



Report

<https://pol.is/6vbuxzxrff>

auto-refresh
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Overview

Pol.is is a real-time survey system that helps identify the different ways a large group of people think about a divisive or complicated topic. Here's a basic breakdown of some terms you'll need to know in order to understand this report.

Participants: These are the people who participated in the conversation by voting and writing statements. Based on how they voted, each participant is sorted into an opinion group.

Statements: Participants may submit statements for other participants to vote on. Statements are assigned a number in the order they're submitted.

Opinion groups: Groups are made of participants who voted similarly to each other, and differently from the other groups.

This pol.is conversation was run by Utile Design. The topic was 'Watertown Square Area Plan'.

1,076

people voted

973

people grouped

112,174

votes were cast

1,073

statements were submitted

104.25

votes per voter on average

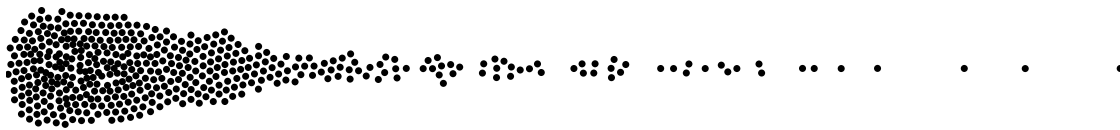
2.38

statements per author on average

How divisive was the conversation?

Statements (here as little circles) to the left were voted on the same way—either everyone agreed or everyone disagreed. Statements to the right were divisive—participants were split between agreement and disagreement.

How to use this: Hover to see the statement text. Start on the far right to find out what the most divisive statement was.



Consensus statements

Divisive statements

Majority

Here's what most people agreed with.

60% or more of all participants voted one way or the other, regardless of whether large amounts of certain minority opinion groups voted the other way.

% Agreed % Disagreed % Passed % Didn't vote

STATEMENT	OVERALL 973	A 261	B 712
11 I go to Watertown Square every day.	<div><div></div><div></div><div></div></div> <div>25% 61% 12% (499)</div>	<div><div></div><div></div><div></div></div> <div>30% 55% 14% (175)</div>	<div><div></div><div></div><div></div></div> <div>23% 64% 12% (324)</div>
14 I avoid going to Watertown Square.	<div><div></div><div></div><div></div></div> <div>24% 60% 15% (649)</div>	<div><div></div><div></div><div></div></div> <div>28% 56% 14% (214)</div>	<div><div></div><div></div><div></div></div> <div>22% 61% 15% (435)</div>
23 The ground level storefronts in Watertown Square are attractive for visitors.	<div><div></div><div></div><div></div></div> <div>22% 58% 18% (478)</div>	<div><div></div><div></div><div></div></div> <div>28% 53% 18% (182)</div>	<div><div></div><div></div><div></div></div> <div>19% 61% 18% (296)</div>
29 Watertown Square should have more spaces for outdoor dining, socializing and lingering.	<div><div></div><div></div><div></div></div> <div>81% 6% 11% (579)</div>	<div><div></div><div></div><div></div></div> <div>65% 17% 16% (202)</div>	<div><div></div><div></div><div></div></div> <div>90% 1% 8% (377)</div>
55 I avoid going to the businesses and recreational areas in Watertown Square because I know I will sit in traffic going to/from.	<div><div></div><div></div><div></div></div> <div>27% 54% 18% (578)</div>	<div><div></div><div></div><div></div></div> <div>33% 50% 15% (195)</div>	<div><div></div><div></div><div></div></div> <div>24% 56% 19% (383)</div>
78 Make the transit hub as user friendly as possible.	<div><div></div><div></div><div></div></div> <div>88% 2% 8% (443)</div>	<div><div></div><div></div><div></div></div> <div>80% 6% 13% (161)</div>	<div><div></div><div></div><div></div></div> <div>93% 0% 6% (282)</div>
80 Add street trees providing shade and beauty.	<div><div></div><div></div><div></div></div> <div>88% 4% 6% (473)</div>	<div><div></div><div></div><div></div></div> <div>78% 11% 9% (162)</div>	<div><div></div><div></div><div></div></div> <div>93% 1% 5% (311)</div>
256 I would like to see a diversity of retail stores, shops, cafes in Watertown Square.	<div><div></div><div></div><div></div></div> <div>90% 2% 7% (336)</div>	<div><div></div><div></div><div></div></div> <div>79% 6% 13% (109)</div>	<div><div></div><div></div><div></div></div> <div>96% 0% 3% (227)</div>
322 I think Watertown Square is fine the way it is.	<div><div></div><div></div><div></div></div> <div>9% 73% 16% (126)</div>	<div><div></div><div></div><div></div></div> <div>21% 64% 13% (51)</div>	<div><div></div><div></div><div></div></div> <div>1% 80% 18% (75)</div>
347 The Charles River is a precious asset and needs to be incorporated into any plan	<div><div></div><div></div><div></div></div> <div>93% 1% 5% (293)</div>	<div><div></div><div></div><div></div></div> <div>91% 2% 6% (95)</div>	<div><div></div><div></div><div></div></div> <div>94% 0% 5% (198)</div>

Opinion Groups

Across 973 total participants, opinion groups emerged. There are two factors that define an opinion group. First, each opinion group is made up of a number of participants who tended to vote similarly on multiple statements. Second, each group of participants who voted similarly will have also voted distinctly differently from other groups.

Metadata

The demographic breakdown of each group, as self reported by agreeing and disagreeing on statements marked 'metadata' by moderators.

STATEMENT	OVERALL 973	A 261	B 712
0 I go to Watertown Square at least once a week.	<div><div></div><div></div><div></div></div> <div>72% 21% 5% (954)</div>	<div><div></div><div></div><div></div></div> <div>69% 25% 5% (261)</div>	<div><div></div><div></div><div></div></div> <div>74% 19% 6% (693)</div>
1 I work in or near Watertown Square.	<div><div></div><div></div><div></div></div> <div>28% 60% 11% (952)</div>	<div><div></div><div></div><div></div></div> <div>29% 57% 13% (261)</div>	<div><div></div><div></div><div></div></div> <div>27% 61% 10% (691)</div>
2 I own a home near Watertown Square.	<div><div></div><div></div><div></div></div> <div>50% 38% 11% (950)</div>	<div><div></div><div></div><div></div></div> <div>53% 34% 11% (261)</div>	<div><div></div><div></div><div></div></div> <div>49% 39% 11% (689)</div>
3 I live in a condo or apartment.	<div><div></div><div></div><div></div></div> <div>43% 47% 9% (953)</div>	<div><div></div><div></div><div></div></div> <div>35% 54% 10% (261)</div>	<div><div></div><div></div><div></div></div> <div>46% 44% 9% (692)</div>
4 I live in a single-family house.	<div><div></div><div></div><div></div></div> <div>40% 49% 10% (959)</div>	<div><div></div><div></div><div></div></div> <div>44% 45% 9% (261)</div>	<div><div></div><div></div><div></div></div> <div>39% 50% 10% (698)</div>

Group A: 261 participants

Statements which make this group unique, by their votes:

STATEMENT	OVERALL 973	A 261	B 712
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7	Easy parking is more important to me than the walking and biking experience.	<div><div></div><div></div><div></div></div> <div>30% 52% 16% (738)</div>	<div><div></div><div></div><div></div></div> <div>67% 15% 16% (236)</div>	<div><div></div><div></div><div></div></div> <div>13% 70% 16% (502)</div>
41	Cars are loud, dirty, dangerous, and expensive. There should be less hardscape for cars/parking, and more room for people and shade trees.	<div><div></div><div></div><div></div></div> <div>48% 29% 21% (756)</div>	<div><div></div><div></div><div></div></div> <div>7% 69% 22% (244)</div>	<div><div></div><div></div><div></div></div> <div>67% 10% 21% (512)</div>
6	There has been too much emphasis on traffic. The future of Watertown Square needs to prioritize pedestrians and cyclists instead.	<div><div></div><div></div><div></div></div> <div>48% 32% 18% (789)</div>	<div><div></div><div></div><div></div></div> <div>9% 72% 18% (249)</div>	<div><div></div><div></div><div></div></div> <div>67% 13% 19% (540)</div>
390	Improved biking infrastructure on Mt. Auburn st. and Arsenal st. would decrease the number of cars on those roads.	<div><div></div><div></div><div></div></div> <div>44% 33% 22% (338)</div>	<div><div></div><div></div><div></div></div> <div>3% 79% 17% (110)</div>	<div><div></div><div></div><div></div></div> <div>63% 10% 25% (228)</div>
26	Taller and denser housing development will create a more vibrant Watertown Square.	<div><div></div><div></div><div></div></div> <div>37% 43% 19% (739)</div>	<div><div></div><div></div><div></div></div> <div>9% 77% 12% (238)</div>	<div><div></div><div></div><div></div></div> <div>50% 26% 22% (501)</div>

Group B: 712 participants

Statements which make this group unique, by their votes:

STATEMENT		OVERALL 973	A 261	B 712
41	Cars are loud, dirty, dangerous, and expensive. There should be less hardscape for cars/parking, and more room for people and shade trees.	<div><div></div><div></div><div></div></div> <div>48% 29% 21% (756)</div>	<div><div></div><div></div><div></div></div> <div>7% 69% 22% (244)</div>	<div><div></div><div></div><div></div></div> <div>67% 10% 21% (512)</div>
6	There has been too much emphasis on traffic. The future of Watertown Square needs to prioritize pedestrians and cyclists instead.	<div><div></div><div></div><div></div></div> <div>48% 32% 18% (789)</div>	<div><div></div><div></div><div></div></div> <div>9% 72% 18% (249)</div>	<div><div></div><div></div><div></div></div> <div>67% 13% 19% (540)</div>
43	Continuous bike lanes are needed on Arsenal St from Watertown Square to Arsenal Yards	<div><div></div><div></div><div></div></div> <div>59% 20% 19% (705)</div>	<div><div></div><div></div><div></div></div> <div>21% 52% 25% (227)</div>	<div><div></div><div></div><div></div></div> <div>78% 5% 16% (478)</div>
42	Continuous bike lanes are needed on Mt Auburn St from Watertown Square to Coolidge Square	<div><div></div><div></div><div></div></div> <div>55% 23% 20% (709)</div>	<div><div></div><div></div><div></div></div> <div>17% 59% 23% (233)</div>	<div><div></div><div></div><div></div></div> <div>73% 6% 19% (476)</div>
7	Easy parking is more important to me than the walking and biking experience.	<div><div></div><div></div><div></div></div> <div>30% 52% 16% (738)</div>	<div><div></div><div></div><div></div></div> <div>67% 15% 16% (236)</div>	<div><div></div><div></div><div></div></div> <div>13% 70% 16% (502)</div>

Areas of uncertainty

Across all 973 participants, there was uncertainty about the following statements. Greater than 30% of participants who saw these statements 'passed'.

Areas of uncertainty can provide avenues to educate and open dialogue with your community.

STATEMENT		OVERALL 973	A 261	B 712
73	Emulate the transformative urban design example of Poynton in the UK.	<div><div></div><div></div><div></div></div> <div>23% 17% 59% (276)</div>	<div><div></div><div></div><div></div></div> <div>8% 28% 62% (105)</div>	<div><div></div><div></div><div></div></div> <div>32% 11% 56% (171)</div>
91	I would want to see how the new traffic patterns play out first.	<div><div></div><div></div><div></div></div> <div>41% 11% 46% (335)</div>	<div><div></div><div></div><div></div></div> <div>60% 3% 36% (125)</div>	<div><div></div><div></div><div></div></div> <div>30% 16% 53% (210)</div>
388	Watertown Yard stop should be moved to the other side of Galen, with a direct bus only part of the bridge connecting to Watertown Sq stop	<div><div></div><div></div><div></div></div> <div>26% 11% 62% (118)</div>	<div><div></div><div></div><div></div></div> <div>23% 19% 57% (47)</div>	<div><div></div><div></div><div></div></div> <div>28% 5% 66% (71)</div>
51	Could include more diversity in open spaces.	<div><div></div><div></div><div></div></div> <div>47% 12% 39% (428)</div>	<div><div></div><div></div><div></div></div> <div>32% 27% 39% (168)</div>	<div><div></div><div></div><div></div></div> <div>57% 2% 40% (260)</div>
34	The public spaces and events in Watertown Square are inclusive for people of all ages and people with disabilities.	<div><div></div><div></div><div></div></div> <div>39% 21% 38% (445)</div>	<div><div></div><div></div><div></div></div> <div>44% 19% 35% (171)</div>	<div><div></div><div></div><div></div></div> <div>36% 22% 40% (274)</div>

Graph

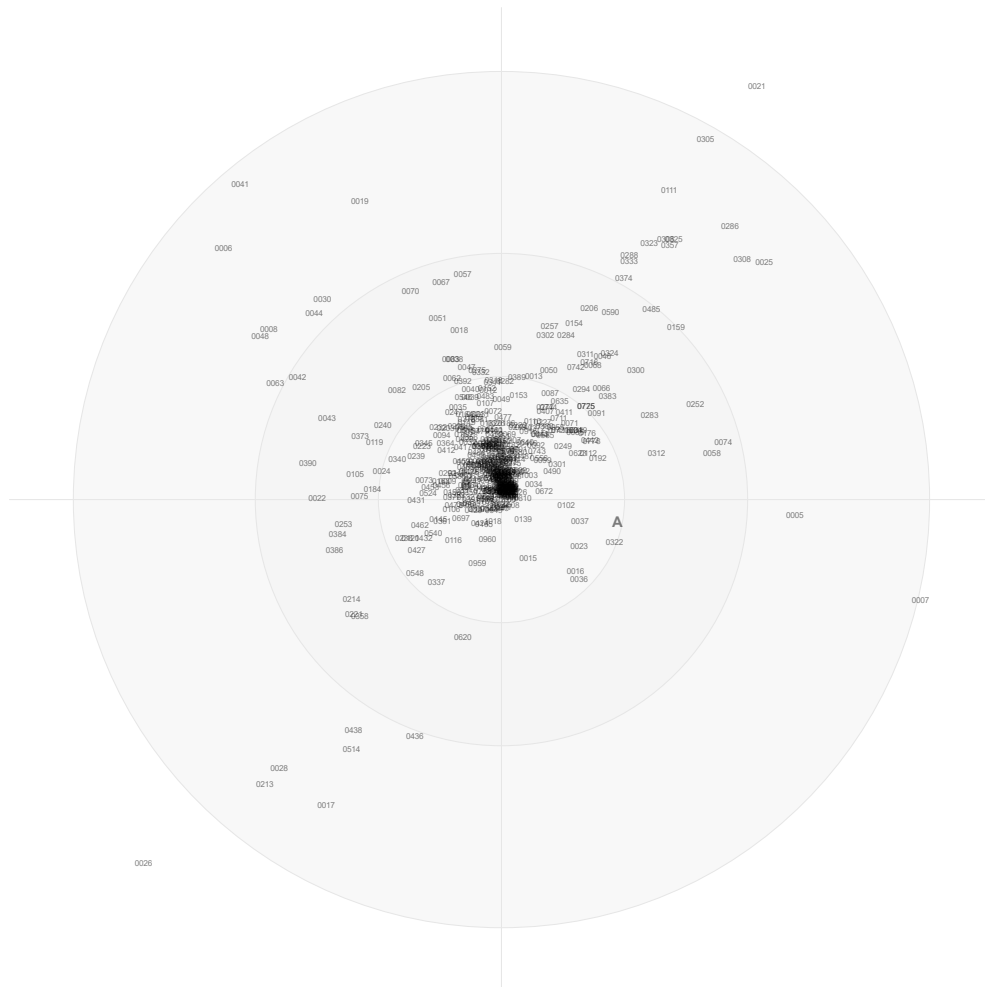
Which statements were voted on similarly? How do participants relate to each other?

In this graph, statements are positioned more closely to statements which were voted on similarly. Participants, in turn, are positioned more closely to statements on which they agreed, and further from

statements on which they disagreed. This means participants who voted similarly are closer together.

Axes
Radial axes
Statements
Participants (bucketized)
Group outline
Group labels

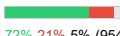
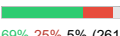


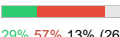
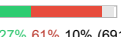
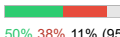
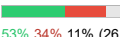
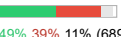
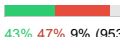

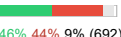
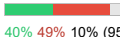
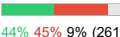
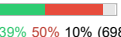
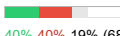
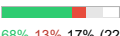
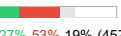






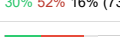











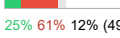
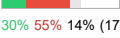
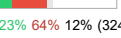
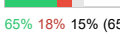
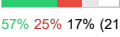
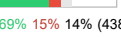
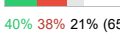
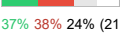




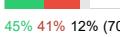
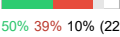
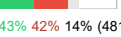



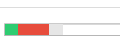

















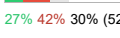
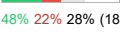
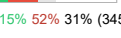
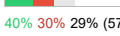
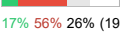

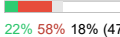
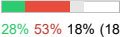

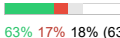
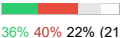
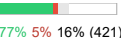
Click a statement, identified by its number, to explore regions of the graph.





















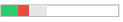



















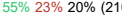







































All statements

Group votes across all statements, excluding those statements which were moderated out.

Sort by: Statement Id

STATEMENT	OVERALL 973	A 261	B 712
0 I go to Watertown Square at least once a week.	 72% 21% 5% (954)	 69% 25% 5% (261)	 74% 19% 6% (693)
1 I work in or near Watertown Square.	 28% 60% 11% (952)	 29% 57% 13% (261)	 27% 61% 10% (691)
2 I own a home near Watertown Square.	 50% 38% 11% (950)	 53% 34% 11% (261)	 49% 39% 11% (689)
3 I live in a condo or apartment.	 43% 47% 9% (953)	 35% 54% 10% (261)	 46% 44% 9% (692)
4 I live in a single-family house.	 40% 49% 10% (959)	 44% 45% 9% (261)	 39% 50% 10% (698)
5 The most important consideration for Watertown Square is to keep traffic moving.	 40% 40% 19% (682)	 68% 13% 17% (225)	 27% 53% 19% (457)
6 There has been too much emphasis on traffic. The future of Watertown Square needs to prioritize pedestrians and cyclists instead.	 48% 32% 18% (789)	 9% 72% 18% (249)	 67% 13% 19% (540)
7 Easy parking is more important to me than the walking and biking experience.	 30% 52% 16% (738)	 67% 15% 16% (236)	 13% 70% 16% (502)
8 I don't feel safe walking and biking around Watertown Square.	 39% 46% 14% (765)	 16% 65% 18% (237)	 49% 37% 13% (528)
9 It is easy to find parking when I drive to Watertown Square.	 60% 21% 17% (623)	 48% 35% 15% (209)	 67% 14% 18% (414)
10 Shared parking arrangements on off-street lots in Watertown Square will benefit both businesses and residents.	 69% 3% 27% (427)	 67% 5% 27% (159)	 70% 2% 27% (268)
11 I go to Watertown Square every day.	 25% 61% 12% (499)	 30% 55% 14% (175)	 23% 64% 12% (324)
12 Watertown Square is a defining part of the local community.	 65% 18% 15% (653)	 57% 25% 17% (215)	 69% 15% 14% (438)
13 I like to meet up with friends in the Square.	 40% 38% 21% (653)	 37% 38% 24% (210)	 42% 38% 19% (443)
14 I avoid going to Watertown Square.	 24% 60% 15% (649)	 28% 56% 14% (214)	 22% 61% 15% (435)
15 I pass through Watertown Square as a way of getting elsewhere, but don't spend time there as a destination.	 45% 41% 12% (706)	 50% 39% 10% (225)	 43% 42% 14% (481)
16 The retail shops for Watertown Square provide an excellent diversity of options so that I can park once and walk to all the places I want to go.	 26% 53% 20% (498)	 32% 48% 18% (179)	 22% 55% 21% (319)
17 Labs are a great economic driver for Watertown Square and we should embrace having more of them.	 22% 52% 25% (480)	 14% 71% 14% (169)	 26% 42% 31% (311)
18 I wish there were options for co-working space and/or space for small start-up businesses in the Square.	 47% 16% 36% (448)	 38% 26% 35% (168)	 52% 10% 36% (280)
19 There are too many auto-related businesses around Watertown Square.	 46% 27% 26% (709)	 26% 51% 22% (235)	 56% 15% 28% (474)
20 Adaptive reuse development, a development approach that repurposes buildings that have outlived their original purpose, is a great way to preserve the historic buildings in the Square while encouraging new development.	 77% 4% 18% (496)	 76% 6% 17% (175)	 77% 3% 19% (321)
21 If there's new zoning, Watertown Square will lose its historic legacy because of building tear-downs.	 27% 42% 30% (528)	 48% 22% 28% (183)	 15% 52% 31% (345)
22 Parking minimums for new developments in Watertown Square should be reduced or eliminated.	 40% 30% 29% (573)	 17% 56% 26% (194)	 52% 16% 30% (379)
23 The ground level storefronts in Watertown Square are attractive for visitors.	 22% 58% 18% (478)	 28% 53% 18% (182)	 19% 61% 18% (296)
24 I'd like to see housing above ground level retail in Watertown Square.	 63% 17% 18% (639)	 36% 40% 22% (218)	 77% 5% 16% (421)
25 Denser housing development will contribute to the current traffic issues in the Square.	 50% 30% 19% (742)	 81% 8% 9% (235)	 35% 40% 24% (507)
26 Taller and denser housing development will create a more vibrant Watertown Square.	 37% 43% 19% (739)	 9% 77% 12% (238)	 50% 26% 22% (501)
27 There should be a variety of housing options in Watertown Square to provide opportunities for young families and older residents alike to live near local stores and businesses.	 76% 10% 13% (585)	 56% 21% 22% (199)	 86% 4% 9% (386)

28	Recently built housing developments, including the one at 164-166 Main St across from City Hall, are welcome additions to Watertown Square.			
29	Watertown Square should have more spaces for outdoor dining, socializing and lingering.			
30	Parking lots are underutilized and could be used for pop-up activities and events in Watertown Square.			
31	New developments in Watertown Square should provide community-oriented spaces accessible to the public.			
32	Murals are a great way to highlight local artists and provide a strong sense of identity and community for Watertown Square.			
33	I like going to public events like the Watertown Farmers Market and the Summer Concert Series.			
34	The public spaces and events in Watertown Square are inclusive for people of all ages and people with disabilities.			
35	Public art should be incorporated in green spaces in Watertown Square such as the Delta and the Charles River Greenway.			
36	Watertown Square includes a diversity of open spaces that provide for people watching and recreational opportunities.			
37	I can easily bike or walk from Watertown Square to the Charles River Greenway and other recreational paths.			
38	Watertown Square needs more benches/seating options, good street lighting, and wider sidewalks to make pedestrians feel more comfortable.			
39	Watertown Square would feel more inviting for pedestrians if there were street trees that could provide shade.			
40	Any new developments and building retrofits in Watertown Square must contribute to Watertown's goal of being a leader on municipal sustainability and managing climate impacts, as outlined in the Watertown Comprehensive Plan.			
41	Cars are loud, dirty, dangerous, and expensive. There should be less hardscape for cars/parking, and more room for people and shade trees.			
42	Continuous bike lanes are needed on Mt Auburn St from Watertown Square to Coolidge Square			
43	Continuous bike lanes are needed on Arsenal St from Watertown Square to Arsenal Yards			
44	Way too much car centric emphasis in the world.			
46	Phase in changes. Not all at once			
47	The traffic gridlock occurring during peak traffic hours in Watertown Square creates unsafe conditions for pedestrians & cyclists.			
48	I would be more likely to travel to Watertown Square if the large parking lot was a park/green space instead.			
49	The congestion downtown during rush hour(s) prevents the public from enjoying all that Watertown Square has to offer.			
50	Labs are a great economic driver. But that doesn't mean that all should be embraced. Still need to fit the community/culture			
51	Could include more diversity in open spaces.			
53	Lights on trees are attractive.			
55	I avoid going to the businesses and recreational areas in Watertown Square because I know I will sit in traffic going to/from.			
56	There is a need for more retail in the square to attract locals, families and			





















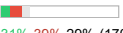









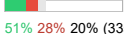

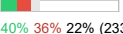
















































	visitors.			
		79% 7% 13% (492)	71% 15% 12% (178)	83% 2% 13% (314)
57	I most consistently go to the library	51% 26% 22% (445)	41% 37% 21% (159)	56% 21% 22% (286)
58	We can't resist bike lanes - but a waste of space in the winter. We need mandatory laws for bicyclists & scooters. Dangerous on the roads.	42% 28% 29% (547)	74% 7% 18% (186)	26% 38% 35% (361)
59	Watertown needs to be more particular about retail - working to diversify and reduce repeat businesses (massage parlors, salons, etc.)	68% 11% 19% (493)	64% 16% 18% (172)	71% 9% 19% (321)
60	Watertown needs to invest in existing square infrastructure to draw retail to the area - existing buildings are dilapidate and unattractive.	65% 10% 23% (450)	60% 16% 22% (163)	68% 7% 24% (287)
62	Young families are coming to Watertown, there needs to be more programs & opportunities for families in the square other than the library.	63% 10% 26% (502)	46% 20% 32% (182)	72% 4% 23% (320)
63	Bus-only lanes should be added to the entire length of Arsenal Street from Watertown Square to Arsenal Yards.	33% 36% 29% (525)	9% 69% 21% (188)	46% 18% 34% (337)
65	Watertown Sq should be a destination and not a passthrough... streets parallel to Main St should be worked into a reconstruction plan	77% 5% 16% (494)	60% 14% 24% (176)	86% 0% 12% (318)
66	First hour of parking ,should be free	46% 26% 27% (412)	61% 17% 20% (153)	37% 31% 31% (259)
67	Make Watertown Sq. a true colonial New England style "Town Green", with walkable tree-lined parks, riverside restaurants, & way fewer cars.	61% 15% 22% (584)	38% 32% 28% (191)	72% 7% 20% (393)
68	Repurposing is fine - but Arsenal Yards looks silly with the old and new.	20% 54% 24% (327)	27% 49% 23% (126)	15% 58% 25% (201)
69	More affordable housing is good especially near the T. However, housing needs to be thoughtfully designed—should use the design standards.	66% 8% 24% (385)	62% 13% 23% (145)	68% 5% 25% (240)
70	Watertown Square should fundamentally be a walking common with rerouted traffic around open areas with retail, restaurants, outdoor plazas.	60% 15% 24% (541)	31% 40% 27% (174)	73% 3% 22% (367)
71	Traffic needs to move during rush hour. Instead of speed traps along the River please let's have police enforce traffic laws in the Square.	49% 14% 36% (395)	69% 11% 18% (144)	37% 15% 46% (251)
72	Watertown Square SHOULD be a defining part of the local community, but currently is not	76% 7% 15% (498)	68% 15% 16% (175)	81% 3% 14% (323)
73	Emulate the transformative urban design example of Poynton in the UK.	23% 17% 59% (276)	8% 28% 62% (105)	32% 11% 56% (171)
74	One reason businesses turn over so often is that parking is both limited and inconvenient. Why would I risk a parking ticket to have dinner?	35% 40% 23% (534)	62% 21% 16% (185)	21% 51% 27% (349)
75	Increase the density and diversity of mixed-use development in and around Watertown Square.	60% 18% 20% (561)	29% 43% 27% (195)	77% 5% 16% (366)
76	Aim for livelier and more attractive streetscapes.	82% 5% 12% (451)	67% 10% 21% (161)	90% 2% 7% (290)
77	20 years ago someone told me you can't buy a gift in Watertown Sq.The same is true today. We should have diverse retail options.	79% 4% 15% (424)	77% 8% 14% (154)	80% 2% 16% (270)
78	Make the transit hub as user friendly as possible.	88% 2% 8% (443)	80% 6% 13% (161)	93% 0% 6% (282)
79	All public space and amenities must incorporate universal accessibility.	79% 6% 14% (462)	70% 14% 15% (164)	84% 2% 13% (298)
80	Add street trees providing shade and beauty.	88% 4% 6% (473)	78% 11% 9% (162)	93% 1% 5% (311)
81	Illumination levels of street lighting should enhance pedestrian safety.	78% 2% 19% (392)	75% 4% 19% (149)	79% 1% 19% (243)
82	Behind CVS put parking underground; repurpose the surface area as a public plaza allowing for outdoor dining, large plantings and public art	50% 19% 30% (460)	27% 42% 30% (163)	62% 7% 30% (297)
83	Acknowledge the important history of Indigenous Peoples.	50% 18% 31% (406)	35% 28% 36% (150)	58% 12% 29% (256)
	Watertown Square has alot of potential. We also need to be mindful	50% 18% 31% (406)	35% 28% 36% (150)	58% 12% 29% (256)













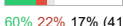

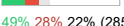
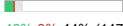





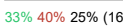

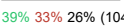



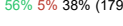






















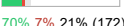













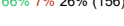
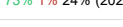
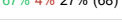
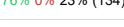














84	that the town needs to provide the infrastructure for small businesses.	<div><div></div></div> 80% 2% 17% (393)	<div><div></div></div> 81% 4% 14% (144)	<div><div></div></div> 80% 0% 18% (249)
85	It is unclear how to make the square more user friendly as it is also a major intersection of 5 roads.	<div><div></div></div> 61% 14% 23% (461)	<div><div></div></div> 78% 5% 16% (159)	<div><div></div></div> 51% 20% 27% (302)
86	Stop the double-parking which slows down the parking.	<div><div></div></div> 64% 4% 30% (393)	<div><div></div></div> 60% 11% 28% (148)	<div><div></div></div> 67% 0% 31% (245)
87	The bike lanes sometimes cause confusion. Safety remains a major concern.	<div><div></div></div> 61% 12% 26% (444)	<div><div></div></div> 73% 8% 18% (154)	<div><div></div></div> 54% 14% 31% (290)
91	I would want to see how the new traffic patterns play out first.	<div><div></div></div> 41% 11% 46% (335)	<div><div></div></div> 60% 3% 36% (125)	<div><div></div></div> 30% 16% 53% (210)
92	Build another bridge over the river, to reduce congestion and add pedestrian amenities	<div><div></div></div> 39% 27% 33% (318)	<div><div></div></div> 45% 25% 29% (123)	<div><div></div></div> 35% 28% 36% (195)
94	Bring the red line to watertown sq with an additional stop at Arsenal	<div><div></div></div> 48% 28% 23% (415)	<div><div></div></div> 37% 35% 26% (156)	<div><div></div></div> 55% 23% 20% (259)
99	Easy parking and walking are important.	<div><div></div></div> 77% 7% 14% (449)	<div><div></div></div> 91% 3% 5% (164)	<div><div></div></div> 69% 10% 20% (285)
100	Watertown Square is a major transit hub. Better (faster, reliable) transit around and through Watertown Square is essential to the plan.	<div><div></div></div> 80% 4% 15% (425)	<div><div></div></div> 74% 7% 18% (154)	<div><div></div></div> 83% 3% 12% (271)
102	I like the idea of more trees but they are never maintained properly and rooting eventually ruins the sidewalks.	<div><div></div></div> 37% 29% 33% (326)	<div><div></div></div> 52% 20% 27% (122)	<div><div></div></div> 27% 34% 37% (204)
105	The safety of pedestrians and cyclists is more important than convenient parking.	<div><div></div></div> 51% 21% 26% (492)	<div><div></div></div> 18% 45% 36% (161)	<div><div></div></div> 67% 9% 22% (331)
106	Parking fees should reflect the value of public space, a scarce resource that is supposed to be shared by everyone.	<div><div></div></div> 39% 18% 42% (123)	<div><div></div></div> 17% 42% 40% (45)	<div><div></div></div> 51% 5% 43% (78)
107	There should be an emphasis on permeable surfaces for roads and sidewalks! This simple step will help reduce flooding & pollution.	<div><div></div></div> 65% 6% 28% (389)	<div><div></div></div> 50% 13% 35% (148)	<div><div></div></div> 73% 1% 24% (241)
110	Belmont and Wellsley have a more uniform main street area and watertown should strive to do similar	<div><div></div></div> 53% 12% 33% (145)	<div><div></div></div> 70% 7% 21% (51)	<div><div></div></div> 44% 14% 40% (94)
111	Building heights in the square are too tall and create a canyon effect	<div><div></div></div> 32% 44% 22% (222)	<div><div></div></div> 56% 22% 21% (71)	<div><div></div></div> 21% 54% 23% (151)
112	I have no problem recognizing any groups of people, but don't agree with getting rid of statues, etc. that are a part of our history.	<div><div></div></div> 29% 31% 38% (113)	<div><div></div></div> 55% 9% 34% (43)	<div><div></div></div> 12% 45% 41% (70)
114	If housing is added, buses/shuttles must be improved so travel time is closer to driving. If not, new residents will increase traffic.	<div><div></div></div> 72% 6% 20% (174)	<div><div></div></div> 79% 5% 15% (58)	<div><div></div></div> 68% 7% 23% (116)
116	I thought the presentation was brilliant and I'm excited that Watertown will be in the vanguard of this type of forward looking planning.	<div><div></div></div> 42% 14% 43% (132)	<div><div></div></div> 20% 26% 53% (49)	<div><div></div></div> 55% 7% 37% (83)
119	Cars are over emphasized in Watertown Square	<div><div></div></div> 53% 25% 21% (284)	<div><div></div></div> 15% 59% 26% (100)	<div><div></div></div> 73% 6% 19% (184)
121	Street parking should not take priority over the safety of cyclists	<div><div></div></div> 47% 18% 33% (234)	<div><div></div></div> 18% 47% 34% (76)	<div><div></div></div> 62% 5% 32% (158)
130	I use the Cambridge/Watertown Greenway and the Charles River Greenway frequently, but dread the connector along Arsenal Street.	<div><div></div></div> 41% 11% 46% (127)	<div><div></div></div> 18% 20% 61% (44)	<div><div></div></div> 54% 7% 38% (83)
132	Rotaries improve safety and reduce the municipal costs for traffic light intersections.	<div><div></div></div> 45% 15% 39% (132)	<div><div></div></div> 31% 31% 36% (44)	<div><div></div></div> 52% 6% 40% (88)
139	Too many restaurants in the Square. Need more retail businesses.	<div><div></div></div> 8% 56% 34% (112)	<div><div></div></div> 15% 62% 22% (45)	<div><div></div></div> 4% 52% 43% (67)
140	Thru motor vehicle traffic should be routed around Watertown Square.	<div><div></div></div> 51% 12% 35% (131)	<div><div></div></div> 47% 29% 22% (48)	<div><div></div></div> 53% 3% 43% (83)
144	We need a cafe in the square that has extended hours. A place to meet and socialize. Colorful awnings, flower boxes, trees, would help.	<div><div></div></div> 78% 5% 16% (248)	<div><div></div></div> 66% 13% 19% (87)	<div><div></div></div> 84% 0% 14% (161)
145	I would be more likely to use Watertown Square if there were public amenities such as rest rooms and drinking fountains.	<div><div></div></div> 41% 33% 24% (174)	<div><div></div></div> 25% 51% 22% (62)	<div><div></div></div> 50% 24% 25% (112)
147	I would be more likely to visit Watertown Square in the winter if there were an indoor or heated bus stop.	<div><div></div></div> 35% 29% 35% (148)	<div><div></div></div> 25% 38% 35% (54)	<div><div></div></div> 40% 23% 36% (94)




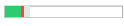
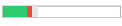
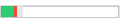










































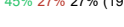
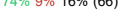
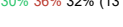
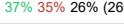














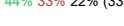
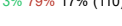
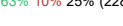









149	Improved playground/outdoor recreation areas near Watertown Square would make visiting more desirable for young families.	 63% 12% 23% (230)	 50% 28% 21% (80)	 71% 4% 24% (150)
152	we need more open spaces	 63% 12% 24% (256)	 58% 20% 20% (86)	 65% 7% 26% (170)
153	I do not feel safe waiting for a bus in Watertown Square at night.	 20% 43% 36% (123)	 22% 42% 35% (45)	 19% 43% 37% (78)
154	Historic character of ground level stores should be restored and preserved.	 57% 17% 25% (279)	 75% 9% 14% (87)	 49% 20% 29% (192)
155	I would use a public boat launch for kayaks/canoes or a boat rental.	 62% 22% 15% (226)	 52% 32% 14% (70)	 67% 17% 15% (156)
156	we need more 1-bedroom and studio apartments for the large number of single people young and old. Many are not part of a family.	 43% 23% 33% (181)	 27% 46% 25% (62)	 51% 10% 37% (119)
157	I would attend an arts festival in Watertown Square if the square were a more pleasant place to visit.	 66% 11% 21% (237)	 53% 25% 21% (79)	 73% 4% 22% (158)
158	Local musicians should be invited to play publicly in Watertown Square.	 73% 6% 19% (295)	 61% 15% 24% (100)	 80% 2% 17% (195)
159	More residential or commercial spaces above historic ground level stores would create more congestion in and around Watertown Square.	 29% 43% 26% (277)	 51% 19% 29% (93)	 19% 55% 25% (184)
160	I would enjoy dining out in Watertown Square more if it had a more vibrant night-life or was an enjoyable place to stroll after dark.	 81% 7% 11% (336)	 66% 21% 12% (108)	 88% 1% 10% (228)
162	larger and better tree pits are needed	 58% 5% 35% (139)	 58% 9% 31% (51)	 59% 2% 38% (88)
163	I would visit Watertown Square more often if I felt confident that I would not have to wait more than 15 minutes for a bus.	 46% 23% 30% (239)	 29% 33% 37% (86)	 55% 17% 26% (153)
164	Pedestrians should not have to wait for multiple walk signals to cross the 5-way intersection diagonally.	 65% 11% 22% (326)	 42% 31% 26% (103)	 76% 3% 20% (223)
165	I live in a rented home near the square. Too often renters (even longer term ones) are treated like we don't count or don't matter.	 45% 14% 40% (110)	 25% 20% 55% (40)	 57% 11% 31% (70)
167	The fact that we have two bus terminals and another line passing through and NONE of them connect conveniently to each other is ridiculous.	 79% 2% 18% (242)	 75% 3% 20% (82)	 81% 1% 16% (160)
168	Complete the community path around the square.	 76% 4% 18% (269)	 51% 14% 33% (87)	 88% 0% 11% (182)
169	We need one bus hub where transferring among 70, 71, and Watertown Yard lines is easy and convenient.	 74% 2% 22% (279)	 69% 8% 21% (93)	 76% 0% 23% (186)
172	I have to drive through the square to get to a lot of places. I wish there was a way to separate through traffic from the square itself.	 71% 4% 24% (275)	 70% 6% 22% (96)	 72% 3% 24% (179)
173	The current traffic patterns are poorly signed, poorly marked, and people don't use common sense. It's dangerous and stressful.	 77% 5% 16% (277)	 74% 9% 16% (99)	 79% 3% 17% (178)
176	Two hour parking, while helpful for turnover, limits how much time I spend in the square at once.	 33% 35% 31% (220)	 48% 28% 22% (83)	 24% 38% 36% (137)
177	It would be great to have more loading zones and 15 minute parking areas for delivery drivers so they're not blocking the streets.	 60% 13% 25% (274)	 50% 24% 25% (95)	 66% 7% 26% (179)
178	Watertown should incorporate sustainable, environmentally friendly practices into landscaping of green spaces.	 87% 5% 7% (331)	 72% 15% 11% (110)	 94% 0% 5% (221)
179	Accessibility is one of my highest priorities. Watertown Square needs to be welcoming, safe, and easy to navigate for disabled people.	 75% 4% 19% (226)	 67% 10% 21% (73)	 79% 1% 18% (153)
180	I would be more likely to attend the farmer's market in the summer if it could be held closer to Watertown Square.	 23% 47% 28% (169)	 16% 53% 29% (67)	 27% 44% 28% (102)
181	I currently rent nearby. I would love to stay in the area long term but housing prices are way out of reach.	 51% 11% 37% (136)	 33% 18% 47% (48)	 61% 6% 31% (88)
182	Consider the potential impact of rising sea (and river) levels	 53% 15% 30% (261)	 51% 20% 27% (87)	 54% 13% 32% (174)
	Watertown should be a pioneer in different types of affordable housing.	 53% 15% 30% (261)	 51% 20% 27% (87)	 54% 13% 32% (174)

183	Not everyone wants to live alone or only with nuclear family.	61% 12% 26% (231)	42% 31% 25% (77)	70% 2% 27% (154)
184	All major corridors should have physically separated bike lanes	47% 24% 28% (291)	19% 49% 31% (102)	62% 10% 26% (189)
186	Everything closes too early in the area.	54% 13% 32% (234)	58% 14% 26% (87)	52% 12% 35% (147)
188	Definitely need to focus on traffic, cycling, and walkability	76% 5% 18% (248)	66% 15% 17% (84)	81% 0% 18% (164)
191	Less about parking / more about routing existing traffic thru the square more efficiently, while also providing for cyclists and pedestrians	65% 9% 25% (231)	48% 21% 30% (80)	74% 3% 22% (151)
192	Keep cyclists and pedestrians away from the major roads. Closer to the water /under the bridge pathways away from cars please	45% 30% 24% (229)	75% 11% 12% (77)	30% 39% 30% (152)
203	It would be great if plans for green spaces included room for community gardens.	59% 18% 21% (291)	37% 39% 24% (100)	70% 8% 20% (191)
205	Galen St. inbound to Watertown Sq should be narrowed to one lane at the Newton border to discourage Pike drivers from entering Watertown	22% 46% 31% (163)	11% 72% 16% (61)	28% 31% 40% (102)
206	The revitalization of Watertown Square should include maintaining its small town charm.	63% 15% 20% (382)	79% 6% 14% (131)	55% 20% 24% (251)
210	Add independent coffee shops and interesting retail	84% 2% 12% (271)	74% 9% 15% (83)	88% 0% 11% (188)
213	Denser housing will make Watertown Square more affordable.	33% 42% 23% (335)	4% 78% 16% (109)	47% 25% 26% (226)
214	Denser housing will help Watertown Square businesses by providing more customers in close proximity.	53% 25% 20% (336)	18% 57% 24% (104)	69% 11% 18% (232)
217	I worry for children's safety when they bike to school through Watertown Square.	60% 9% 30% (220)	44% 22% 32% (70)	68% 2% 28% (150)
219	Streets are unsafe in part because they are poorly maintained.	61% 15% 23% (226)	71% 16% 12% (80)	55% 15% 28% (146)
221	Building dense housing in the Square would provide foot traffic that will support local businesses	57% 25% 17% (425)	20% 56% 23% (133)	73% 11% 14% (292)
222	Moderate income housing is sorely needed!! Housing for regular people who don't make 6 figures. Please. NO MORE luxury units	68% 12% 19% (231)	69% 15% 15% (78)	67% 10% 21% (153)
223	I would be so excited to see some true creativity in any housing stock being added! Cohousing, mini units with shared amenities, group units	56% 19% 23% (245)	28% 49% 22% (75)	69% 6% 24% (170)
225	More diverse events at Watertown Square; like the Farmers' market.	80% 5% 14% (301)	70% 14% 15% (97)	84% 0% 14% (204)
226	State of the art technology for traffic, consider timing lights better based on projected volume	74% 2% 22% (215)	86% 1% 12% (72)	69% 3% 27% (143)
227	Watertown has great weather only sometimes. Outdoor space should be just one of many development priorities.	56% 16% 27% (214)	69% 8% 22% (72)	50% 20% 29% (142)
228	Runners/walkers/cyclists using the river path need a faster and safer way to cross Galen St.	70% 12% 17% (354)	42% 28% 28% (121)	84% 3% 11% (233)
229	Watertown Square would become a destination with more diverse retail: independent gift shops, more food options and maybe even a book store?	80% 3% 16% (296)	71% 9% 20% (100)	84% 0% 14% (196)
230	The MBTA express bus to Back Bay is little known and underutilized. This route is a great asset connecting Watertown to Boston	71% 1% 27% (188)	66% 1% 31% (69)	74% 0% 24% (119)
232	Galen St. feels like an extended Pike on-ramp. Redeveloping auto-centric parcels and adding bus/bike lanes would transform the southside.	61% 12% 26% (307)	31% 32% 35% (110)	77% 1% 20% (197)
233	The new square by the MBTA yard is a chance to give the southside our own neighborhood focal point, like Coolidge Square in the East End.	57% 4% 37% (230)	49% 10% 40% (85)	62% 1% 36% (145)
236	Working with the MBTA to provide direct transit busses to worker hubs (Seaport, Govt Center) would reduce Watertown Square traffic	71% 7% 21% (256)	62% 16% 21% (87)	75% 2% 21% (169)
237	The Watertown connector shuttle should consider service to West Newton T stop to reduce traffic on Watertown St and supplement the 59 bus	52% 5% 41% (210)	48% 6% 45% (77)	55% 5% 39% (133)

238	The residential buildings on Galen street near Williams street should be taller to match the context of the existing condo building.			
239	Consider more protected bike connections on the southside from the neighborhoods to the river.			
240	Add protected bike lanes on Watertown St to reduce traffic from Nonantum and West Newton.			
241	Legalize mixed use (retail/restaurants on the first floor, residential above) along all of Galen St.			
247	More emphasis on pedestrians. Cyclists need to be segregated to widened sidewalks or in an HOV lane for buses, shuttles, and bikes.			
248	I would like to see more business in Watertown Sq.			
249	Smooth car traffic is critical in Watertown Square - it is a major choke point and already horrible and over crowded.			
250	The current storefronts are shabby and project a poor image of Watertown			
251	Would like to see a few more stores so that there was a gift shop , average priced items not just restaurants and banks.			
252	Need better traffic patterns and less bikes			
253	Traffic will be less w/ dense housing. Add subsidized housing for low income households over shops & in underutilized areas near square			
255	Several bus routes go through or terminate in Watertown Sq. The new plan needs to address this with a transit hub for all buses in the Sq.			
256	I would like to see a diversity of retail stores, shops, cafes in Watertown Square.			
257	Prioritize developing and promoting neighborhoods over developing the center of town.			
260	The square infrastructure is an embarrassment. Modernize the square with more modern destinations!			
261	The Watertown Square and Watertown Yard bus terminals are uninviting and difficult to access.			
262	The intersections of Pleasant/Main and North Beacon/Arsenal should be redesigned to be safer to pedestrians and to improve traffic flow.			
266	would like to see the parking area behind cvs to have some trees & bushes to soften the parking area. Just a parking jungle right now.			
274	make old police station into something cool - people can go to - get something to eat / visit an art gallery. Since that area has the space.			
275	I avoid Watertown Square due to the traffic and walkability.			
277	The traffic in Watertown is horrible. I can't even go out between 3-6:30pm as it's a gridlock.			
281	We need a pizza shop and/ or a regular sandwich shop open late 9pm? on Main Street.			
282	Focus needs to be on the Galen St intersection, and making it safer for pedestrians, rather than Watertown Sq proper.			
283	Pedestrians & cars are more important than bicycle lanes.			
284	Watertown is an historic town. I would like to see the Watertown Sq area reflect that history.			
286	Denser housing will create more traffic on the roads			
287	I love living in Watertown because access to public transportation is excellent.			

288	Future bldg. on Main St needs to retain charm of our New England town which is enhanced by being able to see the church steeple on Main St.	 50% 25% 24% (300)	 73% 11% 14% (94)	 39% 31% 29% (206)
292	Accessory dwelling units are a good idea for Watertown.	 45% 15% 38% (236)	 28% 35% 35% (81)	 54% 5% 40% (155)
294	Watertown Apartment bldgs need to be built sufficiently back from the sidewalks and streets. Healthy living includes quiet and privacy.	 57% 15% 27% (235)	 81% 4% 13% (81)	 44% 20% 35% (154)
295	All groups of disabled individuals need to be taken into account when designing a new Watertown Sq plan.	 83% 3% 13% (246)	 76% 7% 16% (80)	 86% 1% 12% (166)
296	Senior citizen pedestrians need to be taken into account when designing a new Watertown Sq plan.	 84% 2% 13% (248)	 80% 3% 15% (82)	 86% 1% 12% (166)
299	I love the small businesses that line Mount Auburn Street in Watertown. I would love to see more of them, and see if them do well.	 80% 0% 18% (226)	 79% 2% 17% (74)	 81% 0% 18% (152)
300	Watertown needs to have parking on both sides of Mount Auburn Street to support our small businesses on Mount Auburn Street.	 43% 31% 24% (260)	 66% 17% 15% (90)	 31% 39% 29% (170)
301	It will be difficult to balance the wish for more pedestrian/bike friendly lanes with the merging of 5 major roads and rush hour traffic.	 65% 16% 17% (254)	 86% 4% 8% (84)	 54% 22% 22% (170)
302	Rather than over-densify the Square, other areas should also be included to meet the MBTA housing mandate - especially Arsenal St.	 56% 14% 28% (249)	 62% 12% 24% (78)	 53% 15% 30% (171)
305	Tall buildings are not welcome on Main Street. Or anywhere nearby.	 36% 40% 23% (310)	 66% 19% 13% (101)	 21% 50% 27% (209)
306	Tall buildings do not give me a sense of comfort and enclosure.	 51% 28% 20% (335)	 75% 9% 14% (102)	 40% 36% 22% (233)
308	Watertown is a historic single family house town. New luxury apartments would ruin this family friendly feeling	 30% 49% 20% (274)	 64% 25% 10% (89)	 14% 60% 24% (185)
310	Working with the MBTA to provide direct transit busses to worker hubs (Longwood) would reduce Watertown Square traffic	 68% 7% 23% (206)	 52% 20% 27% (69)	 77% 0% 21% (137)
311	I agree with building buildings further back from the street.	 54% 17% 28% (235)	 74% 12% 13% (75)	 45% 20% 35% (160)
312	Parking lots in front of buildings are better than buildings built up to the curbs.	 21% 47% 31% (146)	 49% 28% 22% (53)	 5% 58% 36% (93)
315	Watertown Square should be seen as an extension of the pedestrian areas along the Charles.	 70% 10% 18% (272)	 51% 26% 21% (89)	 80% 2% 16% (183)
318	There should be measures along the Watertown square to reduce the noise from the streets.	 48% 10% 41% (197)	 38% 16% 44% (72)	 53% 7% 39% (125)
319	Don't want a rotary/roundabout in Watertown Square	 24% 40% 35% (139)	 40% 38% 22% (50)	 15% 41% 42% (89)
320	We need to make sure we have sidewalk protection for pedestrians.	 76% 4% 19% (226)	 66% 10% 23% (80)	 82% 1% 16% (146)
321	We need a music venue in Watertown Sq. People going to a concert are likely to drive business to local restaurants and shops.	 58% 16% 24% (219)	 49% 28% 22% (71)	 63% 10% 25% (148)
322	I think Watertown Square is fine the way it is.	 9% 73% 16% (126)	 21% 64% 13% (51)	 1% 80% 18% (75)
323	Watertown should embrace its small city charm by encouraging affordable single-family housing over large luxury apartment complexes.	 44% 28% 27% (295)	 70% 13% 15% (94)	 31% 35% 32% (201)
324	We already have lively public spaces over in Arsenal Yard. Let's have the Main Street/ Town Hall area be a place to celebrate our history.	 36% 31% 32% (184)	 57% 19% 22% (71)	 23% 38% 38% (113)
325	Recently built large housing developments, including the one at 164-166 Main St across from City Hall, do not fit in the historic character.	 38% 33% 28% (260)	 75% 9% 15% (77)	 22% 43% 34% (183)
326	I would like to see a clothing store on Main Street.	 52% 12% 34% (175)	 45% 13% 41% (68)	 57% 12% 30% (107)
327	I would like to see an ice cream store on Main Street.	 72% 5% 22% (216)	 64% 9% 25% (74)	 76% 2% 21% (142)
328	There should be better options for commuter traffic than sitting at traffic lights at the Square.	 73% 3% 23% (226)	 73% 5% 21% (75)	 72% 3% 23% (151)
	Traffic needs to flow better but not at			

329	the expense as pedestrian access. It's hard to get across safely as a pedestrian.	 78% 7% 13% (301)	 65% 18% 16% (99)	 84% 2% 12% (202)
330	I think a traditional Band Stand in Saltonstall Park should be considered.	 39% 18% 41% (144)	 46% 16% 37% (54)	 35% 20% 44% (90)
331	Bike lanes cannot just end at intersections (where it gets actually dangerous and more guidance/protection is needed)	 62% 8% 29% (209)	 37% 25% 37% (72)	 75% 0% 24% (137)
332	Commuter traffic should be rerouted around Watertown.	 45% 17% 36% (209)	 47% 28% 23% (69)	 44% 12% 43% (140)
333	Encourage more small shops and stores. Need a height limit on buildings of 3 or 4 stories - we don't need a canyon with no sunlight.	 60% 22% 17% (413)	 85% 7% 6% (128)	 49% 28% 22% (285)
334	Watertown connector shuttle should not run along routes that are currently serviced by buses but should rather create new connections.	 46% 8% 44% (147)	 48% 5% 46% (54)	 45% 10% 44% (93)
336	Encourage commuters to ditch their cars by making public transport efficient and reliable.	 80% 8% 10% (279)	 53% 25% 20% (86)	 92% 1% 6% (193)
337	We should be asking people who don't live in Watertown today what they would like to see in the Square	 33% 40% 25% (161)	 22% 54% 22% (57)	 39% 33% 26% (104)
338	Keeping Watertown's historic past alive doesn't mean we cannot make any changes to buildings.	 80% 5% 13% (287)	 63% 14% 21% (91)	 88% 1% 10% (196)
339	Zoning plans should encourage sensible, realistic buildings, and not push developers to always need variances.	 56% 5% 38% (179)	 55% 10% 33% (65)	 57% 1% 41% (114)
340	The City should expand the number of Blue Bikes stations to encourage more people to ride for short errands.	 45% 20% 34% (262)	 13% 50% 36% (86)	 60% 5% 34% (176)
341	Watertown should have its own distinct built-environment identity among neighboring towns.	 53% 11% 35% (207)	 48% 18% 32% (74)	 55% 7% 36% (133)
342	We should be looking at ways to make Watertown more inviting to visitors	 72% 10% 17% (278)	 59% 19% 20% (91)	 78% 5% 15% (187)
344	Plans for the square should maximize utility for residents and be attractive enough that those passing through want to stop and spend time.	 83% 1% 15% (261)	 77% 4% 18% (87)	 86% 0% 13% (174)
345	Main Street needs a road diet to add more open space by removing unnecessary pavement	 48% 19% 32% (256)	 28% 39% 31% (91)	 60% 7% 32% (165)
346	We should encourage life science workers to shop and dine locally after they leave their work.	 79% 4% 16% (265)	 63% 11% 25% (92)	 87% 0% 11% (173)
347	The Charles River is a precious asset and needs to be incorporated into any plan	 93% 1% 5% (293)	 91% 2% 6% (95)	 94% 0% 5% (198)
356	There should be easier path to river.	 63% 14% 22% (254)	 48% 28% 23% (82)	 70% 7% 21% (172)
357	The square needs to be updated with a good mix of retail and restaurants while keeping its historic charm. Not new apartments or offices.	 52% 28% 18% (368)	 81% 8% 9% (114)	 39% 37% 22% (254)
358	Urbanizing Watertown will help address the regional housing crisis.	 44% 26% 28% (271)	 13% 60% 26% (90)	 60% 9% 29% (181)
359	Urbanizing Watertown can be done without losing the city's character.	 70% 11% 17% (260)	 52% 31% 15% (89)	 79% 1% 18% (171)
360	The roads coming into the Square are full of potholes and constantly torn up. Finishing the work will make the square more pleasant for all.	 76% 4% 18% (227)	 78% 5% 16% (75)	 75% 4% 20% (152)
361	Making Watertown Square a dense neighborhood with places people enjoy being will raise existing property values.	 55% 16% 28% (227)	 30% 36% 32% (71)	 66% 7% 26% (156)
362	Watertown Square doesn't have to be the only way cars get to Cambridge or Newton.	 73% 1% 24% (202)	 67% 4% 27% (68)	 76% 0% 23% (134)
363	Raised crosswalks are safer for disabled people and remind drivers they are guests in pedestrian spaces.	 59% 12% 27% (201)	 47% 25% 27% (68)	 65% 6% 27% (133)
364	Mount Auburn Street is currently designed to encourage dangerous driving.	 49% 21% 28% (211)	 30% 44% 25% (72)	 58% 10% 30% (139)
366	Watertown Square needs a pedestrian accessible store that sells fresh produce year round.	 73% 6% 20% (245)	 56% 14% 28% (69)	 79% 2% 17% (176)
368	Watertown Sq could use shops other than restaurants, such as coffee shops, clothing stores, etc. like in Belmont, so people will linger.	 84% 3% 11% (252)	 74% 10% 15% (79)	 89% 0% 9% (173)

369	I believe one reason people pass through Watertown Sq is because there aren't enough desirable businesses/entertainment /restaurants.	 67% 12% 20% (225)	 61% 19% 18% (71)	 70% 8% 21% (154)
370	There are not enough ATTRACTIVE retail shops in Watertown Square; we need aesthetic design to bring in more high end stores.	 63% 11% 25% (203)	 68% 12% 18% (77)	 60% 10% 29% (126)
371	Traffic patterns need to change- so many people make left turns after the light turns red and the walk signs are on, risking pedestrian life	 70% 4% 24% (202)	 58% 14% 26% (67)	 77% 0% 22% (135)
372	Don't recreate Arsenal Yards. Although the mix of businesses is good, the traffic & parking congestion is a deterrent.	 72% 12% 14% (256)	 80% 10% 8% (84)	 68% 13% 18% (172)
373	Reducing the width of the roads will allow for slower, safer driving.	 43% 31% 24% (275)	 14% 68% 16% (89)	 57% 13% 28% (186)
374	Watertown is 4 square miles don't build it up so it will lose all character. Traffic is horrific now. How many vehicles can we support!	 44% 22% 33% (234)	 75% 8% 16% (80)	 28% 29% 42% (154)
375	Please don't fill the square with banks like in Brookline!	 80% 2% 17% (250)	 83% 2% 13% (81)	 78% 2% 19% (169)
376	We need more good restaurants in the square. A wine bar and a coffee shop would be nice!	 77% 5% 17% (249)	 69% 11% 19% (84)	 81% 1% 16% (165)
377	The unused green space on Charles river road at the end of Irving st should be used for a new community garden	 40% 21% 38% (163)	 26% 33% 40% (60)	 48% 14% 36% (103)
378	The "delta" should be connected to the Charles river overlook, creating a waterfront park and ridding the 5+ lanes of Galen street	 44% 11% 44% (160)	 28% 26% 45% (57)	 53% 2% 43% (103)
379	I love the unique tree lights in the Delta that change with the seasons	 66% 14% 18% (202)	 62% 19% 18% (72)	 68% 12% 19% (130)
380	There should be road bridges connecting the Watertown Square area to Nonantum Rd and CA St to lessen the auto burden on Galen and the square	 40% 21% 37% (160)	 52% 19% 27% (61)	 33% 23% 43% (99)
381	Church St and Spring St should be connected by 2 parallel distinct roads instead of the ambiguous parking lot roads currently there	 26% 21% 52% (125)	 18% 34% 48% (50)	 32% 13% 54% (75)
382	Rotaries and mixed use roads will make the square more walkable	 44% 18% 37% (177)	 25% 41% 32% (62)	 54% 5% 40% (115)
383	Being able to park in a parking lot instead of fighting for street parking is why I go to Watertown Square over other places.	 45% 27% 27% (197)	 74% 9% 16% (66)	 30% 36% 32% (131)
384	Bicycle and pedestrian safety is more important than anything auto related	 37% 35% 26% (260)	 5% 74% 20% (85)	 53% 16% 30% (175)
386	Watertown won't be a destination until it is more bicycle and pedestrian friendly	 49% 31% 19% (304)	 9% 69% 20% (102)	 69% 11% 18% (202)
388	Watertown Yard stop should be moved to the other side of Galen, with a direct bus only part of the bridge connecting to Watertown Sq stop	 26% 11% 62% (118)	 23% 19% 57% (47)	 28% 5% 66% (71)
389	There should be more roads connecting to Pleasant and Charles River Road to reduce the need to go through the square	 43% 20% 36% (192)	 43% 26% 29% (67)	 43% 16% 40% (125)
390	Improved biking infrastructure on Mt. Auburn st. and Arsenal st. would decrease the number of cars on those roads.	 44% 33% 22% (338)	 3% 79% 17% (110)	 63% 10% 25% (228)
391	Traffic would move more efficiently through Watertown Square if the traffic lights were replaced with rotaries.	 34% 23% 41% (131)	 28% 40% 32% (50)	 38% 13% 48% (81)
392	A decorative fountain in the Center of the delta -benches, food carts, craft carts would make a lovely lingering spot like those in Europe.	 55% 17% 27% (227)	 39% 36% 24% (82)	 64% 6% 28% (145)
394	Consider blind persons when redesigning the square.	 85% 2% 11% (269)	 79% 4% 16% (86)	 89% 1% 9% (183)
398	The crossing at Galen st and Watertown st is dangerous for pedestrians and bicyclists	 72% 8% 18% (192)	 53% 18% 28% (66)	 83% 3% 12% (126)
407	Make Watertown square more historic and utilize the Charles river for open spaces.	 57% 8% 33% (171)	 79% 3% 17% (58)	 46% 11% 42% (113)
409	Consistent sidewalk snow removal town wide would go a long way	 100% 0% 0% (0)	 100% 0% 0% (0)	 100% 0% 0% (0)

	towards increasing foot traffic and mass transit use year round.	75% 3% 21% (182)	64% 9% 25% (62)	80% 0% 19% (120)
410	The quality of roads and sidewalks in Watertown is poor: cracks, potholes etc Roads and sidewalks need more investment	76% 8% 15% (195)	82% 7% 9% (64)	73% 8% 18% (131)
411	We do not need more lab space. It will all be empty in 10 years when the biotech bubble inevitably bursts	61% 14% 24% (185)	87% 3% 9% (65)	47% 20% 32% (120)
412	Bike lanes need to be protected with more than a line of paint. They shouldn't become uber parking.	59% 15% 24% (197)	28% 40% 30% (66)	74% 3% 22% (131)
413	Watertown Square needs to reduce it's impervious surfaces and plan for natural hazards when building new infrastructure.	68% 2% 30% (150)	60% 3% 36% (55)	72% 1% 26% (95)
415	The derelict MBTA trolley shed should be turned into an indoor bus terminal, and walkable grocery store at ground level, with housing above.	65% 9% 25% (160)	58% 24% 16% (53)	69% 1% 28% (107)
416	You can't fix Watertown Square without addressing Newton Corner (circle of death). The traffic is connected.	61% 14% 24% (177)	70% 11% 17% (62)	55% 16% 27% (115)
417	The Watertown Sq intersection should allow much fewer turning movements.	31% 17% 51% (99)	13% 42% 44% (38)	42% 1% 55% (61)
419	Watertown Sq should be safe enough for children to cross alone. Nobody should need to drive to school.	69% 8% 22% (199)	51% 19% 29% (68)	78% 3% 18% (131)
424	If the Watertown Connector bus reliably ran every 10 minutes, all day long, every day, I'd leave my car at home more often.	46% 14% 38% (136)	38% 20% 40% (49)	50% 11% 37% (87)
425	Slip lanes and right-on-red make it impossible to cross the square safely as a pedestrian.	52% 12% 34% (133)	34% 25% 40% (47)	62% 5% 31% (86)
427	Charles River Rd provides no necessary access, and should be closed to car traffic and repurposed for recreation, per DCR's actual mission.	37% 31% 30% (133)	10% 64% 25% (48)	52% 12% 34% (85)
428	Outdoor space for families with young kids would be a nice addition.	58% 19% 22% (157)	35% 43% 20% (48)	68% 8% 22% (109)
429	The rotaries shown in the kick off event presentation slide #8 could be a good solution.	33% 16% 50% (105)	25% 25% 50% (40)	38% 10% 50% (65)
430	Truly affordable housing should be a main priority in Watertown Square.	51% 21% 26% (141)	32% 44% 24% (50)	61% 9% 28% (91)
431	Build the square for people, bikes, and mass transit options, not cars with 1 passenger.	53% 19% 26% (208)	12% 57% 30% (63)	71% 3% 25% (145)
432	Eliminate parking minimums for new housing development. We should be encouraging tenants/owners without cars.	43% 25% 30% (178)	14% 53% 32% (64)	60% 10% 28% (114)
433	Cycling and walking will not be a viable option until truly safe infrastructure is installed. Safety > parking	54% 9% 36% (166)	32% 22% 45% (53)	64% 3% 31% (113)
436	We over value historical preservation at the expense of current residents.	36% 38% 24% (180)	22% 52% 24% (53)	42% 33% 24% (127)
438	We should not be afraid of taller buildings.	41% 38% 20% (215)	13% 75% 11% (69)	55% 20% 23% (146)
442	New residential buildings should be required to have at least two parking places a per unit.	21% 56% 22% (114)	37% 37% 24% (45)	10% 68% 21% (69)
443	Town parking in the winter is problematic.	52% 15% 31% (158)	65% 10% 23% (55)	45% 18% 35% (103)
445	The intersection of Watertown St and California St needs to be rethought. It is dangerous to bicycles and pedestrians	61% 7% 30% (164)	44% 18% 37% (61)	71% 1% 26% (103)
446	Don't emphasize "improving" vehicle traffic. It will just pull more cars. Provide alternatives such as buses connecting to the Commuter Rail	58% 11% 30% (160)	37% 30% 32% (56)	69% 1% 28% (104)
448	The greenway path should be extended underneath the Galen st bridge to allow a convenient crossing point for cyclists and pedestrians.	74% 3% 21% (155)	74% 5% 19% (51)	75% 2% 22% (104)
451	It is too hard to get from California st to Galen st at rush hour- new traffic patterns are needed	62% 9% 28% (150)	56% 14% 29% (55)	65% 6% 28% (95)
452	All the good squares have a bookstore-Watertown needs one!	70% 10% 19% (186)	62% 20% 17% (69)	75% 4% 20% (117)
453	Watertown Square redevelopment should prioritize bike/ped and connections to nearby library,			

	schools, recreational areas, and dining/retail.	61% 18% 20% (218)	23% 50% 26% (73)	80% 2% 17% (145)
454	I do spend some time in destinations in the Square, but would hope for more shops that meet my needs.	<div><div></div></div> 84% 2% 13% (179)	<div><div></div></div> 78% 4% 16% (66)	<div><div></div></div> 87% 0% 11% (113)
456	Traffic can be kept moving through the Square by reducing total vehicles (particularly single occupant trips) and by better transit movement	<div><div></div></div> 52% 18% 29% (160)	<div><div></div></div> 15% 47% 36% (57)	<div><div></div></div> 72% 1% 25% (103)
457	More residential above stores in the Square would help small businesses and make the Square more lively.	<div><div></div></div> 68% 12% 18% (174)	<div><div></div></div> 40% 32% 27% (65)	<div><div></div></div> 85% 0% 13% (109)
458	The Square needs more green spaces and better access to those that exist.	<div><div></div></div> 74% 7% 18% (189)	<div><div></div></div> 57% 17% 25% (63)	<div><div></div></div> 82% 2% 15% (126)
459	Slow traffic is safer. It could be made smoother by installing small roundabouts instead of traffic lights.	<div><div></div></div> 50% 20% 29% (148)	<div><div></div></div> 32% 37% 30% (56)	<div><div></div></div> 61% 9% 28% (92)
461	I WOULD like to meet up with friends in the Square if there were more pleasant, congenial spaces to meet in.	<div><div></div></div> 79% 3% 17% (191)	<div><div></div></div> 68% 11% 20% (60)	<div><div></div></div> 83% 0% 16% (131)
462	Bike lanes would be used even in winter if they were made safe. Need more separated bike lanes.	<div><div></div></div> 49% 21% 29% (158)	<div><div></div></div> 12% 53% 33% (54)	<div><div></div></div> 68% 4% 26% (104)
463	I avoid going to shops and recreational areas because they are not sufficiently attractive.	<div><div></div></div> 40% 35% 24% (158)	<div><div></div></div> 32% 47% 20% (53)	<div><div></div></div> 44% 29% 25% (105)
464	There should be roundabouts instead of traffic lights.	<div><div></div></div> 33% 21% 44% (116)	<div><div></div></div> 33% 38% 28% (39)	<div><div></div></div> 33% 12% 53% (77)
465	There should be parking maximums, not minimums.	<div><div></div></div> 36% 16% 47% (116)	<div><div></div></div> 15% 32% 52% (40)	<div><div></div></div> 47% 7% 44% (76)
467	YES to putting parking underground behind the square and using the parking lot for dining, art and green space!	<div><div></div></div> 58% 14% 27% (174)	<div><div></div></div> 35% 36% 28% (60)	<div><div></div></div> 70% 2% 27% (114)
468	Illumination of street lighting should be directed downwards for pedestrian safety without lighting the night sky.	<div><div></div></div> 83% 3% 13% (173)	<div><div></div></div> 76% 5% 18% (60)	<div><div></div></div> 86% 2% 10% (113)
473	Arsenal street should have a continuous, protected bike path that connects the Watertown Cambridge Greenway with Watertown square.	<div><div></div></div> 63% 13% 22% (201)	<div><div></div></div> 32% 38% 29% (62)	<div><div></div></div> 76% 2% 20% (139)
475	Watertown square should be a rotary	<div><div></div></div> 31% 24% 45% (100)	<div><div></div></div> 26% 42% 31% (38)	<div><div></div></div> 33% 12% 53% (62)
476	Watertown Square needs a good bread bakery.	<div><div></div></div> 70% 8% 22% (150)	<div><div></div></div> 73% 9% 17% (52)	<div><div></div></div> 68% 7% 24% (98)
477	We need to find a way to encourage developers who want to build labs to build housing instead.	<div><div></div></div> 47% 17% 35% (131)	<div><div></div></div> 46% 23% 29% (47)	<div><div></div></div> 47% 14% 38% (84)
479	I would love to see some space for artists' lofts.	<div><div></div></div> 55% 13% 31% (145)	<div><div></div></div> 44% 32% 23% (52)	<div><div></div></div> 62% 2% 35% (93)
480	The delta could be enlarged and actually utilized if the buses could be moved to the car barn yard on the other side of the river.	<div><div></div></div> 42% 15% 42% (126)	<div><div></div></div> 43% 21% 34% (46)	<div><div></div></div> 41% 11% 47% (80)
481	I would like to see more park benches. They should face each other rather than facing the street.	<div><div></div></div> 64% 8% 27% (169)	<div><div></div></div> 61% 22% 16% (62)	<div><div></div></div> 66% 0% 33% (107)
482	Nonantum Rd should be river level (no lights) and Galen St connected by bridge to the Sq to redirect through traffic to the other river side	<div><div></div></div> 21% 14% 63% (94)	<div><div></div></div> 27% 16% 55% (36)	<div><div></div></div> 17% 13% 68% (58)
483	I would love to be able to purchase a foreign language magazine or newspaper in the square.	<div><div></div></div> 36% 19% 44% (109)	<div><div></div></div> 22% 31% 45% (44)	<div><div></div></div> 46% 10% 43% (65)
484	The Watertown Sq should be considered as an extension of the Charles River Walk	<div><div></div></div> 65% 11% 22% (191)	<div><div></div></div> 46% 26% 27% (65)	<div><div></div></div> 76% 3% 19% (126)
485	Watertown should focus on single family housing and not be spoiled by apartment buildings	<div><div></div></div> 28% 46% 25% (159)	<div><div></div></div> 52% 16% 30% (59)	<div><div></div></div> 14% 64% 22% (100)
487	Would like new builds to have more interesting architectural design but in keeping with our historic heritage	<div><div></div></div> 72% 3% 23% (176)	<div><div></div></div> 88% 1% 10% (59)	<div><div></div></div> 64% 5% 30% (117)
488	We need more trees all over the square to help with noise and air pollution and offer shade.	<div><div></div></div> 82% 3% 14% (190)	<div><div></div></div> 68% 6% 24% (58)	<div><div></div></div> 87% 2% 9% (132)
490	We need signage with bike "rules" for the Greenway. Been nearly knocked over dozens of times when a cyclist hasn't announced his approach	<div><div></div></div> 53% 13% 32% (144)	<div><div></div></div> 73% 3% 22% (53)	<div><div></div></div> 41% 19% 38% (91)
492	Enhancing shop offerings and embracing year-round appeal to cater to diverse residents, families, bikes, and cars.	<div><div></div></div> 78% 4% 16% (183)	<div><div></div></div> 60% 14% 25% (63)	<div><div></div></div> 88% 0% 11% (120)

493	We need more local coffee shops	<div><div></div></div> 65% 11% 22% (167)	<div><div></div></div> 49% 22% 28% (57)	<div><div></div></div> 74% 5% 20% (110)
494	The Galen/Watertown St intersection needs to be reconfigured at the same time as the Square	<div><div></div></div> 78% 2% 19% (167)	<div><div></div></div> 68% 5% 26% (60)	<div><div></div></div> 84% 0% 14% (107)
495	Could Saltonstall have something more exciting and unique than a baseball diamond? A community garden or farm.	<div><div></div></div> 46% 20% 33% (139)	<div><div></div></div> 28% 37% 33% (45)	<div><div></div></div> 55% 11% 32% (94)
498	We need to value public transportation by consolidating the 4 bus stops in & near Watertown Sq. & Yard into one well designed transit hub.	<div><div></div></div> 80% 3% 16% (161)	<div><div></div></div> 77% 5% 17% (58)	<div><div></div></div> 81% 1% 16% (103)
503	The current Watertown Yard is wasted space and significantly underused as a transit/bus hub - needs to be reconsidered & upgraded.	<div><div></div></div> 79% 2% 18% (174)	<div><div></div></div> 70% 5% 23% (55)	<div><div></div></div> 83% 0% 15% (119)
506	Attract 'practical' retail to the Square such as a small supermarket or convenience store.	<div><div></div></div> 70% 10% 19% (168)	<div><div></div></div> 58% 23% 17% (51)	<div><div></div></div> 75% 4% 20% (117)
509	Outdoor dining should be prominent, not hidden behind restaurants.	<div><div></div></div> 62% 16% 20% (192)	<div><div></div></div> 43% 36% 20% (58)	<div><div></div></div> 70% 8% 20% (134)
513	Careful design of public greenscape with long-lived trees should be part of every Watertown Square development plan, public or private.	<div><div></div></div> 87% 2% 9% (205)	<div><div></div></div> 84% 3% 12% (64)	<div><div></div></div> 89% 2% 8% (141)
514	I favor more height for low income and workforce housing. I see no problem with 7 or 8 or even 10 stories. And units above retail shops.	<div><div></div></div> 33% 43% 22% (199)	<div><div></div></div> 9% 71% 18% (64)	<div><div></div></div> 45% 30% 24% (135)
515	The library desperately needs more space. It should expand to a 3rd and 4th floor.	<div><div></div></div> 33% 21% 44% (118)	<div><div></div></div> 23% 42% 34% (47)	<div><div></div></div> 40% 7% 52% (71)
516	Our city zoning code should require provision and maintenance of healthy public green space, including shade trees, in every development	<div><div></div></div> 77% 7% 15% (200)	<div><div></div></div> 67% 14% 18% (61)	<div><div></div></div> 81% 4% 14% (139)
521	Would like to see options for unique specialty shops /gifts/local artists. Maybe w/ a monthly guest spot.	<div><div></div></div> 70% 4% 24% (165)	<div><div></div></div> 63% 8% 28% (57)	<div><div></div></div> 75% 2% 22% (108)
522	more outdoor dining	<div><div></div></div> 73% 8% 18% (197)	<div><div></div></div> 59% 21% 19% (61)	<div><div></div></div> 80% 2% 17% (136)
524	Please encourage public transportation and cycling infrastructure to reduce single-occupant vehicles in the Square.	<div><div></div></div> 60% 19% 20% (205)	<div><div></div></div> 18% 50% 31% (64)	<div><div></div></div> 79% 4% 15% (141)
535	The bike paths leading in and out of Watertown Square are very dangerous. This is a major impediment to bike commuting and needs a solution.	<div><div></div></div> 50% 12% 36% (140)	<div><div></div></div> 22% 28% 48% (49)	<div><div></div></div> 65% 4% 29% (91)
539	Watertown Square should have a mix of old and new buildings	<div><div></div></div> 68% 9% 22% (163)	<div><div></div></div> 53% 19% 26% (56)	<div><div></div></div> 75% 3% 20% (107)
540	Expand the Bluebikes network to have more stations throughout Watertown, this will help with mobility in the square	<div><div></div></div> 43% 24% 32% (134)	<div><div></div></div> 22% 55% 22% (45)	<div><div></div></div> 53% 8% 37% (89)
542	To encourage bike commuting to bus lines in the Square, bike parking needs to be secure and protected from weather.	<div><div></div></div> 71% 7% 21% (170)	<div><div></div></div> 50% 23% 26% (56)	<div><div></div></div> 81% 0% 18% (114)
545	There should be a place for public performance in the Square.	<div><div></div></div> 58% 17% 24% (179)	<div><div></div></div> 40% 35% 24% (62)	<div><div></div></div> 68% 7% 23% (117)
546	We need more rooms for community gatherings/meetings in the Square.	<div><div></div></div> 49% 21% 29% (151)	<div><div></div></div> 34% 47% 18% (55)	<div><div></div></div> 57% 6% 36% (96)
548	We need dense housing development at many price points to encourage a diverse flourishing neighborhood	<div><div></div></div> 57% 23% 19% (204)	<div><div></div></div> 21% 59% 19% (61)	<div><div></div></div> 73% 7% 18% (143)
556	Both safety and parking are equally important for residents and visitors. We should be able to have both	<div><div></div></div> 70% 11% 18% (166)	<div><div></div></div> 91% 0% 8% (59)	<div><div></div></div> 58% 17% 23% (107)
559	I would love to go more often to the farmers market. But it closes too early for me. Maybe one in the weekend would be an alternative.	<div><div></div></div> 63% 4% 32% (112)	<div><div></div></div> 56% 4% 39% (41)	<div><div></div></div> 67% 4% 28% (71)
563	The amount of parking that private developers build should be left to the market, not government mandates.	<div><div></div></div> 24% 36% 39% (83)	<div><div></div></div> 24% 39% 36% (33)	<div><div></div></div> 24% 34% 42% (50)
574	There should be specific spots for ride share and strict enforcement of cars blocking bike lanes, bus lanes, and car lanes	<div><div></div></div> 69% 11% 19% (153)	<div><div></div></div> 47% 26% 26% (57)	<div><div></div></div> 82% 2% 15% (96)
585	The most critical issue facing Watertown Square is traffic density and inefficiency.	<div><div></div></div> 52% 16% 30% (157)	<div><div></div></div> 73% 8% 17% (56)	<div><div></div></div> 41% 20% 37% (101)
	Treat trees as infrastructure to			

589	regulate climate stress. Plant trees to create green corridors to reduce heat islands.	<div><div></div></div> 89% 2% 7% (169)	<div><div></div></div> 83% 6% 9% (62)	<div><div></div></div> 93% 0% 6% (107)
590	Don't feel like high rises is the way to go	<div><div></div></div> 52% 25% 21% (205)	<div><div></div></div> 81% 9% 9% (65)	<div><div></div></div> 38% 33% 27% (140)
604	The proposed bike lanes will kill all of the stores on Mt. Auburn, the only place with stores of any interest.	<div><div></div></div> 20% 53% 26% (49)	<div><div></div></div> 61% 15% 23% (13)	<div><div></div></div> 5% 66% 27% (36)
620	We shouldn't let the desire for historic preservation get in the way of progress	<div><div></div></div> 50% 29% 20% (115)	<div><div></div></div> 32% 41% 25% (31)	<div><div></div></div> 57% 25% 17% (84)
623	I don't support bike lanes.	<div><div></div></div> 20% 59% 20% (44)	<div><div></div></div> 69% 15% 15% (13)	<div><div></div></div> 0% 77% 22% (31)
634	The Square should be welcoming rather than frantic. It should be designed to be green and environmentally friendly.	<div><div></div></div> 82% 2% 14% (81)	<div><div></div></div> 64% 8% 28% (25)	<div><div></div></div> 91% 0% 8% (56)
635	No more tall lab/glass buildings, out of character with what remains of Watertown's charm	<div><div></div></div> 52% 22% 25% (104)	<div><div></div></div> 80% 3% 16% (30)	<div><div></div></div> 41% 29% 28% (74)
637	Need to make it easier for bicycles to cross square to continue on Charles river bike path.	<div><div></div></div> 62% 13% 24% (99)	<div><div></div></div> 17% 46% 35% (28)	<div><div></div></div> 80% 0% 19% (71)
638	I would like to see a shuttle between watertown square and Waverly square.	<div><div></div></div> 47% 11% 41% (51)	<div><div></div></div> 29% 23% 47% (17)	<div><div></div></div> 55% 5% 38% (34)
639	The square needs a cafe (open in the evening), an ice cream shop, a multilingual newspaper/magazine shop/kiosk, wine bar is a good idea.	<div><div></div></div> 77% 2% 19% (71)	<div><div></div></div> 70% 5% 23% (17)	<div><div></div></div> 79% 1% 18% (54)
640	You cannot reduce parking spaces, but could put them underground.	<div><div></div></div> 41% 19% 38% (72)	<div><div></div></div> 40% 22% 36% (22)	<div><div></div></div> 42% 18% 40% (50)
643	People should be able to use business/bank parking lots when those businesses are closed.	<div><div></div></div> 82% 4% 13% (106)	<div><div></div></div> 78% 12% 9% (33)	<div><div></div></div> 83% 1% 15% (73)
644	Building affordable housing should be a top priority	<div><div></div></div> 60% 16% 23% (90)	<div><div></div></div> 27% 45% 27% (22)	<div><div></div></div> 70% 7% 22% (68)
649	If pedestrian access was easier and safer, I wouldn't mind parking further away to get to some shops/restaurants in Watertown Square.	<div><div></div></div> 61% 10% 28% (89)	<div><div></div></div> 40% 11% 48% (27)	<div><div></div></div> 70% 9% 19% (62)
653	The store fronts are unattractive and need to be revitalized.	<div><div></div></div> 68% 6% 25% (94)	<div><div></div></div> 65% 21% 13% (23)	<div><div></div></div> 69% 1% 29% (71)
658	Affordable Senior housing is needed in and around Watertown Square	<div><div></div></div> 56% 11% 31% (79)	<div><div></div></div> 45% 35% 20% (20)	<div><div></div></div> 61% 3% 35% (59)
661	Watertown Square looks runs down.	<div><div></div></div> 71% 12% 16% (99)	<div><div></div></div> 72% 12% 16% (25)	<div><div></div></div> 71% 12% 16% (74)
662	The river should be more visible	<div><div></div></div> 64% 16% 19% (99)	<div><div></div></div> 50% 30% 19% (26)	<div><div></div></div> 69% 10% 19% (73)
671	We need a well-marked, safe connection between the Charles River Greenway and the Watertown-Cambridge Greenway. Currently is unclear/unsafe.	<div><div></div></div> 74% 2% 22% (74)	<div><div></div></div> 35% 11% 52% (17)	<div><div></div></div> 85% 0% 14% (57)
672	I cycle through it often and find it safe and easy.	<div><div></div></div> 5% 40% 53% (54)	<div><div></div></div> 11% 17% 70% (17)	<div><div></div></div> 2% 51% 45% (37)
692	Lights on W Square trees are festive. Fairy lights on Main & Mt Auburn trees/across road would be inviting. Opt for low glare & harshness.	<div><div></div></div> 55% 12% 31% (63)	<div><div></div></div> 52% 14% 33% (21)	<div><div></div></div> 57% 11% 30% (42)
693	Utilize WHS student talent for outdoor art & musical performances. Create community service options for NAHS (Nat'l Arts Honor Soc.) & Band.	<div><div></div></div> 50% 12% 37% (56)	<div><div></div></div> 43% 31% 25% (16)	<div><div></div></div> 52% 5% 42% (40)
697	Dense housing does not have to increase traffic if the city could drop its parking minimum requirements - Cambridge did this.	<div><div></div></div> 43% 20% 36% (79)	<div><div></div></div> 8% 56% 34% (23)	<div><div></div></div> 57% 5% 37% (56)
700	Watertown should work with the MBTA to increase the frequency of the 71 and 73 buses to encourage the use of public transportation.	<div><div></div></div> 81% 3% 15% (99)	<div><div></div></div> 68% 4% 28% (25)	<div><div></div></div> 86% 2% 10% (74)
701	The MBTA bus yard needs more parking spaces for commuters.	<div><div></div></div> 37% 24% 37% (77)	<div><div></div></div> 29% 37% 33% (24)	<div><div></div></div> 41% 18% 39% (53)
702	The MBTA bus yard needs more seating and shelter for commuters.	<div><div></div></div> 77% 1% 21% (92)	<div><div></div></div> 52% 4% 43% (23)	<div><div></div></div> 85% 0% 14% (69)
704	A longer pedestrian crossing light would improve pedestrian access from Watertown square to the MBTA bus yard.	<div><div></div></div> 56% 11% 32% (81)	<div><div></div></div> 47% 26% 26% (23)	<div><div></div></div> 60% 5% 34% (58)

705	Add a Charlie Card kiosk to the MBTA bus yard.	<div><div></div></div> 81% 0% 18% (104)	<div><div></div></div> 79% 0% 20% (29)	<div><div></div></div> 82% 0% 17% (75)
706	We need more frequent and reliable buses from Watertown to major work and MBTA hubs.	<div><div></div></div> 75% 0% 23% (106)	<div><div></div></div> 65% 0% 34% (26)	<div><div></div></div> 78% 1% 20% (80)
709	Add an over-the-road pedestrian bridge linking Watertown Square to the MBTA bus yard.	<div><div></div></div> 55% 19% 25% (89)	<div><div></div></div> 59% 18% 22% (22)	<div><div></div></div> 53% 19% 26% (67)
711	Bicycles belong on wide Pedestrian Sidewalks & Rail Trails. Bicycles do not belong on streets with Cars.	<div><div></div></div> 20% 52% 26% (67)	<div><div></div></div> 44% 22% 33% (18)	<div><div></div></div> 12% 63% 24% (49)
716	Pedestrians should be the only priority when considering "Walkability", not Bicyclists.	<div><div></div></div> 33% 44% 21% (98)	<div><div></div></div> 66% 22% 11% (27)	<div><div></div></div> 21% 53% 25% (71)
721	Widen the bridge or build a second bridge to improve traffic. Vehicles traffic is not going away, we need more lanes.	<div><div></div></div> 34% 37% 28% (81)	<div><div></div></div> 50% 18% 31% (22)	<div><div></div></div> 28% 44% 27% (59)
722	The library, City Hall and the Farmers' Market at Saltonstall Park are the primary reasons I go to Watertown Square	<div><div></div></div> 58% 18% 23% (86)	<div><div></div></div> 33% 37% 29% (27)	<div><div></div></div> 69% 10% 20% (59)
723	Charles River Road should be better lit at night for safety of pedestrians and cyclists.	<div><div></div></div> 67% 8% 24% (73)	<div><div></div></div> 60% 13% 26% (23)	<div><div></div></div> 70% 6% 24% (50)
725	Cutting traffic lanes in our cold-weather city in favor of bike lanes any further is not practical.	<div><div></div></div> 35% 33% 30% (95)	<div><div></div></div> 73% 7% 19% (26)	<div><div></div></div> 21% 43% 34% (69)
731	Town should restore abandoned property like library building on Mt Auburn at School street for useful purpose - such as artist studios!	<div><div></div></div> 75% 10% 14% (78)	<div><div></div></div> 57% 23% 19% (21)	<div><div></div></div> 82% 5% 12% (57)
734	The square has become very unfriendly in its being designed for rapid traffic flow.	<div><div></div></div> 67% 4% 27% (65)	<div><div></div></div> 47% 17% 35% (17)	<div><div></div></div> 75% 0% 25% (48)
735	The city should increase the percentage of affordable units that it requires for larger projects.	<div><div></div></div> 61% 17% 20% (68)	<div><div></div></div> 38% 44% 16% (18)	<div><div></div></div> 70% 8% 22% (50)
741	There needs to be deeper setbacks for any new building on Main St	<div><div></div></div> 40% 27% 32% (59)	<div><div></div></div> 77% 0% 22% (18)	<div><div></div></div> 24% 39% 36% (41)
742	New buildings should be no higher than 4 floors.	<div><div></div></div> 36% 38% 25% (75)	<div><div></div></div> 79% 12% 8% (24)	<div><div></div></div> 15% 50% 33% (51)
743	The river is a resource to be shared by all of us. There should be no more large apartment buildings built on the river.	<div><div></div></div> 54% 14% 30% (62)	<div><div></div></div> 87% 0% 12% (16)	<div><div></div></div> 43% 19% 36% (46)
744	No buildings near the river should be higher than the tree canopy.	<div><div></div></div> 46% 23% 29% (64)	<div><div></div></div> 75% 10% 15% (20)	<div><div></div></div> 34% 29% 36% (44)
745	The parking lot behind CVS needs more trees.	<div><div></div></div> 61% 10% 28% (67)	<div><div></div></div> 42% 21% 36% (19)	<div><div></div></div> 68% 6% 25% (48)
746	I would support turning the parking lot behind CVS into green space if the parking could be underground.	<div><div></div></div> 56% 16% 26% (71)	<div><div></div></div> 35% 60% 5% (20)	<div><div></div></div> 64% 0% 35% (51)
747	The MBTA car barn should be green space for all Watertown residents to enjoy rather than high rise housing.	<div><div></div></div> 31% 22% 46% (54)	<div><div></div></div> 35% 21% 42% (14)	<div><div></div></div> 30% 22% 47% (40)
759	We need more trees on Main St to help with noise abatement and shade	<div><div></div></div> 83% 2% 13% (81)	<div><div></div></div> 75% 8% 16% (24)	<div><div></div></div> 87% 0% 12% (57)
763	Cars entering and leaving from convenience store and auto shop on Main Street are currently a flagrant hazard to pedestrians on the sidewalk	<div><div></div></div> 34% 14% 51% (49)	<div><div></div></div> 7% 38% 53% (13)	<div><div></div></div> 44% 5% 50% (36)
764	Watertown Square is a major barrier to getting across town by bike. Any redesign should make biking through the square safer and easier.	<div><div></div></div> 63% 8% 27% (68)	<div><div></div></div> 27% 33% 38% (18)	<div><div></div></div> 76% 0% 24% (50)
766	The bus connections should be consolidated to improve transfers.	<div><div></div></div> 66% 1% 32% (65)	<div><div></div></div> 75% 5% 20% (20)	<div><div></div></div> 62% 0% 37% (45)
767	Buses should be given priority along with bikes and pedestrians. This should include enforced bus lanes and signal priority.	<div><div></div></div> 56% 13% 29% (65)	<div><div></div></div> 21% 21% 57% (19)	<div><div></div></div> 71% 10% 17% (46)
768	More housing in Watertown Sq will help lend it more vibrancy of having residents around 24/7.	<div><div></div></div> 52% 22% 25% (71)	<div><div></div></div> 9% 61% 28% (21)	<div><div></div></div> 70% 6% 24% (50)
769	It takes too long to navigate Watertown Sq as a pedestrian.	<div><div></div></div> 57% 15% 27% (70)	<div><div></div></div> 15% 36% 47% (19)	<div><div></div></div> 72% 7% 19% (51)
771	Galen Street needs a major rehab, including mixed use residential/commercial, better intersection design, and bus/bike lanes.	<div><div></div></div> 78% 3% 17% (80)	<div><div></div></div> 61% 14% 23% (21)	<div><div></div></div> 84% 0% 15% (59)
772	I think a pedestrian bridge over Main Street could be part of the solution, making it easier to safely reach the	<div><div></div></div> 43% 19% 36% (57)	<div><div></div></div> 41% 35% 23% (17)	<div><div></div></div> 45% 12% 42% (40)

773	Charles River Path. I avoid biking through Watertown square because it is unsafe; I would bike more if there were better infrastructure	<div><div></div></div> 52% 10% 37% (59)	<div><div></div></div> 11% 33% 55% (18)	<div><div></div></div> 70% 0% 29% (41)
774	Redevelopment of the MBTA bus shed area should prioritize entertainment and recreational uses.	<div><div></div></div> 37% 18% 43% (48)	<div><div></div></div> 31% 31% 37% (16)	<div><div></div></div> 40% 12% 46% (32)
775	Watertown is already the 8th most densely populated city in MA. Please, no more huge apartments; not interested in being the next Somerville.	<div><div></div></div> 42% 38% 18% (80)	<div><div></div></div> 88% 7% 3% (26)	<div><div></div></div> 20% 53% 25% (54)
777	Pedestrians and cyclists should not be lumped together into one group. Needs are very different.	<div><div></div></div> 83% 1% 14% (74)	<div><div></div></div> 85% 0% 15% (20)	<div><div></div></div> 83% 1% 14% (54)
778	Denser housing will contribute to the continued degradation of all forms of transportation, as well as other public services and maintenance	<div><div></div></div> 27% 53% 18% (54)	<div><div></div></div> 70% 0% 29% (17)	<div><div></div></div> 8% 78% 13% (37)
780	Family housing (3+ bedrooms) should be prioritized, not studio or single bedroom.	<div><div></div></div> 55% 17% 26% (63)	<div><div></div></div> 64% 17% 17% (17)	<div><div></div></div> 52% 17% 30% (46)
784	There should be spaces and activities around the square that do not require payment or shopping.	<div><div></div></div> 72% 4% 23% (69)	<div><div></div></div> 42% 15% 42% (19)	<div><div></div></div> 84% 0% 16% (50)
785	Hatch Maker Space is too small. The old police station should be transformed into a Library Annex -- including a larger room for Hatch.	<div><div></div></div> 63% 4% 32% (65)	<div><div></div></div> 58% 11% 29% (17)	<div><div></div></div> 64% 2% 33% (48)
788	Let's see Saltonstall be more effectively used. The playground is so small. Retain the flexibility of the space but not just be a field.	<div><div></div></div> 64% 7% 27% (54)	<div><div></div></div> 56% 18% 25% (16)	<div><div></div></div> 68% 2% 28% (38)
791	Affordable family housing is needed.	<div><div></div></div> 75% 12% 11% (87)	<div><div></div></div> 39% 43% 17% (23)	<div><div></div></div> 89% 1% 9% (64)
794	I would love regularly spaced pedestrian bridges across the Charles along the greenway; Crossing can currently mean an extra mile of walking	<div><div></div></div> 68% 5% 26% (60)	<div><div></div></div> 50% 11% 38% (18)	<div><div></div></div> 76% 2% 21% (42)
796	I'd love an indoor public green space to walk in the winter and host winter farmer's markets.	<div><div></div></div> 61% 10% 28% (49)	<div><div></div></div> 33% 33% 33% (12)	<div><div></div></div> 70% 2% 27% (37)
800	Retail spaces should prioritize small, independent businesses - not large chains.	<div><div></div></div> 71% 8% 20% (60)	<div><div></div></div> 47% 17% 35% (17)	<div><div></div></div> 81% 4% 13% (43)
810	Wider sidewalks take away more parking, more travel lanes.	<div><div></div></div> 21% 26% 52% (42)	<div><div></div></div> 30% 15% 53% (13)	<div><div></div></div> 17% 31% 51% (29)
837	Fewer parking lots, more green space	<div><div></div></div> 48% 22% 30% (50)	<div><div></div></div> 15% 53% 30% (13)	<div><div></div></div> 59% 10% 29% (37)
839	Multiple single lane rotaries are the way to go, not multilane.	<div><div></div></div> 35% 16% 48% (37)	<div><div></div></div> 16% 41% 41% (12)	<div><div></div></div> 44% 4% 52% (25)
855	Would be great to line trees between the streets, sidewalks and the never ending pavement/front parking lots along Main, Mt. Aub and Galen.	<div><div></div></div> 82% 2% 14% (69)	<div><div></div></div> 81% 12% 6% (16)	<div><div></div></div> 83% 0% 16% (53)
871	Streets are way too wide. Consider 1 side parking, with one side wide tree pits, benches, and protected walk/bike lanes.	<div><div></div></div> 61% 26% 11% (42)	<div><div></div></div> 18% 81% 0% (11)	<div><div></div></div> 77% 6% 16% (31)
898	Need to keep it local and affordable on the first level or it's going to be vacant	<div><div></div></div> 62% 11% 25% (51)	<div><div></div></div> 60% 20% 20% (10)	<div><div></div></div> 63% 9% 26% (41)
907	With two big residential builds approved on Main St, within a block of city hall, focus future big housing on Galen, Mt. Auburn, Arsenal.	<div><div></div></div> 28% 35% 35% (42)	<div><div></div></div> 30% 46% 23% (13)	<div><div></div></div> 27% 31% 41% (29)
909	Watertown square lacks businesses that would draw people from outside Watertown to visit.	<div><div></div></div> 78% 3% 18% (66)	<div><div></div></div> 76% 11% 11% (17)	<div><div></div></div> 79% 0% 20% (49)
915	Preserve historic brick buildings (or at least facade) in square	<div><div></div></div> 48% 27% 23% (43)	<div><div></div></div> 80% 20% 0% (10)	<div><div></div></div> 39% 30% 30% (33)
917	Negotiate with MBTA to convert the Galen Street bus barn area into a mixed use campus of housing, recreational, and retail uses.	<div><div></div></div> 72% 17% 10% (40)	<div><div></div></div> 60% 40% 0% (10)	<div><div></div></div> 76% 10% 13% (30)
931	Bike traffic lights at all intersections will protect rider safety and improve traffic movement	<div><div></div></div> 50% 17% 32% (34)	<div><div></div></div> 0% 45% 54% (11)	<div><div></div></div> 73% 4% 21% (23)
934	Make Spring Street one-way all the way for a separated bike lane.	<div><div></div></div> 36% 16% 46% (30)	<div><div></div></div> 0% 50% 50% (10)	<div><div></div></div> 55% 0% 45% (20)
942	We should have a winter farmers market space.	<div><div></div></div> 77% 4% 18% (48)	<div><div></div></div> 60% 20% 20% (10)	<div><div></div></div> 81% 0% 18% (38)
945	Temporary housing and long term affordable housing are needed.	<div><div></div></div> 61% 9% 28% (42)	<div><div></div></div> 25% 25% 50% (12)	<div><div></div></div> 76% 3% 20% (30)

954	The square should have easier access to the river path.	<div><div></div></div> 78% 7% 13% (52)	<div><div></div></div> 83% 16% 0% (12)	<div><div></div></div> 77% 5% 17% (40)
958	Need to integrate tree canopy into this renovation, not just spaced out islands of single trees, true pocket parks that connect	<div><div></div></div> 81% 3% 14% (27)	<div><div></div></div> 57% 14% 28% (7)	<div><div></div></div> 90% 0% 10% (20)
959	It is the 21st Century. I have no problem with tall buildings	<div><div></div></div> 48% 35% 15% (45)	<div><div></div></div> 11% 88% 0% (9)	<div><div></div></div> 58% 22% 19% (36)
960	I think height restrictions should be lifted for low-income and senior housing developments	<div><div></div></div> 52% 27% 20% (40)	<div><div></div></div> 22% 77% 0% (9)	<div><div></div></div> 61% 12% 25% (31)
967	Decrease width of roads, make more space for continuous green space, trees, nature paths, pedestrian ways (look at Downtown Greenway)	<div><div></div></div> 69% 23% 7% (42)	<div><div></div></div> 20% 80% 0% (10)	<div><div></div></div> 84% 6% 9% (32)
980	An emphasis on small/local businesses would draw me to Watertown square more than an increased presence of large chains.	<div><div></div></div> 72% 11% 16% (43)	<div><div></div></div> 63% 27% 9% (11)	<div><div></div></div> 75% 6% 18% (32)
981	Sustainable development of the square is of key importance.	<div><div></div></div> 79% 2% 18% (44)	<div><div></div></div> 50% 10% 40% (10)	<div><div></div></div> 88% 0% 11% (34)
994	We need longer street crossing times for pedestrians in Watertown Square.	<div><div></div></div> 44% 16% 38% (18)	<div><div></div></div> 25% 25% 50% (4)	<div><div></div></div> 50% 14% 35% (14)
1000	There is no shade when waiting to walk across the 5-way intersection and that needs to be addressed	<div><div></div></div> 76% 14% 9% (21)	<div><div></div></div> 50% 33% 16% (6)	<div><div></div></div> 86% 6% 6% (15)
1002	More setbacks from major street for all new buildings around Watertown Square	<div><div></div></div> 45% 20% 35% (20)	<div><div></div></div> 62% 0% 37% (8)	<div><div></div></div> 33% 33% 33% (12)
1003	No more separate bike lines. It's highly under utilized	<div><div></div></div> 39% 43% 17% (23)	<div><div></div></div> 77% 11% 11% (9)	<div><div></div></div> 14% 64% 21% (14)
1007	Provide covered seating for all bus stops	<div><div></div></div> 88% 4% 8% (25)	<div><div></div></div> 87% 12% 0% (8)	<div><div></div></div> 88% 0% 11% (17)
1008	While parking garages are not beautiful, they are way more attractive than parking lots and provide more parking over a smaller surface area	<div><div></div></div> 65% 15% 19% (26)	<div><div></div></div> 75% 25% 0% (8)	<div><div></div></div> 61% 11% 27% (18)
1011	Crossing Watertown Square on a bicycle currently is scary.	<div><div></div></div> 77% 0% 22% (22)	<div><div></div></div> 28% 0% 71% (7)	<div><div></div></div> 100% 0% 0% (15)
1013	We should prioritize moving people, not vehicles.	<div><div></div></div> 64% 28% 8% (25)	<div><div></div></div> 25% 75% 0% (8)	<div><div></div></div> 82% 5% 11% (17)
1016	We need more trees everywhere in Watertown and the Square is a prime example.	<div><div></div></div> 92% 0% 8% (25)	<div><div></div></div> 85% 0% 14% (7)	<div><div></div></div> 94% 0% 5% (18)
1018	Denser housing in the Square will increase transit use and thus improve transit service.	<div><div></div></div> 47% 29% 23% (17)	<div><div></div></div> 0% 80% 20% (5)	<div><div></div></div> 66% 8% 25% (12)
1022	Eliminate parking minimums; provide maximums.	<div><div></div></div> 50% 11% 38% (18)	<div><div></div></div> 0% 50% 50% (4)	<div><div></div></div> 64% 0% 35% (14)
1024	I am excited about incorporating green stormwater infrastructure, rain gardens, underground storage & infiltration in the Square	<div><div></div></div> 78% 4% 17% (23)	<div><div></div></div> 83% 0% 16% (6)	<div><div></div></div> 76% 5% 17% (17)

