

**Kenneth Blanchard**

**From:** Lawrence Worden  
**Sent:** Thursday, August 21, 2008 4:05 PM  
**To:** Kenneth Blanchard  
**Subject:** FW: Brownell Ave expansion

-----Original Message-----

**From:** Richard Leary [mailto:rlery@newbedford.com]  
**Sent:** Thursday, August 21, 2008 8:47 AM  
**To:** Buttonwood@googlegroups.com; 'John Bullard'; brocha@whalingmuseum.org; jmarshall@seeal.org; laurielorant@earthlink.net; dvanlaarhoven@marioninstitute.org; carol@carol-steinfeld.com; f\_gellman@yahoo.com; 'gig lang'; rach70@comcast.net; Ronald Labelle; David A. Kennedy; Lawrence Worden; 'Ken Hartnett'; 'Roland Hebert'  
**Subject:** Brownell Ave expansion

The City of New Bedford is proposing an expansion of Brownell Ave. (August 13, 2008 9:11 AM communication below) to relieve congestion of northbound traffic approaching Rt. 6.

Click on the following to see the area in question - <http://maps.google.com/maps?f=q&hl=en&geocode=&q=02740&ie=UTF8&ll=41.635592,-70.956541&spn=0.002353,0.003782&t=h&z=18>

If three trees are to be removed as part of this expansion, then I would place the extent of the expansion along Brownell Ave to reach to approximately halfway between Exeter St. and Huntington Ave. Likewise, if trees are to be removed, I would expect the curbing border to be pushed into the park about halfway or more toward the perimeter walking path. I think this loss of park land would be most unfortunate, even if necessary. My question is, how necessary is such a widening of Brownell Ave. and the taking of what is effectively, if not technically, park land? Is congestion at that intersection really that bad? Are waiting times that long? So long that park land has to be taken? And will this not promote more northbound traffic on Brownell, and more traffic through the park?

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

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**From:** Buttonwood@googlegroups.com [mailto:Buttonwood@googlegroups.com] **On Behalf Of** Richard Leary  
**Sent:** Thursday, August 14, 2008 9:10 PM