Paul Dudley White Path and it appears that most drivers are not expecting walkers in the neighborhood based on the speed at which they are driving. I am concerned for my safety and the safety of my visiting family members and friends and neighbors.

An issue I had noticed but was highlighted when walking down the Winter St. hill to the Watertown Town Faire on Sept. 13 with my niece and nephew (who are 8&6 yrs old) was that there are parts of Winter Street (on both sides of Summer Street) without a sidewalk which is dangerous due to the steep hill and limited visibility.

Additionally, during the morning commute hours cars are backed up bumper to bumper from Summer St @ Church Street to the Summer St. at Winter St. When taking one of my first walks as a new Watertown resident I thought that the safety of the intersection at Summer St and Winter St. would increase tremendously with a pedestrian crosswalk. I soon heard of other neighbors who have lived here for many more years than me who share the same safety concerns.

Please prioritize Summer Street as one of Watertown's next road projects.

Thank you for your service to Watertown and attention to this matter.

Regards,
Alissa Murgia

Sent from my iPhone

Outlook

Traffic concerns on Summer Street

From Nyla Gislason <gislason2@comcast.net>
Date Tue 10/21/2025 2:11 PM
To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Cc Sam Garwin <sgarwin@gmail.com>

Committee on Public Works

I am Nyla Gislason. I live in a duplex condo at the corner of Summer and Winter streets (105-107). I have lived here for 28 years.

I attended the Traffic Commission meeting last week. I heard Samantha Garwin's Watertown Safe streets survey report from residents and I had a chance to share my observations and concerns. Thank you for the opportunity to address you.

My traffic concerns are:

1) Large commercial semi trucks in out residential area that are very noisy and broken many branches from the trees on the boulevard

2) commuter traffic that makes getting out of my driveway safely, a challenge

3) Speeding cars. Stopped at the Church Street traffic lights, cars "gun it" and pick up speed in the two blocks to our corner. My guess is the next block to Whites is faster

4) Vehicles parked temporarily on Summer street (Amazon, UPS, Door dash, Landscapers) force cars to swerve around them. Two cars cannot meet, or pass safely around parked vehicles

5). Summer street is a major thoroughfare for public school children and public bus commuters. There is no crosswalk at Winter and Summer Street

Accidents that I have witnessed: (I don't have the dates; they were not in the last 3 years)

1). A car coming up the hill on Winter Street and was pulling out into Summer Street, was hit by a car speeding on summer street. The damaged car ended up on our boulevard between our two trees.

2) My neighbor at 107, Erin Cronin, was hit backing out of her driveway.

3). At least two single car accidents involved "hitting the stone wall" on the Winter Street corner

4). My neighbor, Larry Varn, said he had appealed for a 4 way stop at our corner after an older woman, dressed in black, was accidentally killed as she tried to cross the road at dusk. That was before I lived here.

Requests/ recommendations:

1). Ban large commercial trucks from Summer and Fayette Streets. 18 wheelers do not belong here

2) put temporary 4-way stop signs @ Winter, Spring and Whites streets as they cross Summer (until your final plan can be established)

3). Add a cross walk at Winter and Summer

4) Three years seems like along wait! Is there any way we can receive temporary help?
Or that the Summer and Fayette could receive priority status?

Thanks for your consideration! Nyla

Sent from my iPhone

Outlook

Requesting Traffic Calming Measures for Fayette Street

From Liz Marino <emarino1021@gmail.com>

Date Tue 10/21/2025 3:04 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc Sam Garwin <sgarwin@gmail.com>

2 attachments (481 KB)

image1.jpeg; image2.jpeg;

Dear Members of the Committee on Public Works,

My name is Liz Marino, and I live at 181 Fayette Street. I've been a Watertown resident for over 12 years and have lived on Fayette Street since 2018. Over the past several years, I've seen our city make thoughtful progress toward safer, more livable streets, like the traffic calming measures added around the Hosmer when I lived on the East End. Unfortunately, Fayette Street has not kept pace with those improvements, and it has become increasingly unsafe for pedestrians, cyclists, and even drivers.

One of my favorite features of where I live is the proximity to so many local businesses, the Boys and Girls Club, the library, parks, City Hall, and our schools. Unfortunately, walking on our street or letting children ride bikes has become an exercise in vigilance. Many of us plan our routes around traffic patterns to avoid the worst stretches. It shouldn't feel dangerous to simply walk in one's own neighborhood.

The traffic on Fayette Street has grown noticeably heavier and faster in recent years. Cars frequently use it as a shortcut between Mt. Auburn and Main Streets, often accelerating well above the speed limit to make up time. I've seen several near accidents and actual collisions at the Fayette-Forest intersection and have often been woken from my sleep by speeding cars who drive full throttle down Fayette Street in the middle of the night.

Because curbs are lacking on the majority of Fayette Street, drivers often park their cars partially on the sidewalk. For those of us who live here, this situation affects daily life. Anyone with a stroller, wheelchair, or other mobility aid often has to walk in the middle of the street due to this.

I strongly urge the Committee to prioritize Fayette Street as one of its next road projects. Traffic-calming interventions such as raised crosswalks (especially at the Whites Ave intersection), curbs, one-sided street parking, and clearer signage would go a long way toward restoring safety and livability for everyone who uses this street. These measures would not only protect residents but also align with Watertown's broader goals of promoting safe, multimodal transportation and strong neighborhood connections.

Fayette Street is overdue for attention and addressing it now would demonstrate the city's continued commitment to making every neighborhood a safe place to live, walk, and drive.

Thank you for your time, your service, and your commitment to the people of Watertown.

Sincerely,
Liz Marino

Attachment: Pictures of broken tactile paving at the intersection of Fayette and Waverley, and asphalt that replaced the broken tactile paving on the opposite corner. This is a detriment to our blind and low-vision residents. I submitted this via the See-Click-Fix app (Request ID: #15876518) in January of 2024, followed up in July of 2025, and have not heard anything back.

Nally
Estates

Outlook

Prioritization of Summer Street for Redesign

From Sam Garwin <sgarwin@gmail.com>
Date Tue 10/21/2025 4:11 PM
To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

1 attachment (4 MB)
Summer Street - PW Committee Meeting (Oct 22, 2025).pdf;

Dear Committee Members,

I am writing to urge the Committee on Public Works to prioritize Summer Street as the city's next road for complete redesign. When I moved to 139 Summer St. in December 2024 I had no idea how much the volume, speed, and type of traffic in my neighborhood would impact my quality of life and sense of safety. I've now spent the better part of a year documenting these issues, educating myself on potential solutions, and – most importantly – connecting with long-time residents who have been increasingly concerned for over a decade. With the upcoming changes to Watertown Square, I couldn't be more convinced that the time to act is now.

Summer Street represents an urgent safety crisis in the heart of Watertown. Although Summer Street is only 0.6 miles long, it sees an unusually high number of accidents – 15 in the period of June 2024-25 – and the frequency is increasing rapidly. The intersection of Summer and Spring Streets alone has experienced 5 accidents in two separate 12-month periods and is on track to do so again this year, meeting the federal threshold for traffic control intervention multiple times over. Ironically, Summer Street experiences these issues because it has *fewer* traffic calming and pedestrian safety measures than the Main Street it runs parallel to – and therefore is a popular choice for speeding commuters and commercial vehicles. It also has substandard sidewalks, deteriorating curbs, narrow lanes, and no shoulder.

The urgency is compounded by the upcoming Watertown Square renovation. Summer Street will be exceptionally vulnerable to even more increased cut-through traffic during the upcoming Watertown Square reconstruction. Without proactive intervention, we risk entrenching dangerous traffic patterns that will persist long after construction concludes. Every month we delay represents another month of preventable risk to the hundreds of children, seniors, and families who use this street daily to access the middle school Boys & Girls Club, public library, Linear Park, senior housing facilities, and multiple parks, playgrounds, and childcare centers.

Please designate Summer Street for full engineering assessment and complete redesign as one of the next "connector roads/longer streets" projects. Specifically, please consider:

- Traffic calming measures throughout the corridor, including raised speed tables, granite curbs, and bump-outs
- Installation of raised crosswalks and crossing requests signs at key intersections (Forest St, Whites Avenue, Winter Street)
- Restrictions on commercial traffic, particularly oversized vehicles like tractor-trailers

Attached you will find a presentation that provides additional data, resident testimonials, and recommendations.

Thank you for your consideration and your service to our community.

Respectfully submitted,

Samantha Garwin
139 Summer Street #2
sgarwin@gmail.com | 610-247-4934

Summer Street Safety

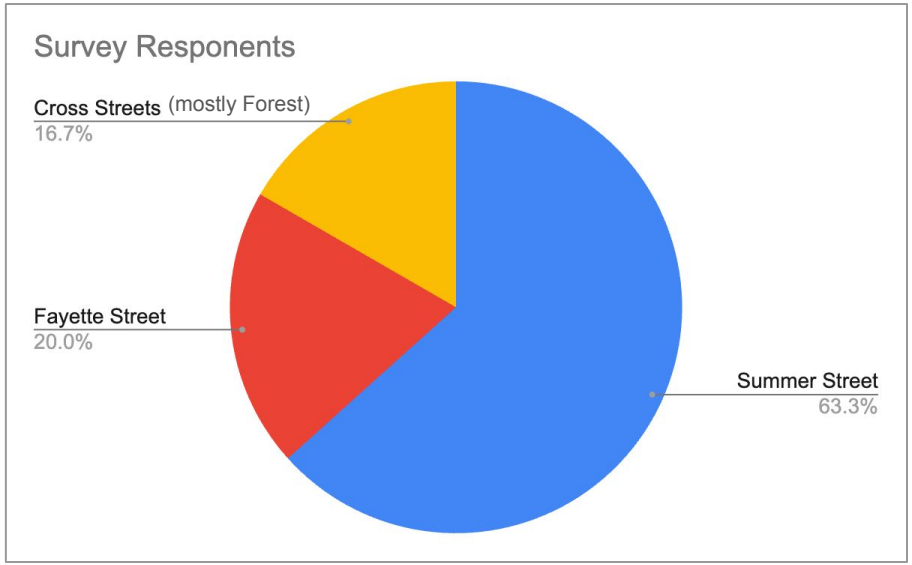
Committee on Public Works

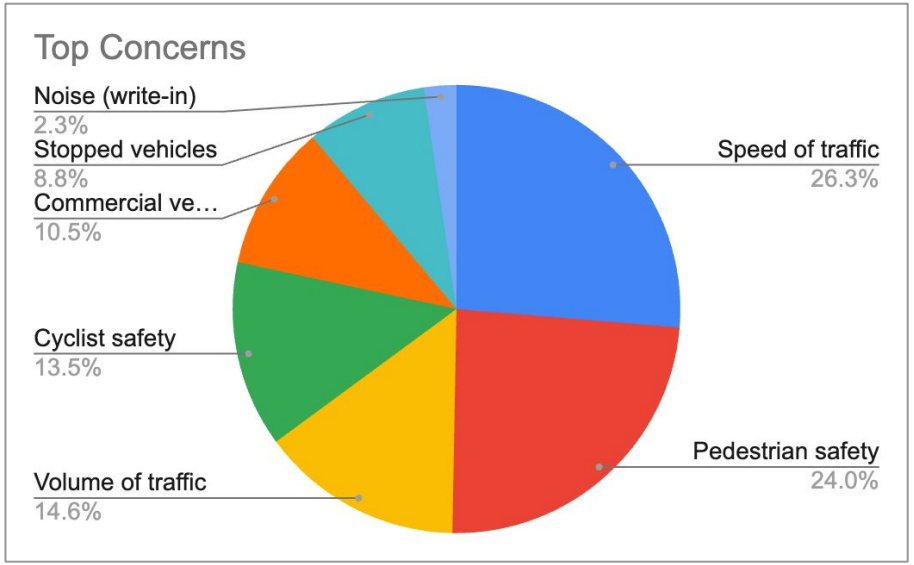
October 22, 2025

Samantha Garwin, 139 Summer St #2
sgarwin@gmail.com

Summer & Fayette Resident Survey

- 250+ letters were handed out by going door-to-door to every unit on Summer and Fayette in July / August 2025
- Over 50 people responded either online or via paper survey
- 100% of respondents said they were concerned with traffic in our neighborhood
- 89.7% said they were interested in staying in the loop and getting involved





Resident stories are included in full at the end of this packet.

Themes of Resident Concerns

Winter Street Intersection

- No crosswalk, despite being a major pedestrian route to Library, Farmers Market, and Main St.
- Steep hill = low visibility. No sidewalk on Winter.
- Often completely blocked by morning commuter traffic

Winter St. intersection during morning rush hour

Whites Ave Intersection

- Honking occurs at all times of day, as drivers attempt to cut into fast-moving Summer St. east-bound traffic with limited visibility
- Multiple MVAs have resulted in damage to adjacent properties
- Main ped crossing to Linear Park, Boys & Girls Club, and Saltonstall

View looking West on Summer St. at Whites Ave

Speed, Volume, and Type of Traffic

- 250+ vehicles per hour during commuting hours = dangerous to cross or enter the street
- Speeding is the norm outside of commuting hours
- Tractor trailers are frequent; they drive fast, ignore crosswalks, and drive over the centerline

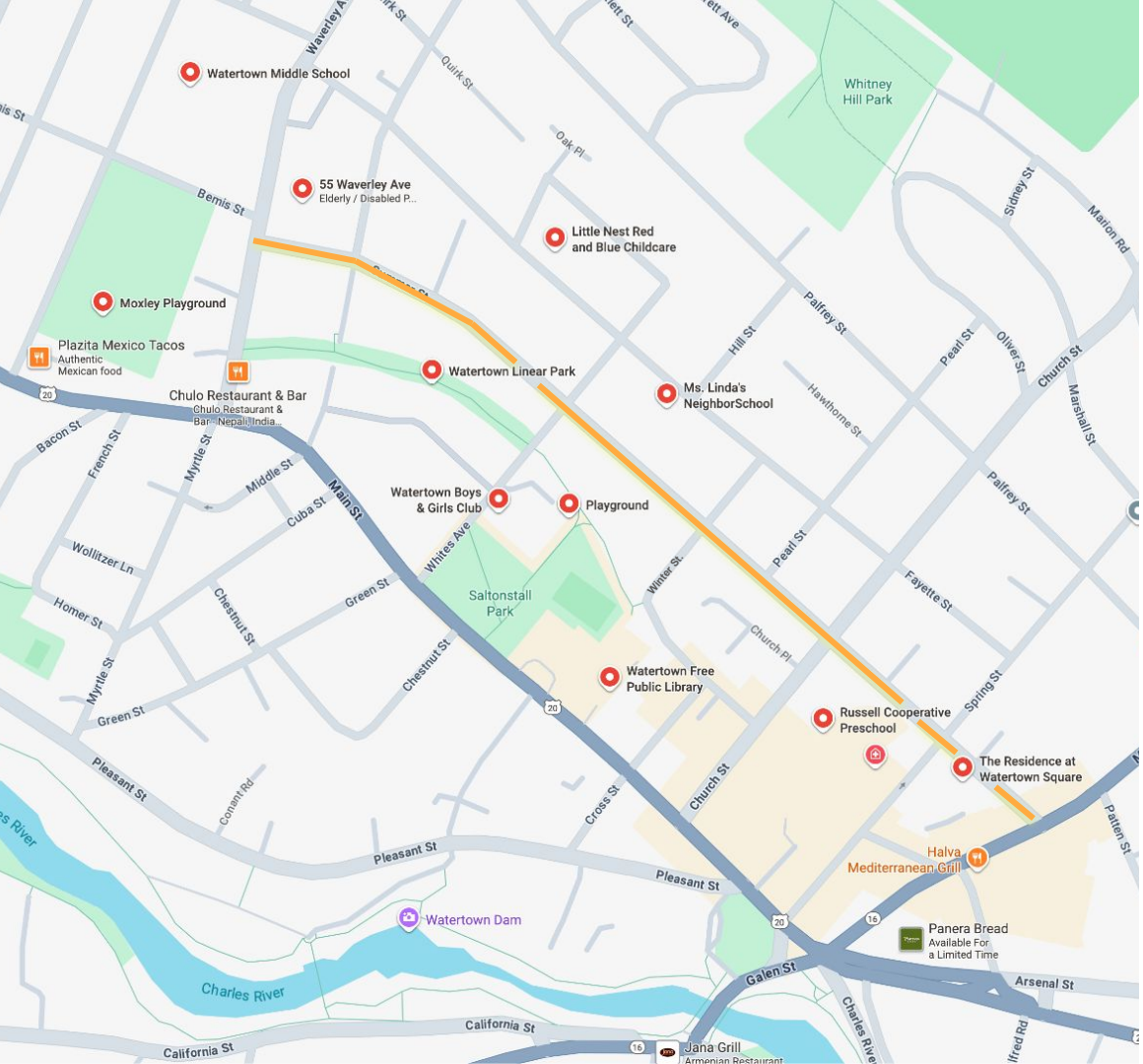
Trucks speeding down the center of Summer Street.

Summary of MVAs on Summer Street, Jun 2022 - Aug 2025				
Intersection	**6/15/2025 - Present**	**6/15/2024 - 6/14/2025**	**6/15/2023 - 6/14/2024**	**6/15/2022 - 6/14/2023**
Summer + Mt. Auburn	1	2	2	4
Summer + Church	0	3	2	2
Summer + Spring	4	5	6	1
Summer + Winter	0	1	0	0
Summer + Whites	0	2	1	0
Summer + Cozy	1	2	0	0
Summer + Forest	0	0	0	0
	6	**15**	**11**	**7**

MVA Data Shows:

- Frequency of accidents on Summer Street is **increasing rapidly**
- The stop light at Church Street is insufficient to prevent accidents
- The Spring Street intersection is particularly dangerous, with 15 MVAs in under 2 years

A **crash problem** is indicated by 5 or more reported crashes in a 12-month period, and is a warrant for a multi-way stop or signal (MUTCD)



Substantial Vulnerable Users

In just 0.6 miles, there are:

2 Senior citizen residences

5 Childcare centers + schools

4 Playgrounds and parks

Safety zones (Mass.gov)
Safety zones are specially designated areas such as **parks, playgrounds, senior citizen housing,** hospitals, **and childcare centers**. Within these zones, speed limits must be set at 20 mph. Safety zones should have treatments that cue drivers to slow down.

40% of pedestrians struck by a car going 30 mph will die. At 20 mph, the fatality rate drops to 5% (Watertown Complete Streets). We are currently asking for a fatality.

Insufficient Road Design

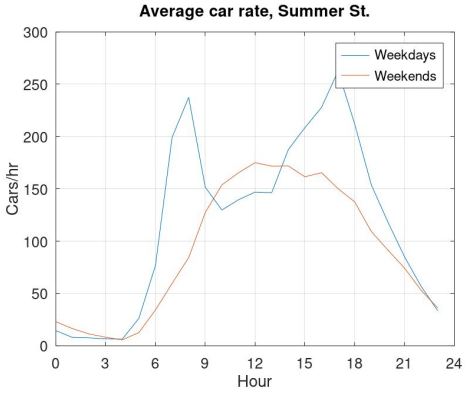
Summer St. has <u>substantially fewer</u> traffic calming and pedestrian safety measures than Main St., despite it being a thickly settled residential street.

7 crosswalks + **2** traffic lights on Summer St.

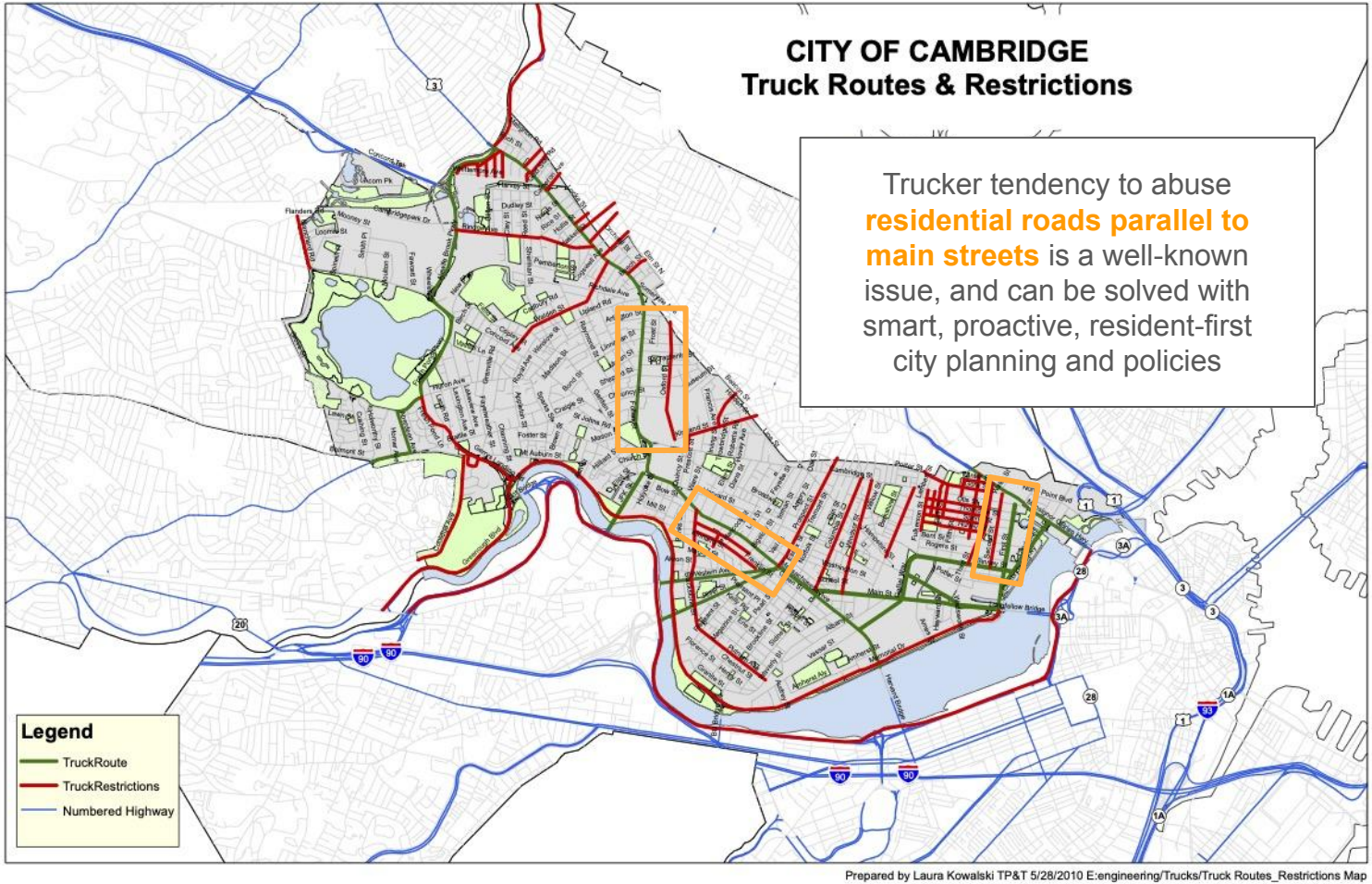
vs.

10 crosswalks + **5** traffic lights on Main St.

This disparity **actively encourages commuter and commercial** traffic to use Summer St. and Fayette St. rather than proper arterial roads and connectors.



Summer St. has **minimal curbs, no shoulder,** and is only **23 ft. wide** curb-to-curb from Waverly to Church.


CITY OF CAMBRIDGE
Truck Routes & Restrictions
Trucker tendency to abuse residential roads parallel to main streets is a well-known issue, and can be solved with smart, proactive, resident-first city planning and policies
Legend
TruckRoute
TruckRestrictions
Numbered Highway
Prepared by Laura Kowalski TP&T 5/28/2010 E:engineering/Trucks/Truck Routes_Restrictions Map

Requests for Committee on Public Works

Short Term

- **Spring Street** - Address proven crash problem with a 4-way stop
- **Winter Street** - Paint 4 new crosswalks, with lighted signs to request crossing
- **Whites Ave** - Install In-Street Pedestrian Safety Signs at Summer St. and *Cross Traffic Does Not Stop* signs on Whites Ave; Consider 4-way stop.
- **Waverly / Mt. Auburn** - Install *No Commercial Vehicles* or *No Trucks* signage

Medium Term

- Prioritize Summer Street as one of the city's next Long-Road Projects, redesigning it based on full engineering assessments
- Consider adding physical traffic calming measures, lowering the speed limit, and removing Summer St. from the "Primary" road classification
- Ensure that safety and quality of life of Summer Street residents is considered and safeguarded as Watertown Square development plans proceed

Thank you for your attention to this important matter!

Summer & Fayette Resident Stories

These stories were gathered via a survey of 250+ Summer & Fayette St. residents in July-August 2025
Please contact Sam Garwin at sgarwin@gmail.com for more information.

I wanna thank you for taking this initiative because this is a conversation that definitely needs to take place. My husband and I go on walks around Watertown almost every day and we particularly are concerned about pedestrian safety. The new construction happening in Watertown Square is where we feel there needs to be a safer pedestrian pathway.

In regards to our Summer Street traffic, the intersection of Summer and Spring Street, there is always traffic and speeding cars. Many times I wait for the cars to leave before crossing. A lot of times the cars don't even stop when I am standing to cross because they are going so fast.

- *69 Summer St.*

People drive crazy fast at night. Loud spending motorcycles or cars roar down the street as some sort of flex. Only a matter of time before someone gets hurt. We need speed bumps like, yesterday.

Vehicles often stop on the road and because of the hill sometimes it can be very dangerous to pass them because of low visibility. If you don't go around them folks honk and go around anyway

- *180 Summer St.*

Occasionally, drivers speed down Summer St with no regard for the speed limit.

Also, the intersection Summer St / Whites Ave near the Boys and Girls Club needs different traffic signage, as some drivers coming downhill from Whites Ave do not stop when crossing Summer St. I have lived here for three years and have gone through several dangerous situations.

Watertown Sq is awful for pedestrians and cyclists. And there is no real connection for bikes between Church St and Arsenal St. Driving across the CVS parking lot by bike and crossing Mt Auburn St is always dangerous.

- *15 Cozy St*

There are cars that primarily use Summer St. to bypass Main St. Some of them fully disregard the speed limits and can go upwards of 50+ MPH, endangering residents and pets. Additional stop signs or speed bumps seem to be the best solution.

- *55 Forest St.*

Two pets have already died and my granddaughter was almost run over and crashed by cars, one ended up on my neighbor's porch at 6 in the morning. It's very dangerous here, we need 4-way stops.

- *154 Summer St.*

The intersection of Summer and Whites is quite dangerous, I often see many cars almost colliding as people try to turn off of Whites and onto Summer and either pull out in front of someone they don't see or end up sitting in the intersection. In general I think this intersection generates a lot of honking. Overall the street is indeed busier than I first anticipated so I am open to traffic mitigation, whether maybe additional stop signs or a well placed speed bump.

- 153 Summer St.

Intersection of Whites Ave & Summer St needs a four way stop sign. During my ownership of the condo unit on that crossing I have experienced hit and run of my retaining wall and a car driving into a porch of the neighbors across from me.

- *155 Summer St.*

I've emailed the city about the speeding traffic and failure to stop at (clearly marked) pedestrian crosswalks. They did put up a speed reader but it obviously has not solved the issue. They did invite me to the monthly meetings but unfortunately I cannot attend because it's right when I put my kids to bed. I requested a raised crosswalk at summer/whites or lights to indicate crossers, or just a 4 way stop. I think the lack of stops between the light on church and the stop sign on waverly allows cars to build too much speed. We have had many accidents on our segment of Summer due to speeding and cars leaving the roadway and jumping the curb) particularly around the curve by Cozy st). Pedestrians aren't safe crossing or walking on the sidewalk.

- *183 Summer St.*

We lost our kitten in an accident; she ran away, and we didn't even have a chance to find her alive, as she was brutally run over. Cars speed past all the time, even in the early hours of the morning. I'm afraid for my two children and don't let them play in front of the house.

- *152 Summer St.*

I live one house away from Spring St. You wouldn't believe how many accidents there are. I know the sound so well that I'm often the first person to call 911. It sucks.

I'm a little scared every time I'm at the intersection of Spring and Summer, especially on my motorcycle. I see many people going too fast, and about 1 in 3 people are actively using their cell phones.

- *43 Summer St.*

First off, thank you so much for leading this effort. This has been something that has bothered us since moving in and it's continually getting worse.

We have lived here for 9 years and seen/heard both traffic and noise steadily rise. Obviously, rush hour is out of control, but even midday on weekdays is getting bad. Cars routinely speed through over the speed limit and noisy trucks often cut through at high speeds, shaking our whole house. It is especially noisy where we are as trucks have to work extra hard as they climb up the hill. We have heard and seen many accidents at the intersection of church and summer.

- *77 Summer St.*

I have lived at 59 Summer for 21 years. Traffic was not bad at first. Then in 2012 (?) the street from Mt. Auburn to Church to Winter St. was dug up and redesigned. A nightmare. The result was a widening of the portion of Mt. Auburn to Church, new lights at each corner, and limited parking. To avoid waiting on lights [on Main St.], cars zoom down Summer, are aggravated that there is another light at Church, and often gun through when the light turns red. Accidents have happened frequently at Summer and Spring, and Summer and Church.

When the assisted living was built myself and some others requested speed bumps as elderly would be out walking – no response from the city.

Then cars speed from Church to Waverly. Again, at the corner of Summer & Waverly – elderly housing. Speed bumps should be put on Summer near that intersection. And from Church to Waverly the street is very residential – children, high school kids walking, etc.

My observation is that they put up signs, add markers on the street, but drivers pay no attention. Seed bumps, and cameras, to me, are the only solution. Plus, we have no bike lane. Commercial vehicles should be permitted to drive on specific streets, not Summer. The city always laments – not enough money, personnel for enforcement.

I hope your efforts result in something! I admire your efforts to bring people together to make a change.

- *59 Summer St.*

You have already heard from me. I wonder if a focus on the intersection of Summer and Winter would be effective. Massive pedestrian safety issue. A light with a crosswalk and sidewalk on Winter.

- *126 Summer St.*

Thank you so much for trying to create an initiative to improve the traffic situation in our neighborhood. It's fairly horrible.

I moved here in December 2024 and had NO idea how much traffic and noise existed – until I opened the windows. Backing out of the driveway is difficult with nonstop vehicles in both directions. Crossing the street is also precarious.

The Winter/Summer Street intersection is where many folks walk down to Main St, library, farmer's market, etc. It would be wonderful to have a crosswalk with blinking light there.

- *101 Summer St. #2*

As related on the paper form I am dropping off in person, I brought up concerns with Watertown's Traffic Commission about ten years ago, specifically asking about marking additional crosswalks in the neighborhood. While the Commission had already planned for the (raised) marked crosswalk now present on Whites Ave. at the beginning/end of Linear Park, they were upfront during the public meeting I attended about their view, namely that at the other locations I had requested (marked) crosswalks (Forest-Summer and Forest-Fayette) would not necessarily be appropriate or improve safety.

This was, as you can imagine, mildly frustrating, especially from my perspective at the time of being new to the neighborhood and also a parent to a very young child. (The initial impetus to petitioning the Traffic Commission was witnessing several people driving at what I considered unsafe speeds along our block the evening and night of Halloween.) In the years since, I have mostly set aside my initial concerns as we learned to navigate the streets we typically drive and walk along.

That said, I do believe that additional traffic calming is warranted. I have educated myself a bit more on some of the research and law with regards to this, for example the criteria required to install additional stop signs, and the data that suggest that (marked) crosswalks by themselves do not improve pedestrian safety, and may even pose risk if haphazardly used.

It is still clear to me, at least anecdotally, and even from the period of time when I didn't leave here but frequently drove through along these streets, that the city should strongly consider adding more traffic calming measures, especially along Summer and Fayette Streets. Crosswalks that are marked AND raised, and perhaps curb cutouts in appropriate places, would be welcome in my view, in addition to other creative ideas that may be devised.

Thanks for the survey, and I hope we can make something from this!

- *51 Forest St.*

I find that people drive extremely fast down Summer St which makes me uncomfortable when walking with my young daughters.

I’m sure there are a lot of good solutions. A simple one that I think could help is making the intersection of Whites Ave and Summer St a 4 way stop.

- *171 Summer St.*

I’m afraid for pedestrians & children in this neighborhood with the speed of traffic. It seems Summer St is a prominent cut through st during many people’s morning commutes. It can make backing out of our driveway dangerous, too. I’d be happy to see measures taken to change this.

- *240 Summer St.*

Thank you, Sam, for leading these efforts. We have lived at this property for more than 20 years, and it has always been our concern.

- *43 Forest St. (corner of Summer)*

Forest St is a through way for foot and bike commuters to the Watertown Linear Park to get to the square. A safe crossing option at Forest and Summer would be appreciated by the community.

- *60 Forest St.*

Have seen multiples accidents in front of our house. Cars drive way too fast.

- *157 Summer St.*

Hi Sam,

Thanks for reaching out! I just moved to Watertown 2.5 weeks ago. Today I walked to O'Some Cafe and thought - it would be really nice to have a pedestrian cross walk from Winter Street across Summer St. And then after I crossed Main Street (on foot) I heard a car "crash". A car had stopped (I imagine a bit abruptly) to allow a pedestrian to cross main street in front of the library and the third car behind slammed into the second car behind the stopped car at the crosswalk.

All that to say….your letter was incredibly timely!! I wasn't aware of the reconstruction project and would love to hear more of your experience, vision to make our neighborhood streets safer and how I can support.

- *71 Winter St.*

Bumpers on the street, more traffic signals, speed limit notices.

- *80 Summer St.*

I would love to see speed bumps put in on Summer Street.

- *188 Summer St. #1*

Date: Tue, Sep 2, 2025 at 2:46 PM
Subject: Re: [Watertown Safe Streets] Watertown Safe Streets: Update #1
To: Sam Garwin <sgarwin@gmail.com>

Hey Sam,

Thank you so much for organizing this! It's really important and I'm glad to see someone (and the whole community it seems!) getting behind it. I just wanted to update that at 2:32pm today there was an accident on Summer near Whites, and currently that intersection is closed and being directed by police. Just an incident to add to your gathering evidence!

Kind regards,

153 Summer St.

We have lived in Watertown since 2017 and the traffic and speed of cars has been concerning the whole time we've lived here. I would love to actually tackle this issue.

- *8 Fayette St.*

As a driver and pedestrian, I've noticed cars excessively speeding on Fayette (between Spring and Church), Spring (between Summer and Palfrey), and Summer (between Church and Mt. Auburn) Streets.

I would like to see speed bumps on Spring between Summer and Palfrey, on Fayette between Spring and Church, and a raised intersection at Fayette and Spring, mirroring the raised intersection at Fayette and Church.

Additionally, I would love to see crosswalk bump outs at the Summer/Spring intersection and crossing signs with flashers.

- *8 Fayette St.*

Fayette St. isn't wide enough to support parking on both sides of the street as well as two-way traffic. Much of the street doesn't have curbs, and so people quite regularly park on the tree belt or sidewalk--sometimes so close to the front of someone's property that pedestrians are forced to walk in the road. (A few months ago, someone even drove up onto the sidewalk as I was walking and parked right in front of me so I couldn't get by.) Pedestrians need to be especially alert when it's dark, as the street is straight enough for cars to speed on, and I often choose my route home from work in the winter based on which bus stop I feel safest walking from. I've also observed that in the middle of the street, where cars are often parked on both sides on the weekend, drivers are sometimes forced to play chicken with vehicles coming from the opposite direction. I don't see many cyclists on the street and don't bike myself, but this clearly doesn't create a safe situation for them, either.

- *195 Fayette St.*

Fayette Street needs actual curbs and sidewalks. This will narrow the street and will force drivers to go more slowly – and provide kids going to/from the middle school a safer passage. We've had 2 cars parked in front of our house damaged by speeding hit-and-run drivers.

Vincent Piccirilli is the Councillor to speak with. He has brought a rational approach to roads/sidewalk work in Watertown. From talking with him, a complete rebuild of Fayette St., like what is in progress on Morse St., is not yet in the planning stage, but is coming. There are 3 major projects ahead of it.

- *107 Fayette*

Car accident at intersection of Fayette and Church St. where car drove onto our and neighbor's lawn. It could have been disastrous if there were pedestrians or if we were sitting/working outside at the time. I've been told that cars have even crashed into the house on the corner in the past. Drivers still seem to zoom over speed bumps on Church St., and commercial vehicles can be quite loud. I imagine this will get worse with Watertown Square construction.

- *65 Church St.*

I recently had a long conversation with Sergeant Samson of the WPD about this issue. Which led to the installing of speed monitoring devices on Fayette St. He did have a good counterpoint about parking but I think there is still room for improvement

- *Fayette St.*

People speed down Fayette. People ignore the stop signs on the side streets or not looking before entering Fayette.

- *48 Fayette St.*

I pray to God that no one gets killed here. I was here the day the car flipped over – the neighbor's car got hit – it was terrible.

- *179 Fayette St.*

Outlook

CPW - Considering improvements to Summer & Fayette streets

From Kirstin Butler <kirstinbutler@gmail.com>
Date Tue 10/21/2025 4:49 PM
To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>
Cc sgarwin@gmail.com <sgarwin@gmail.com>

To members of the Committee on Public Works:

My name is Kirstin Butler and I live at 55 Forest Street, which is the section of Forest between Fayette and Summer Streets. We've been concerned about traffic on both streets for some time in my household, and really appreciate that the Committee is considering remedial action.

In the eight-plus years that I've lived at this address, I've personally witnessed multiple car accidents on Fayette Street. Most have been minor fender benders, but one during the last six months involved a car that was flipped over onto its roof, necessitating emergency services. My sense is that the accidents are a result of motorists driving too fast—cars often pass through at speeds exceeding what's safe for such a dense residential area—and low visibility where cross streets feed onto Fayette.

In addition, as the number of residents in Watertown increases but parking options remain fixed, more and more cars are parked along all of the streets in the section of Watertown where I live, further limiting visibility and making speeding even more consequential. Some sections of both Fayette and Summer also lack sidewalk curbs, leading cars that attempt to pass by each other in tight sections to drive up on what would otherwise be sidewalk. All of these elements increase hazards for pedestrians and motorists.

I would like to personally request that the Committee make addressing Fayette and Summer Streets a priority during its next round of road improvements. Installing speedbumps and/or four-way stops along both streets would really help moderate traffic, and make residents feel much safer when driving and walking in the neighborhood.

Thanks for your consideration, and I very much appreciate everything you do to keep Watertown such a great place to live.

Sincerely,
Kirstin Butler

Outlook

Improvements to Summer and Fayette Streets

From Joshua Lawton <jtlawton@gmail.com>
Date Mon 10/20/2025 6:13 PM
To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>
Cc sgarwin@gmail.com <sgarwin@gmail.com>

1 attachment (17 KB)
Traffic Commission letter-2014.doc;

Dear Committee Members,

My name is Joshua Lawton, and I have lived at 51 Forest Street for twelve years, and in Watertown for more than twenty. Attached is a letter than I sent to the Watertown Traffic Commission in 2014 expressing concerns about pedestrian and driving safety around Summer and Fayette Streets. I did in fact attend the Commission meeting that November, and it was elucidating for me at the time. For example, I appreciate more than I did that crosswalks by themselves are not necessarily the best solution for any given roadway.

However, my child now attends Watertown Middle School, and I continue to be cognizant of road risks in this area of the city. While the hedge at the corner of Summer and Forest has gotten trimmed lower than it used to be, it is still quite common to find motor vehicles traveling well over the speed limit, especially along Summer Street, where there isn't legal on-street parking west of Church Street. While many drivers behave appropriately, crossing or turning onto or from these roads can be a stressful exercise, day or night.

I urge you to consider adding some combination of traffic calming measures, including those that can be found elsewhere in Watertown, such as raised intersections, additional marked crosswalks, curb extensions/neckdowns, and speed tables.

Thank you for your attention to this and for your service,
Joshua T. Lawton

Joshua Lawton
51 Forest Street
Watertown, MA 02472

November 4, 2014

Town of Watertown
Traffic Commission
Attn: Sergeant David Sampson
Re: Crosswalks near Forest Street/Linear Park

Dear Sergeant Sampson,

When my spouse and I moved to our present address, I was already aware that certain roads parallel to Main Street, including Fayette but especially Summer Street, carry a fair amount of traffic, being useful in circumventing the long lights and heavy traffic at the center of town. I would like to draw the Traffic Commission's attention to three busy places in particular where I think Watertown residents would benefit from having additional crosswalks.

The first is the intersection of Forest Street and Summer Street. Crossing Summer is fairly dangerous, because of the tendency of cars to speed slightly along the stretch between Whites Avenue and Waverly Avenue. A hedge on the odd-numbered side of Forest also makes it nearly impossible for drivers to see pedestrians approaching the intersection from the north, headed towards Linear Park.

The second place is the intersection of Linear Park and Whites Avenue. I think this is an obvious case, with a path designed for cyclists and pedestrians crossing a roadway, close to Main Street, with visually obstructing parked vehicles. The nearby presence of the Boys and Girls Club, First Path Daycare and playground at Saltonstall Park, and Linear Park's access from the Middle School to the Public Library and shopping areas around CVS would seem to provide additional incentive for a crosswalk.

Third, the intersection of Fayette and Forest streets has some visual obstruction from at least one direction. A resident frequently parks a large business truck on the south side of Fayette looking towards Waverly Avenue, making it very difficult (also because of the house and fence on that corner) for cars driving north at the stop sign on Forest Street to see any traffic heading east from the direction of Waverly. Crosswalks would alert drivers on Fayette to the approaching intersection where foot and vehicle traffic may emerge from both sides.

In the interest of full disclosure, these concerns arise in part from the fact that my family includes a small child, born last year. Furthermore, two of our immediate neighbors each have a child very close in age to ours, and another family in our own building is expecting one of their own next year.

(over)

However, as regular pedestrians and users of public transportation, we have noticed that there are many others who walk across the intersections mentioned above, with or without children, whether to work, bus stops, school, the library, the commercial areas of Watertown Square, etc.

The existence of parks such as Linear and Saltonstall is of great benefit to people of all ages. I think that access to these parks and general pedestrian and vehicle safety would be greatly enhanced by the addition of crosswalks as suggested. This comes to mind especially in light of recent Halloween activities, where we witnessed a fair number of young families crossing all of these streets in the dark, with close to the usual amount of vehicle traffic present.

Thank you again for speaking over the phone, and for your help. I hope that I can attend the November meeting of the Traffic Commission, in case I can address any questions you or others may have.

Warm wishes,

Joshua Lawton

Outlook

Summer Street Redesign

From Darren Smith <darbos77@gmail.com>
Date Mon 10/20/2025 7:36 PM
To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>
Cc sgarwin@gmail.com <sgarwin@gmail.com>

Hi,

My name is Darren Smith. Me and my wife Kim are professionals with a young 6 year old daughter. We have been living at 77 Summer Street for over 8 years now.

In that time, I have witnessed Summer Street go from a fairly busy connector street to a high-traffic cut-through speedway. The noise from the street has become constant and my house literally rattles all day from cars, trucks and motorcycles speeding through a street that is basically an express alternative version of Main Street, but with no traffic lights and less traffic. Additionally, there are no stop signs, no speed bumps, and no warning signs, all things that were added to Church Street, which I would argue has less traffic.
We regularly witness accidents right in front of our house, with one accident so bad that the car veered off into the house across the street. Reversing out of my driveway is dangerous and sometimes can take minutes during rush hour due to the backup from the intersection. I am nervous for my daughter to be in front of my house or walk down the sidewalk .
Equally shameful is the state of the street and sidewalks in this area. Despite endless street work, the street has never been paved in the 8 years since I've lived here. The curbs are either rolled asphalt or falling apart. The sidewalk is uneven, cracked, and is just plain ugly. In some places, such as in front of my house, it is just asphalt instead of concrete. I pay $12k a year in taxes to live on a street that was rough when I moved in 8 years ago and has been completely neglected since. **It's embarrassing**!

Please prioritise a redesign of Summer Street. It is way long past due.

Sincerely,
Darren, Kim and London Smith
77 Summer St. Watertown

Outlook

Public Works Committee consideration of Summer Street issues

From Paul Davis <pdavis@intelligent-isi.com>
Date Thu 10/23/2025 6:51 PM
To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>
Cc sgarwin@gmail.com <sgarwin@gmail.com>

From: Paul Davis, 126 Summer Street

To: Members of the Watertown Public Works Committee

Our family has lived at 126 Summer Street since 2009. A half dozen kids have grown up in the house. My primary concern is safety. The speed of the cars is an issue, but a key point is the intersection of Winter Street and Summer Street. Fast cars and limited visibility on turns, the absence of a crosswalk, and a lack of a sidewalk on Winter Street in the context of an unworkable two-way Winter Street create major risks for everyone – but especially kids. The impacted neighborhood really stretches back beyond Fayette Street. Thank you for your consideration. psd

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to accept the proclamation honoring John M. Airasian

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

PROCLAMATION HONORING JOHN M. AIRASIAN

WHEREAS: John M. Airaisian has served as a City Councilor with distinction and pride demonstrating his commitment and dedication to the citizenry of the City of Watertown; and,

WHEREAS: John M. Airaisian was elected by the people of the City of Watertown to serve as one of four At Large Councilors, serving multiple terms, for which he has discharged his duties faithfully, fairly, and honorably; and,

WHEREAS: Councilor Airasian has served as a vital link between local government and the community it seeks to serve; and,

WHEREAS: Councilor Airasian served on various subcommittees including the Committee on Climate and Energy, the Committee on Rules and Ordinances, the Committee on Education & School System Matters, and the Chair of the Committee on Public Safety; and

WHEREAS: Councilor Airasian has served in many other leadership roles throughout the community including President of the Watertown Rotary Club where he was a recipient of the prestigious Paul Harris Fellow award for humanitarian and outstanding community service, Chair of the Watertown Cable Access Board of Directors, and an athletic volunteer for youth sports; and,

WHEREAS: Councilor Airasian has carried the torch lit by his late father, John S. Airasian, in fields of community enrichment; ensuring that the name "Airasian" remains synonymous with the standard of Watertown integrity.

NOW THEREFORE, BE IT PROCLAIMED: That the City Council, acting on behalf of the people of Watertown, does hereby extend its deepest appreciation to John, and takes great pride in honoring him. We thank him for his many years of service and look forward to his continued interest and commitment in community affairs and wish him all the best in all his future endeavors.

IN WITNESS WHEREOF, I have hereunto set our hand and caused the Great Seal of the City of Watertown to be affixed on this 9th day of December 2025

Mark S. Sideris, Council President

SIGN IN SHEET

NAME	ADDRESS
Samantha Garvin	139 Summer St.
Nyla Gislason	105 Summer St.