

Newtonville – A Need to Widen Bridges and Walkways – Planning & Development Issues

Good Evening chairman, council members, fellow Newtonites and concerned parties.

My name is James Pacheco. I reside in Newton Highlands on Circuit Ave. I'm a retired Engineering Consultant with over 40 years experience.

In the 1960s, I worked two years for Tippetts-Abbett-McCarthy-Stratton, Engineers & Architects (TAMSC) –This was a major highway survey for Massachusetts, [Routes 128, 95, 3.] - My scope involved Southern Mass related to Cape Cod, Providence, RI, and Boston. [collecting data, interviewing travelers, compiling data, etc.]. It was no small task to prove that we (TAMSC) had valid/compliant data.

As this Orr Block development, as well as other new sites in Newtonville, will relate to a significant increase in Newton's population and traffic, I consider the presentation provided by Mr. Korff's traffic study consultants to be totally inadequate.

I am proposing the following four suggestions to improve the overall flow

- **First:** we evaluate the construction of outriggers to existing bridges for bicyclists and pedestrians. They need to be wide enough for both pedestrians with wide carriages or travel luggage and for bicyclists. This new walkway and bicycle path would be similar to the passageway over Route 9 to the Eliot MBTA Green Line, Having Newton's bridges with these outrigger passage walkways will help unify our villages.
- **Second:** A covered walkway for pedestrians and bicycles would be ideal, especially in the winter months and it also adds an extra degree of safety and simplifies maintenance and snow removal.
- **Third:** At last week's LUC meeting Our State Representative Kay Khan advocated for a Covered Train Station with elevator(s) and kiosk booths/machines for all patrons and travelers.
- **Fourth:** Let our city develop plans and request State and/or Federal government support to improve the Light Rail Stop in Newtonville with special needs accessibility.

I believe Newton needs to provide a detail city plan and city guidelines to developers, which can clearly show what current resource limitations are and which improvements can clearly support the city's rationale for these future needs. Unless and only until these plans are done, I believe we should not allow any zone changes in our city on large projects.

Thank you for considering one of my Newtonville proposals for improving travel in Newton.

PS – Please read the rest of my presentation concerning the Transportation Oriented Development issues related to Newtonville and some further details on Outrigger designs and where they been used..

I have more suggestions to propose for the city's future growth. Every bridge will have unique requirements and we need to consider their benefits. Let's talk. Let us have more civic engagement.

Has Newton considered these Bridge modifications with outriggers concepts before? If not, we should. If so, we should reconsider it, and do it!

Has it been done before?

- In NY City: Bike and Pedestrian Lanes on: The Queensboro Bridge, The Brooklyn Bridge, The Williamsburg Bridge - At least a dozen bridges from Manhattan to the other boroughs offer these pedestrian lanes.

Has it been done before, here in Newton?

- The Eliot T-Stop + Route 9:
A footbridge, built in 1977, crosses Route 9 adjacent to the MBTA railroad bridge Riverside D green line. Wheelchair and bicycle friendly.

Is it under consideration elsewhere?

- Staten Island Bridges Program, Modernization and Capacity
The installation of new *outrigger* support beams and concrete slabs, extending the new *walkway/bikeway* approximately 6 feet beyond the existing *bridge* width

I consider our bridges to be a critical component in Newton's Transportation Oriented Development, – I believe our city needs to have vibrant multiple modes of transportation throughout our city for our growing population.

Some of the key factors of Transportation Oriented Development, TOD, are:

- Safety for pedestrians and bicycles
- Supporting Unity and Connectivity in our Villages
- Multiple modes of transportation throughout our city
- Adequate parking to support community centers of activity
- Identifying the TOD goals and planning their implementation.

In our city planning and development, I believe the city needs to build Newton's infrastructure first before allowing more large scale housing growth by developers. Our city's growth needs to be a controlled and planned growth, and consistent with our needs for a Transportation Oriented Development.

In all large projects, transportation studies should be required. These studies should clearly identify how the project supports Newton's Transportation Oriented Development goals.

I believe we have insufficient evidence showing the need for a large scale development in Newtonville, especially in residential. As a whole our city needs more business and commercial growth. I believe we are currently seeing significant traffic congestion on many of our major roadways in Newton. I can't emphasize this enough, we need to have a detail traffic study to evaluate the impact of the current large scale developments that are in progress, and ensure all the future projects are consistent with these TOD goals. If necessary, our planning and development department should consider a proposing a moratorium on any large scale developments that might impact our infrastructure,

And let me repeat myself. I believe Newton needs to provide a detail city plan and city guidelines to developers, which can clearly show what current resource limitations are and which improvements can clearly support the city's rationale for these future needs. Unless and only until these plans are done, I believe we should not allow any zone changes in our city on large projects

Here in my write-up, I have an internet link to an outrigger design for a bridge. There are many variations that should be considered.

[Googling "Outrigger Walkways on Bridges"]

https://books.google.com/books?id=OOQPBQAAQBAJ&pg=PT98&lpg=PT98&dq=Outrigger+walkways+on+bridges&source=bl&ots=q1rPbb2pRd&sig=ICnu2MSuM3JX_5AhvZTM9KZIDsk&hl=en&sa=X&ved=0ahUKEwilvqmp4vXNAhXBmx4KHTN0CH8Q6AEIYjAN#v=onepage&q=Outrigger%20walkways%20on%20bridges&f=false

Here in my write-up, I have a link to an example company that has built many bridges and has alternative designs for this concept.

Custom bridge solutions for today's pedestrian and leisure needs.

<http://www.bigrbridge.com/en/home/products/prefabricatedbridges/pedestriantrailbridges/default.aspx?qclid=CIy3tb3k9c0CFQckhgodZP0MOA>

Thank you for considering one of my concerns for improving travel in Newton.