

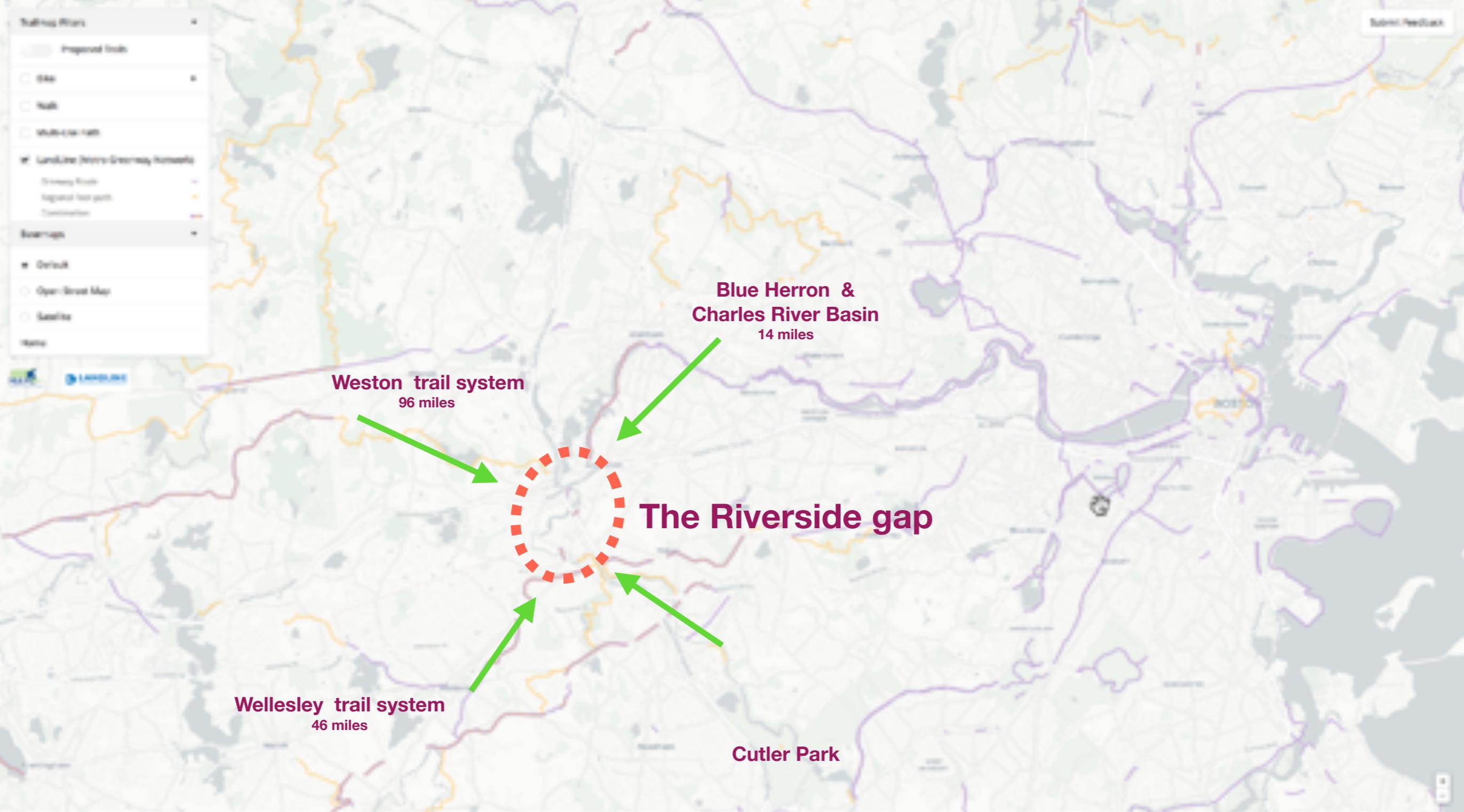


Riverside Greenways

Landlines meeting
February 26, 2019



The Riverside Greenway working Group is leading a public private partnership with the Commonwealth and the City of Newton to design an extension of the Blue Heron Trail

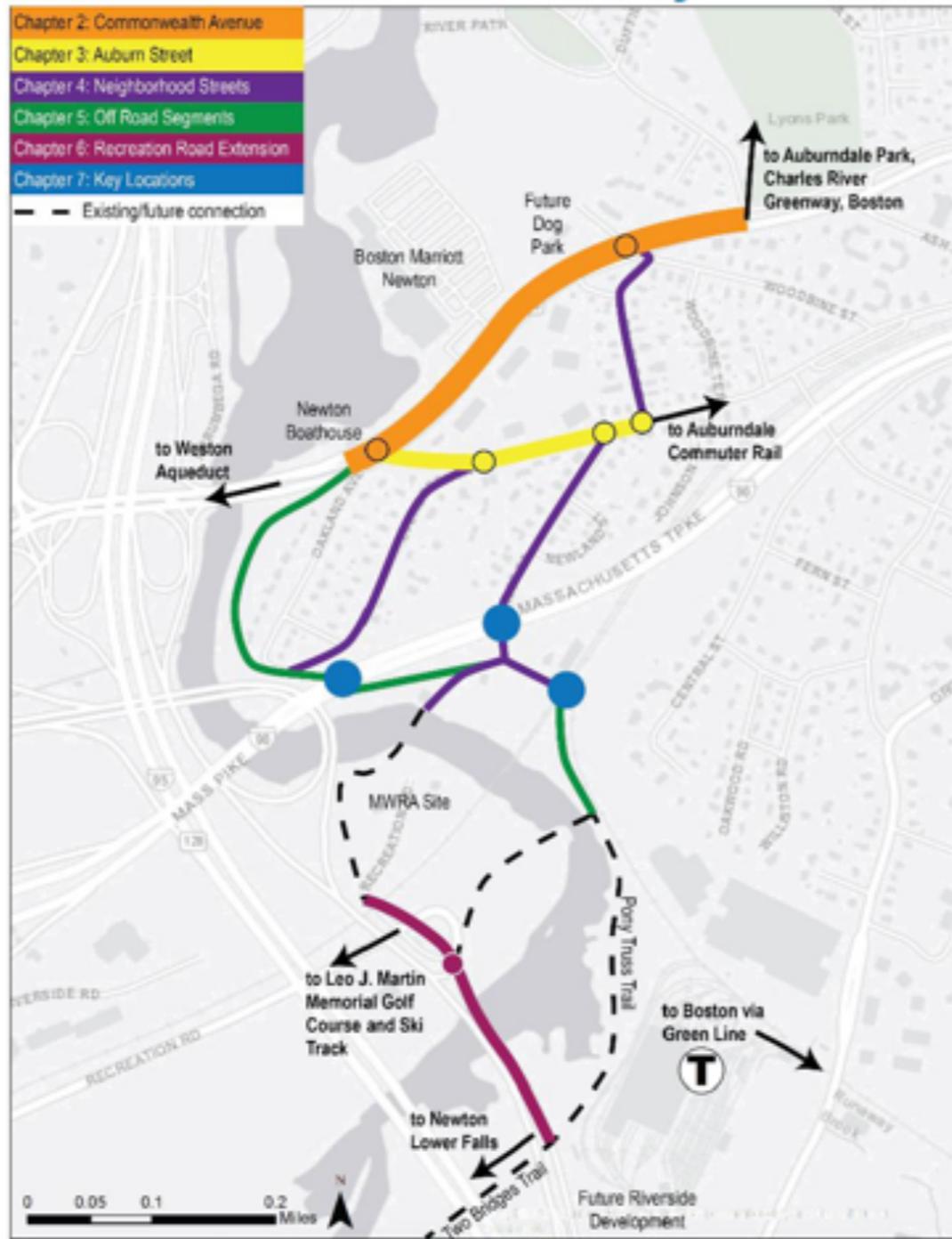


Riverside Greenway Working Group



A Riverside Greenway would bridge four major roadways and cross the river three times to link Auburndale to Wellesley

Alternatives Key



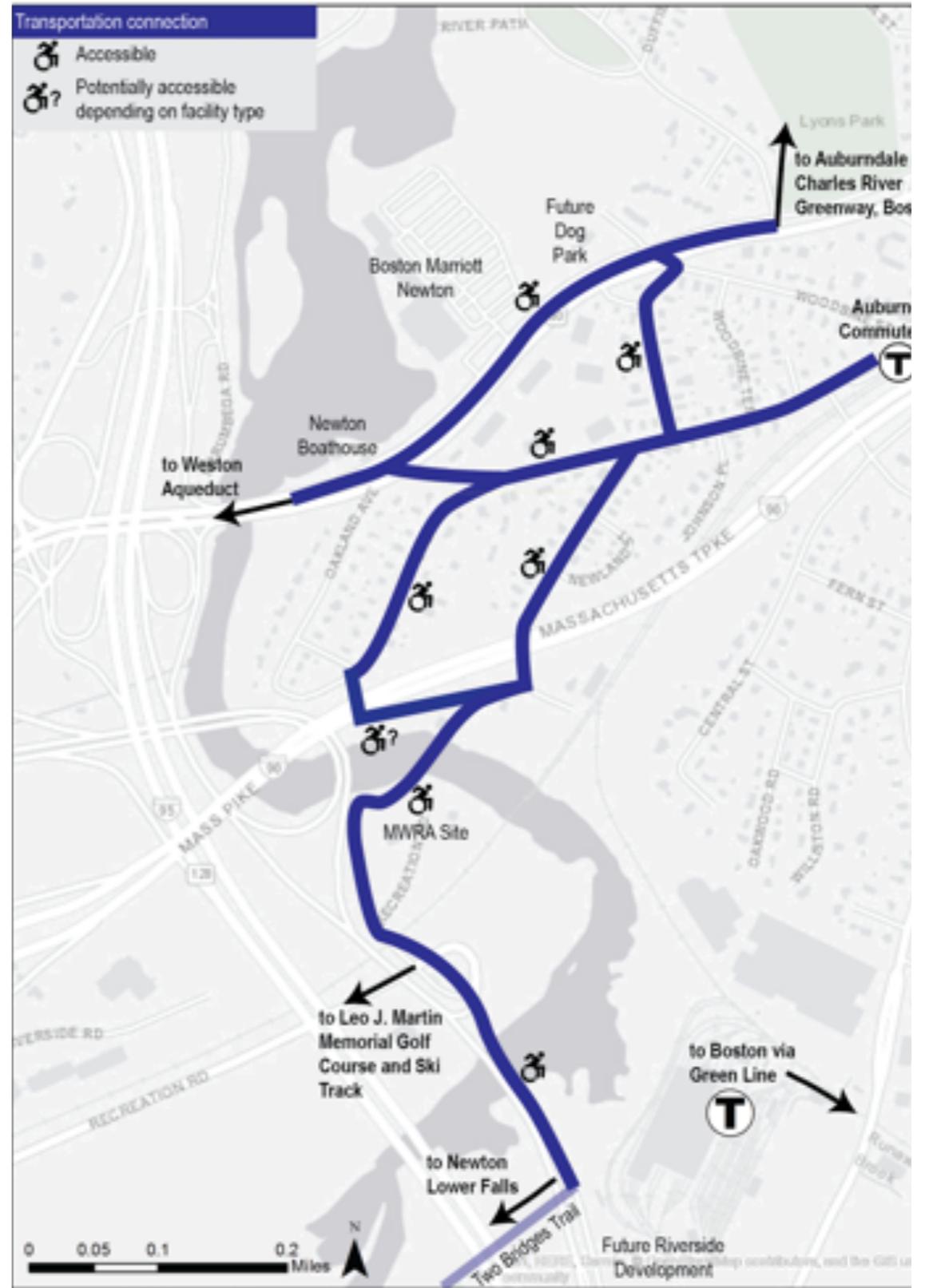
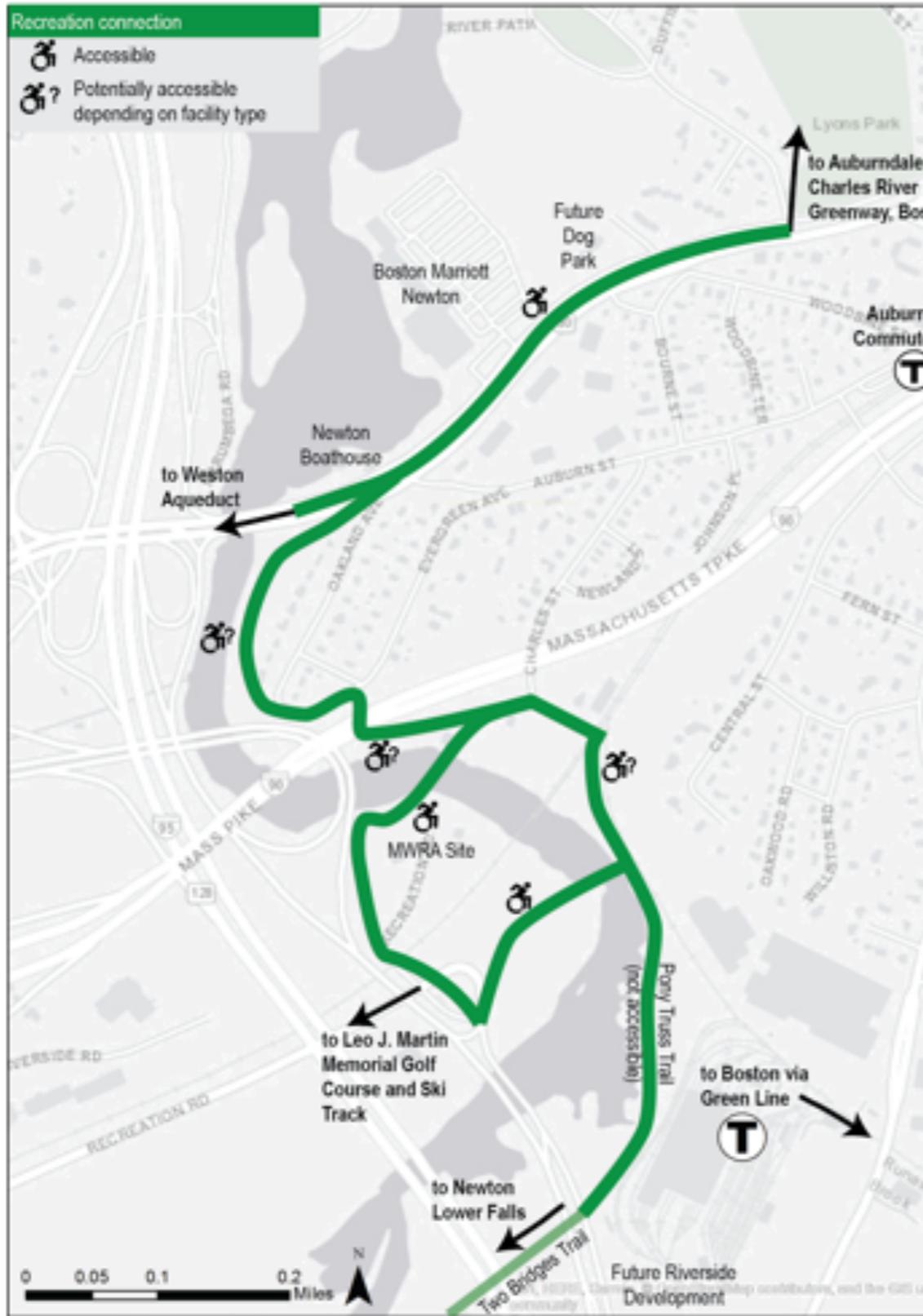
| Vision: Link communities and bring people together to share in a common natural resource | Goals (1 = don't meet goal, 5 = definitely meets goal) | | | | Safety (1 = not at all, 5 = definitely) | Connectivity (1 = not at all, 5 = definitely) | Overcoming Barriers (1 = not at all, 5 = definitely) | Transportation (1 = not at all, 5 = definitely) | Impacts and Anticipated Permitting Needs (1 = large impact, 5 = no impact) | | | | | Feasibility and Timeliness (1 = less feasible, 5 = more feasible) | | | TOTAL (max possible points = 50) |
|---|---|---|---|---|--|--|---|--|--|--|--|---------------------------------------|--------------------------|--|---------------------------|--------------------------------------|-------------------------------------|
| | Does this connection provide access to the river and improve connectivity along the river corridor? | Does this connection improve circulation and connectivity along the river corridor? | Does this connection provide and enhance the character of the river corridor along the river? | Does this connection provide and improve connectivity along the river corridor? | | | | | Does the facility support safety for people walking and biking (e.g., lighting, ADA compliance, etc.)? | Does it connect other nearby trails and facilities (e.g., a water park)? | Does it connect to the study area barriers (such as Green Line, MB, MBTA)? | Does it require connectivity through? | Natural Resource Impacts | Cultural Resource Impacts | Built Environment Impacts | Historical/Heritage Resource Impacts | |
| Alternative 1: Vehicle access to riverbank for entire length of study area (e.g., Commonwealth Ave. to Boston Marriott and Auburn Street) | | | | | 4 | 5 | 4 | 4 | 5 | 5 | 3 | 5 | 3 | 2 | 4 | | |
| Alternative 2: Vehicle access to riverbank from Boston Marriott and Auburn Street | | | | | 5 | 5 | 4 | 4 | 5 | 5 | 3 | 5 | 3 | 2 | 4 | | |
| Alternative 3: Vehicle access to riverbank from Boston Marriott and Auburn Street | | | | | 4 | 3 | 2 | 3 | 5 | 5 | 4 | 5 | 5 | 5 | 3 | | |
| Alternative 4: Vehicle access to riverbank from Boston Marriott and Auburn Street | | | | | 5 | 3 | 2 | 3 | 5 | 5 | 2 | 5 | 3 | 2 | 3 | | |
| Alternative 5: Vehicle access to riverbank from Boston Marriott and Auburn Street | | | | | 5 | 3 | 2 | 3 | 5 | 5 | 2 | 5 | 3 | 2 | 4 | | |
| Alternative 6: Vehicle access to riverbank from Boston Marriott and Auburn Street | | | | | 3 | 3 | 3 | 3 | 5 | 5 | 4 | 5 | 1 | 5 | 4 | | |
| Alternative 7: Vehicle access to riverbank from Boston Marriott and Auburn Street | | | | | 3 | 3 | 2 | 2 | 2 | 4 | 4 | 4 | 4 | 3 | 2 | | |
| Alternative 8: Vehicle access to riverbank from Boston Marriott and Auburn Street | | | | | 3 | 3 | 5 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | |
| Alternative 9: Vehicle access to riverbank from Boston Marriott and Auburn Street | | | | | 4 | 4 | 5 | 4 | 3 | 4 | 4 | 4 | 4 | 3 | 4 | | |
| Alternative 10: Vehicle access to riverbank from Boston Marriott and Auburn Street | | | | | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | | |
| Alternative 11: Vehicle access to riverbank from Boston Marriott and Auburn Street | | | | | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | | |
| Alternative 12: Vehicle access to riverbank from Boston Marriott and Auburn Street | | | | | 2 | 3 | 2 | 2 | 5 | 4 | 4 | 4 | 4 | 3 | 4 | | |

Core criteria:

- Safety
- Connectivity
- Overcoming barriers
- Transportation
- Potential impacts
- Feasibility

Goals:

- Access to the river
- Connectivity
- Overcoming barriers
- Transportation
- Potential impacts
- Feasibility





Plan summary



Commonwealth Avenue site visit



Riverside Greenway Concept Plan

A public / private planning partnership between the Commonwealth, the City of Newton, the Town of Weston, and the Riverside Greenway Working Group with support from the Solomon Foundation.

Commonwealth Avenue



AGGB, Nolan, 1/30/19

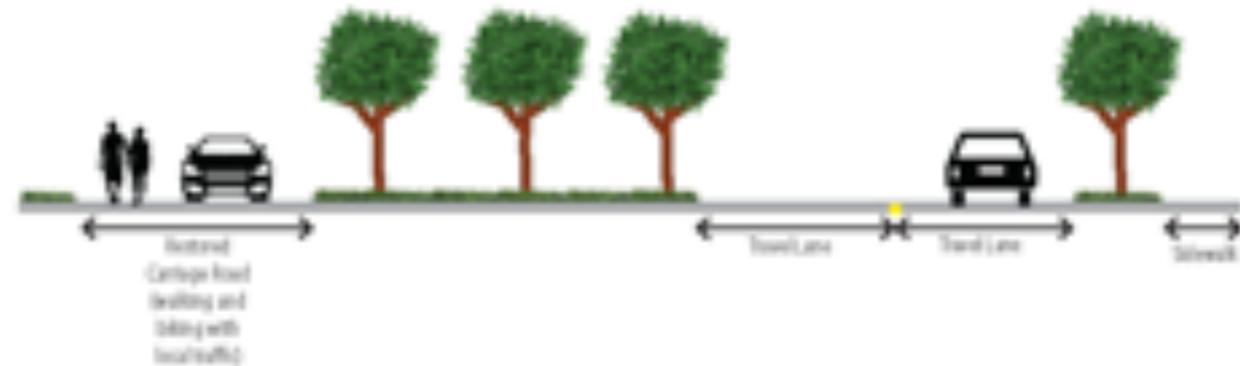
Carriage Road Split - Cycle Track option B



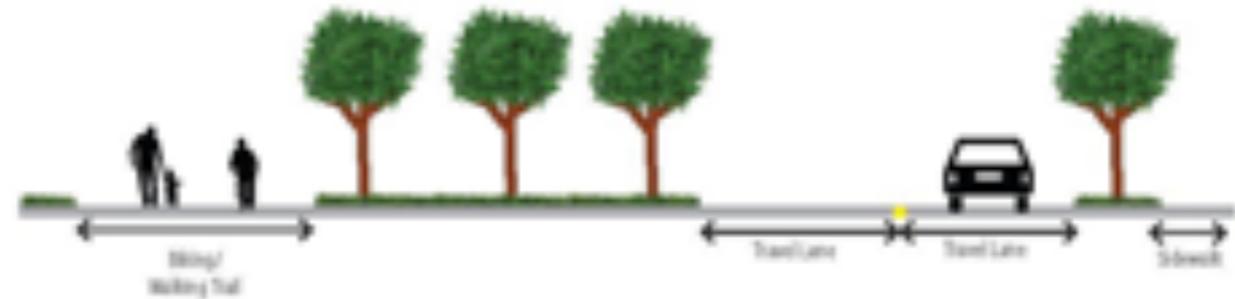
Carriage Road Split - Greenway option A

Commonwealth Avenue: Opportunities

Restore carriage road to a bike boulevard but for foot travelers as well as bikes



Non-motorized traffic only/
biking/walking trail



Commonwealth Ave. Sections



Riverside Greenway Concept Plan

A public / private planning partnership between the Commonwealth, the City of Newton, the Town of Weston, and the Riverside Greenway Working Group with support from the Solomon Foundation.

Boathouse



Pinch Points and dangerous crossings



High speed traffic

Narrow sidewalk →

The Commonwealth Ave. approach to Route 30 Bridge



Carriage Road Greenway - A new riverfront park for Auburndale



Norembega
Greenway
Dedicated lane for
walking and bicycling

Dog Park

Commonwealth
Greenway

Path to
Weston Trails
(90+ miles of
hiking trails)

Future ped / bike
connection west

To Riverside
Greenway

Route 30 Bridge - Commonwealth

Approximate HSH concept diagram



Norembega
Greenway
Dedicated lane for
walking and bicycling

P

Dog Park

P

Commonwealth
Greenway

Path to
Weston Trails
(90+ miles of
hiking trails)

Limit of Rt 30
bridge project

Future ped / bike
connection west

To Riverside
Greenway

Route 30 Bridge - Commonwealth Greenway

(draft concept diagram for discussion) Roadway reconfiguration



Norembega
Greenway
Dedicated lane for
walking and bicycling

Path to
Weston Trails
(90+ miles of
hiking trails)

Dog Park

Commonwealth
Greenway

Limit of Rt 30
bridge project

Future ped / bike
connection west

To Riverside
Greenway

Route 30 Bridge - Commonwealth Greenway

(draft concept diagram for discussion)





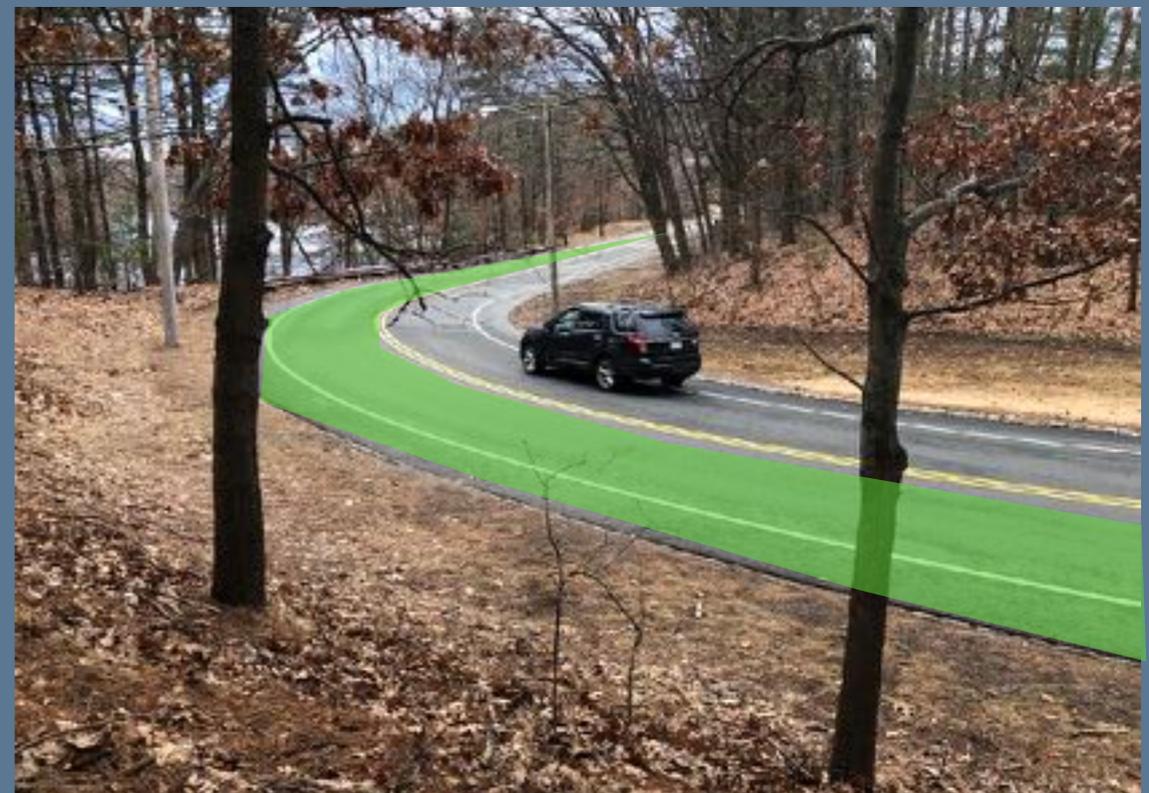
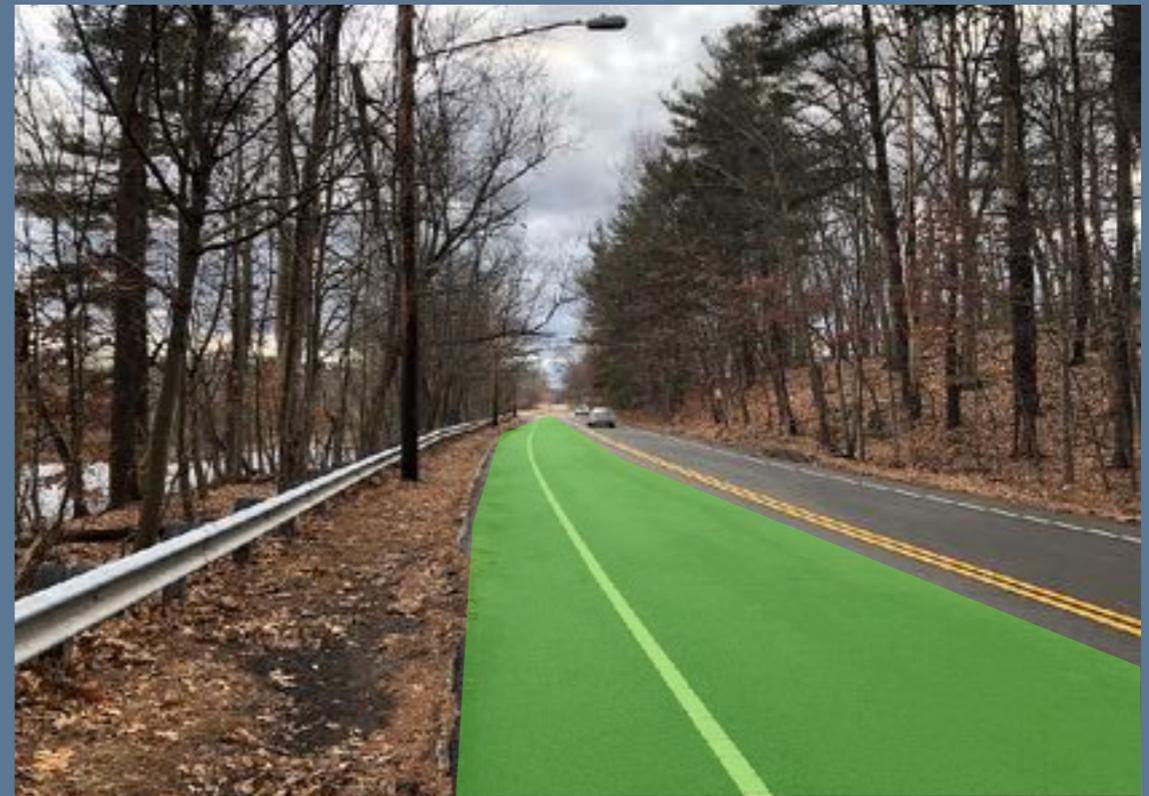
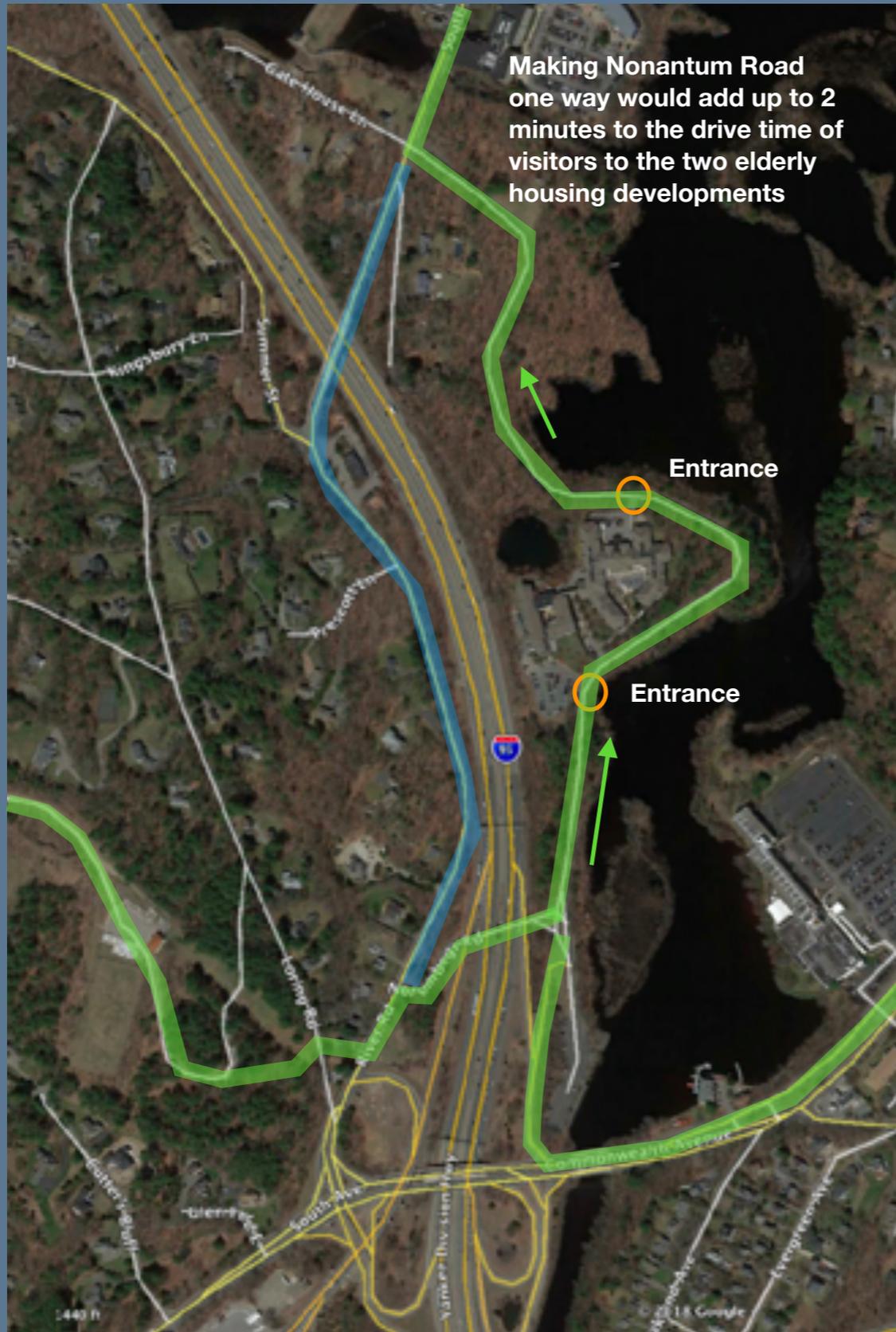
Route 30 Bridge approaches

(concept diagram)

U: Underpass
B: Bridge crossing

1: Onroad facility
2: Parallel shared-use path
3: Pedestrian river bridge

Working diagram for MassDOT meeting



Proposed dedicated lane for walking and biking



Weston Aqueduct Trail



Nonantum Shoreline trail



Single track path



Evergreen



Oakland

Pigeon Hill routes

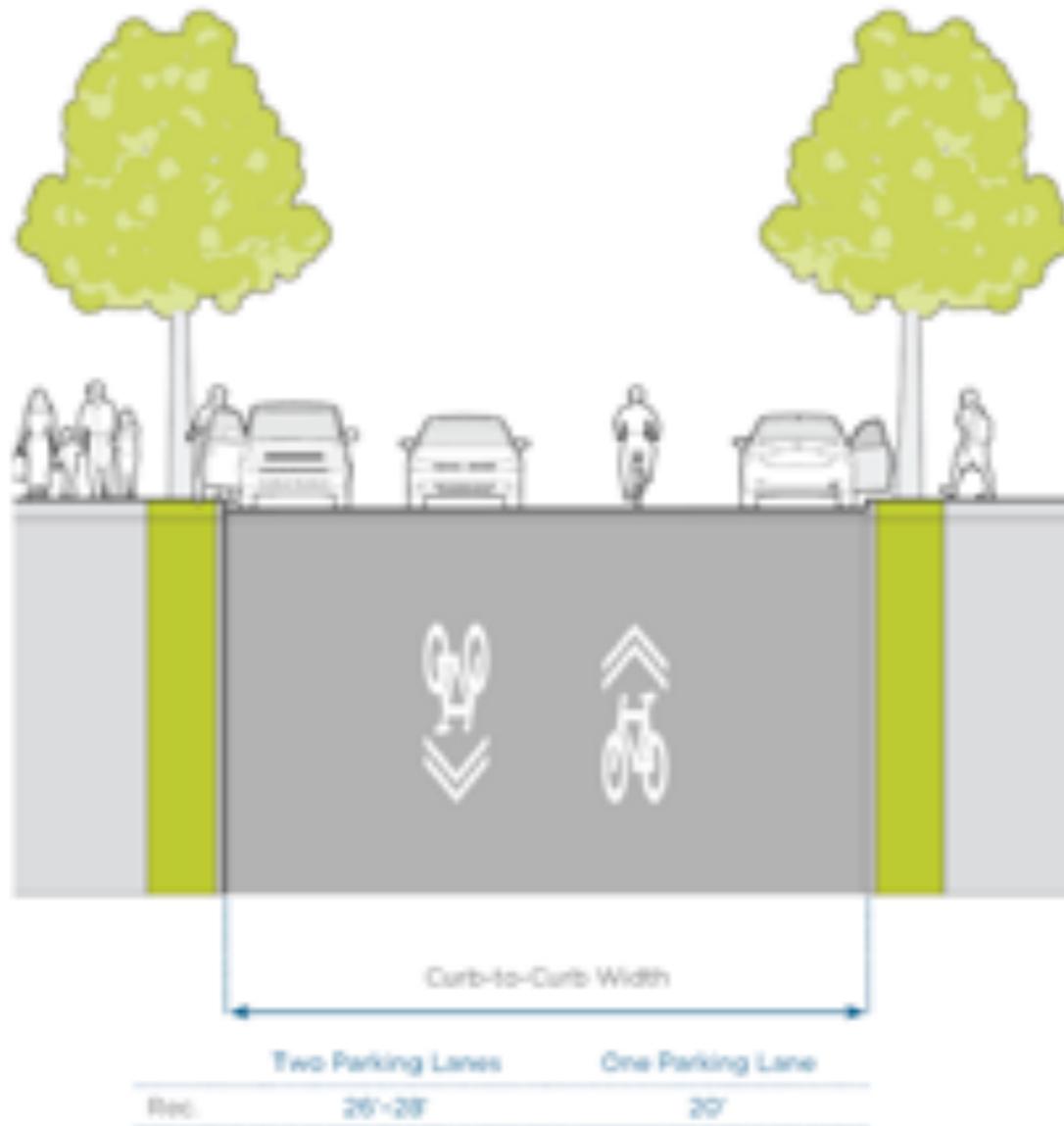
Bike Boulevards

From the *Newton Street Design Guide*, 2018

Bourne Street
Charles Street
Evergreen Avenue

Figure 4.7 Bike Boulevard

Bike boulevards are low-volume, low-speed streets—typically local streets—that have been designed to prioritize bicycle travel with signs, pavement markings, traffic calming measures (see **Section 4.3**), and, at major crossings, enhanced crossing treatments.



Bike Boulevards



Evergreen Avenue

Pigeon Hill Path

Boathouse Bridge

Charles Street Tunnel

Depot Tunnel

Hiking trail

To Pony Truss Bridge and Riverside Station

Shared use path

Pigeon Hill approach

Future
Highways



Pigeon Hill Road

Riverside Depot

Canoe houses

1907 Bromley Atlas



Pigeon Hill Road

Pigeon Hill Path



Evergreen Ave. gate



Underpass



Evergreen Avenue

Pigeon Hill Path

Boathouse Bridge

Shared use path



Charles Street Tunnel

Depot Tunnel

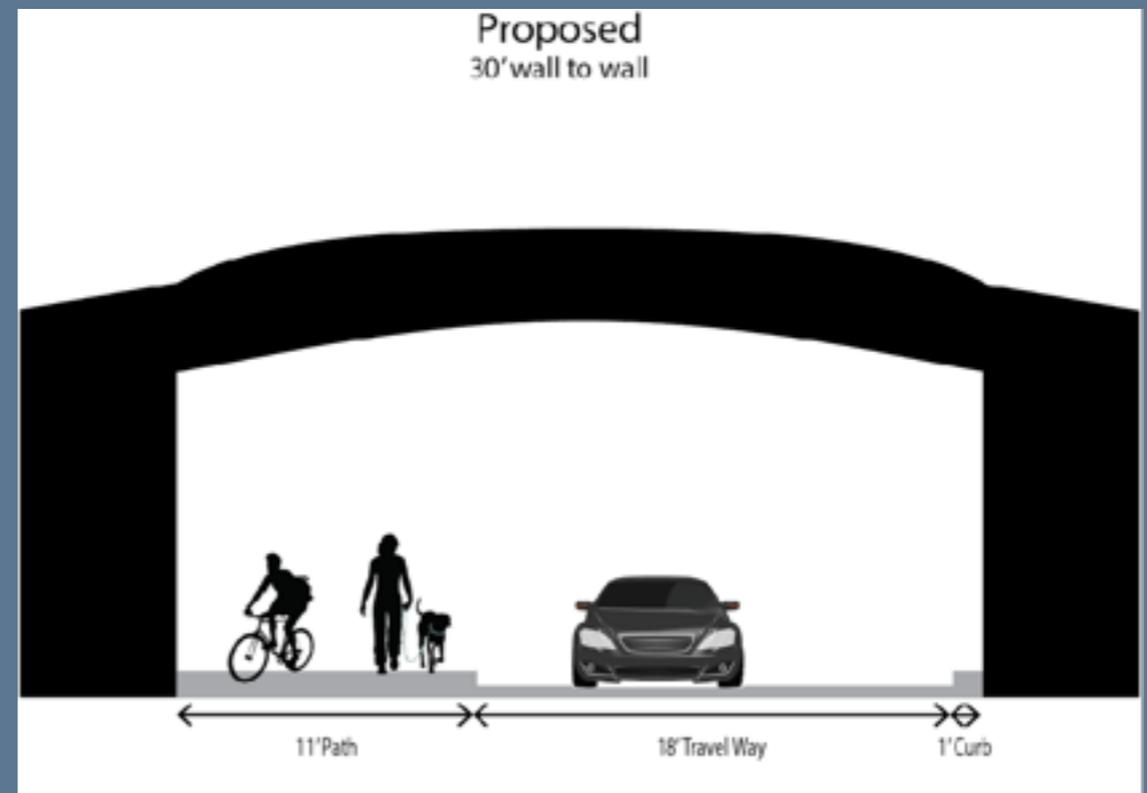
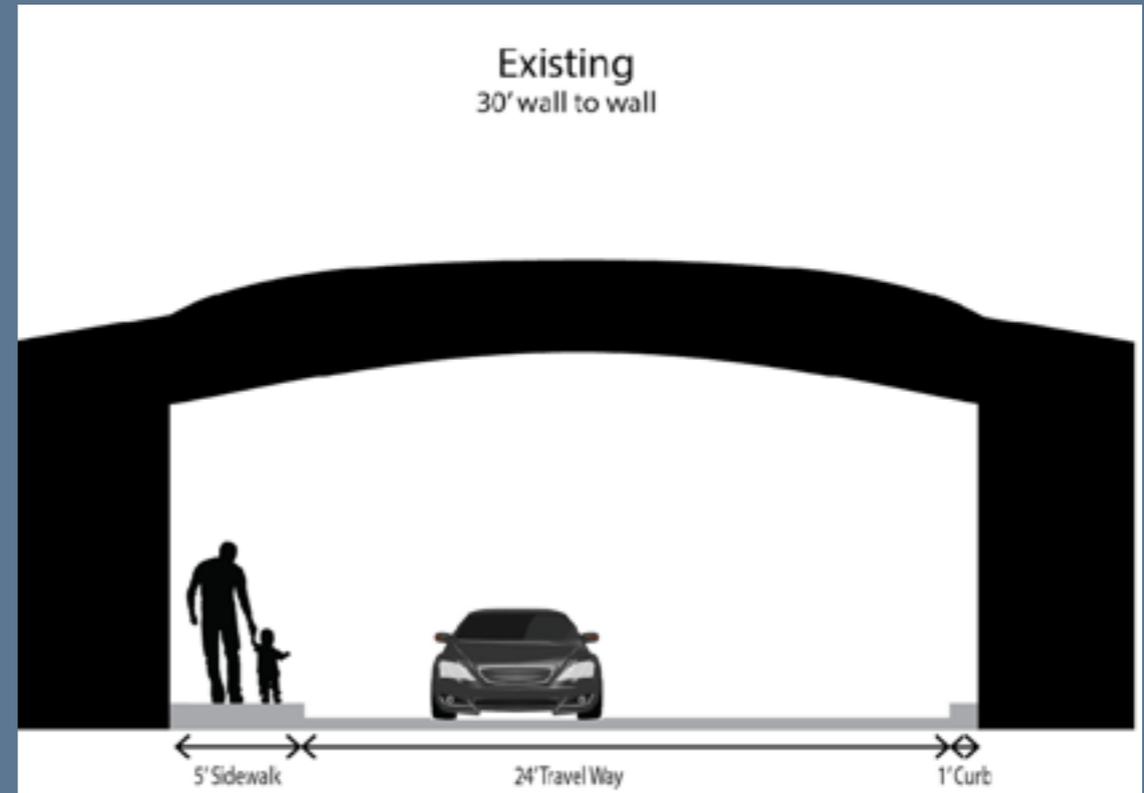
Hiking trail

To Pony Truss Bridge and Riverside Station

Pigeon Hill approach



Charles Street Tunnel



Widen existing walk from 5' to 11'



Evergreen Avenue

Pigeon Hill Path

Boathouse Bridge

Charles Street Tunnel

Depot Tunnel

Hiking trail

To Pony Truss Bridge and Riverside Station

Shared use path

Pigeon Hill approach



View upstream



Boathouse Bridge - MassDOT project ~ \$2,500,000



Pigeon Hill approach



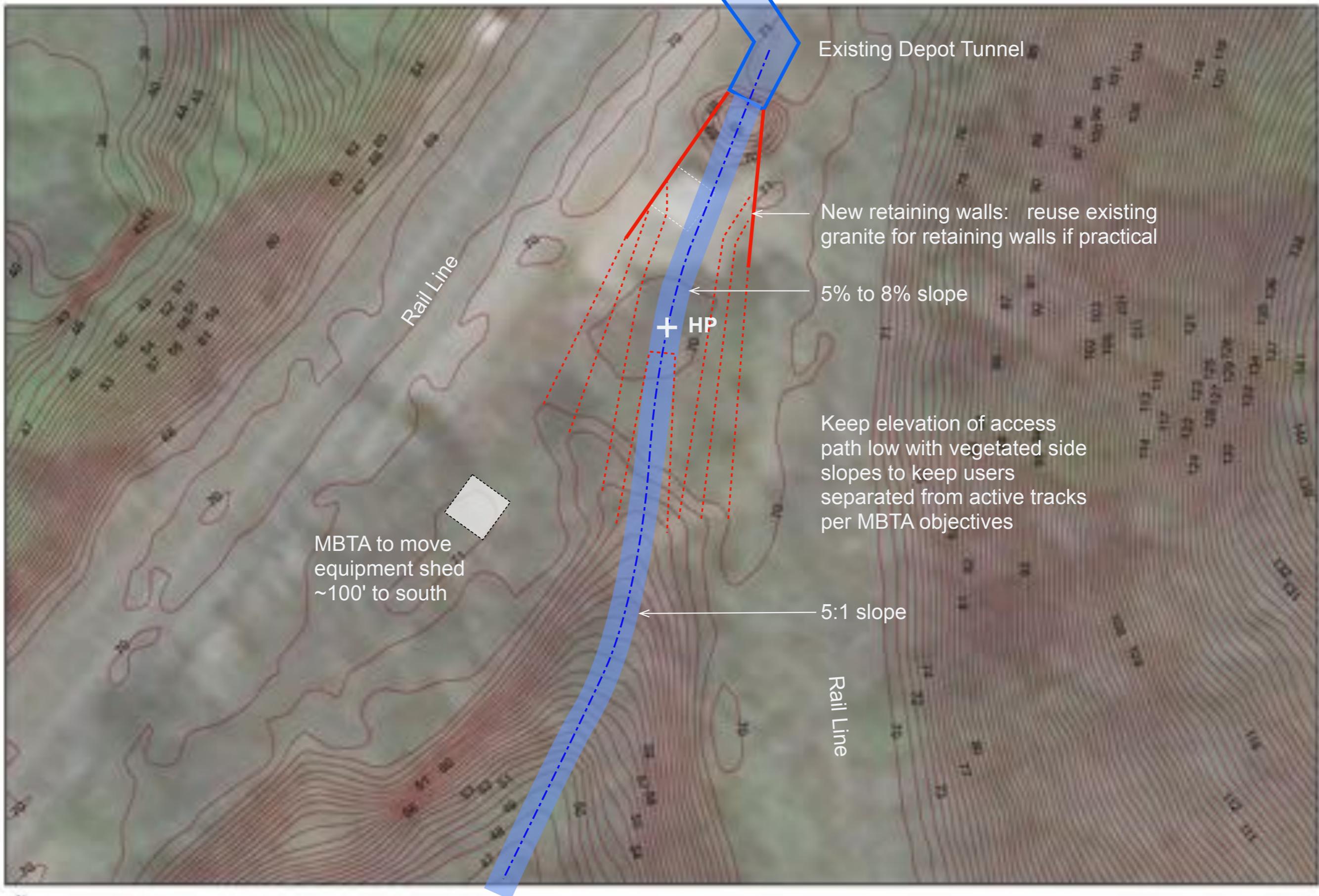
Repair masonry, repave, and install lighting



Train Depot - demolished



Riverside Depot pedestrian tunnel - to be restored and reopen



Existing Depot Tunnel

New retaining walls: reuse existing granite for retaining walls if practical

5% to 8% slope

Keep elevation of access path low with vegetated side slopes to keep users separated from active tracks per MBTA objectives

5:1 slope

Rail Line

Rail Line

MBTA to move equipment shed ~100' to south

HP

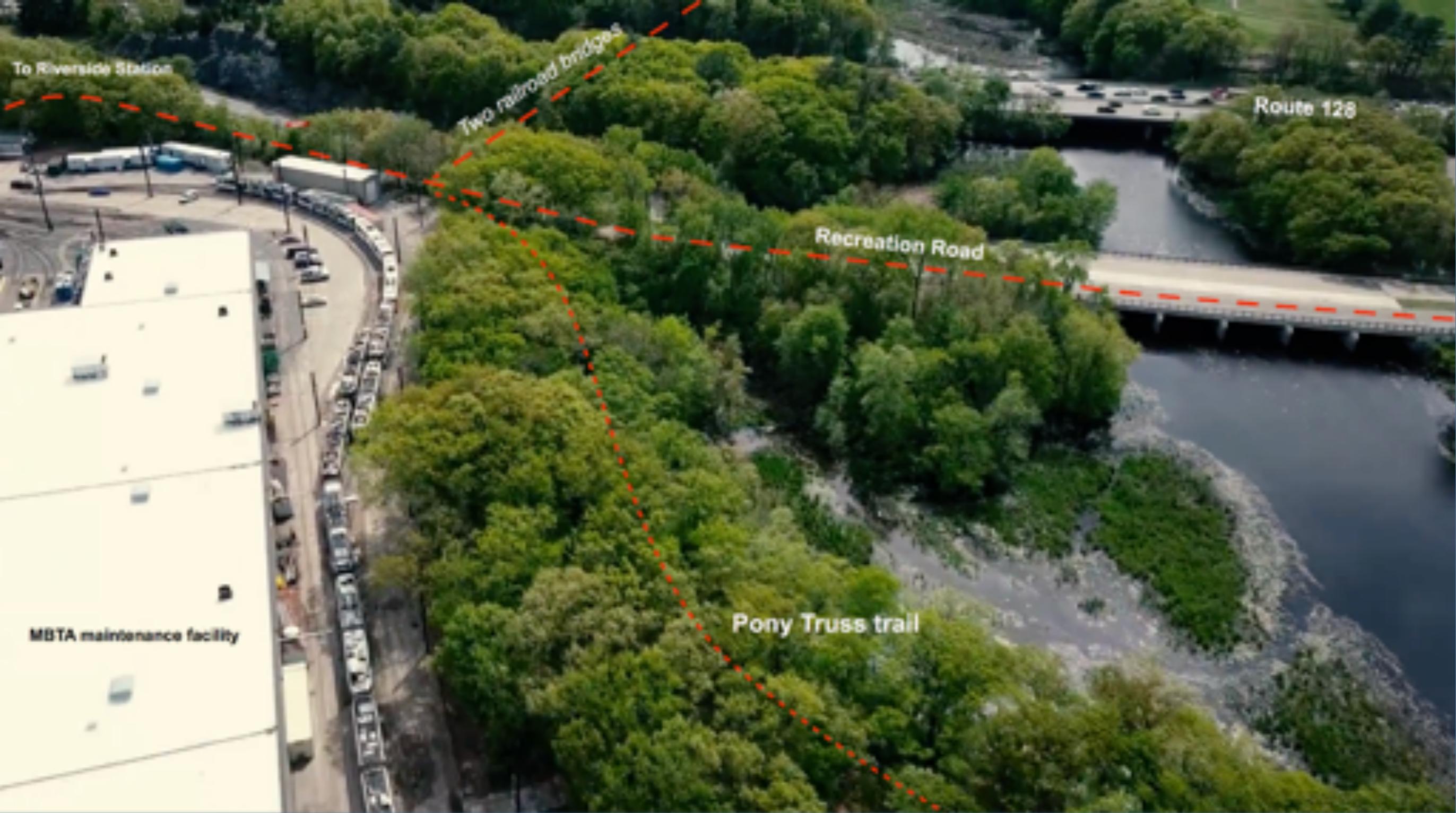


Riverside Depot Tunnel - ramp concept sketch

AGGB, Nolan, 1/22/19, All lines are conceptual and approximate



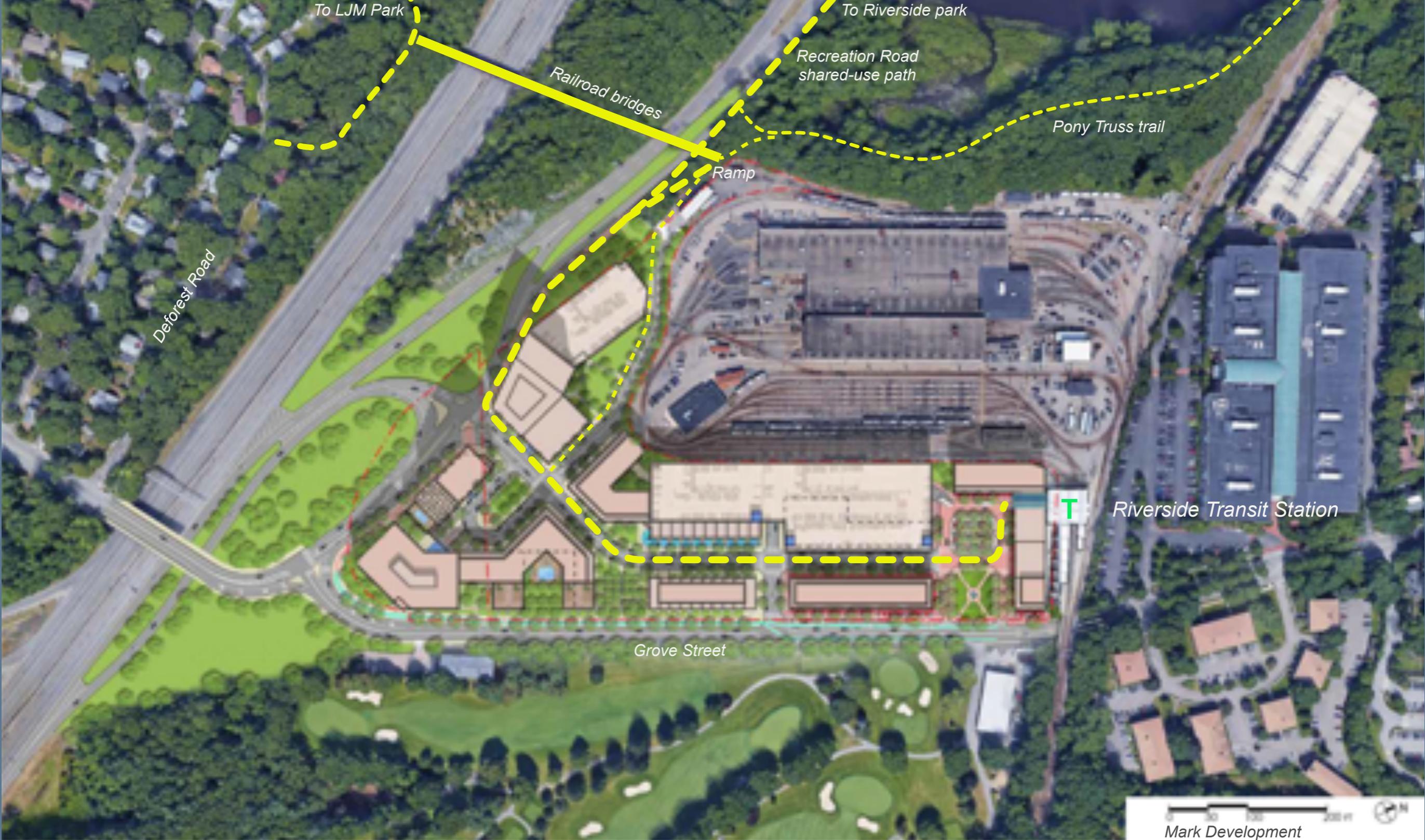
Pony Truss Bridge & Trail



Riverside Greenway Concept Plan

A public / private planning partnership between the Commonwealth, the City of Newton, the Town of Weston, and the Riverside Greenway Working Group with support from the Solomon Foundation.

Pony Truss



Riverside Development - public access



Riverside Road

The Two Bridges



Shore path near LJM golf course

Plan summary



Cost of key connections

MassDOT: ~ 3M

- Pigeon Hill Path
- Boat House Bridge

DCR

Developer: ~ 6M+

- Key connections: 3M
- Park improvements: 3M
- Recreation Road: ?

Riverside Park System
 2018 Conceptual costs from Jacobs Engineering, BSG and AGGB utilizing the Mass Trails estimator

- Proposed improvements
- Built or committed