

# Charlestown Neighborhood Council Meeting

October 18, 2011

*Presented by:*

**CITY OF BOSTON**

**Boston Transportation Department**

Tetra Tech Rizzo

The Cecil Group

Brown Richardson & Rowe

Jacobs Engineering Group



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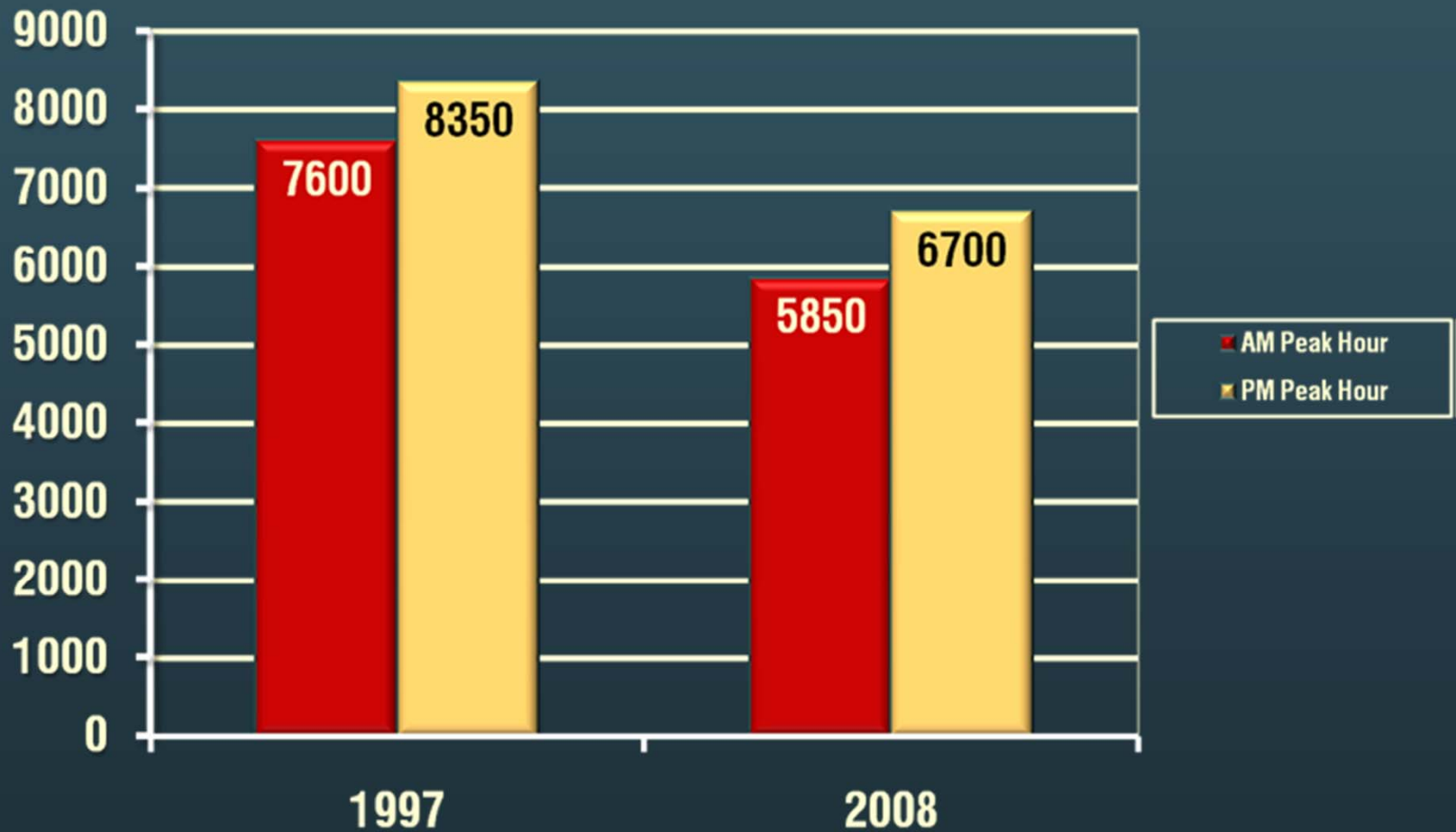


# Sullivan Square and Austin Street

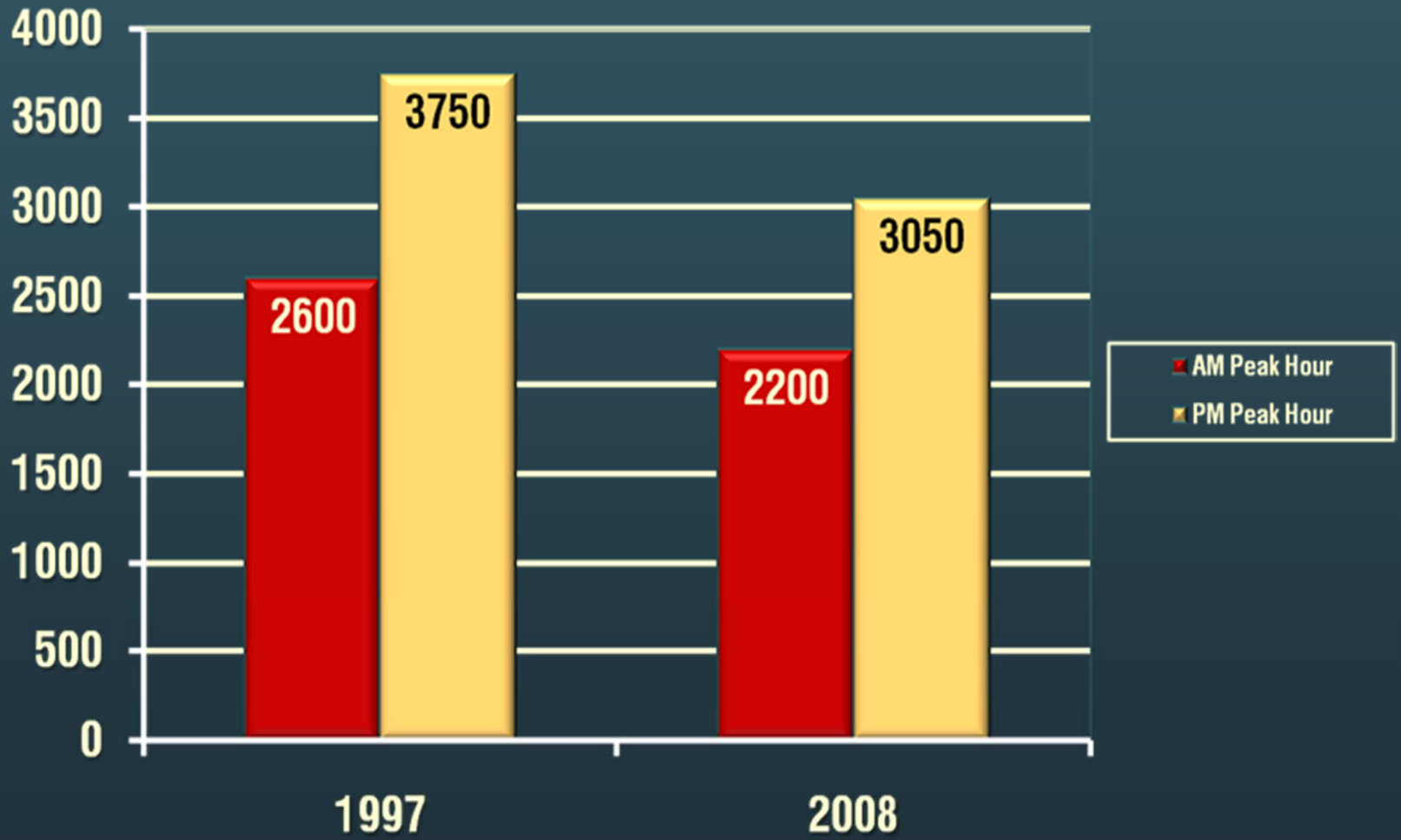
- Existing Traffic Problems
- Proposed Solutions



# Sullivan Square – Existing Traffic Volumes



# Austin Street – Existing Traffic Volumes



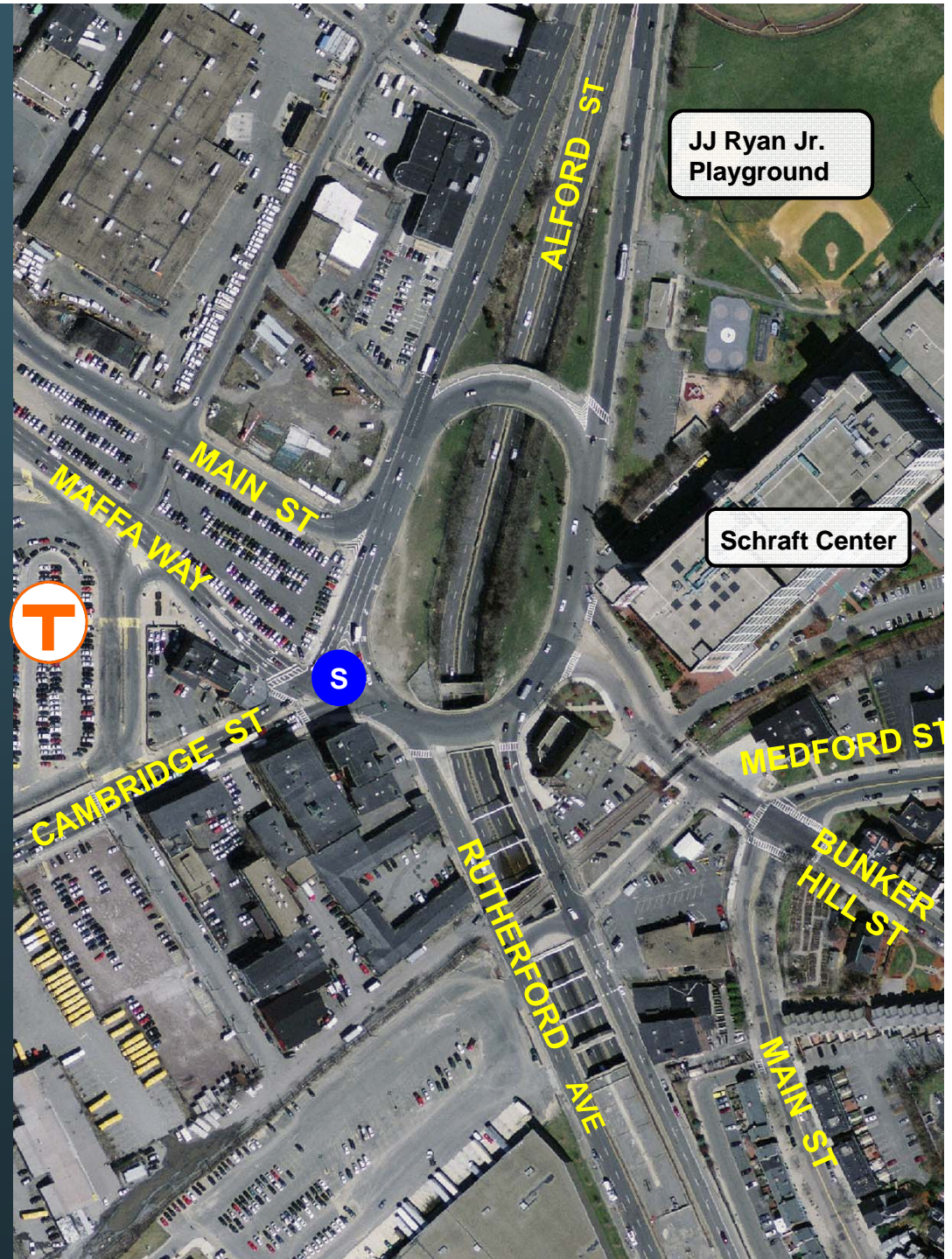
# Sullivan Square – Existing Problems

1. Concentration of traffic at existing signal
2. Poor rotary geometry and high volume of circulating traffic

**S** Signal

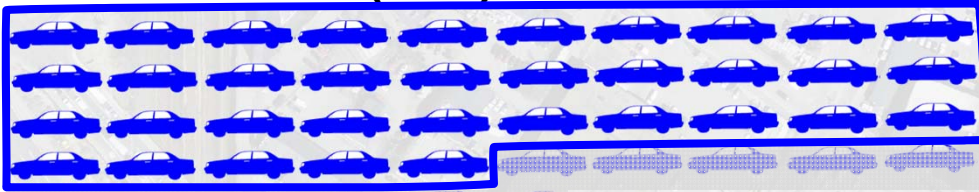


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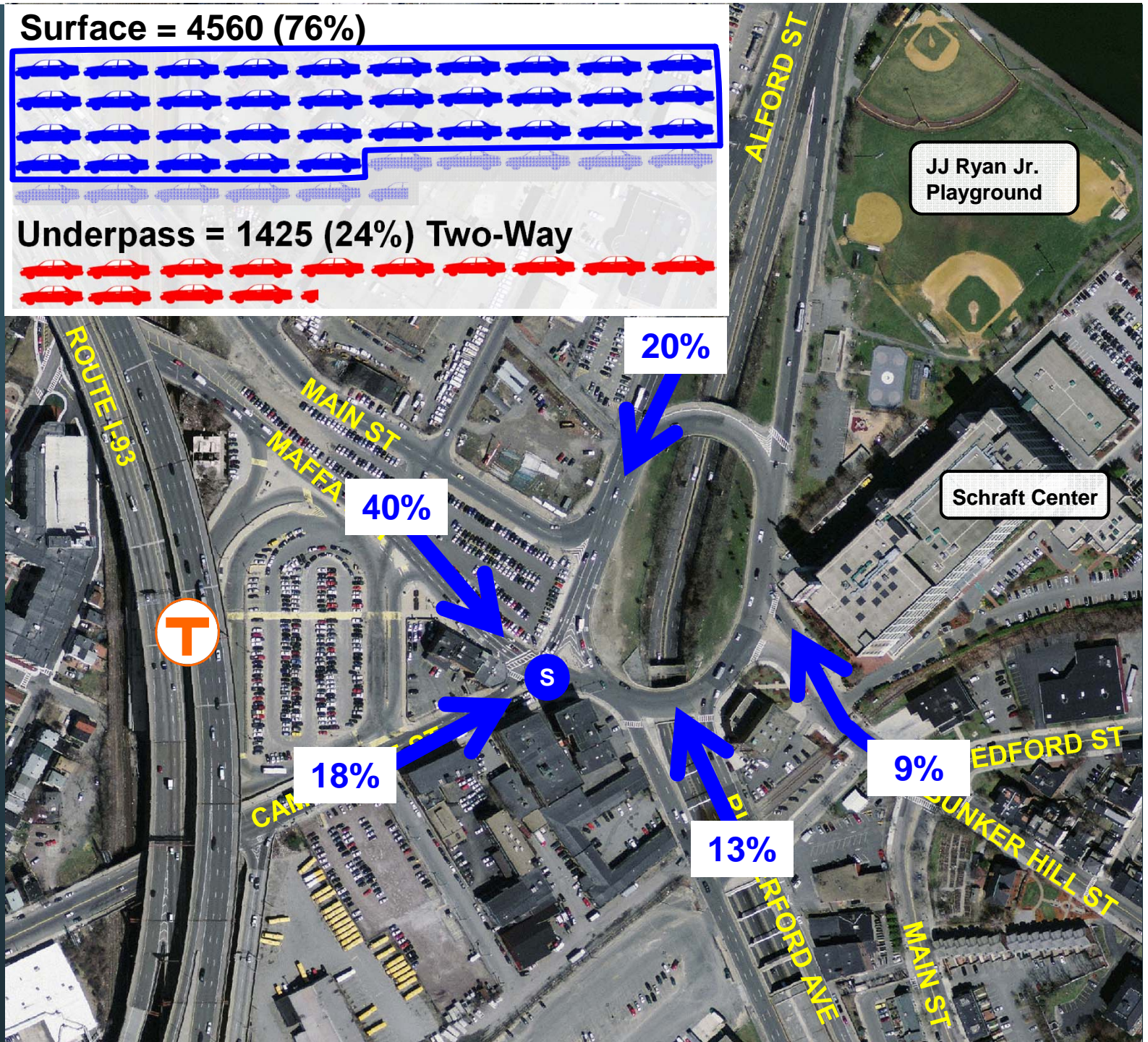
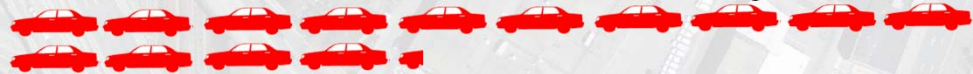


Existing Traffic Volumes AM Peak

Surface = 4560 (76%)



Underpass = 1425 (24%) Two-Way



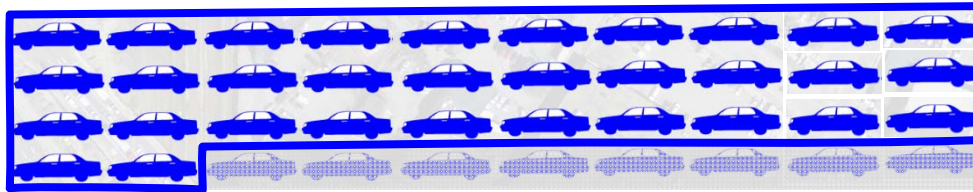
S Signal



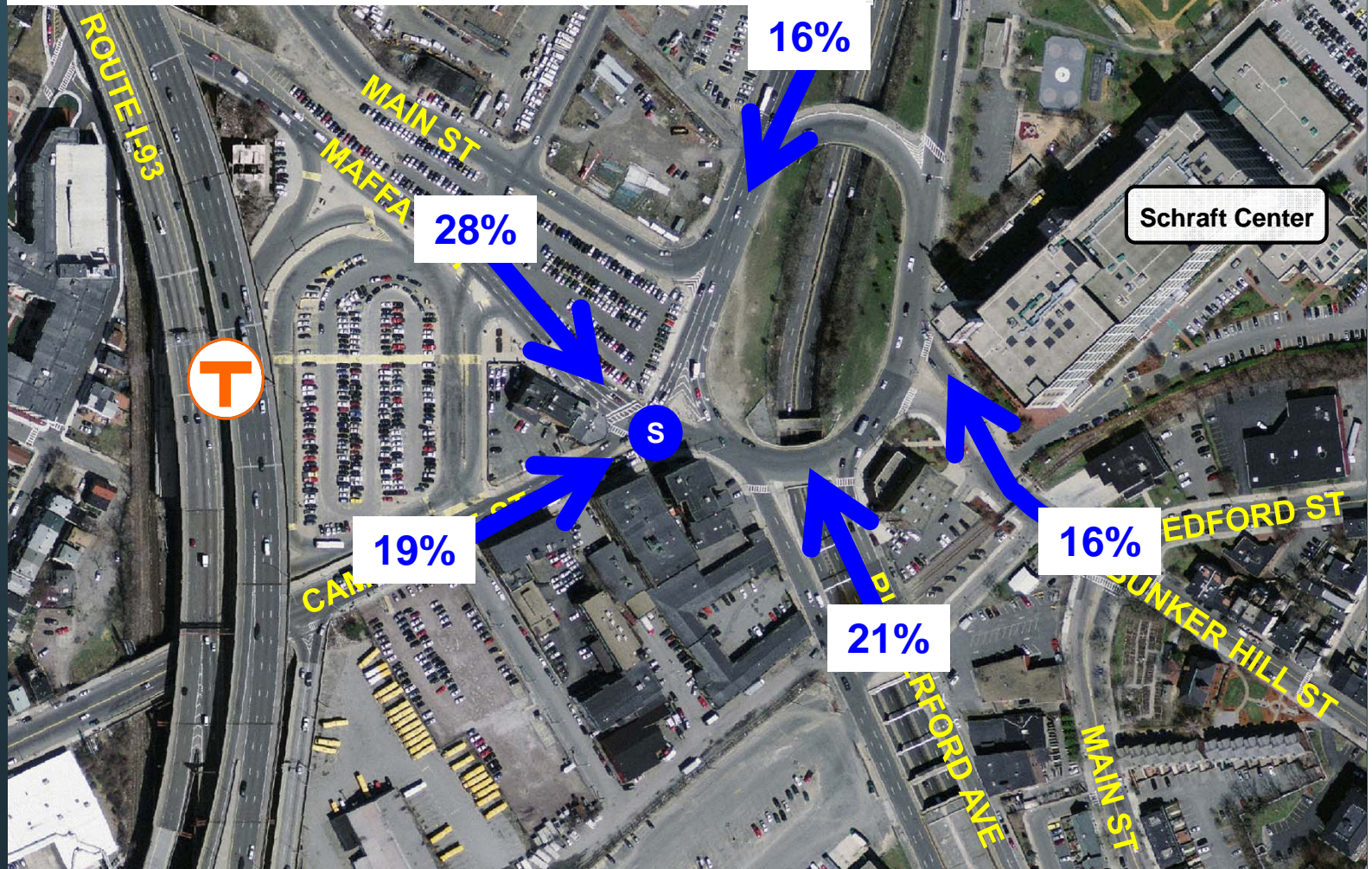
7

# Existing Traffic Volumes PM Peak

Surface = 5125 (78%)



Underpass = 1455 (22%) Two-Way



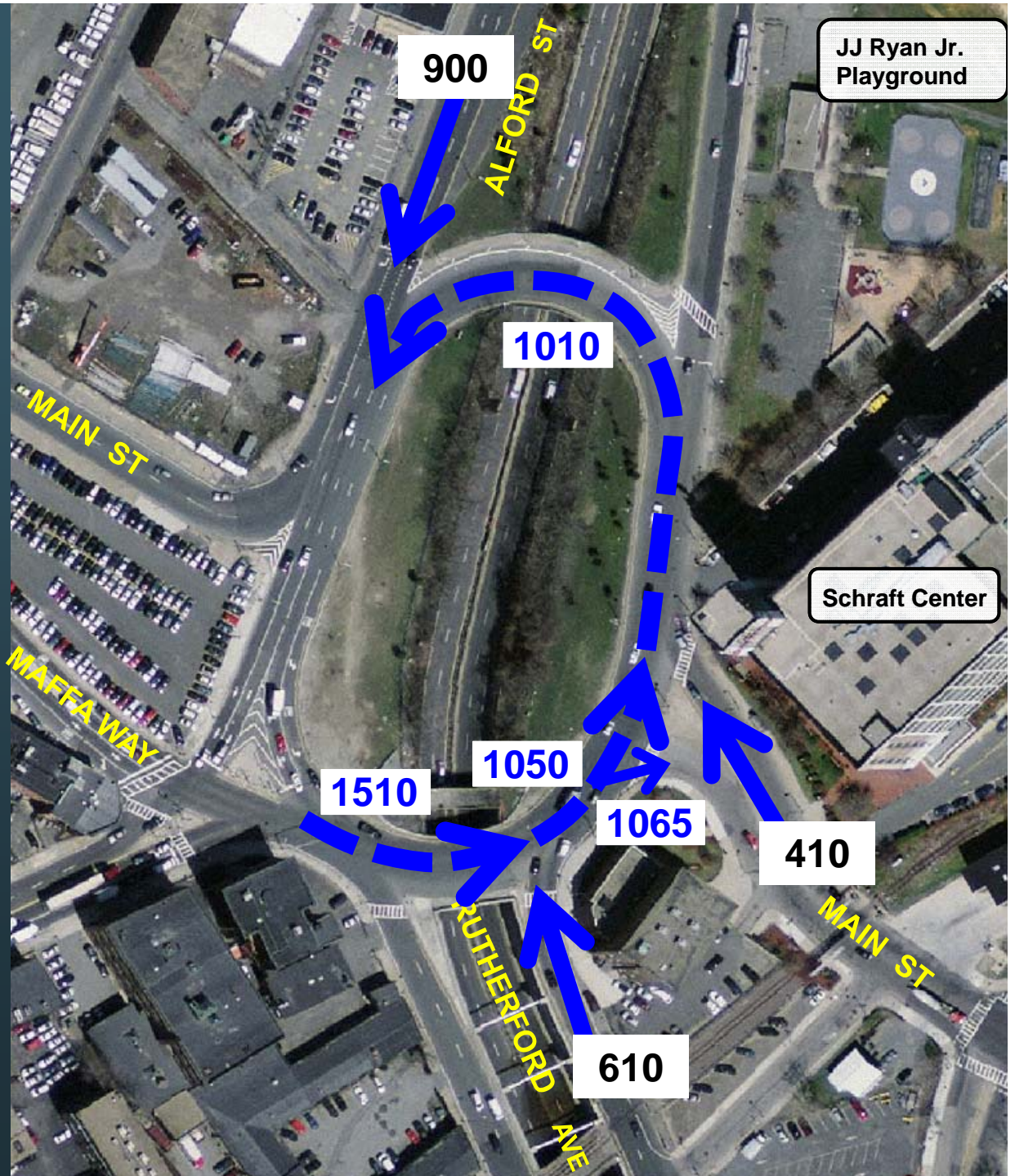
S Signal



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# Sullivan Square –

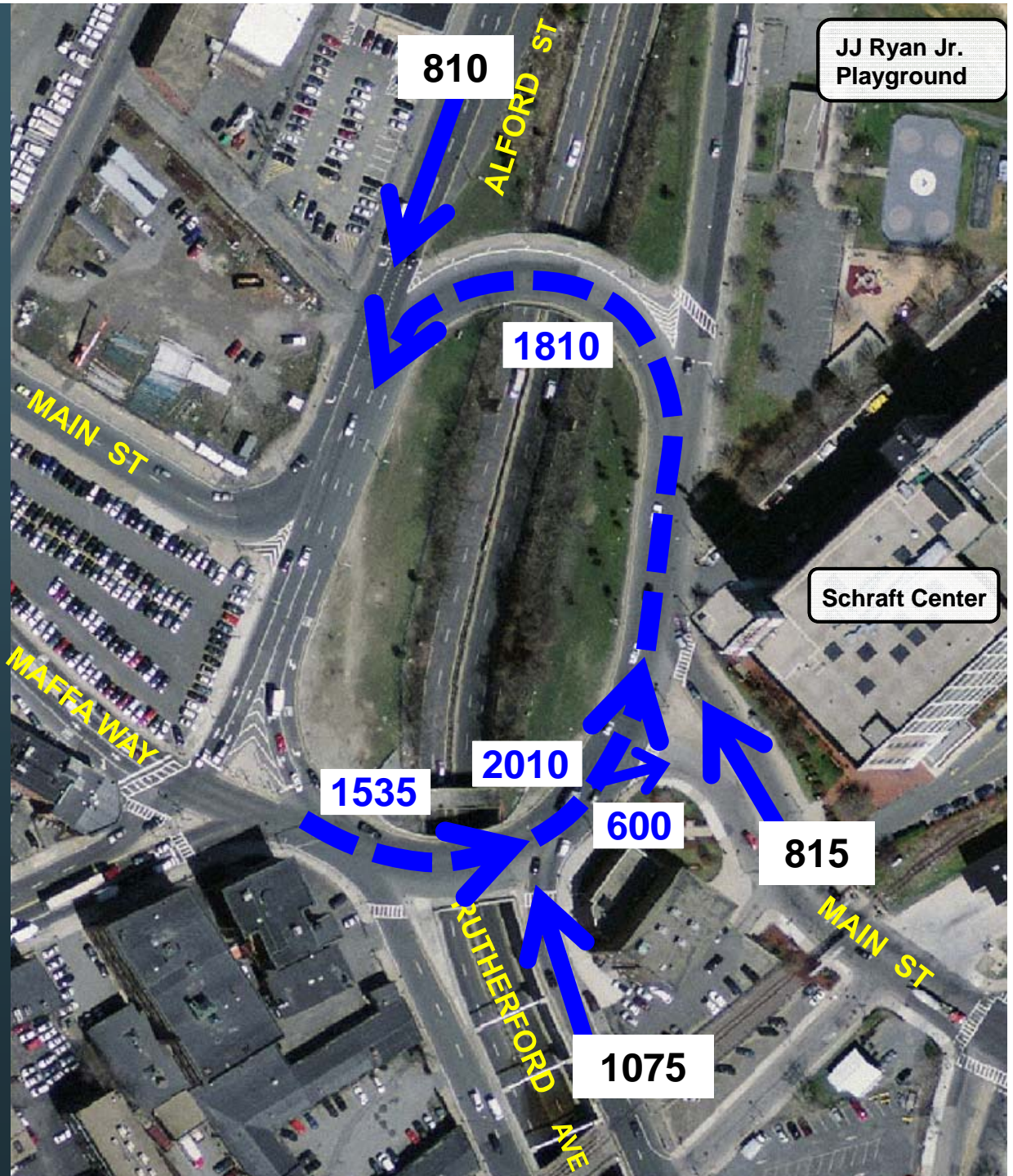
## AM peak hour rotary volumes





# Sullivan Square –

## PM peak hour rotary volumes



## Sullivan Square – Proposed Solutions

1. Create street grid system to better organize traffic flows
2. Create new connections to disperse traffic through the new grid



# Sullivan Square - Surface Option

Construct new streets  
and new connections



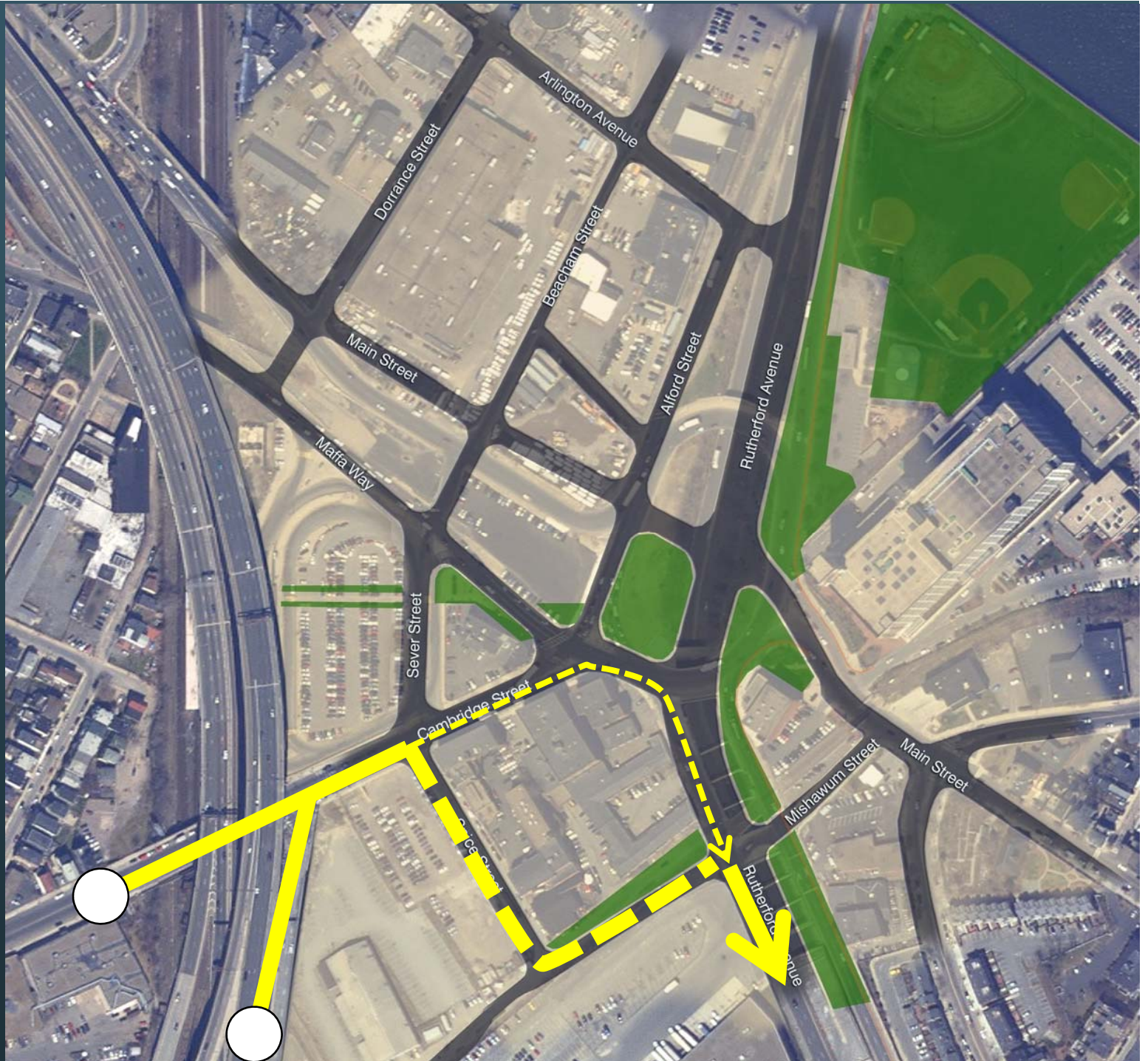
## 2030 Traffic Projections

- 2008 Traffic Counts
- Increase by 5% to account for regional growth and redevelopment in the Rutherford Avenue corridor
- Add in traffic from proposed Assembly Square Project in Somerville (including IKEA)
- Re-assign traffic based on likely travel paths through new roadway network



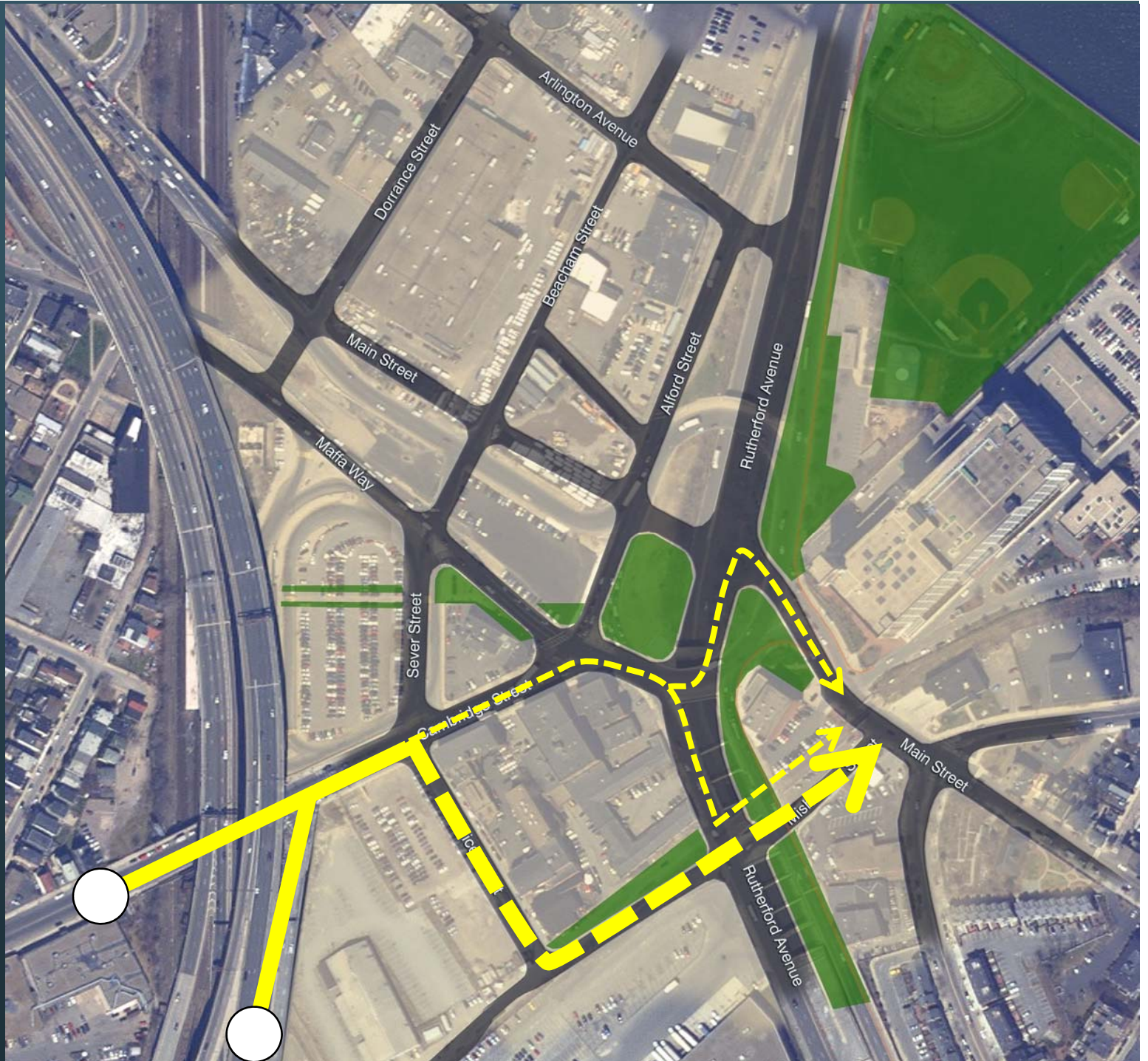
# Sullivan Sq. Surface Option –

Cambridge St. & I-93 NB off-ramp to Rutherford Ave SB



# Sullivan Sq. Surface Option –

Cambridge St. & I-93 NB off-ramp to Schrafft Center



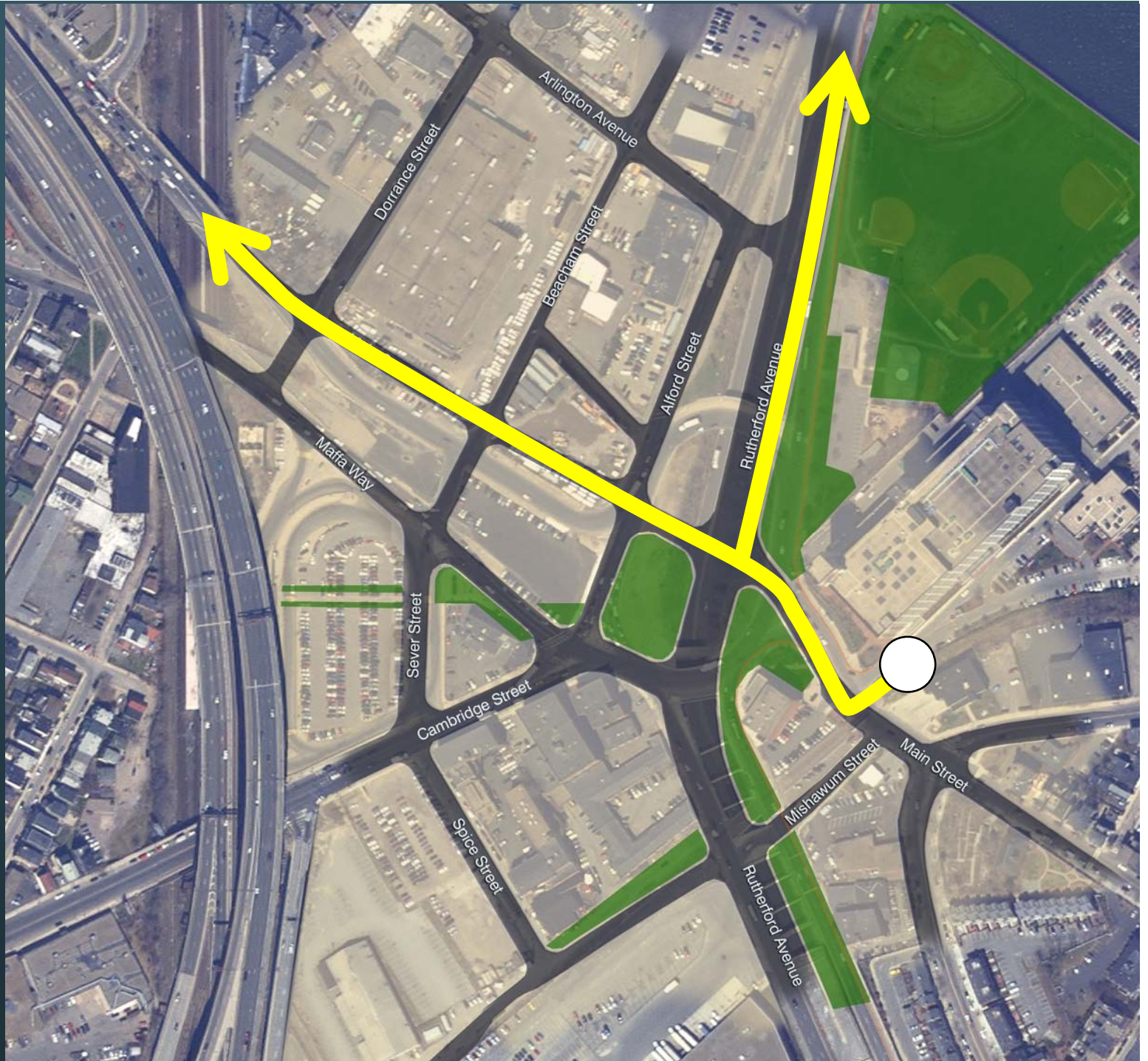
# Sullivan Sq. Surface Option –

Schrafft Center  
to Cambridge  
Street  
(Somerville)



# Sullivan Sq. Surface Option –

Schrafft Center  
to I-93 NB  
and  
Route 99  
(Everett)





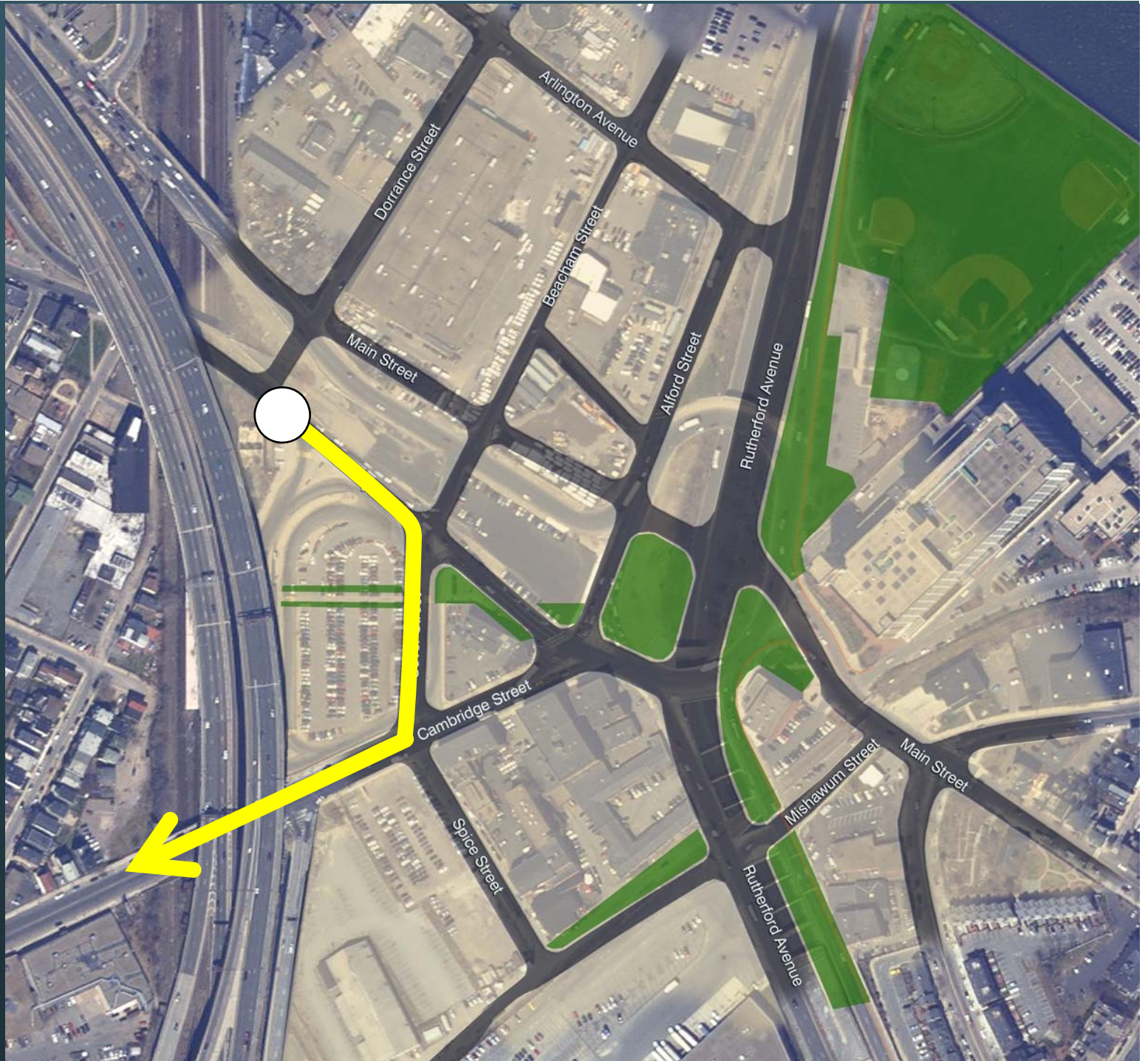
# Sullivan Sq. Surface Option –

I-93 SB off-  
ramp to  
Rutherford Ave  
SB



# Sullivan Sq. Surface Option –

I-93 SB off-ramp to  
Cambridge St.  
(Somerville)



## Sullivan Square - Surface Option

Provide sufficient lanes  
to handle the traffic

Install coordinated  
signals system for  
facilitate traffic flows

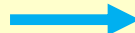



**S** Signal



# Sullivan Square - Surface Option

## LEGEND

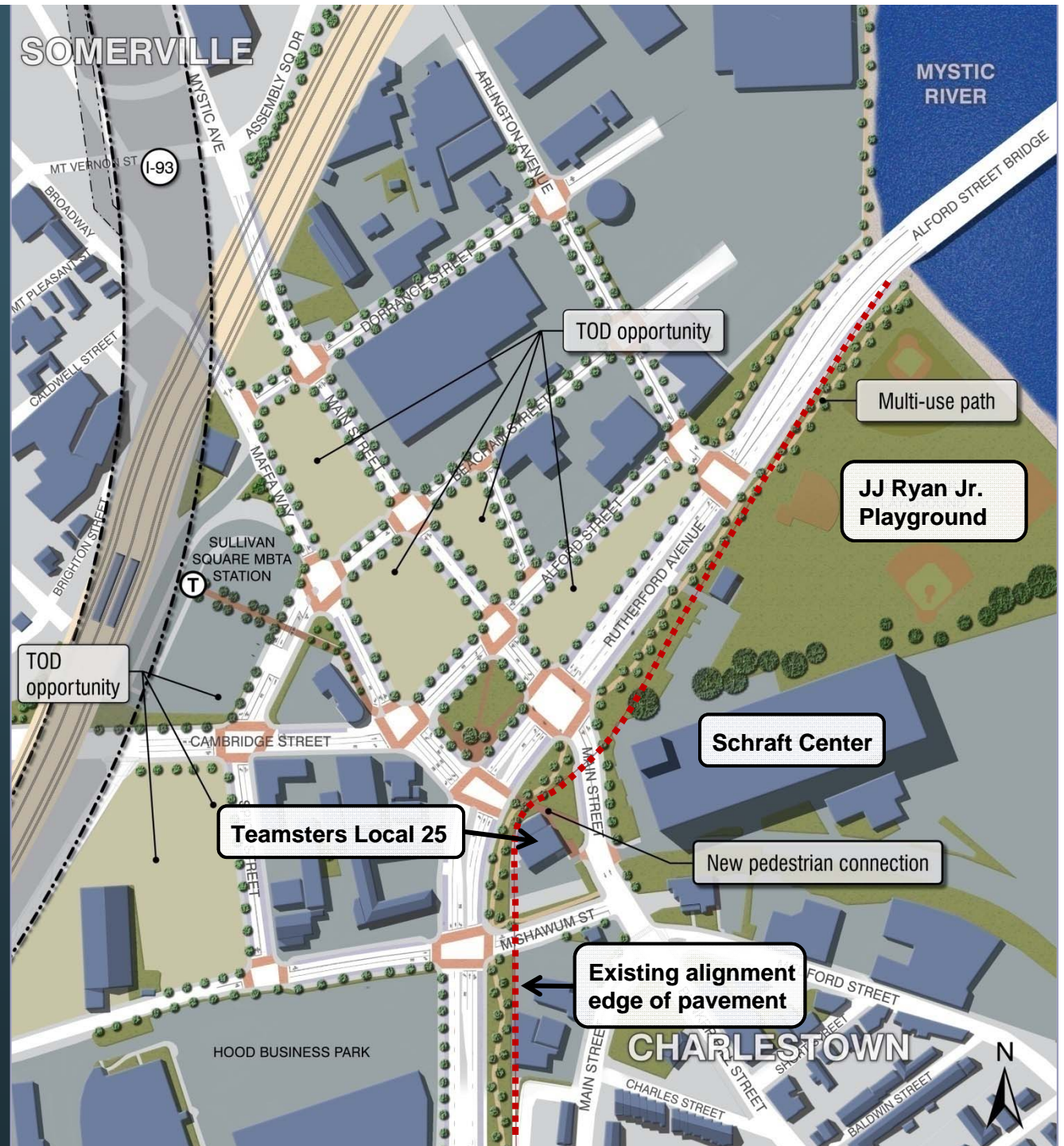
-  Surface Traffic
-  Former Underpass traffic

 Signal



# Sullivan Square Surface Option

## Open Space Opportunities



# Sullivan Square: Rendered Site Plan Surface Option



# Entire Corridor Relationship

## Surface Option



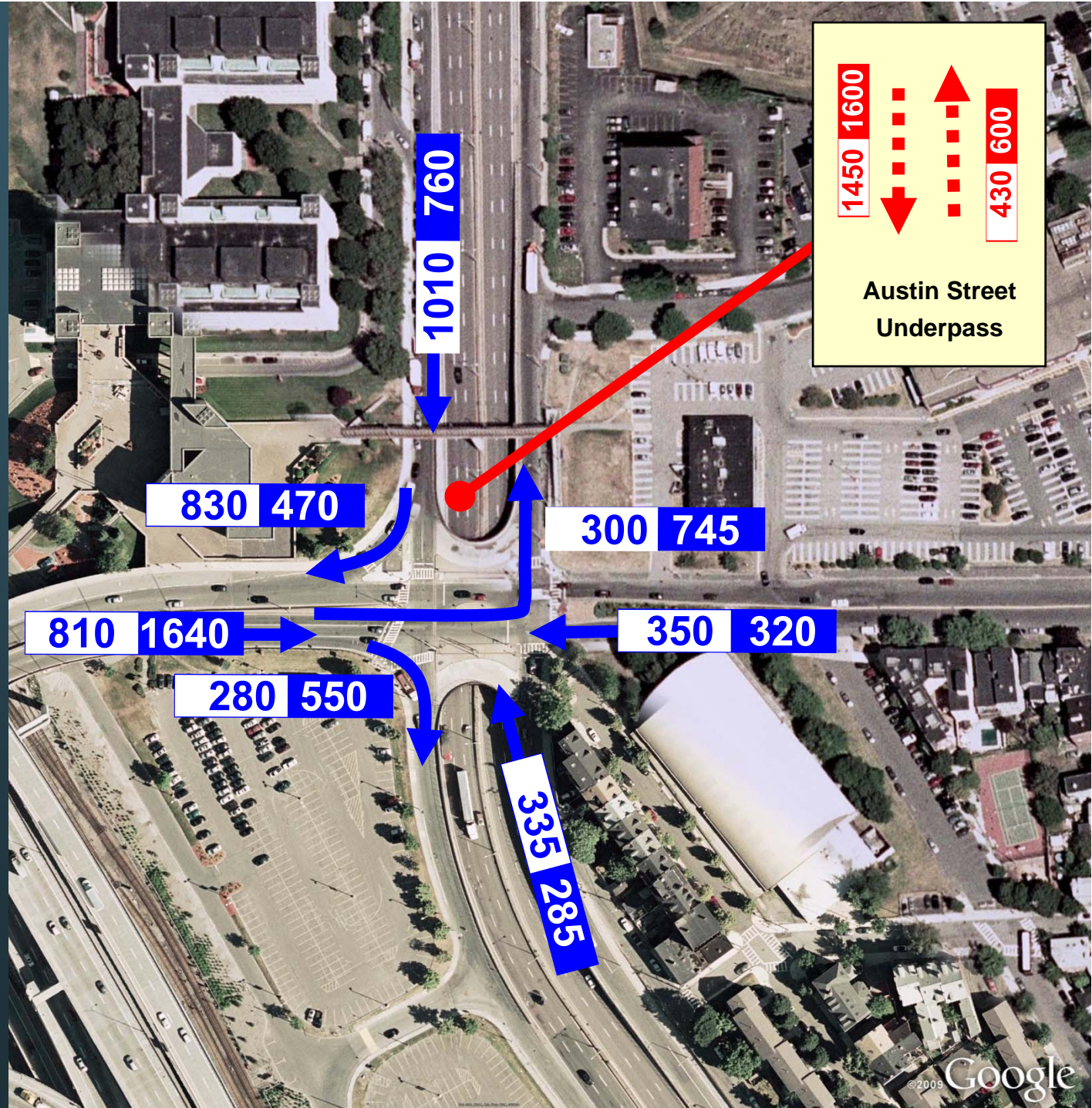
## Austin Street – Existing Problems

1. High volume of traffic turning left from Gilmore Bridge to Rutherford Ave. NB
2. Pedestrian “unfriendly” environment – 3 separate Ped crossings from neighborhood to MBTA Station.





# Austin Street – Existing Peak Hour Volumes



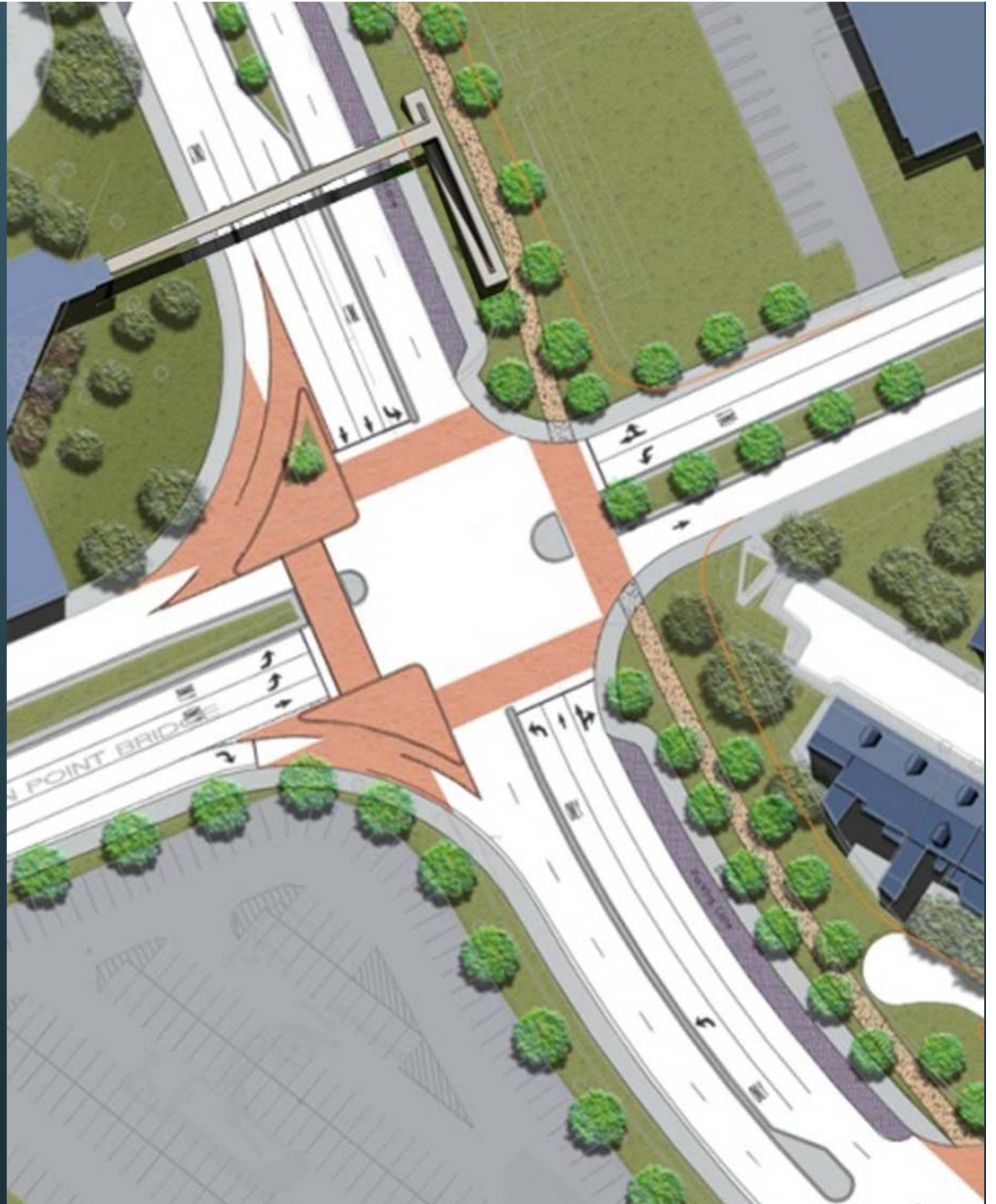
**LEGEND**

**AM PM**



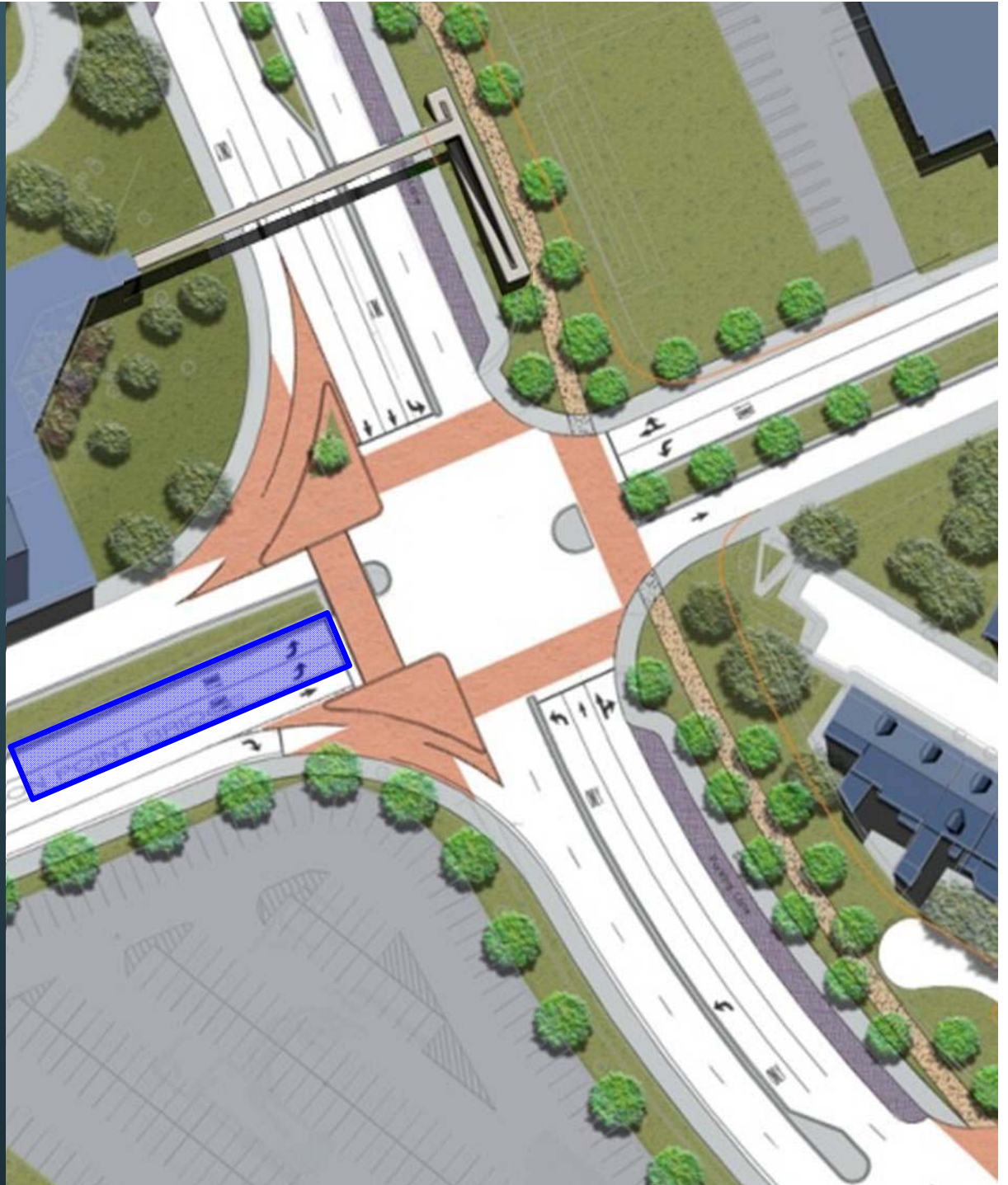
## Austin Street – Surface Option

1. Provide more capacity (lanes) for critical movements
2. Improve pedestrian safety by reducing number of crossings & shortening distance



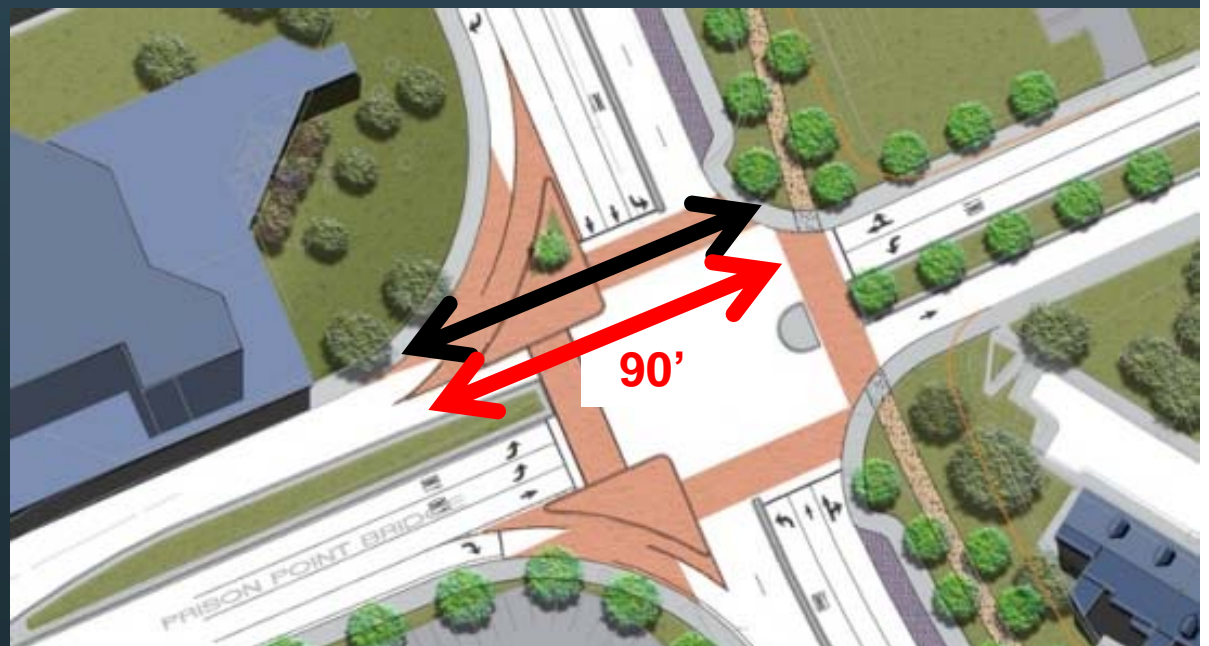
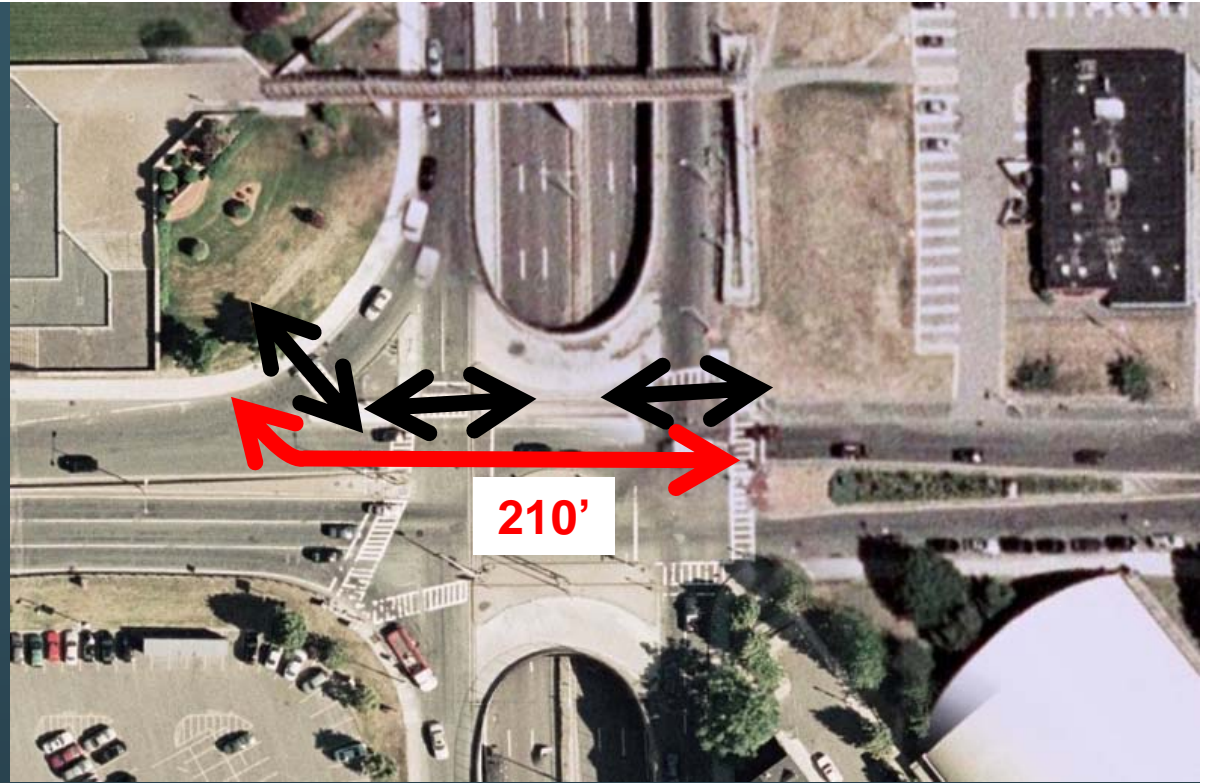
## Austin Street – Proposed Solutions

- 2 left turn lanes from Gilmore Bridge
- Total of 13 lanes will be provided



## Austin Street – Proposed Solutions

1. Reduce crossings from 3 to 2
2. Reduce crossing distance from 210 feet to 90 feet



# City Square Area – Proposed Improvements



# City Square – Proposed Improvements



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## Discussion

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