



HOW TO DEVELOP WALKING ROUTES TO THE LOWER MYSTIC RIVER AND ITS TRIBUTARIES: A TOOL KIT



ACKNOWLEDGEMENTS AND CREDITS

This tool kit was prepared for the City of Somerville and its project partners with a grant from the Massachusetts Environmental Trust.

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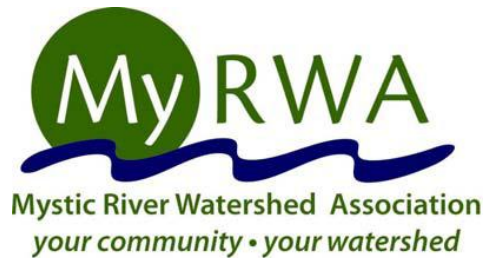


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How to Develop Walking Routes to the Lower Mystic River and its Tributaries: A Tool Kit

I. Overview and history of the project

1. History of the Project

In the fall of 2009 the City of Somerville was awarded a \$201,000 grant by the Massachusetts Environmental Trust ([MET](#)) to create new opportunities for the community to access and enjoy the Mystic River. One component of this grant was to develop a safe pedestrian route from Foss Park to the Blessing of the Bay boathouse. This route is called “The Blueback Herring River Route. More information about the project can be found at the [City of Somerville web site](#).

This generous grant allowed the City to make much-needed improvements to the Blessing of the Bay Boathouse grounds and its dock, as well as to designate safe pedestrian access - the Blueback Herring River Route - from Foss Park to the Boathouse on Shore Drive.

Critical improvements at the Boathouse were designed to improve the accessibility and visibility of the site. New handicap accessible ramps provide access to the parking lot and to the Boathouse, and additional lighting was added to further increase the site's safety. A new floating dock that rises less than a foot above the water makes boating safer and easier. New signage was added to highlight the Boathouse and the resources of the Mystic River. Enriched community programming at the Boathouse will complement the physical improvements and encourage people to find new ways of using the boathouse and experiencing the Mystic River.



The Blessing of the Bay Boathouse

2. Purpose of this tool kit

When the grant application was developed, it was intended that the Blueback Herring River Route would be done as a pilot project and the process documented so that other communities could benefit from the experience in Somerville and apply it to the development of other routes to the river. The Metropolitan Area Planning Council ([MAPC](#)) took on the task of developing this tool kit.

MAPC has been working on a complementary project to help Boston, Chelsea, Everett, Malden, Medford and Somerville to identify potential walking routes that would connect neighborhoods with the lower Mystic River and its tributaries (Chelsea Creek, Mill Creek, Island End River and the Malden River). This project is called the “Walking Routes to the River (WRTTR)” project and was funded with transportation planning funds under the sub-area and corridor planning category in the Unified Planning Work Program (UPWP). That project resulted in the development of a map entitled “Locally Identified Potential Walking Routes to the Lower Mystic and Tributaries” and a report summarizing the locally identified routes. This map and report are included here as Appendix D.

The focus of this project is to identify routes to the river rather than along the river. The Department of Conservation and Recreation (DCR) has prepared a Mystic River Reservation Master Plan that addresses routes along the river. In addition, the Mystic River Watershed Association has prepared an Urban Trails Map that also shows routes along the river. In combination these efforts will lead to an extensive network of trails and routes focused on the river. This project is in addition to work that communities have done on their own or in conjunction with Walk Boston.

3. Why develop routes to the river?

Rivers are unique resources for any urban area. They are usually rich in history and are often the earliest transportation routes through a region. Rivers provided water power for early industries and continue to be areas for industrial activity. Rivers are wildlife corridors and provide rich habitats for fish and birds and other wildlife. They are also recreational resources for fishing, boating, swimming and passive recreation. In some areas, rivers are highly visible and cared for but in some urban areas they have been neglected, often channeled underground through culverts and have become almost invisible to the residents.

The purpose of developing walking routes to the river is to bring residents from the neighborhoods where they live and work to the river. While many portions of the river are accessible by car and public transit, this project focuses on walking routes to connect neighborhoods with the river by identifying and marking a safe route to provide residents with an enjoyable and healthy way to reach the river. Some of the benefits of walking routes to the river include:

- Higher visibility for the Mystic River and the recreational resources that do exist.
- Higher visibility means more people who care about the river and will advocate for it.
- Health and fitness benefits of promoting walking – less obesity, car pollution, decreased risk of disease.
- Potential economic benefits if routes help people walk by local businesses.
- Programming around walking routes such as organized walks promote a sense of community.

4. What is the definition of “a walking route to the river”?

The working definition of a walking route to the river is “a safe, marked route using local roads, sidewalks and paths that connect a neighborhood gathering place with a point on the river”. The signs installed along these streets can also guide on-road bicyclists to river destinations although there may be instances where one-way streets are used for walking in the opposite direction.

II. Steps to the successful implementation of a walking route to the river

1. Identify potential routes

MAPC has been working with the six lower Mystic River communities to identify additional routes to the river. MAPC held a workshop on September 15, 2011 to have communities and community organizations come together to begin identifying routes.

a) **Prepare a base map** – In order to begin to identify potential routes MAPC prepared base maps that showed the following points of interest:

- Senior centers
- Libraries
- City halls
- Parks and schools
- Bus and transit lines
- Data from the Mystic River Reservation Master Plan
- ½ mile buffer around the rivers to show what is considered a reasonable walking distance.

These points of interest were overlaid on an orthophotograph (aerial photograph) to provide details about the buildings and natural features of the community. Examples of these maps can be found at <http://www.mapc.org/river-routes>

b) **Brainstorm potential routes** – In order to brainstorm potential routes it is important to get a wide variety of people sitting around the map and exchanging ideas. This group should include, but not be limited to, municipal planning and community development staff, bicycle and pedestrian advocates, health and fitness organizations and advocates, DPW and transportation staff, school department representatives and parks and recreation staff.



Workshop participants mark maps with potential routes

As the group discusses routes there are a number of points to keep in mind.

What is the route trying to connect?

The purpose of this tool kit is to help you develop routes from neighborhood locations where people tend to congregate (schools, libraries, senior centers, Y's, Boys and Girls Clubs, housing developments) to parks, open spaces and access points on the Mystic River or its tributaries (Malden River, Chelsea Creek or Mill Creek). The first step is to think about a visible starting point within the neighborhood and a suitable destination on the river and then connect those two points with a safe route that passes by the best features of that neighborhood.

It helps to start with an overall vision or theme for the route based on the start point and the end point. For instance, in Somerville the goal was to connect residents who use a popular park (Foss Park) with the Blessing of the Bay boathouse on the Mystic River. The start point should be a location where people already congregate and where signs and information kiosks will be visible. The end point should also be a location on the river that is safe and accessible and has opportunities for passive and/or active recreation. However, this exercise can be used to identify both short-term and long-term routes based on current conditions and long-term visions.

What other points of interest are there? Some additional points of interest that may not have made it onto the base map might include public housing developments, Boys and Girls Clubs, YMCA and community health centers. The route does not have to be the shortest distance between the start and end points but it can meander to take in other points of interest or to avoid undesirable land uses or sidewalk conditions.

Is this route doable in the short-term or is it part of a long-range vision for the river?

This exercise can be used to identify achievable walking routes that are short-term (achievable in the present under existing conditions or with minor infrastructure improvements) or long-range routes that cannot be implemented now because they may require a higher level of infrastructure investments such as traffic lights. Some routes may be developed that lead to existing parks on the river and can safely be implemented in the short term. Others may be part of a long-range vision to improve parks and access to the river but may require extensive improvements to roads or creation of a new park or clean-up of polluted properties.

A short-term example is the Blueback Herring River Route. A long-term example is the creation of the Park at Rivers Edge. The development site was once a highly contaminated brownfield but now includes an award-winning park. The transformation took many years to accomplish but it started with a vision.

What planned improvements are anticipated?

Another important point to keep in mind is where new developments and/or redevelopments are expected to happen and what infrastructure improvements are planned such as bike lanes, new parks, street reconstruction projects, new bus or transit routes, residential or commercial

developments and walking paths. Route planners can take advantage of the synergy between private development and a public vision to find ways to fund necessary improvements.

What are conditions like at the end point by the river?

The answer to this question will often help to determine if the route can be considered short-term or long-term. If there is an existing park on the river the route can probably be developed in the short-term. Other routes may depend on land acquisition or park development. All routes need to end on public property, not private property unless there is public access on the river granted as part of a Chapter 91 license.

c) Fill out a route worksheet

In order to capture basic information about the route it can be helpful to fill out a route worksheet. A sample is included in Appendix B. This worksheet includes the following information:

1. Name of route
2. Community
3. Neighborhood starting point
4. River ending point
5. Approximate distance
6. Points of interest and population concentrations
7. Brief description of route
8. Challenges and opportunities
9. Photos

The worksheet can serve to provide basic information when discussing the route with elected officials and community groups.

2. Evaluate routes for pedestrian safety

While all routes will use public rights-of-way (sidewalks and streets) not all sidewalks and streets are equally safe or desirable for walking and some may benefit from improvement before being designated as an official walking route. The following steps will help evaluate the safety of your proposed route.

a) Walk the route with a checklist

It is helpful to have several people walk the route with a checklist to identify potential problems and possible short-term solutions. It would also be helpful to have people with disabilities included in this exercise to assess whether the route is easily navigated in a wheelchair. A checklist has been provided in Appendix A.

b) Photograph challenges and opportunities

It is helpful to take pictures of the route to document any problems found as well as to photograph sights along the route and points of interest to use in selling the route to local elected officials and to the public.

c) Discuss the route with local police

The police should be consulted prior to any public discussion of the route. They can advise as to the level of crime, types of crime and any history of pedestrian accidents along the route.

d) Make changes to the route if necessary

If any major problems are uncovered at this stage it may be appropriate to make changes to the route prior to any public discussion. A route does not need to be a straight line between two points.

3. Secure municipal approval

The route needs to gain the approval of local elected officials because it will involve some level of public funding and/or commitment of staff time and the input of the community will be critical to its success. Each community has its own unique way of achieving consensus on public projects and it will be up to each route planner to determine how best to proceed.

There are several ways to approach this critical step.

Use the Somerville experience – As the first community to implement a signed walking route to the river, the City of Somerville can provide local elected officials in other communities with their perspective on the value of a walking route and their experience with implementation.

Make the connection with the regional effort - MAPC has been coordinating a project called “Walking Routes to the Lower Mystic River and its Tributaries” aimed at creating a network of walking routes from neighborhoods to the river. While these routes may appear at first to be strictly local, they are part of a much larger effort to improve recreational opportunities along the river, improve water quality and provide healthy recreational opportunities for residents.

MAPC can provide each route planner with a copy of the Walking Routes to the River map and a report. This map is constantly evolving but depicts the growing network of routes to the river and can provide a regional context for the individual routes.

4. Meet with municipal staff and key stakeholders

The approval or consent of each municipality may take a different form. Once the governing body has given its approval further meetings with municipal staff and then the community will need to be held. Key stakeholders within each municipality may include, but not be limited to:

- DPW/Traffic department
- Recreation department
- School department
- Public safety

- Board of Health/Health Department/Mass in Motion Coordinators
- Planning and community development
- Housing authority

Each of these departments will have a unique perspective to lend to route planning and implementation.

Other stakeholders may include any major property owners or abutting land uses such as apartment complexes or commercial property owners.

5. Hold community meetings

It is critical to involve residents of the neighborhoods that the route will go through. Although the routes will involve mostly existing sidewalks and streets that are already used by the public there will still be resident concerns about potential impacts such as:

- Trash
- Increased foot traffic and people congregating
- Noise
- Crime
- Vandalism
- Privacy

The community meetings are also an opportunity to educate residents about the benefits of walking routes.

Two community meetings were held during the early stages of the Blueback Herring/Blessing of the Bay Boathouse project. The meetings were jointly sponsored by the Mayor of Somerville and the Ward Alderman. The first meeting focused on the overall project and the design of the logo. The second meeting was more focused on obtaining resident input on the route itself. To advertise the public meetings flyers were prepared in a number of languages and the neighborhoods were leafleted to insure that all residents knew about them.

6. Name your route and adapt the logo

Designing the Logo

The role of the Mystic River Watershed Association (MyRWA) was to oversee the process of developing a logo that could be used by all communities along the Mystic River to mark routes leading from neighborhoods to the Mystic River and its tributaries. MyRWA contracted with designer Althea Chen. Ms. Chen developed several draft logos which were reviewed first by the project partners and then presented for review and comment at a public meeting.



The River Route Logo

Using the Logo

The ultimate goal of this project is to help communities develop a network of walking routes to the river from the neighborhoods. In order to create a network with easily recognized routes MAPC has been promoting the use of the River Route logo as a means of identifying all routes leading to the river. Each community or organization that is working on a route to the river is encouraged to use the River Route logo and to alter the top of the logo to display the name of the local route. Because of limited space the route name should be short and can reflect the neighborhood that the route runs through, the end point of the route, a natural or historic landmark. The figures below are examples of how the logo would appear with other route names. The route names are examples of potential future routes and are not currently in existence nor endorsed by the communities.



7. Decide on route markings

There are a number of ways that the route could be marked. Somerville decided to begin with signs on existing posts. These signs would be visible to pedestrians, cyclists and motorists. Routes can also be marked with paint or other types of sidewalk treatments such as concrete stamping or inserts.

8. Develop a route sign plan and test it out

Although the Blueback Herring River Route also has a map and maps can be developed for future routes, it is best to assume that someone should be able to find their way relying solely on the signs.

The best approach is to develop a sign placement plan in advance of ordering signs so that you will know how many signs you need with left, right or straight ahead arrows. This can be done by walking the route with a supply of cardboard sign templates that can be attached temporarily to posts. Using a marker, add directional arrows as necessary. Then have someone who is not familiar with the route walk the route and give you any feedback on how easy or difficult it was to follow the route. Keep the following guidelines in mind:

- *Side of the street:* One side of the street should be chosen for signs unless there are compelling reasons to cross the street and change sides such as a major destination (school, senior center, etc.) Check to see if one side of the street is more walkable in terms of sidewalk conditions, crosswalks, etc.
- *Make sure that all turns are clearly marked:* Signs with arrows are necessary to ensure that users make the turns necessary to stay on the route. Do not rely on having users spot the next sign without being told which way to turn. The best approach is to develop a sign placement plan in advance of ordering signs so that you will know how many signs you need with left, right or straight ahead arrows. The turn arrows should be included on a sign with the river route logo. If it is necessary to add directional arrows they can be designed in the same color scheme as the logo and bolted on below the signs.
- *Bus stop/transit stop signs* - Make sure that there are signs at all nearby bus stops directing users to the start of the route. This will require coordination with the MBTA if the signs are posted on their property. An alternative would be to place signs on other existing poles that are under the jurisdiction of the municipality.
- *Spacing:* Signs should be spaced so that the walker can look ahead and see the next sign but not bunched together in clusters. For a section of the route with no turns, signs can be placed every three blocks.

- *Bi-directional signage:*

Another issue which needs to be considered is the bi-directional nature of all routes. Signs need to be installed facing both directions of the route.

9. Install the signs and other route markings

The first step in ordering signs is to discuss with your sign company what their requirements are for artwork. The City of Somerville sent a PDF of the logo with and a Photo Shop file to its sign company. The sign company then used their own software to create the logo to the proper scale.

Each sign cost \$40 for an order of 24 signs in total. This cost did not include the cost of the hardware to mount the signs. The hardware was supplied by the Somerville DPW but could also be specified in the sign contract. The installation of the signs was done by the Somerville DPW. These cost figures are for signs ordered by Somerville in 2011; actual costs will vary depending on the vendor, the number of signs and cost increases for sign fabrication.

10. Install information kiosks

It is recommended that information kiosks be provided at the start and end point of any river route. These kiosks can include additional information about the route, the history of the area, community events and can also include information about the network of river routes.

For this project the City of Somerville contract specified an Outdoor Enclosed Message Center with Sliding Glass Doors manufactured by OptiMa. The product number is GLMC30-SG (see link below). The message center itself cost \$802, the mounting posts cost \$368 and a ratchet lock with two keys cost \$36 for a total of \$1,206. This was installed at the Boathouse. This product information is provided for illustrative purposes only and does not imply endorsement of this product. <http://mywhiteboards.com/ouenmebowisl.html>

In addition, there is also a kiosk at Foss Park by Jacque Street at the start of the route.

11. Promote the route

[Groundwork Somerville](#) ran several "Walk to the River Days" along the Blueback Herring River Route to increase community awareness of Somerville's connection to the Mystic River, and to encourage people to be active and enjoy the river. The Somerville Arts Council incorporated the creation of new panels for the Mystic River Mural into their Summer 2010 Mystic Mural programming. These new panels will direct people to the boathouse and highlight some of the resources the boathouse offers. There are many different ways that river routes can be promoted but signs alone are not enough.

12. Create a map of the route

While the system of signed routes to the river is intended to be useable without a map, a map of the route and points of interest along the route can be a useful tool for promoting the route and for providing more information about the area and the resources at the river. The map can

be displayed at kiosks at the start and end of the route and in other public places such as libraries, senior centers, schools and businesses.

MAPC has created a map for the Blueback Herring River Route. This map also provides a template for easily creating additional maps for other river routes. A copy of the map can be found at <http://www.mapc.org/river-routes>.

Map development is a three stage process:

Developing content – MAPC worked with the City of Somerville to develop the map content. The map template allows for a two-sided map that is 11X17. The front of the map provides space to name the route and for a picture that captures the essence of the route. There is space for a map of the route with numbered points of interest, an area for thanks and acknowledgements to the project partners, and an area for photos and a brief description of the numbered points of interest.

Layout – The map layout was done by a graphic designer and allows for an 11X 17 map to be folded to pocket size. In the case of the Blueback Herring River Route, the cost for layout of the map was \$900.00

Printing – There are a wide range of printing options including having a PDF of the map available on a web site for downloading. Costs for 1,000 copies of a map range from \$1,300 for digital printing to \$1,545 for offset printing.

III. Additional tools and resources

1. Plans, studies and other documents

[The Mystic River Master Plan](#) prepared for the MA Department of Conservation and Recreation, November 2009.

[The Boston Region's Pedestrian Plan](#)

[The Lower Mystic River Corridor Strategy: Working Together to Achieve the Full Potential of the Lower Mystic](#)

2. Web resources

[Energize Everett](#)

[Walk Boston](#)

[Mystic River Watershed Association](#)

[Groundwork Somerville](#)

[City of Somerville](#)

APPENDIX A: WALKABILITY CHECKLIST

Checklist – This checklist is based on a checklist prepared by Energize Everett and modified with additional questions.

	SIDEWALKS	Yes	No	Comments
1.	Are there sidewalks on both sides of the road?			
2.	Are the sidewalks broken or cracked?			
3.	Are the sidewalks blocked by poles, signs, shrubbery, dumpsters, news boxes or other obstructions?			
4.	Are the sidewalks continuous or are there gaps?			
5.	Are the sidewalks narrow or wide enough?			
<i>Location of any problems:</i>				
	STREET CROSSINGS	Yes	No	Comments
1.	Is the road or street too wide?			
2.	Are there traffic signals?			
3.	Did the traffic signals make you wait too long?			
4.	Did the traffic signals give you enough time to cross?			
5.	Did parked cars block your view of traffic?			
6.	Did trees or shrubs block your view of traffic?			
7.	Are there curb ramps at each intersection and are these in good condition?			
8.	Are there marked crosswalks at major crossings?			
9.	Did the curve of the street or a hill make it difficult to see traffic?			

APPENDIX B
SAMPLE ROUTE WORKSHEET

Old High School to Village Landing Park

Community: Everett

Neighborhood starting point: The old Everett High School

River ending point: The Malden River at Village Landing Park

Approximate distance:

Points of interest and population concentrations:

- Parlin School
- Downtown Everett
- Sacramone Park
- Teddie's Peanut Butter
- Village Landing Park
- Whittier School
- Old High School

Brief description of route: This route would start at the former Everett High School on Broadway and would head south past Everett City Hall. The route would turn right on Norwood Street and then bear left on Winthrop Street with signage to and from St. Anthony Elementary School. At the intersection of Winthrop and Main Street, a spur route would turn right on Main Street and continue to Prescott Street which is one of the planned gateways to the Northern Strand path. The main route would turn left on Main Street at the Appleton Street playground and then turn right on Tileston Street passing Sacramone Park. At Tileston, the route would cross Santilli Parkway and enter Village Landing Park through the Mellon Bank parking lot.

Challenges and opportunities:

Two challenges are the condition of the sidewalks on Tileston Street and a number of conditions at Village Landing Park that are less than optimal.



Figure 1
Tileston Street with Sacramone Park to the left



Figure 2
Sacramone Park looking towards Best Buy



Figure 3
Sacramone Park with Mellon Bank in the background



Figure 4
The Village Landing Park sign

APPENDIX C - Web Addresses

The Boston Region's Pedestrian Transportation Plan:	http://www.mapc.org/sites/default/files/PedPlan_Full_Report_1.pdf
City of Somerville:	http://www.somervillema.gov/departments/ospcd/transportation-and-infrastructure/met
DCR Mystic River Plan:	http://www.mapc.org/sites/default/files/MysticRiverMasterPlann-Final.11-09.pdf
Energize Everett:	https://sites.google.com/site/energizeeverett2010/
Groundwork Somerville:	http://www.groundworksomerville.org/programs/sustainable-community/blue-herring-river-route-and-community-garden/
The Lower Mystic River Corridor Strategy:	http://www.mapc.org/sites/default/files/Final_Mystic_Report_with_appendices.pdf
MA Environmental Trust:	http://www.masslandandwater.info/index.html
MAPC:	http://www.mapc.org
Mystic River Watershed Association:	http://www.mysticriver.org
Walk Boston:	http://www.walkboston.org/

APPENDIX D

LOCALLY IDENTIFIED POTENTIAL ROUTES TO THE LOWER MYSTIC RIVER AND ITS TRIBUTARIES

How were the routes identified?

MAPC held a workshop on September 15, 2011 at the Mystic Activity Center in Somerville. The workshop was attended by community representatives from Chelsea, Everett, Medford, Malden and Somerville and representatives of a variety of local organizations. At that meeting, participants marked up maps with potential walking routes for further evaluation.



Workshop participants mark up maps with potential routes

Follow-up field visits

Following the workshop, MAPC held site visits with the individuals who participated in the workshop in Chelsea, Everett, Malden and Somerville. The purpose of these field visits was to review the maps and to drive some or all of the potential routes. Additional meetings and site visits will be scheduled with the remaining communities. The schedule of meetings was:

Boston ¹ :	No meeting
Everett:	October 3, 2011
Chelsea:	October 6, 2011
Somerville:	November 3, 2011

¹ In Boston, the relevant neighborhoods of the city are East Boston and Charlestown. Boston was invited but was not represented at the September 15 workshop. The city will be contacted to see if they are interested in participating further in this project.

Malden: December 9 and 13, 2011
Medford: To be scheduled:

Community Maps: The routes that were identified at the September 15 workshop and during follow-up field visits were digitized onto a series of five community maps. These maps show the potential routes as well as points of interest including but not limited to schools, parks, city halls and senior centers.

Locally Identified Potential Walking Routes Map

The locally identified routes from each community were placed on a regional map entitled “Locally Identified Potential Routes to the Lower Mystic and Tributaries”. This map also shows three routes that exist or are under construction. These are as follows:

Completed:

The Blueback Herring River Route

The Blueback Herring River Route connects Foss Park in Somerville with the Blessing of the Bay Boathouse. Development of the route was funded by a grant from the Massachusetts Environmental Trust. The path primarily follows existing sidewalks and is marked by signs with the River Route logo.



The Blueback Herring River Route

The Malden River Walk

The trail at 195 Canal Street was built by Combined Properties Inc., the property’s developer and owner. The property is now home to the Cambridge Health Alliance’s Family Medical Center. This new walkway grew out of a public/private collaboration among Combined

Properties, the state Department of Environmental Protection as overseer of the Chapter 91 waterways licensing program, and the state Department of Conservation and Recreation, which contributed access for a segment of the walkway to be built on their land. Public access to the path is available 24 hours a day. The path is a stone dust trail to the rear of the property along the river.



The Malden River Walk

Under construction:

The Everett section of the Northern Strand Community Trail

Working with a grant from the Massachusetts Department of Conservation and Recreation, Bike to the Sea Inc. and Groundwork Somerville have formed a partnership with the City of Everett to build the first mile of the Northern Strand Community Trail. Construction work has begun on the first mile starting at the River Green Business Park and additional work will focus on three “gateway” intersections. This mile of trail parallels the Malden River.



The first mile of the Northern Strand Community Trail under construction

II. OVERVIEW OF LOCALLY IDENTIFIED POTENTIAL ROUTES

The five communities have identified a total of 25.9 miles of potential routes.

Route Name	Community	Distance
Admirals Hill	CHELSEA	3.1
Mill Creek	CHELSEA	1.9
Walk to the Port	CHELSEA	1.3
		6.3
Charleston Lofts to Gateway Park	EVERETT	1.0
Everett High School to Mill Creek, Chelsea	EVERETT	1.3
Northern Strand to Village Landing Park	EVERETT	1.6
Old High School to Village Landing Park	EVERETT	1.3
Stadium to Village Landing Park	EVERETT	1.4
Whidden Hospital to Chelsea	EVERETT	0.8
Whidden Hospital to Stadium	EVERETT	1.2
		8.6
Bell Rock Route	MALDEN	0.4

Edgeworth Route	MALDEN	0.7
Northern Strand Connector to the Malden River	MALDEN	0.5
O'Connell Park Route	MALDEN	0.4
The Malden River Route	MALDEN	1.9
		3.9
Clippership Route	MEDFORD	0.5
Hospital to the River	MEDFORD	0.6
Station Landing to River	MEDFORD	0.3
Tufts to the River	MEDFORD	0.9
Webster Street Connector	MEDFORD	0.4
		2.7
Cross Street Connector	SOMERVILLE	0.4
Davis Square to Alewife Brook	SOMERVILLE	0.9
Healy School Route	SOMERVILLE	0.2
Stop & Shop to Assembly Square	SOMERVILLE	0.5
Sullivan Station to River	SOMERVILLE	0.7
Union Square to Foss Park	SOMERVILLE	1.8
		4.4
	Total miles	25.9

Chelsea

Chelsea is situated at the confluence of the Mystic River, Island End River, Chelsea River and Mill Creek. The locally identified routes provide access to all of these waterbodies. The Admirals Hill route is a loop that would start at City Hall and takes advantage of paths already in place in Mary O'Malley Park to bring walkers to one of Chelsea's newest parks on the Island end River before looping back to City Hall. The Walk to the Port route would take walkers from City Hall through the Pratville neighborhood to the Harbor Walk on Chelsea Creek. The Mill Creek route would bring residents from the Everett/Chelsea border to the existing system of paths that have been created along Mill Creek and would provide easy access to the new Creekside Commons Park.

Everett

Everett's routes would provide access to the Malden River at Village Landing Park by using a section of the Northern Strand Community Trail as well as routes on local streets. One route would start as far north as the old High School. Another series of routes could be connected to

form an east-west route that would go west to the Malden River or east to the paths along Mill Creek in Chelsea. One additional route would serve the heavily industrialized neighborhood along Broadway and provide access to the Gateway Park behind Target.

Malden

The spine of the route system in Malden is a 1.9 mile long route from Oak Grove through Malden Center which would end at the Malden River Walk at the Cambridge Health Alliance building and across the street from the future Northern Strand Community Trail. The length of this route is due to the fact that the Malden River is underground north of Charles Street. Two additional routes on the west side of the river would provide direct connections to the west bank of the river and two routes on the east side would provide connections from the neighborhoods to the east.

Medford

The City of Medford has identified potential walking routes on both sides of the Mystic River. On the south side of the river the City has identified a route from Tufts University to the Mystic River at South Street. The other routes are all on the north side of the river. One would run from Lawrence Memorial Hospital to the John D. Hand Memorial Bridge. Another would run from the McNally Playground to the Mystic River Reservation (DCR). There would also be a short route from Station Landing to the river and a Clippership route that would connect the other routes to the new park created by the realignment of Clippership Drive.

Somerville

In Somerville there are two routes that would connect to the existing Blueback Herring River Route to make the connection to the river. The Healy School route would connect the school to the Blueback Herring route and then to the river. Another route would run from Union Square to Foss Park where it would pick up the Blueback Herring route. The Cross Street connector and the Stop and Shop to Assembly Square routes together would connect a portion of East Somerville to the river at Assembly Square. One additional route would connect Sullivan Station with the river.

III. NEXT STEPS

MAPC has developed a “Walking Routes to the River” tool kit to provide communities with a step-by-step process for developing walking routes. The following steps have been identified:

1. Identify potential routes
2. Evaluate routes for pedestrian safety
3. Secure municipal approval
4. Meet with key stakeholders
5. Hold community meetings
6. Name your route and adapt the logo
7. Decide on route markings

8. Order the signs
9. Install the signs and other route markings
10. Design the kiosks
11. Promote the route
12. Evaluate the success of the route

The implementation of the locally identified potential routes has essentially been completed although additional routes may be identified in the future. MAPC has identified a number of funding sources and has begun to develop a work plan for continuing to work with the communities on next steps. Communities should consult the “Walking Routes to the River Tool Kit” for more information on how to advance their walking routes.