

HOUSE No. 112

The Commonwealth of Massachusetts

DIVISION OF METROPOLITAN PLANNING,
20 SOMERSET STREET, BOSTON, December 1, 1932.

To the Honorable Senate and House of Representatives.

In compliance with the provisions of section 33 of chapter 30 of the General Laws, the Division of Metropolitan Planning herewith respectfully submits the portion of its annual report for the year ending November 30, 1932 (Pub. Doc. No. 142), which contains recommendations or suggestions for legislative action.

RECOMMENDATIONS.

During the present year the Division has continued its studies of through highway projects which will ultimately be required in the Metropolitan District, and herewith lists ten such projects, which it considers essential.

1. The completion of an adequate highway from Day Square in the East Boston section northerly to suitable connections with the shore road, Broadway and the Newburyport Turnpike.

2. The completion of the highway through Arlington, Lexington, Lincoln and other towns authorized by chapter 302 of the Acts of 1932. This really will be the Boston entrance of the Mohawk Trail.

3. The completion of the Worcester Turnpike through Brookline, including a circle and/or overpass at the intersection of Huntington Avenue and the riverway.

4. The extension of the Canterbury highway to the intersection of Washington Street and the West Roxbury Parkway. The large expenditure made on the Canterbury highway will be of little value until this section of road is constructed. It will be one of the two main Boston entrances for traffic from Providence and the south.

5. The Department of Public Works has substantially completed the southerly portion of the ten-mile circumferential highway. It is most important that this highway be continued north of the city.

6. The completion of the highway system along the Charles River between Boston and Watertown, including the Gerry's Landing bridge.

7. A new highway toward Lowell and the Merrimac Valley.

8. The so-called South Quincy highway which will connect the bridge over the Fore River with Mattapan Square.

9. A new highway along the Charles River in Waltham with suitable connection to the north ten-mile circumferential highway.

10. A by-pass on the Lawrence Road, passing easterly of Stoneham and Reading and westerly of Wakefield and avoiding the congested centers of those three towns, with a branch to Wakefield and the Newburyport Turnpike.

In the judgment of the Division, the first five projects should be carried out in the order named and before the remaining five projects are undertaken. Many of these highways should be constructed as State highways, but possibly with provision for some contribution toward land costs from the cities and towns through which they pass.

The first three projects are already under way and require no legislation, and our recommendations for this year include (a) the authorization for the construction of only one project, to wit, the completion of the Canterbury highway, and (b) detailed studies by the Department of Public Works of several other projects, including —

1. The completion of the ten-mile circumferential highway.

2. The route from Watertown Square along the Charles River to a suitable connection with the two main highways to the west.

3. The so-called South Quincy highway which will connect the bridge over the Fore River on Washington Street with Mattapan Square.

The Division recognizes the need of public economy, and for this reason has submitted a very limited program for the present year, with no assessments on the Metropolitan District as such.

HUNTINGTON AVENUE SUBWAY.

The Legislature of 1932 by chapter 306 authorized the construction of a subway from the corner of Gainsboro Street and Huntington Avenue along Huntington Avenue, Stuart Street, Columbus Avenue and across the Common to Park Street at an estimated cost of \$9,000,000. For part of its length this subway parallels the Boylston Street subway. It will ultimately be a part of a through line known as Route 1, as previously recommended by the Boston Metropolitan Council. At the request of the Elevated this Division undertook the study of a modification of this route which would avoid the necessity for the immediate construction of the section of subway along Stuart Street, Columbus Avenue and across the Common. Such a study has been completed and the Division finds that for a cost of less than \$5,000,000 a subway can be constructed from Gainsboro Street along Huntington Avenue to a junction with the Boylston Street subway at Copley Square, that subway being used for the present to carry the trolley cars passing through the Boylston Street and the Huntington Avenue subway, with plans which will provide for the use of the new Huntington Avenue subway as a part of a slightly modified Route 1. There is obvious advantage in the saving of approximately \$4,000,000 of construction until such time as the complete route is required.

DIVISION OF METROPOLITAN PLANNING.

CHARLES R. GOW, *Chairman.*

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