

Does the claimed reduction of congestion outweigh the preservation of park land? To turn the question around, how necessary is the taking of park land?

When does the accommodation of the automobile stop? The accommodation of people's "need" to get there (where?) faster? What does it mean to have a sustainable city if it doesn't mean a fundamental reexamination and redefinition of our relation to technology and the proper place, role and impact of the automobile? Of our movement patterns, and the role of the city (planning) to influence those patterns? Is this a good place to begin such a redefinition?

The speed tables are to me a step forward. This, a step back.

I'm sure I'm revealing some of my prejudices here. I'd be interested in the thoughts of others, pro and con.

Richard

<image.tiff>

From: Buttonwood@googlegroups.com [mailto:Buttonwood@googlegroups.com] **On Behalf Of** Richard Leary
Sent: Thursday, August 14, 2008 9:10 PM
To: Buttonwood@googlegroups.com
Subject: [Buttonwood] FW: [Buttonwood] rt 6/brownell ave corner cut?

I am going to ask ... for clarification of what he regards as the park boundary. I suspect that what we regard as the park boundary – i.e., the curbing on the east side of Brownell Ave. – is not what the city and the State of Massachusetts regard as the boundary.

I do not think New Bedford is ready to stand up against the automobile. I appreciate the congestion problem. I just don't feel that the automobile should be further accommodated. Call me a neo-Luddite.

<image.tiff>

From:
Sent: Wednesday, August 13, 2008 9:11 AM
To: Richard Leary
Subject: RE: [Buttonwood] rt 6/brownell ave corner cut?