



Riverside Greenways

Newton Free Library
Emily Norton, Dan Driscoll, Herb Nolan
January 24, 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

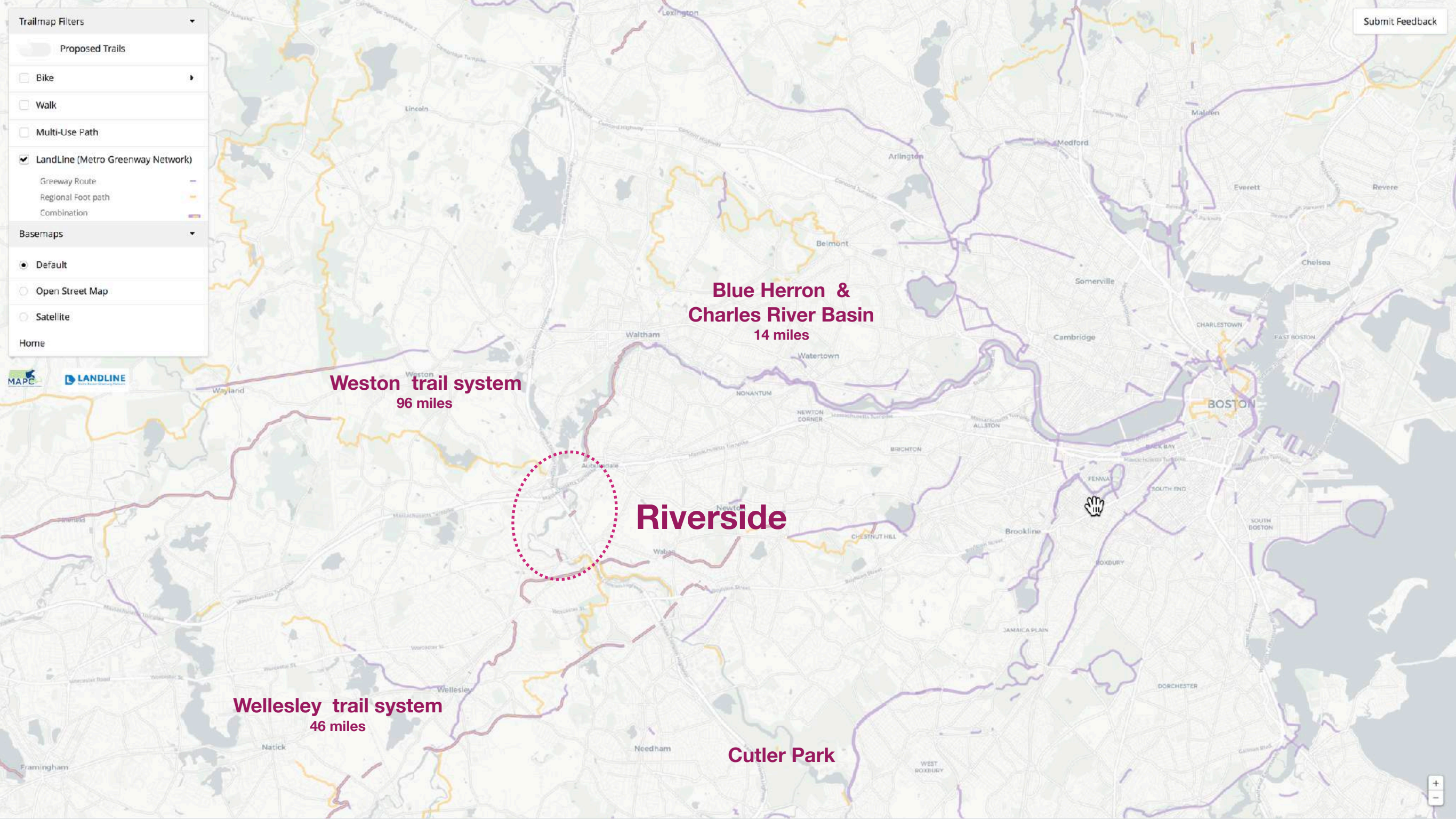
Trailmap Filters

- Proposed Trails
- Bike
- Walk
- Multi-Use Path
- LandLine (Metro Greenway Network)
 - Greenway Route
 - Regional Foot path
 - Combination

Basemaps

- Default
- Open Street Map
- Satellite

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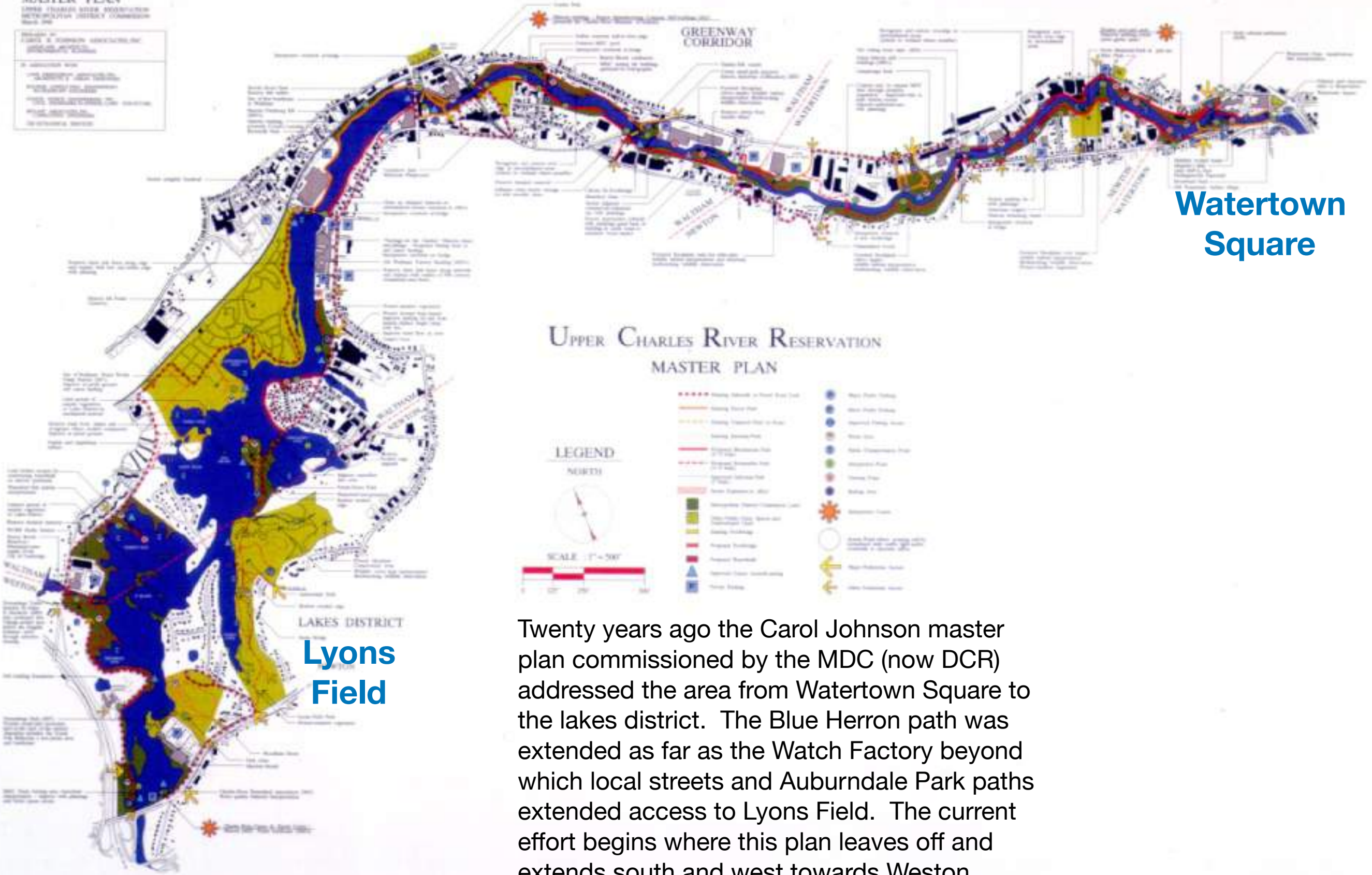


Riverside Greenway Working Group

MASTER PLAN
 UPPER CHARLES RIVER RESERVATION
 METROPOLITAN DISTRICT COMMISSION
 March 1998

DESIGNED BY
 CAROL JOHNSON ARCHITECTURAL
 ARCHITECTS

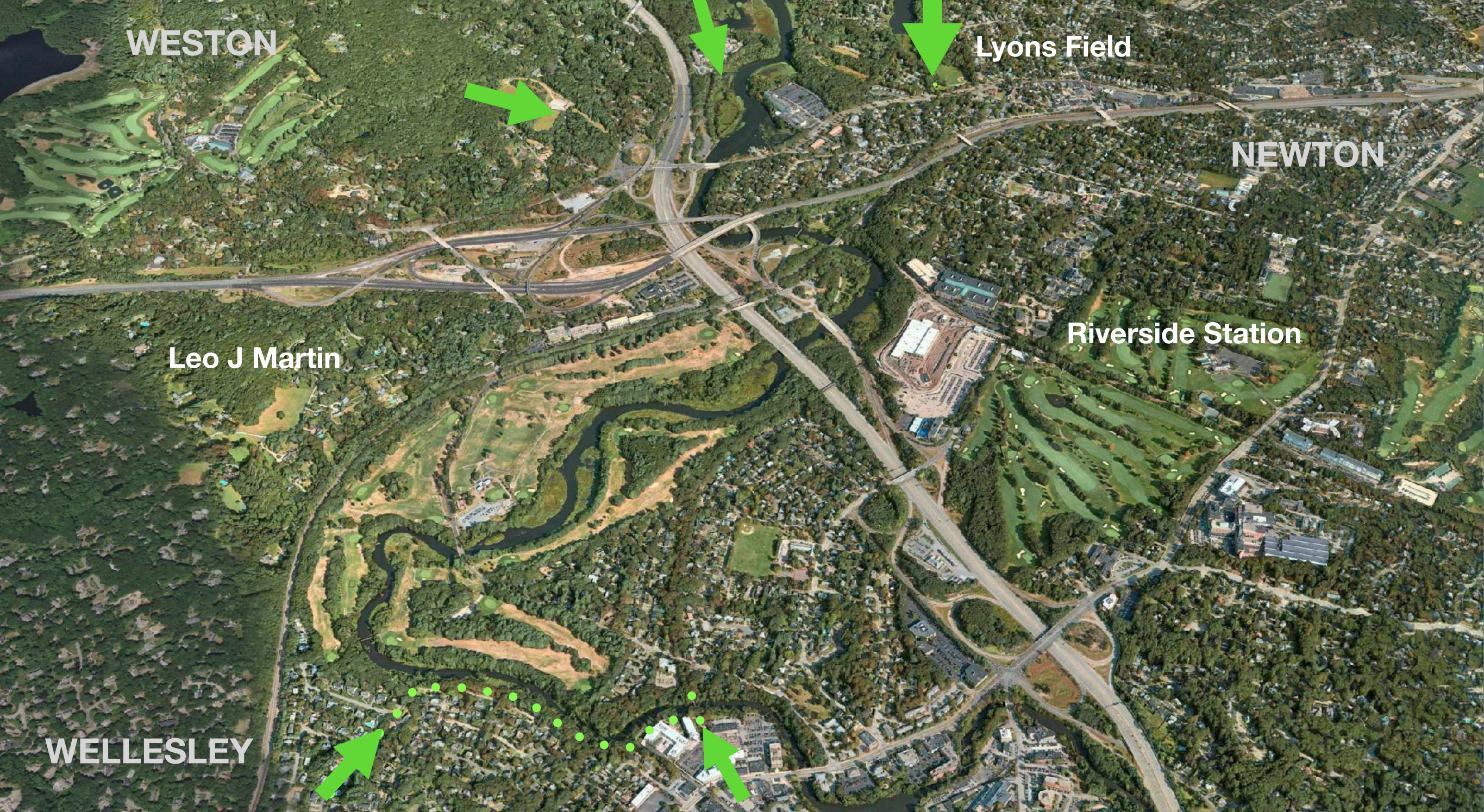
A SUMMARY OF
 "CLARITY" SERVICES
 "RELAXED" DESIGN
 "THE WALKWAY" TO THE RIVER
 "THE WALKWAY"
 "THE WALKWAY"



Watertown Square

Lyons Field

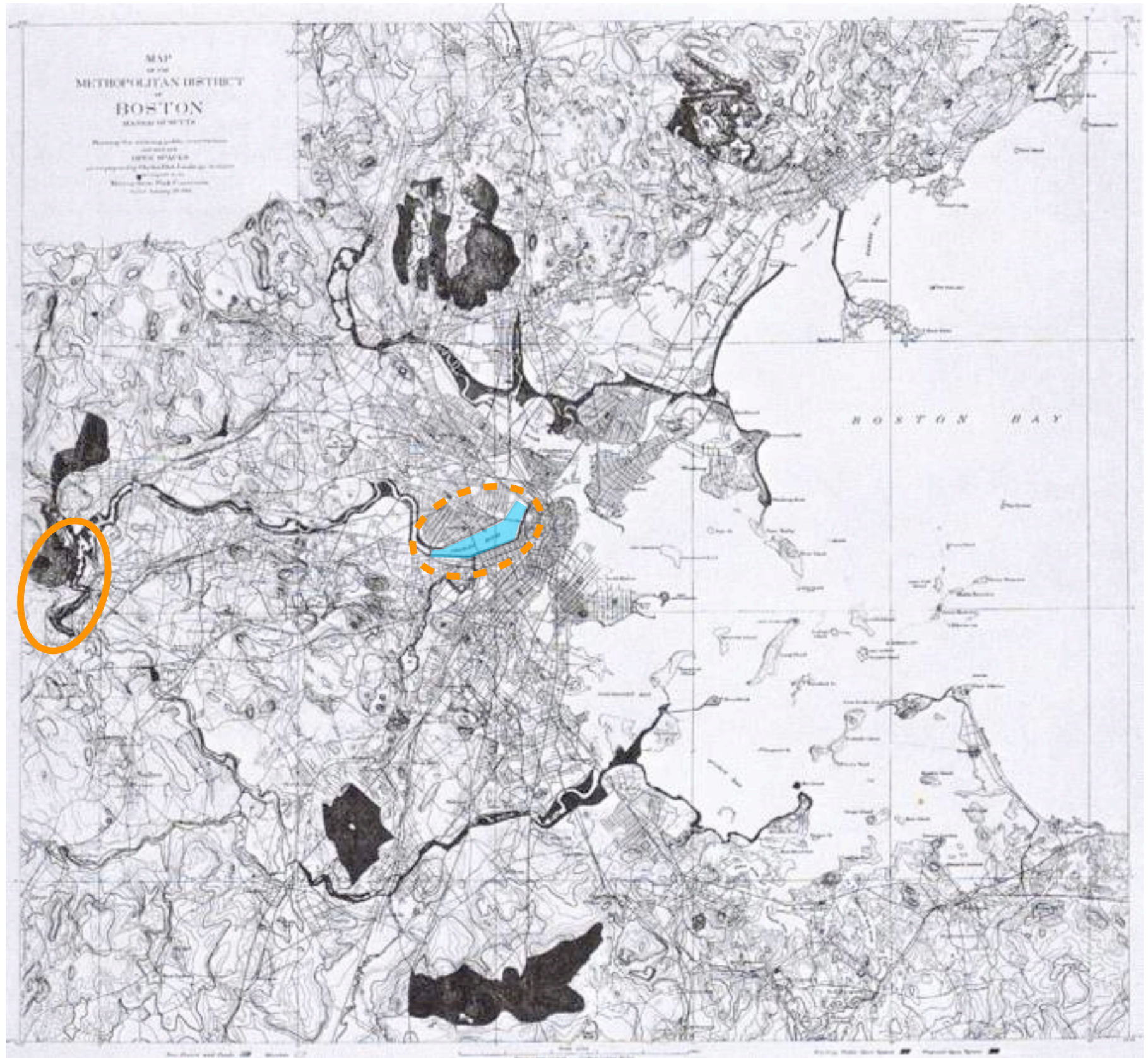
Twenty years ago the Carol Johnson master plan commissioned by the MDC (now DCR) addressed the area from Watertown Square to the lakes district. The Blue Herron path was extended as far as the Watch Factory beyond which local streets and Auburndale Park paths extended access to Lyons Field. The current effort begins where this plan leaves off and extends south and west towards Weston, Newton Lower Falls, and Wellesley.



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



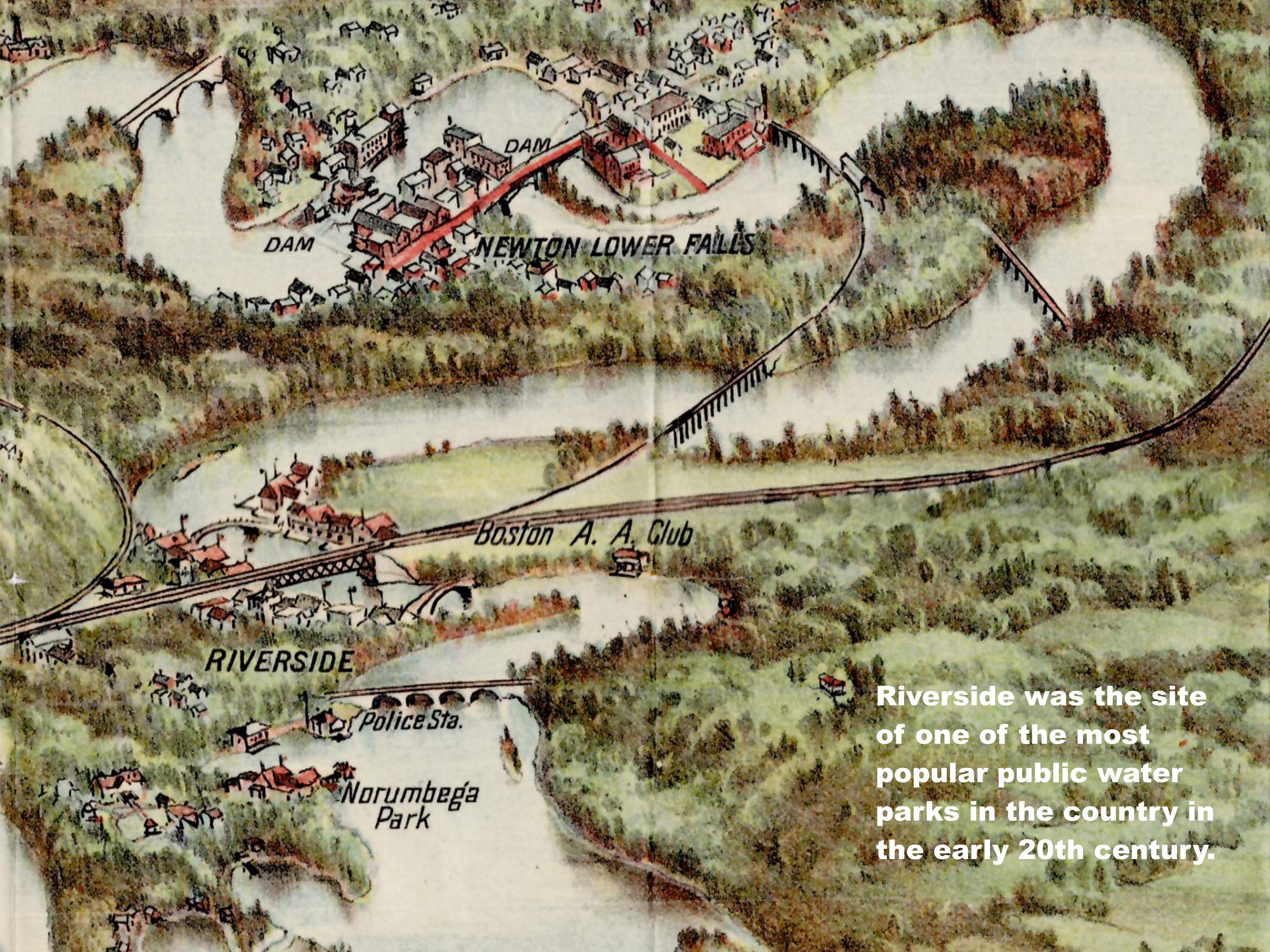
unlocking access to two miles of now hidden river and bringing back a diversity of uses and people is the goal



1893 Charles Eliot Open Space Plan: Riverside was a major destination



Charles Eliot considered this lost stretch of river one of the most beautiful

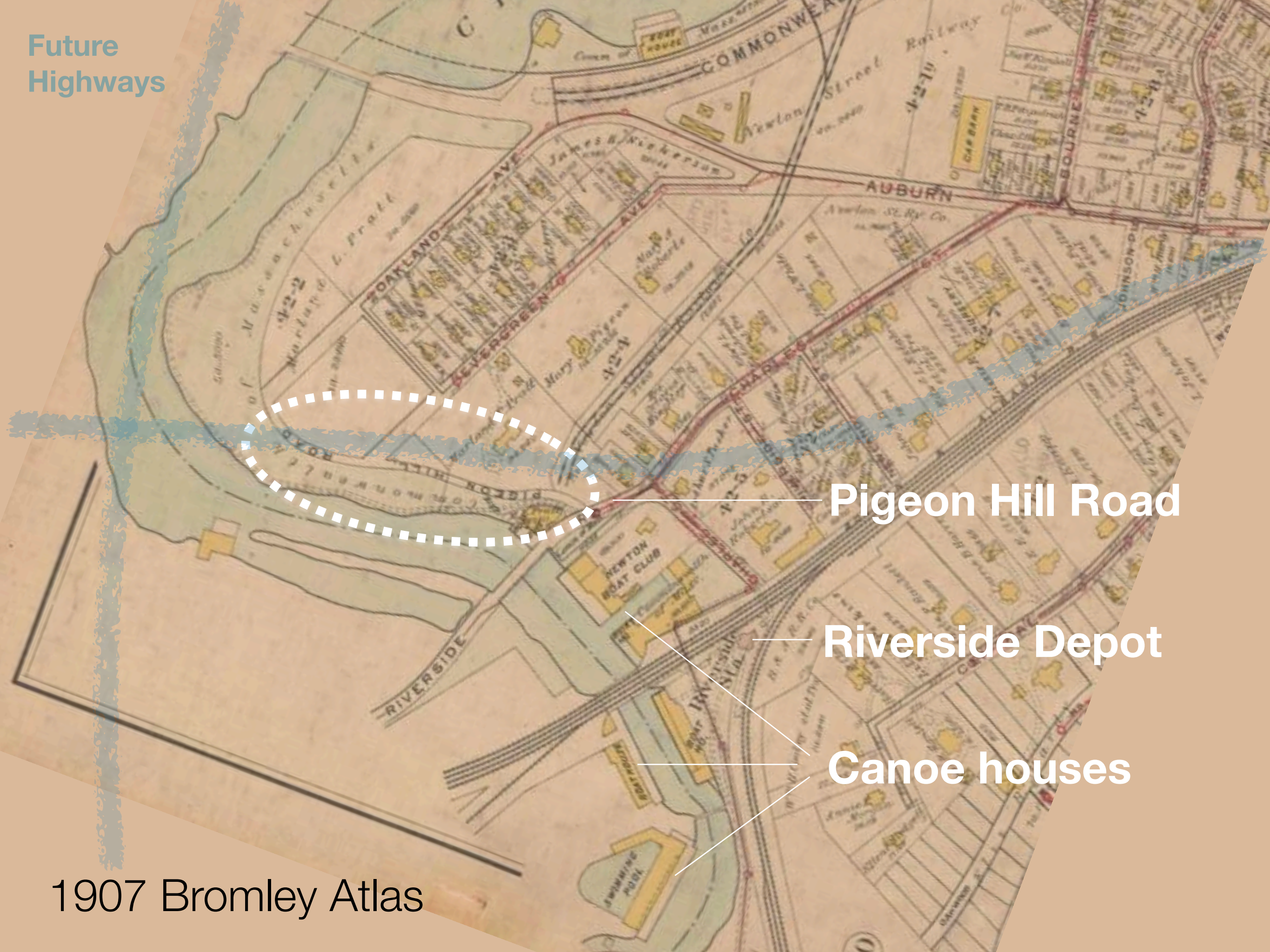


Riverside was the site of one of the most popular public water parks in the country in the early 20th century.



On warm weekends up to 5000 canoes would be launched onto the river and paddled up stream towards Lower Falls or down stream to the lakes district. Shore side attractions, including the largest swimming pool in New England, drew a tremendous diversity of visitors. The advent of the automobile, the construction of highways, the game of golf replaced this by the mid 20th century.

Future
Highways



Pigeon Hill Road

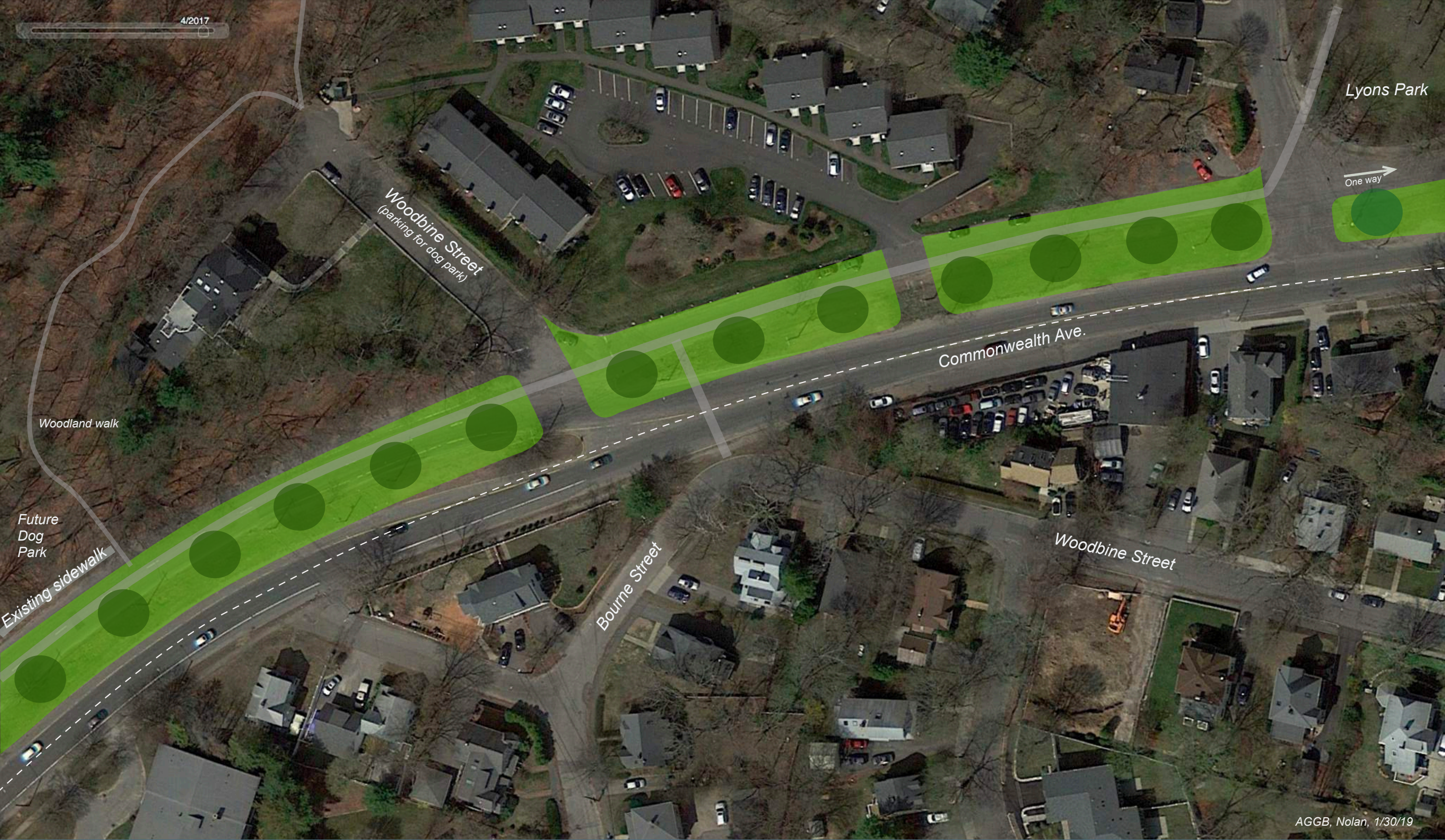
Riverside Depot

Canoe houses

1907 Bromley Atlas



Commonwealth Avenue site visit



Lyons Park

One way

Woodbine Street
(parking for dog park)

Commonwealth Ave.

Bourne Street

Woodbine Street

Woodland walk

Future Dog Park

Existing sidewalk

Carriage Road Split - Greenway option A



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.

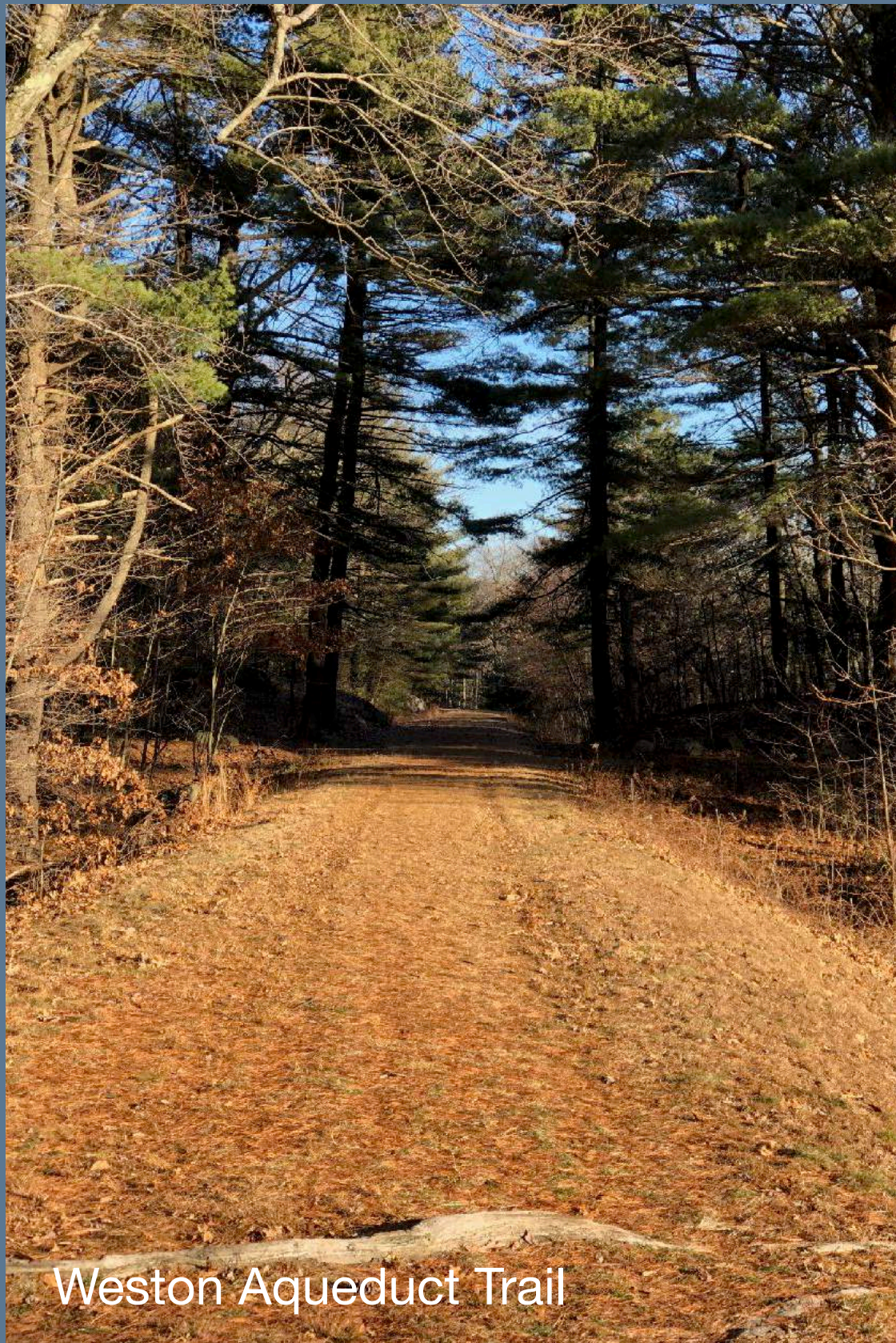
Commonwealth Avenue



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Boathouse



Weston Aqueduct Trail



Norembega Road trail



Weston Trails ~ 100 miles of walking and biking trails



Pinch Points and dangerous crossings



AGGB 1/24/19

created with PTGui panorama stitching software

Through path to Evergreen Ave. and I-90 underpass

Carriage Road Greenway - A new riverfront park for Auburndale



High speed traffic

Narrow sidewalk →

The Commonwealth Ave. approach to Route 30 Bridge



Carriage Road Greenway - A new riverfront park for Auburndale



Pigeon Hill approach

To Pony Truss Bridge and Riverside Station



Pigeon Hill Road



Evergreen Ave. gate



Underpass

Pigeon Hill Path



Historic retaining wall



Water view



Pigeon Hill Road

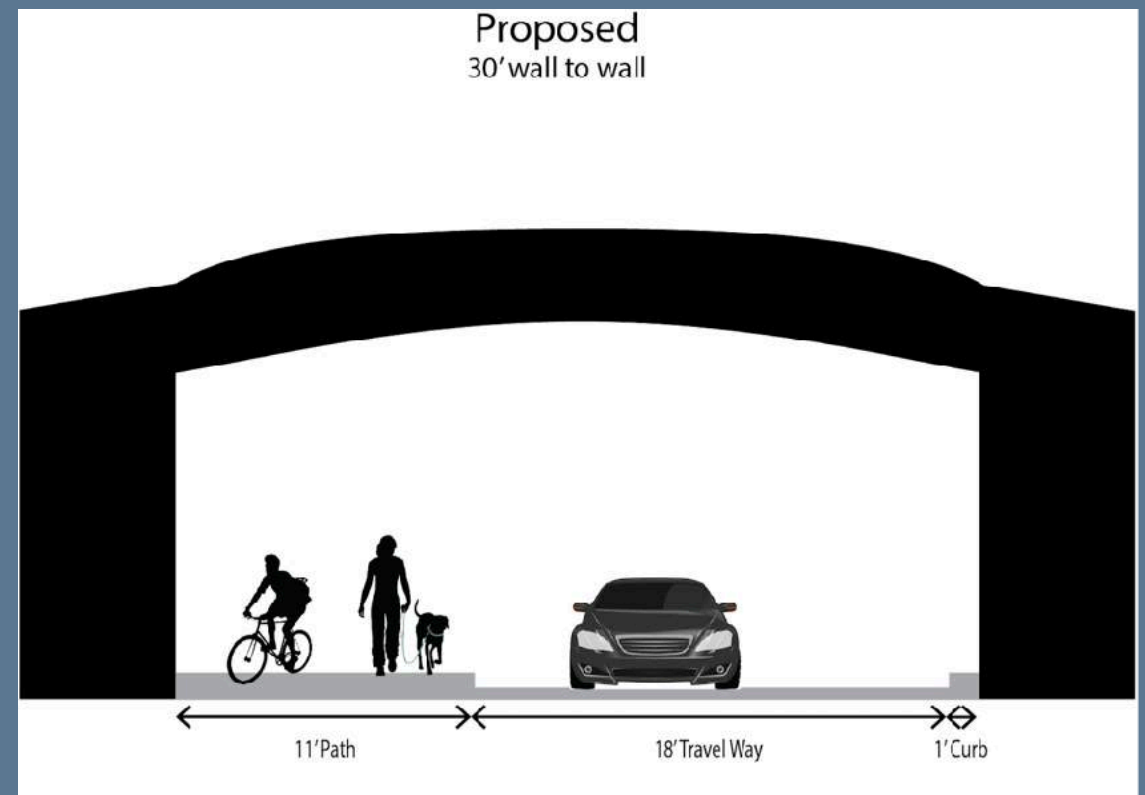
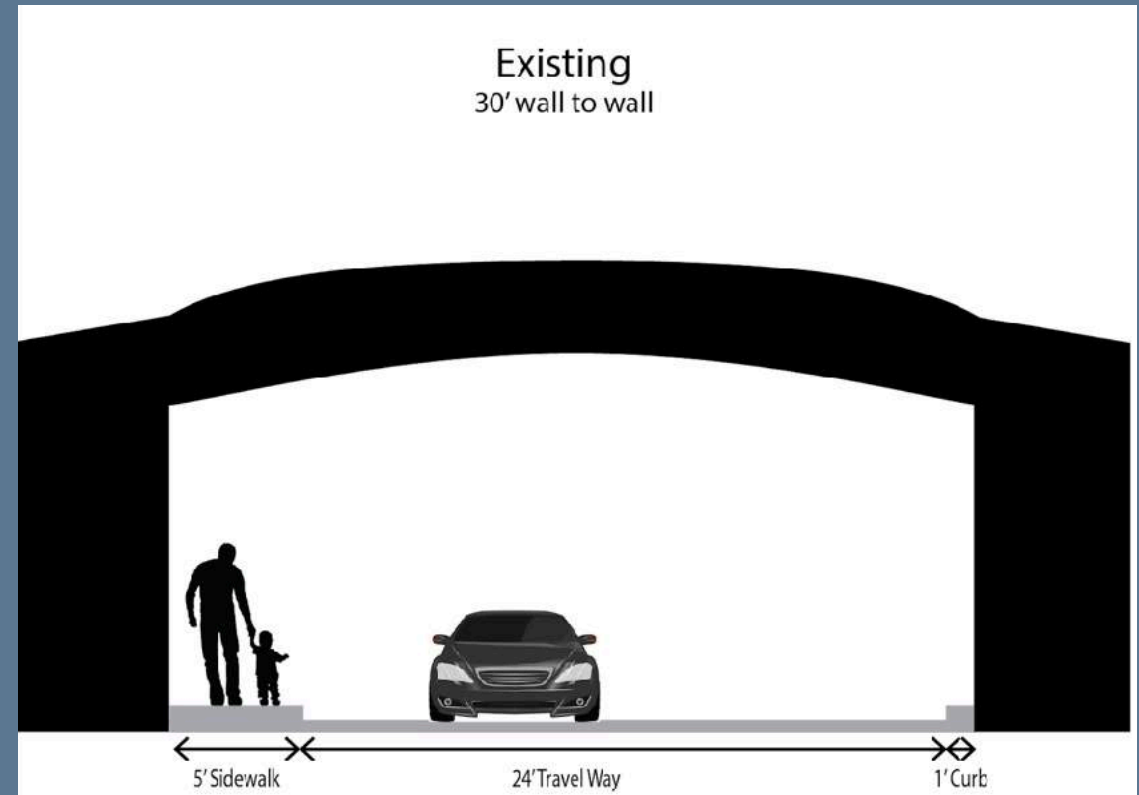
Pigeon Hill Path



Pigeon Hill approach



Charles Street Tunnel



Widen existing walk from 5' to 11'



Evergreen Avenue

Pigeon Hill Path

Charles Street Tunnel

Boathouse Bridge

Shared use path

Depot Tunnel

Hiking trail

To Pony Truss Bridge and Riverside Station

Pigeon Hill approach



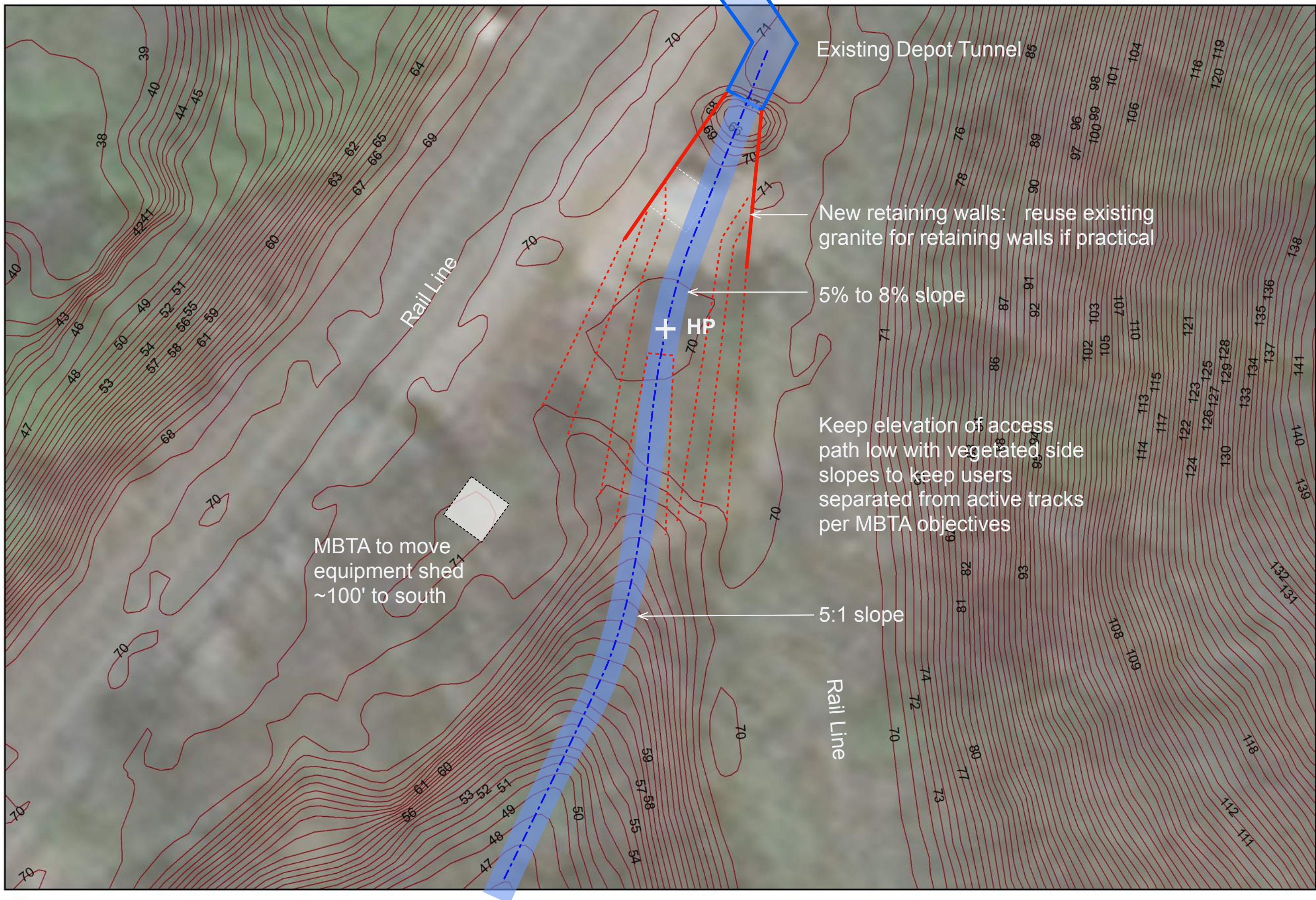
View upstream



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



Pigeon Hill approach



MBTA to move equipment shed ~100' to south

Existing Depot Tunnel

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

5% to 8% slope

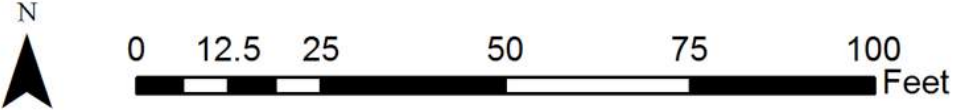
Keep elevation of access path low with vegetated side slopes to keep users separated from active tracks per MBTA objectives

5:1 slope

Rail Line

Rail Line

HP

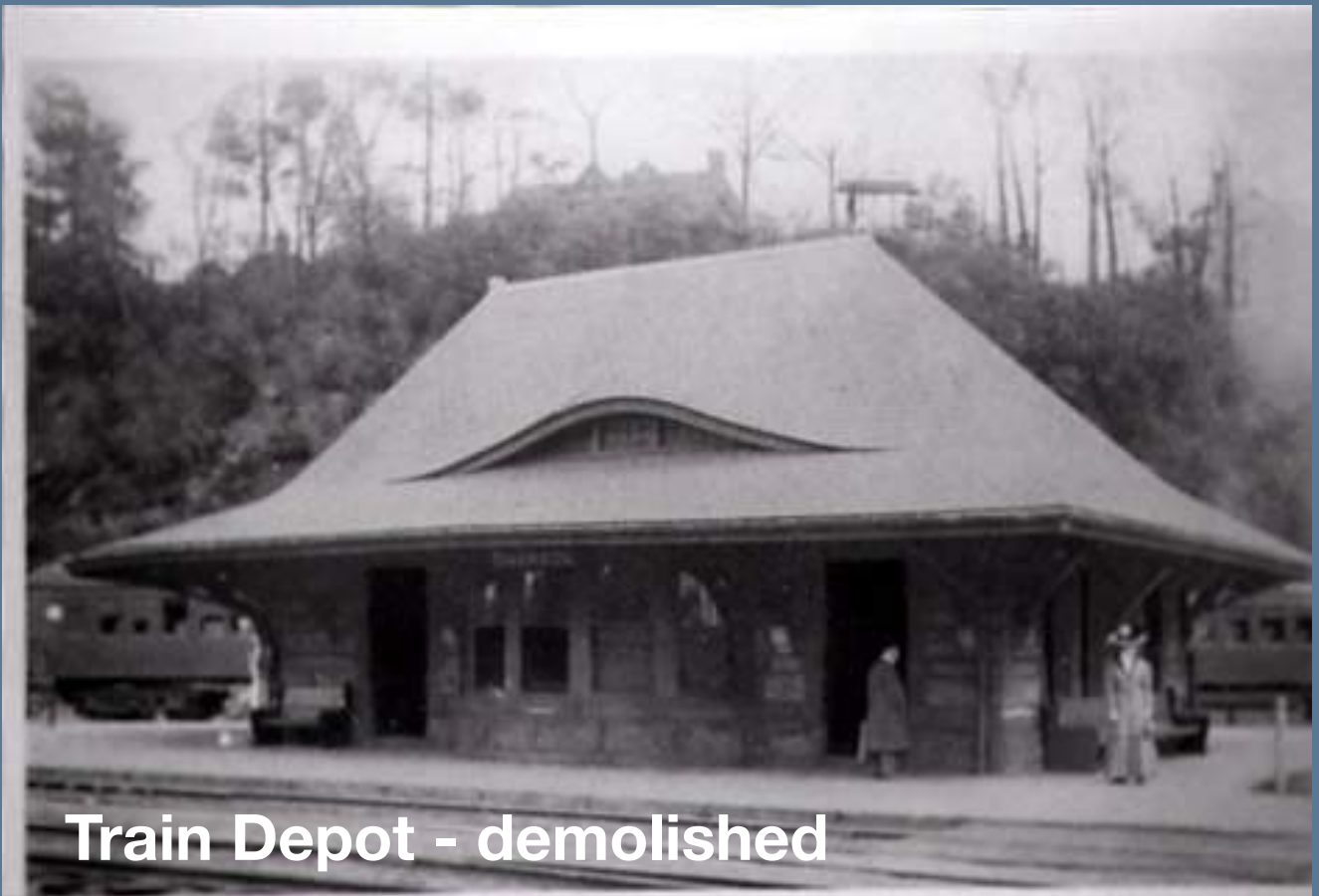


Riverside Depot Tunnel - ramp concept sketch

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



Repair masonry, repave, and install lighting



Train Depot - demolished



Riverside Depot pedestrian tunnel - to be restored and reopen



Riverside Park

MWRA

Pigeon Hill Park

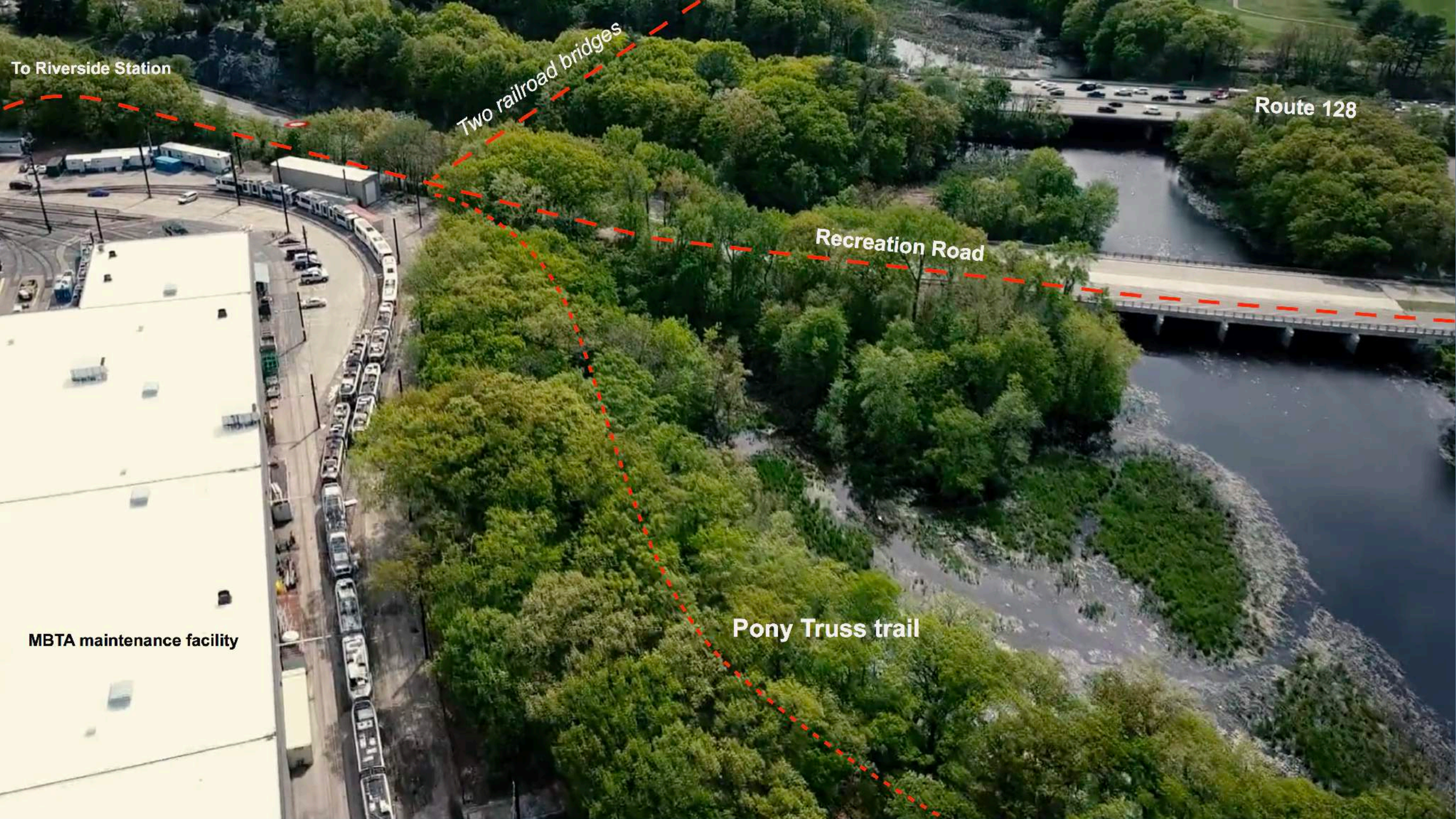
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Riverside Park



Pony Truss Bridge - rebuilt



To Riverside Station

Two railroad bridges

Route 128

Recreation Road

Pony Truss trail

MBTA maintenance facility

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Pony Truss



Pony Truss Path - To be improved 2019



Riverside Development - public access



Riverside Road

The Two Bridges



Visitor Center

Golf course & x-ski track

Weston trails

Pine Grove Path

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Leo J. Martin Park



Plan summary