

SENATE No. 554

The Commonwealth of Massachusetts

SENATE, March 9, 1950.

The committee on Highways and Motor Vehicles, to whom was referred the petition (accompanied by resolve, Senate, No. 29) of Richard H. Lee, Edward W. Staves and Charles J. Innes that provision be made for an investigation and study by the Department of Public Works of the advisability of constructing a new elevated highway from the vicinity of Boston University Bridge to the vicinity of the South Station in the city of Boston, and the petition (accompanied by resolve, House, No. 1934) of John D. Brown that the Department of Public Works be authorized to investigate the advisability of constructing an express way from the town of Brookline to the city of Boston for the purpose of relieving traffic congestion and abating the smoke nuisance in said communities, report the accompanying Resolve (Senate, No. 554).

For the committee,

EDWARD W. STAVES.

The Commonwealth of Massachusetts

In the Year One Thousand Nine Hundred and Fifty.

RESOLVE PROVIDING FOR AN INVESTIGATION AND STUDY OF THE ADVISABILITY OF CONSTRUCTING AN ELEVATED VEHICULAR HIGHWAY FROM A POINT NEAR LONGWOOD AVENUE IN THE TOWN OF BROOKLINE AND A POINT NEAR SOLDIERS FIELD ROAD AND BOSTON UNIVERSITY BRIDGE IN THE CITY OF BOSTON TO A POINT NEAR THE SOUTH STATION IN SAID BOSTON.

1 *Resolved*, that the department of public works is
2 hereby authorized and directed to investigate and
3 study the advisability and feasibility of the construc-
4 tion of an elevated vehicular highway along or over
5 certain tracks of the Boston and Albany railroad
6 from a point near Longwood avenue in the town of
7 Brookline and from a point near Soldiers Field road
8 and Boston University bridge in the city of Boston
9 to a point near Kneeland street and the South Station
10 in said Boston, together with any traffic interchanges
11 that may be deemed desirable.

12 In making said investigation and study the de-
13 partment shall consider the effect of said construc-
14 tion in connection with the movement of traffic as
15 described in the master highway plan for the Boston
16 metropolitan area set out in Exhibit B of house docu-
17 ment numbered seventeen hundred and sixty-seven
18 of nineteen hundred and forty-eight, and the proposed
19 construction outlined therein, and shall also consider

20 the abatement of smoke ejected by steam locomotive
21 in connection therewith.

22 The department shall consider connections to the
23 belt-line proposed in said master plan and shall in-
24 clude in its report estimates of the cost of construc-
25 tion and damages, if any, the volume of traffic that
26 would be served by such a facility, the feasibility of
27 providing for such a project to be financed privately
28 without expense to the commonwealth or any of its
29 sub-divisions, as a self-liquidating project by private
30 interests, the possibility of financing said construc-
31 tion in whole or in part by tolls, the advisability of
32 creating an Authority to carry out such project, and
33 the feasibility of widening Boylston street between
34 Hereford street and Arlington street, and the widen-
35 ing of any other access routes desirable in connection
36 with said project.

37 The department shall report to the general court
38 the results of its investigation and its recommenda-
39 tions, if any, together with estimates of costs and
40 drafts of legislation necessary to carry its recommenda-
41 tions into effect, by filing the same with the clerk of
42 the senate on or before April twenty-eighth, nineteen
43 hundred and fifty.

44 Said commission shall also consider the advisability
45 of having such work done by an Authority and
46 privately financed.

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