

# HOUSE . . . . . No. 7

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## The Commonwealth of Massachusetts

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### SPECIAL REPORT OF THE METROPOLITAN DISTRICT COMMISSION RELATIVE TO CONSTRUCTION OF A FOOT BRIDGE OVER NEPONSET RIVER BETWEEN DUX- BURY ROAD IN BOSTON AND VALLEY ROAD IN MILTON.

[Metropolitan Affairs.]

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METROPOLITAN DISTRICT COMMISSION,  
20 SOMERSET STREET, BOSTON, December 7, 1932.

*To the Honorable the Senate and House of Representatives of Massachu-  
setts in General Court assembled.*

On May 3, 1932, the following resolve, chapter 16,  
was approved by the Governor:

*Resolved*, That the metropolitan district commission is hereby authorized and directed to investigate relative to the advisability and probable cost of constructing a foot bridge across the Neponset river from a point at or near Duxbury road in the city of Boston to a point at or near the Valley road station of the Boston Elevated Railway Company in the town of Milton.

Said commission shall report to the general court the results of its investigation, and its recommendations, if any, together with drafts of legislation necessary to carry the same into effect, by filing the same with the clerk of the house of representatives on or before the first Wednesday in December in the current year.

The Commission has investigated the advisability and cost of constructing a foot bridge across the Neponset River from a point near Duxbury Road in Boston to a

point near the Valley Road station of the Boston Elevated Railway in Milton, and reports as follows:

Duxbury Road in the city of Boston is a short, dead-end street running from River Street to a point near the Neponset River. The junction of Duxbury Road and River Street is about 4,200 feet distant from Mattapan Square and 3,200 feet from Pierce Square at Milton Lower Mills. The Valley Road station on the Shawmut branch line of the Boston Elevated Railway lies nearly opposite Duxbury Road across the Neponset River in Milton. On the opposite side of River Street from Duxbury Road is the property of the Boston Consumptive Hospital.

The purpose of constructing a foot bridge at this point would be to give access to passengers to and from the vicinity of Duxbury Road and along River Street to the Valley Road station of the Boston Elevated Railway.

The distance from the junction of Duxbury Road and River Street to the Valley Road station by such a bridge would be about 1,300 feet. Access to the Boston Elevated system can now be obtained by the Central Avenue bridge to the Central Avenue station, a distance of about 2,300 feet from the junction of River Street and Duxbury Road.

From October 19, 1921, to January 19, 1929, street car service was maintained by the Boston Elevated Railway on River Street between Mattapan Square and Pierce Square; thereafter bus service was furnished between these two points until December 21, 1929, and bus service between Pierce Square and Standard Street until June 8, 1930. The amount of passenger traffic, however, was not sufficient to justify maintaining this service, and it was therefore abandoned. During the last ten days of operation there were only 259 passengers, an average of less than 26 a day for an average of 47 trips, or an average of less than one person a trip.

The width of the Neponset River near Duxbury Road would require a bridge 500 feet in length, and the estimated cost of a structural I beam bridge with reinforced

concrete flooring 10 feet in width, with piers about 40 feet apart, would be \$40,000, and for a wooden pile bridge 10 feet in width \$13,500.

Such a foot bridge would have little use except to give access for passengers from the Boston side of the Neponset River in the vicinity of Duxbury Road to the trolley service at Valley Road station.

Because of the small number of persons who apparently would use the bridge, and because the Central Avenue bridge gives a fairly good access to the street railway station at that place, the Commission does not feel that the expense of building a foot bridge at Duxbury Road is justified.

Respectfully submitted,

DAVIS B. KENISTON,  
GEO. B. WASON,  
WM. F. ROGERS,  
C. H. J. KIMBALL,  
MELVIN B. BREATH,

*Metropolitan District Commission.*

