



Community
Meeting
July 23, 2009

Presented by:

CITY OF BOSTON

Boston Transportation Department

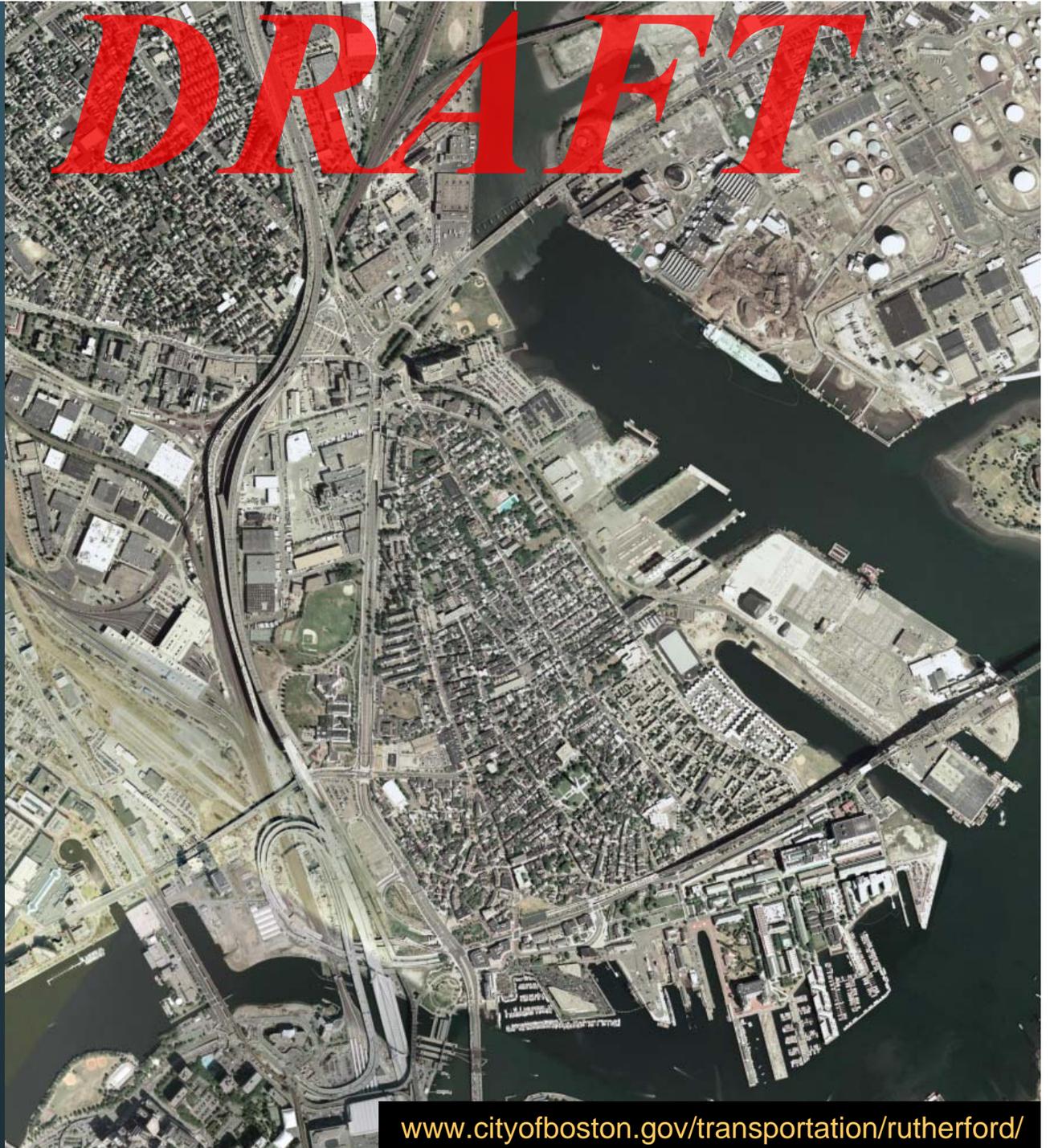
Tetra Tech Rizzo

The Cecil Group



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www.cityofboston.gov/transportation/rutherford/

Meeting Agenda

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- Sullivan Square Preliminary Alternatives
 - Alignments
 - Traffic
 - Urban Design
- Follow-up from June 18, 2009 Meeting
- Community Discussion



Project Development Process

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- Transportation Study
- Preliminary Design ← Current Step
- 25% Design
- Final Design (100%) and Bid Drawings
- Phased Construction
- Long Term Maintenance



Scope and Work Products

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STEP 1: Existing Conditions / Project Goals

- Inventory Transportation, Development and Open Space Projects
- Identify Design Objectives

STEP 2: Alternatives Evaluation

- Develop and Evaluate Conceptual Alternatives
- Identify Potential Development and Open Space Parcels
- Select Preferred Conceptual Design

STEP 3: Preliminary Design

- Develop Preliminary Roadway & Parcel Design
- Parking and Access Guidelines Relative to Parcel Use
- Develop Cost Estimates and Phasing Strategies



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	Fall 2008	Spring 2009	Summer/ Fall 2009
Establish Design Principles & Identify Conceptual Alternatives			
Analyze, Review & Select Conceptual Design			
Review of Preliminary Design			



Project Funding

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- \$600,000 in City of Boston funding for design to leverage federal dollars
- Initial earmarks for design and early phase construction (\$13 million)
- Accepted as Major Infrastructure Project in State's long range plan (potential \$100 million)
- Potential for public/private partnerships with developers



Project Goals

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- Improve pedestrian connections between community and Sullivan Square Station
- Create public/open space
- Provide opportunities for appropriate development
- Decrease congestion by distributing traffic
- Protect Main Street from cut-through traffic



Block Size and Land Use

Objectives

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- Create a framework of streets and blocks adaptable to a wide range of uses that can be determined in the future through subsequent planning.
- Provide for future block sizes adaptable to a variety of different building types that are efficient
- Provide a framework of streets and intersections conducive to pedestrians and redevelopment; narrower streets and smaller intersections are generally preferred



Block Size and Land Use

Typical footprints for efficient buildings

- Townhouses
- Multi-family
- Shops
- Restaurants
- Hotels
- Offices
- Below-grade parking

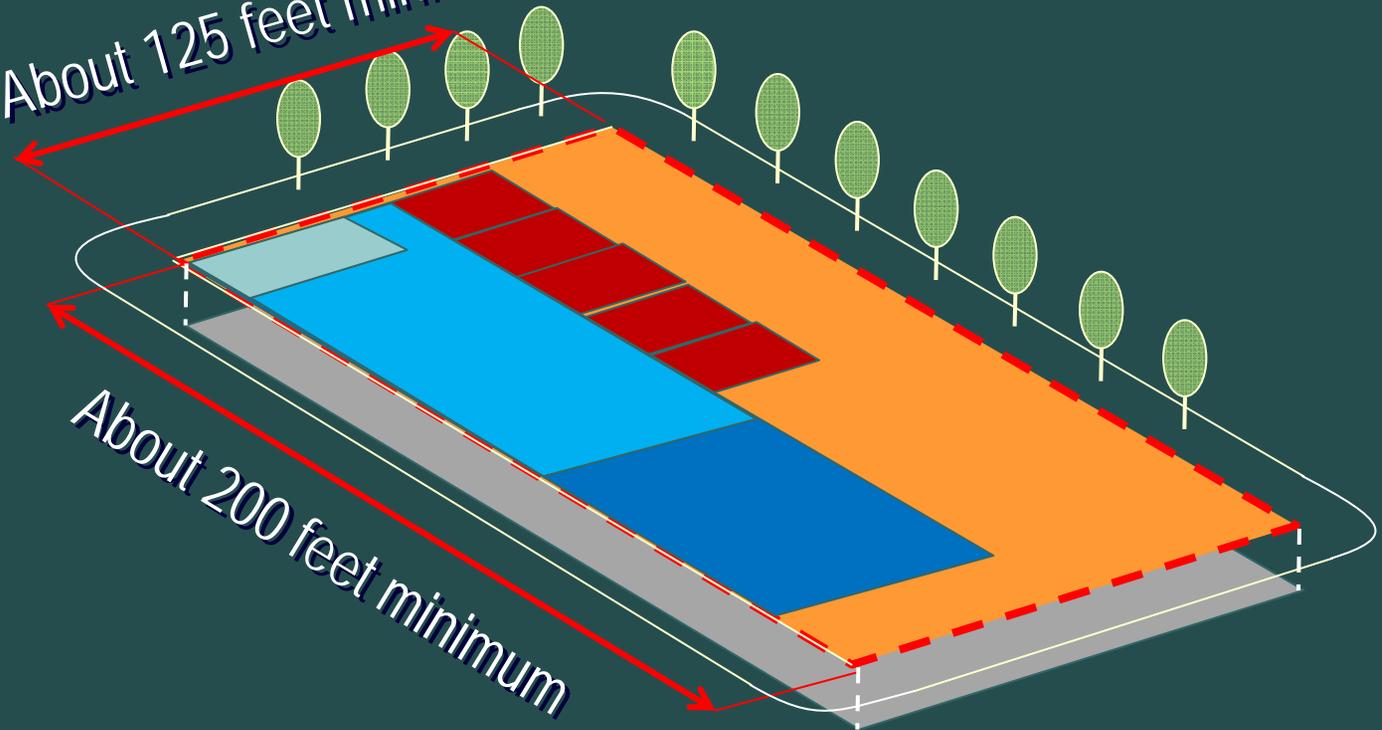


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Composite Adaptable Use Block

About 125 feet minimum

About 200 feet minimum



Block Size and Land Use

Adaptable Block Size:
Examples of Different Densities and Land Use

Sullivan Square
Option 1



Block Size and Land Use

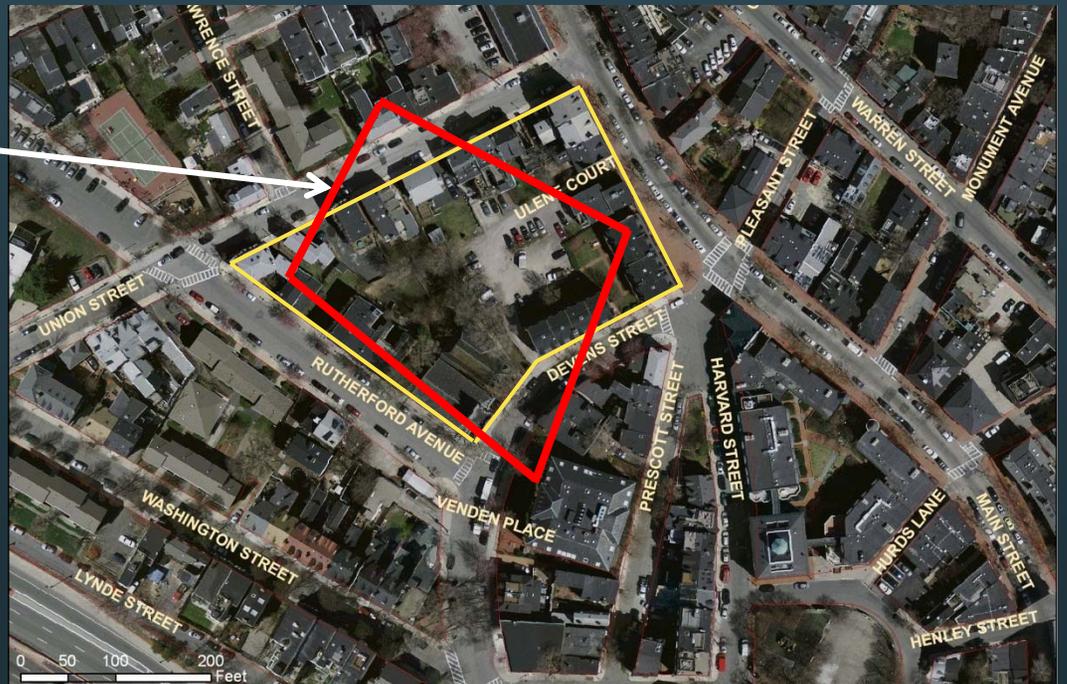
Adaptable Block Size: Examples of Different Densities and Land Use

Charlestown

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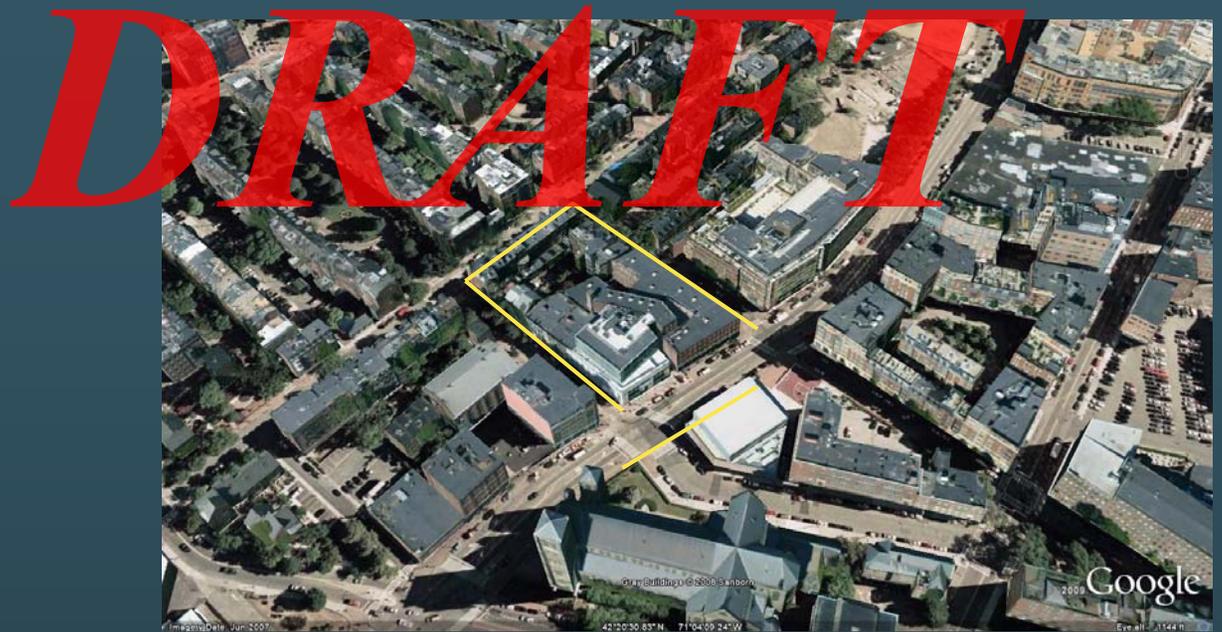
Typical Block for Comparison



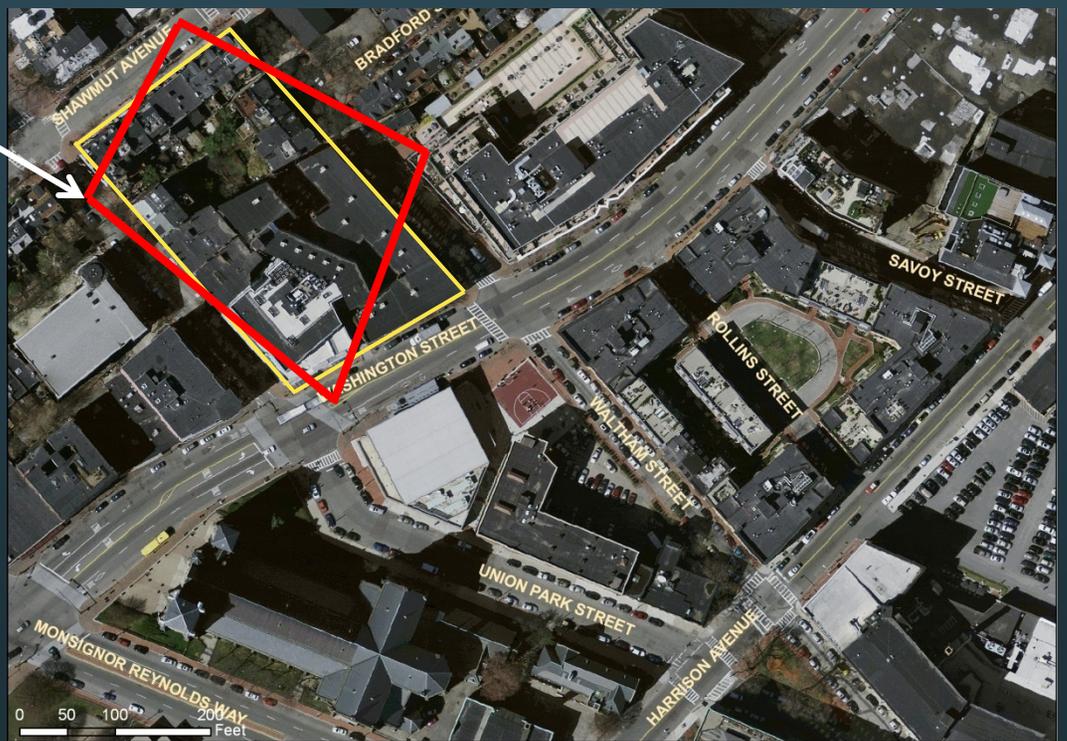
Block Size and Land Use

Adaptable Block Size: Examples of Different Densities and Land Use

South End, Boston



Typical Block for Comparison



Street Character

One lane in both directions, parking on both sides

Bunker Hill near Sackville St



Street Character

Two lanes in one direction with parking on both sides

Newbury St, Boston



Intersection Character

4-way intersection, 4 lanes

Newbury at Exeter St, Boston



Intersection Character

Boat Section,
9 lanes

Huntington Ave
at Mass Ave



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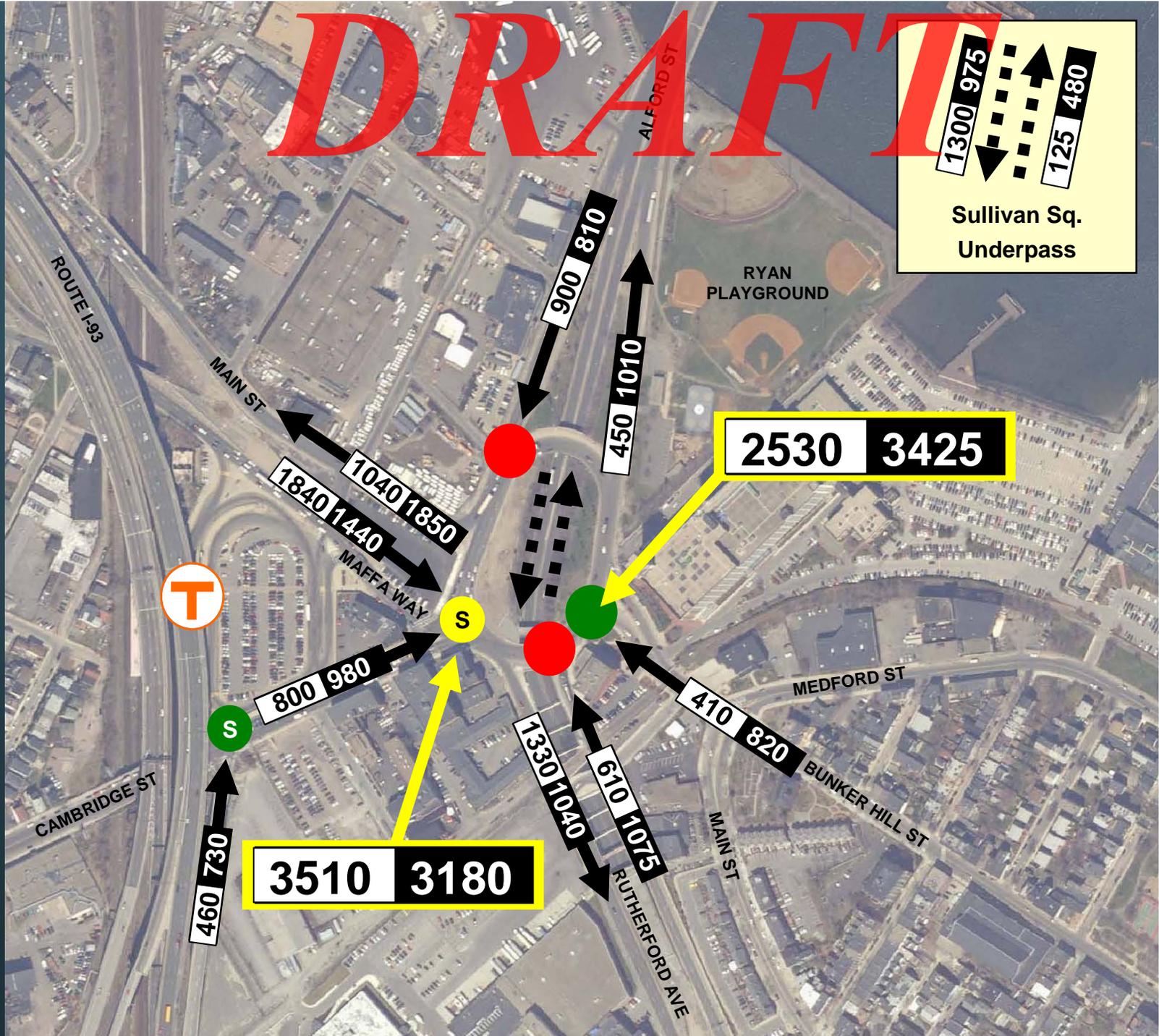
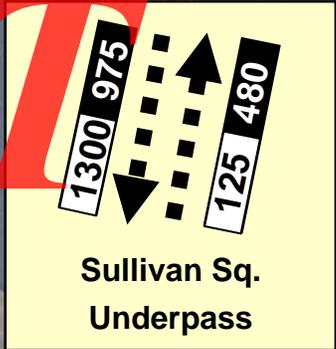
Existing Traffic Volumes / Operations

LEGEND

- LOS A-D
- LOS E
- LOS F
- Signal

AM PM

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2030 Traffic Projections

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- 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
- Re-assign traffic based on likely travel paths through new roadway network



Sullivan Square

Example of
Traffic
Re-assignments



Sullivan Square Option 1

At Grade -
Separated
Main and
Maffa



Sullivan Square Option 1

2030
Traffic
Volumes

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



Sullivan Square Option 1

Prelim. Lane Configuration & Operations

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

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10 Entering Lanes



Sullivan Square Option 1

At Grade - Separated Main and Maffa

Adaptable Blocks

Minimum dimensions of a composite adaptable use block

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Efficient building use likely constrained to lower scale residential, hotel, restaurant, retail or open space



Sullivan Square Option 1

At Grade -
Separated
Main and
Maffa

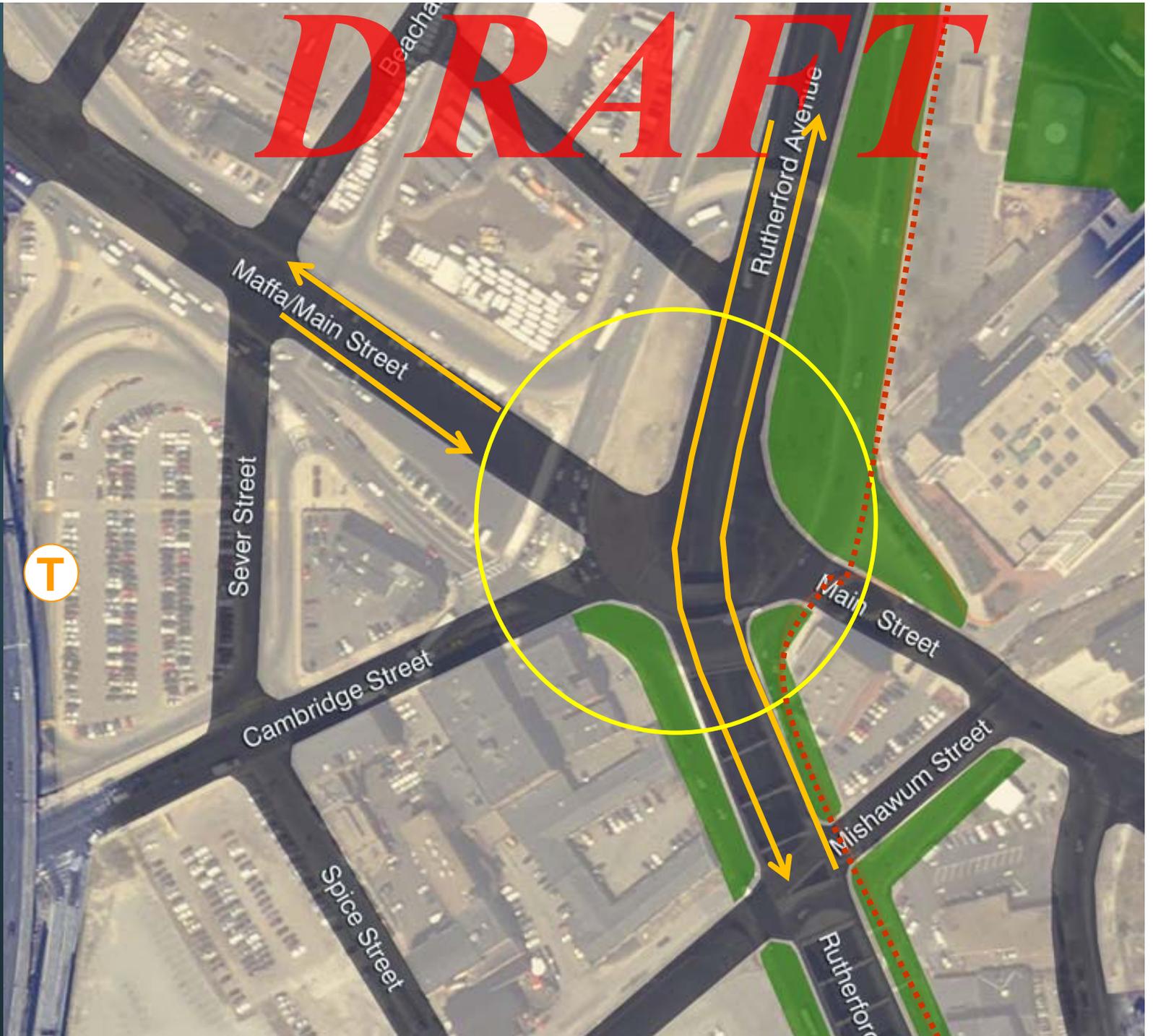


Sullivan Square Option 2

At Grade -
Combined
Main and
Maffa



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Sullivan Square Option 2

2030
Traffic
Volumes

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



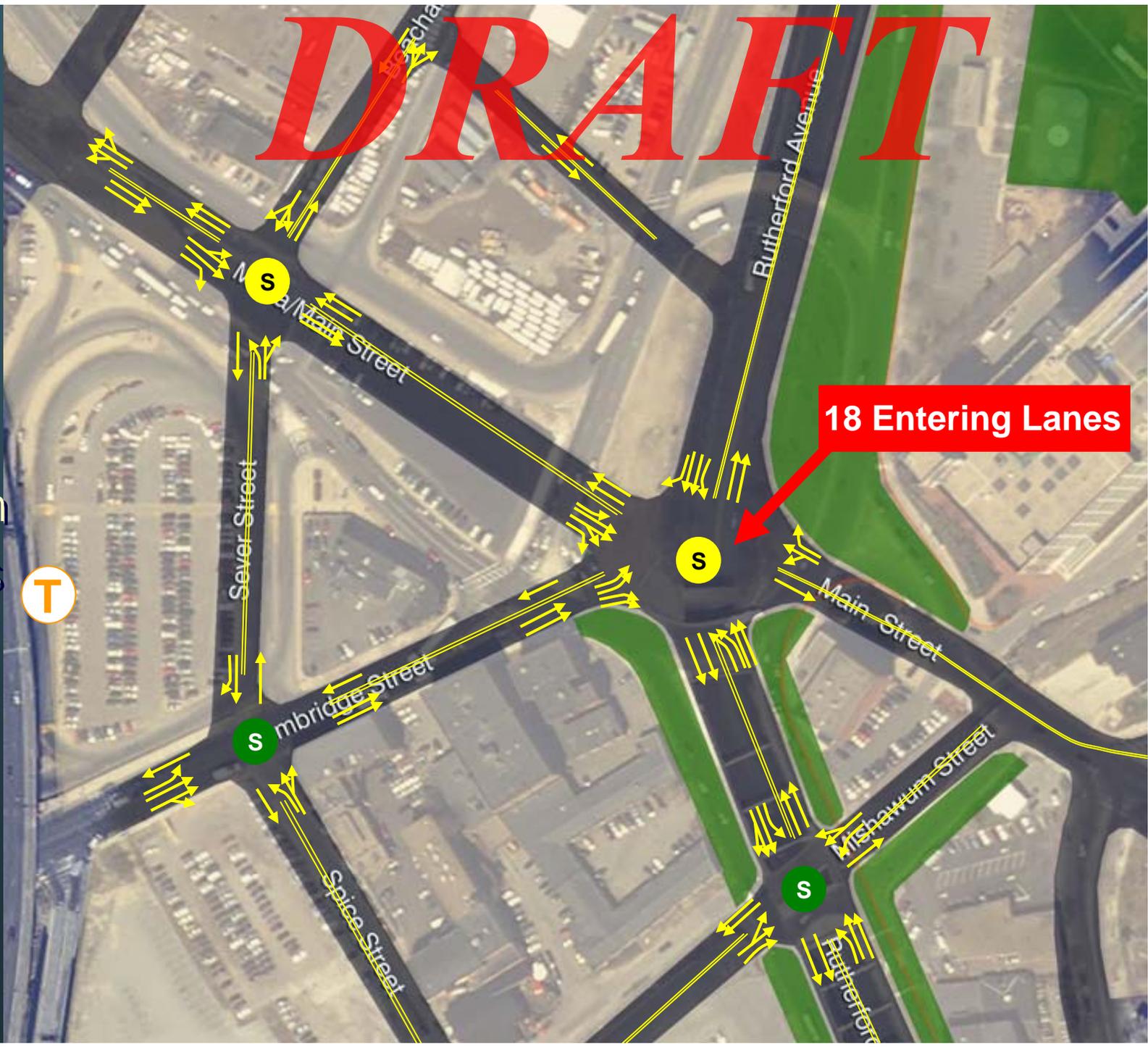
Sullivan Square Option 2 Preliminary Lane Configuration & Operations

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal



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Mass Ave./
Melnea Cass
Blvd.

South End

18 Lanes
Entering
Intersection



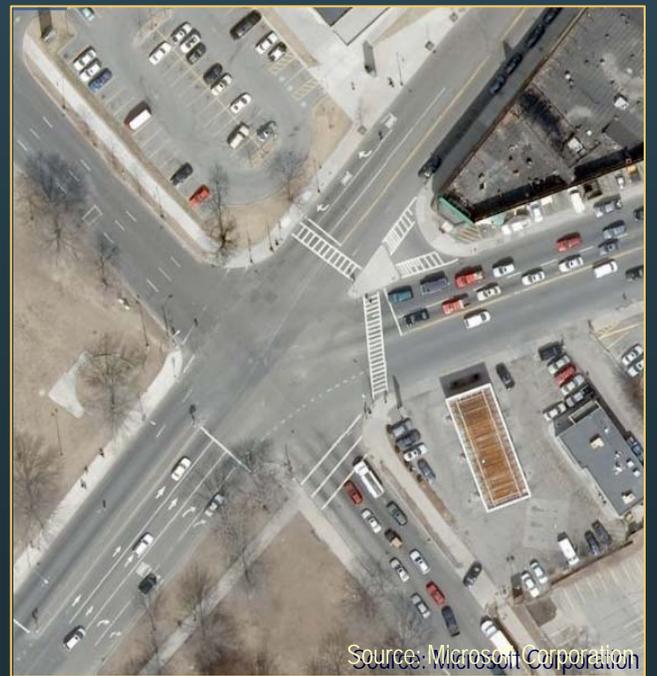
Sears Rotary

Fenway

5 Legs;
12 Lanes
Entering
Intersection



Source: Microsoft Corporation



Source: Microsoft Corporation



O'Brien Hwy./ Gilmore Br.

Cambridge

15 Lanes
Entering
Intersection



Source: Microsoft Corporation

Source: Microsoft Corporation

Sullivan Square Option 2

At Grade -
Combined
Main and
Maffa

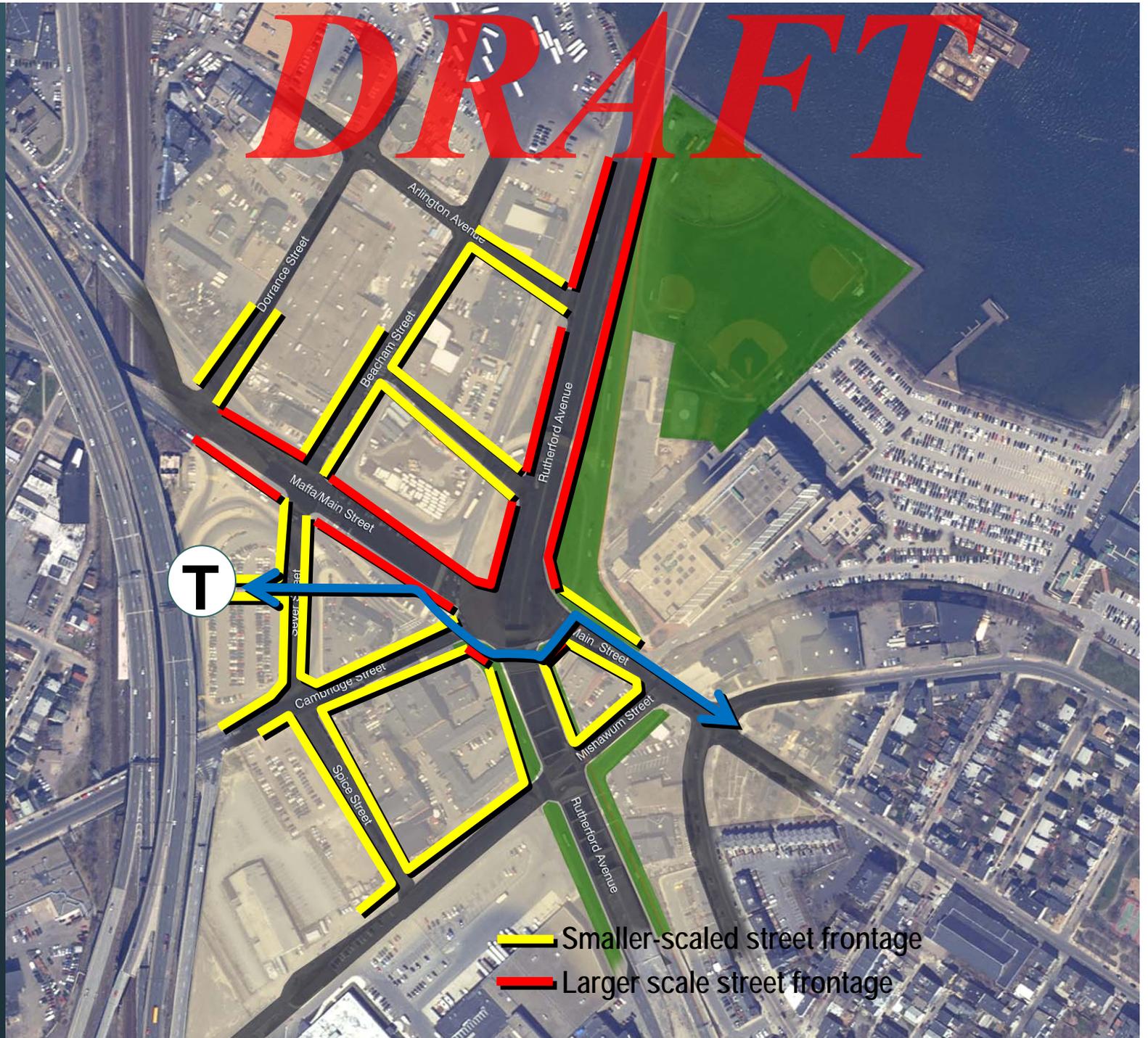
Adaptable
Blocks



Sullivan Square Option 2

At Grade - Combined Main and Maffa

Walkable, neighborhood scaled street



Sullivan Square Option 3

Underpass -
Separated
Main and
Maffa



40

Sullivan Square Option 3

2030 Traffic Volumes

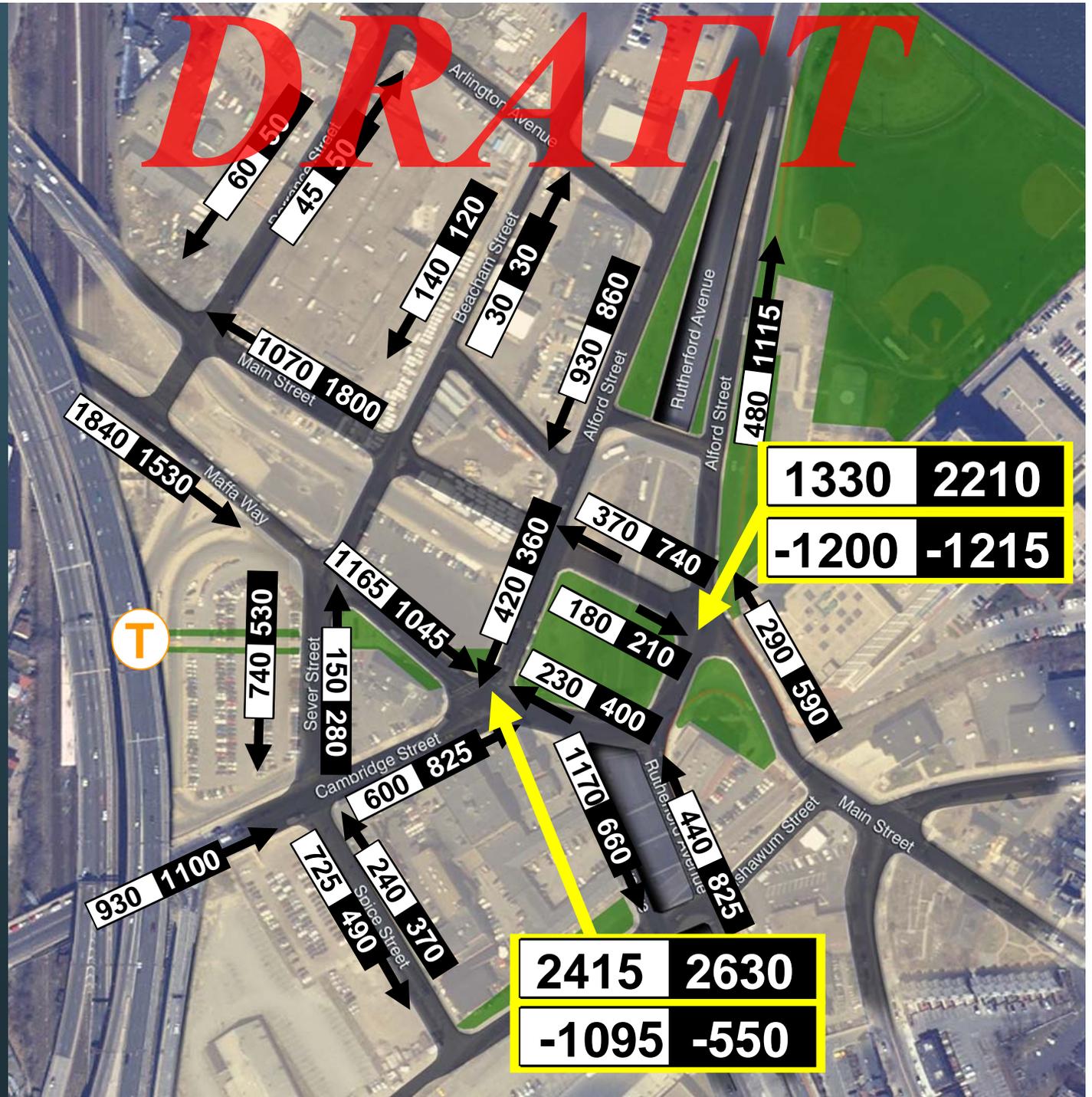
LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



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Sullivan Square Option 3

Prelim. Lane Configuration & Operations

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



Sullivan Square Option 3

Underpass -
Separated -
Main and
Maffa

Adaptable
Blocks



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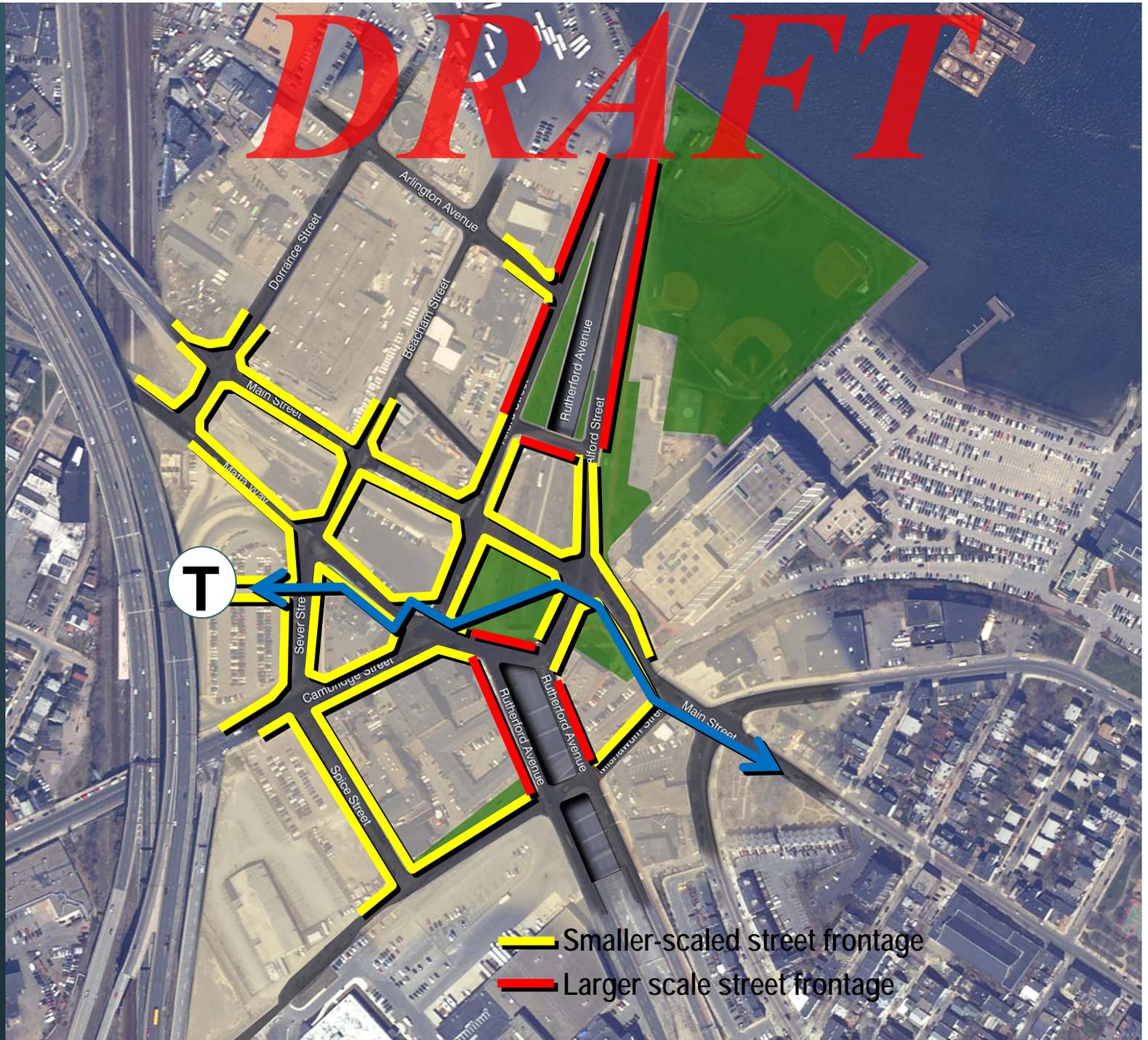
"Air rights"
buildings
above
underpass



Sullivan Square Option 3

Underpass - Separated Main and Maffa

Walkable, neighborhood scaled street



Sullivan Square Option 4

Underpass -
Combined
Main and
Maffa



45

Sullivan Square Option 4

2030
Traffic
Volumes

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



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Sullivan Square Option 4

Prelim. Lane Configuration & Operations

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



Sullivan Square Option 4

Underpass -
Combined
Main and
Maffa

Adaptable
Blocks



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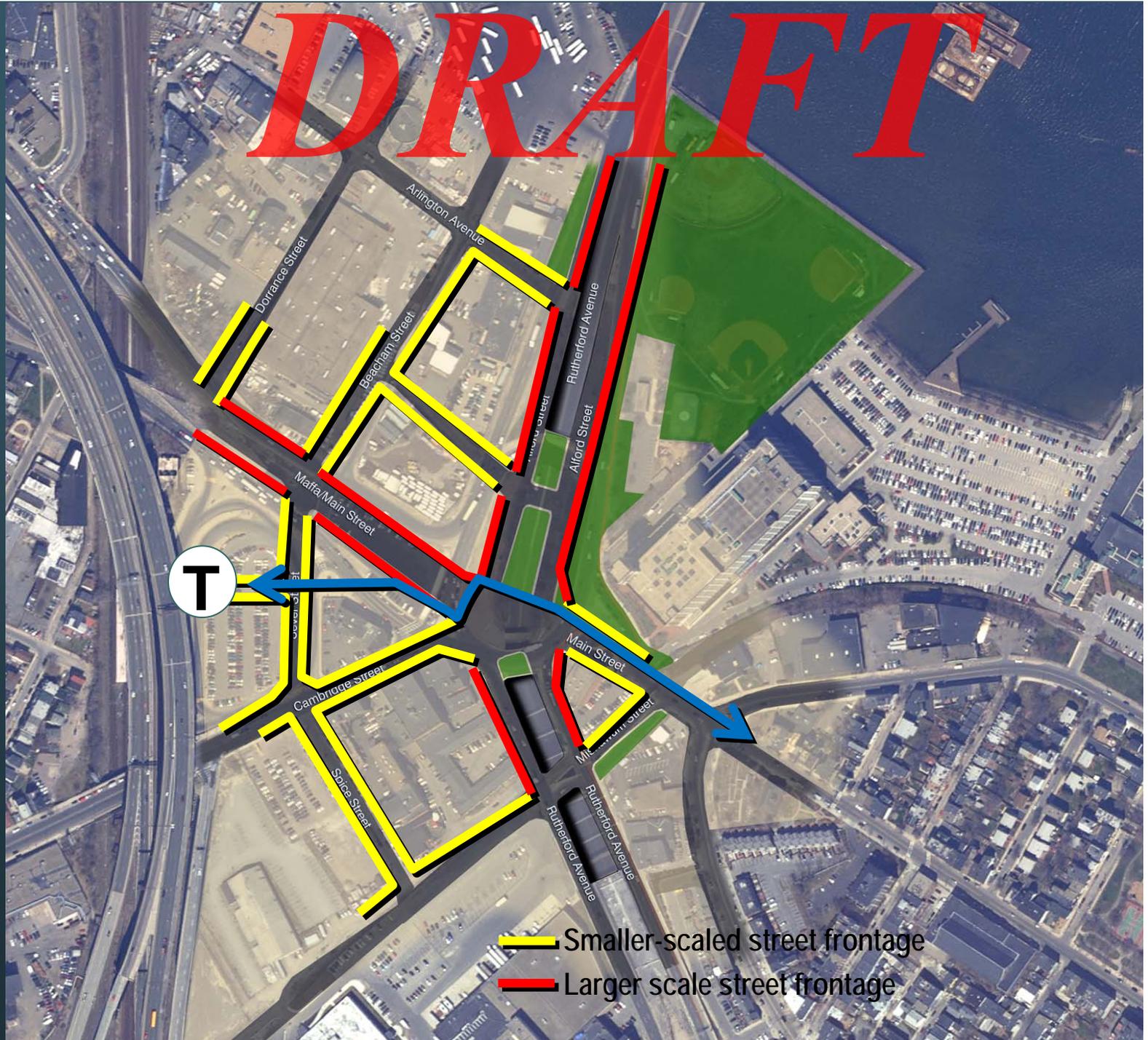
"Air rights"
development
above
underpass



Sullivan Square Option 4

Underpass - Combined Main and Maffa

Walkable, neighborhood scaled street



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Sullivan Square: Comparison of At-Grade Options

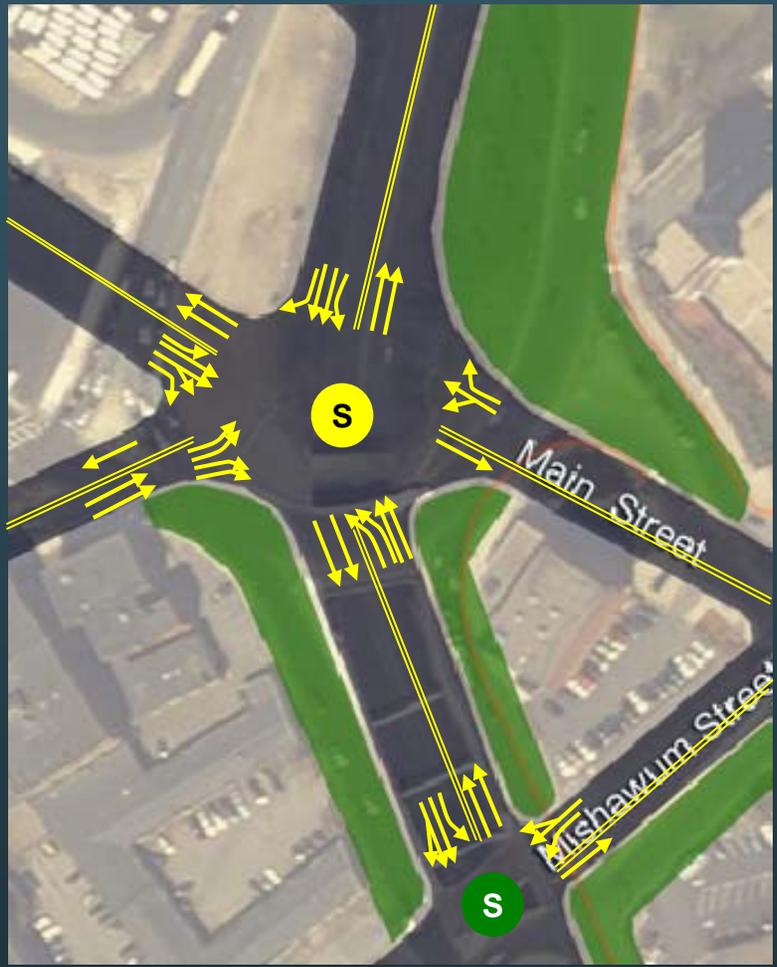
LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



Option 1



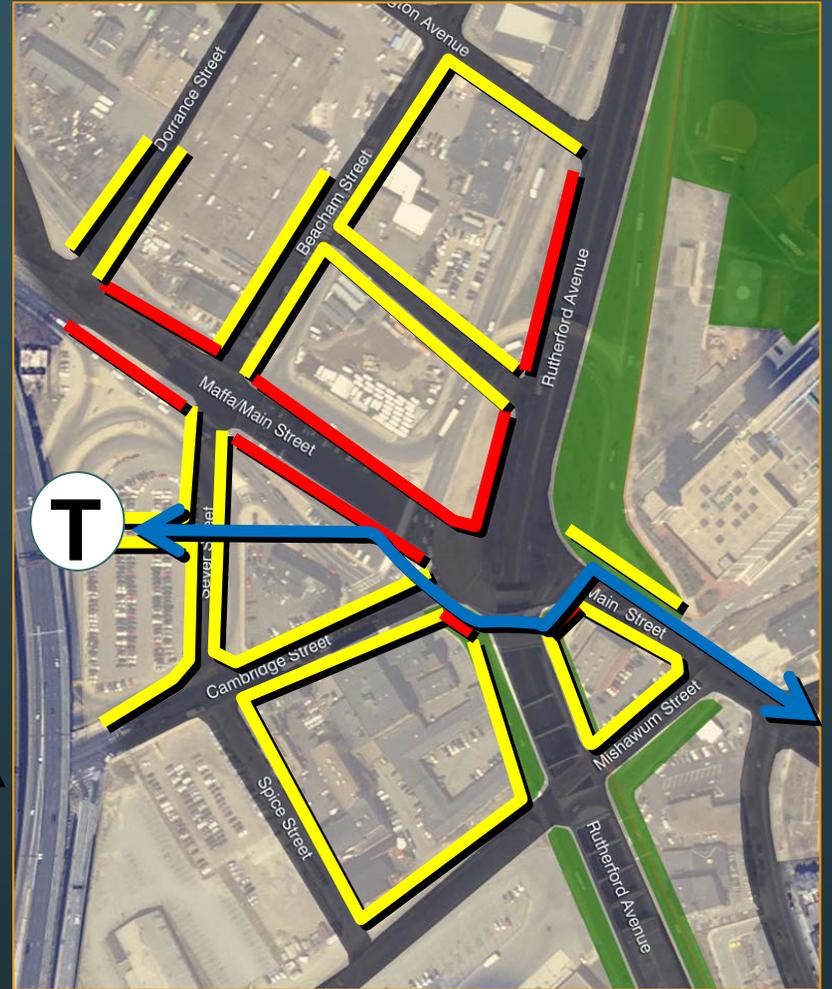
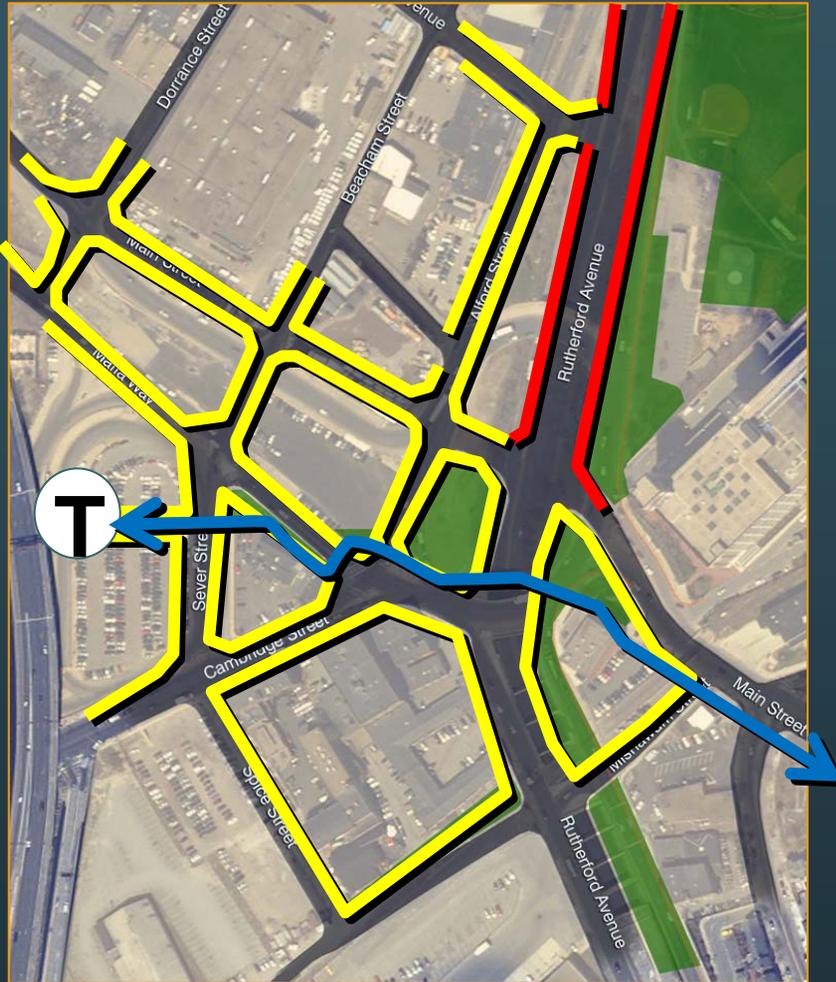
Option 2



Sullivan Square: Comparison of At-Grade Options

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Urban Design



Option 1

Option 2



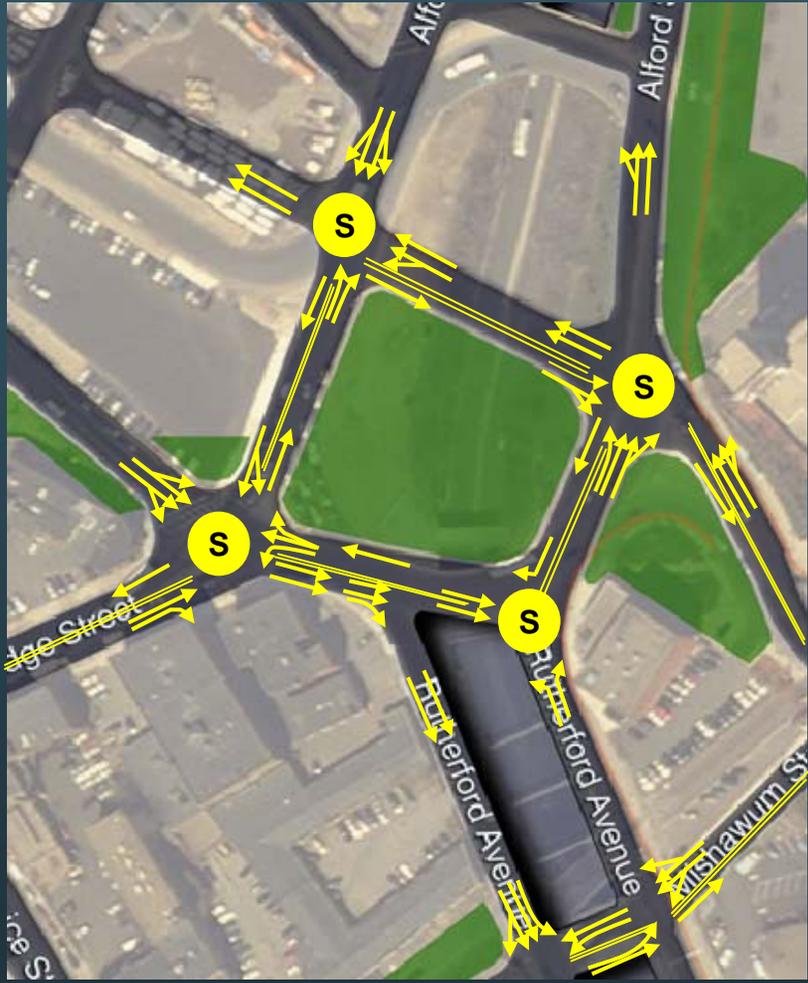
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51 Sullivan Square: Comparison of Underpass Options

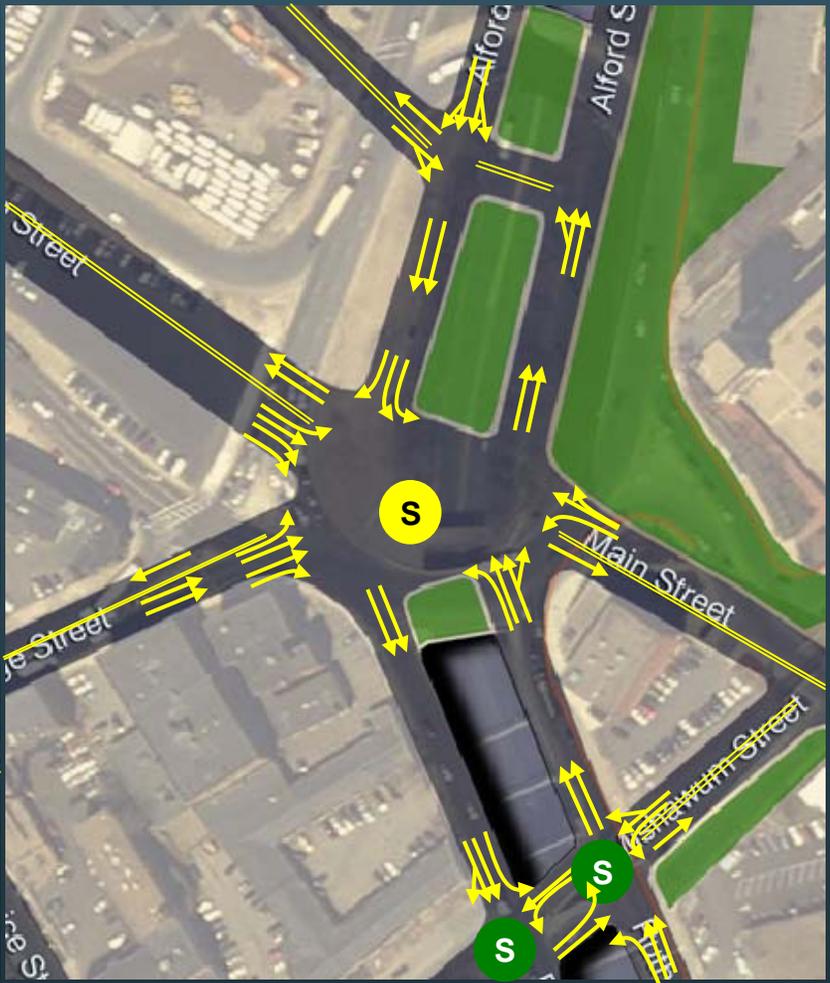
LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



Option 3



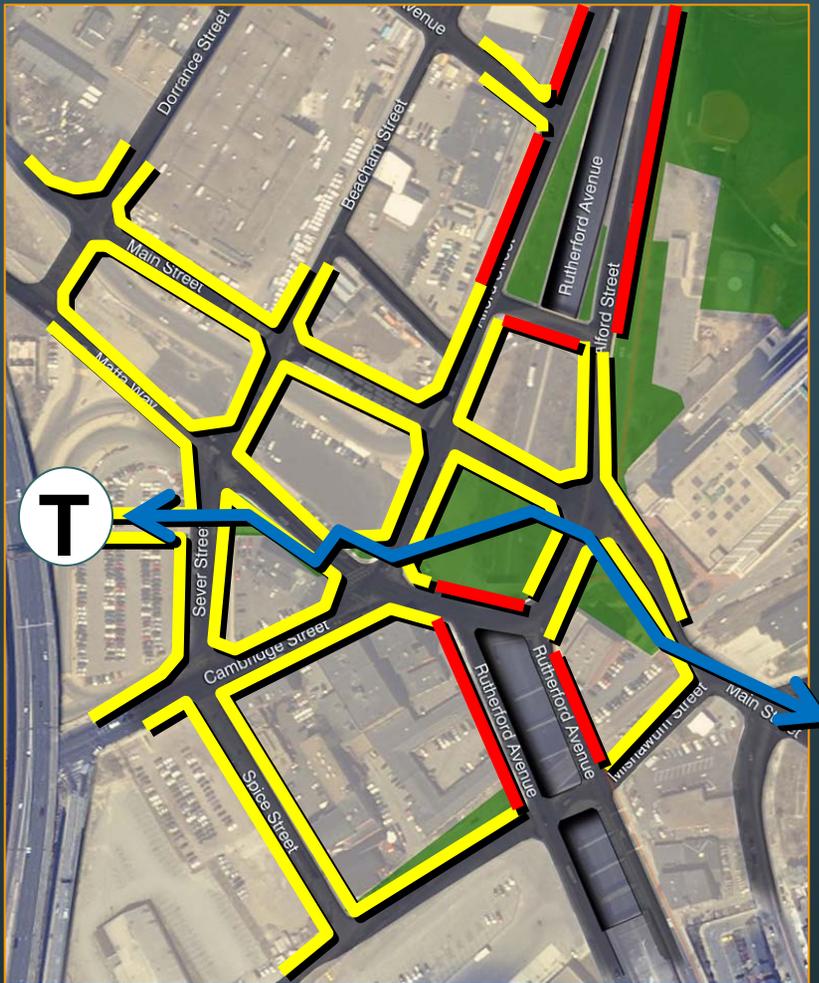
Option 4



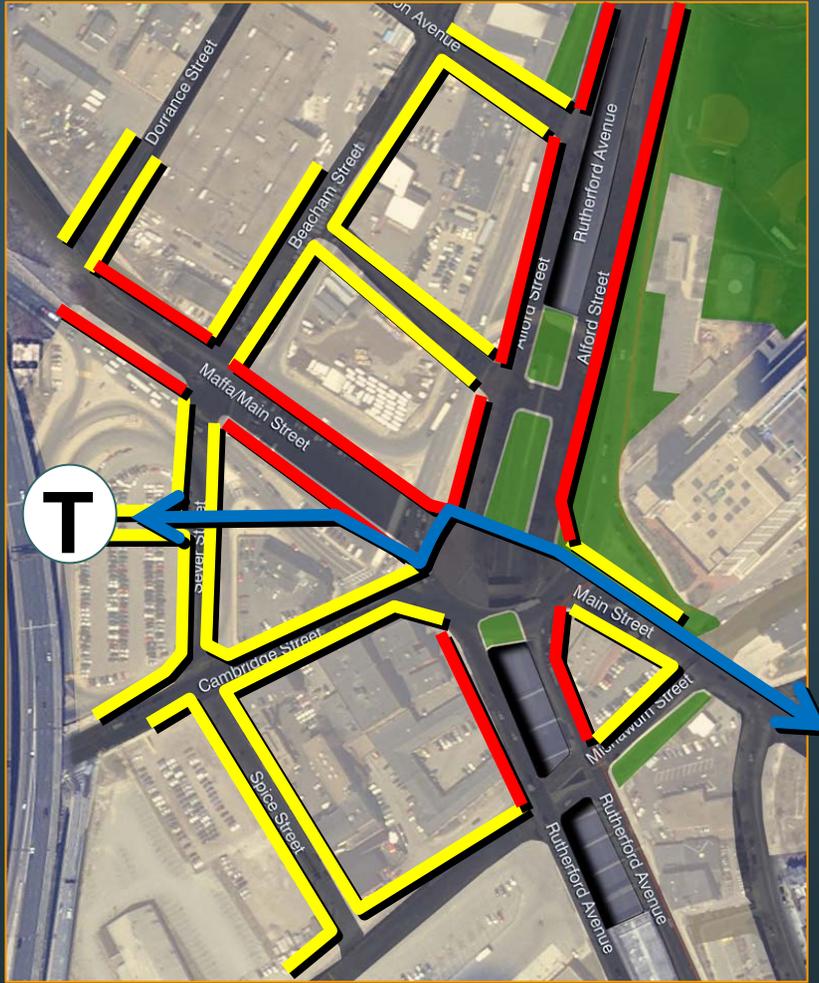
Sullivan Square: Comparison of Underpass Options

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Urban Design



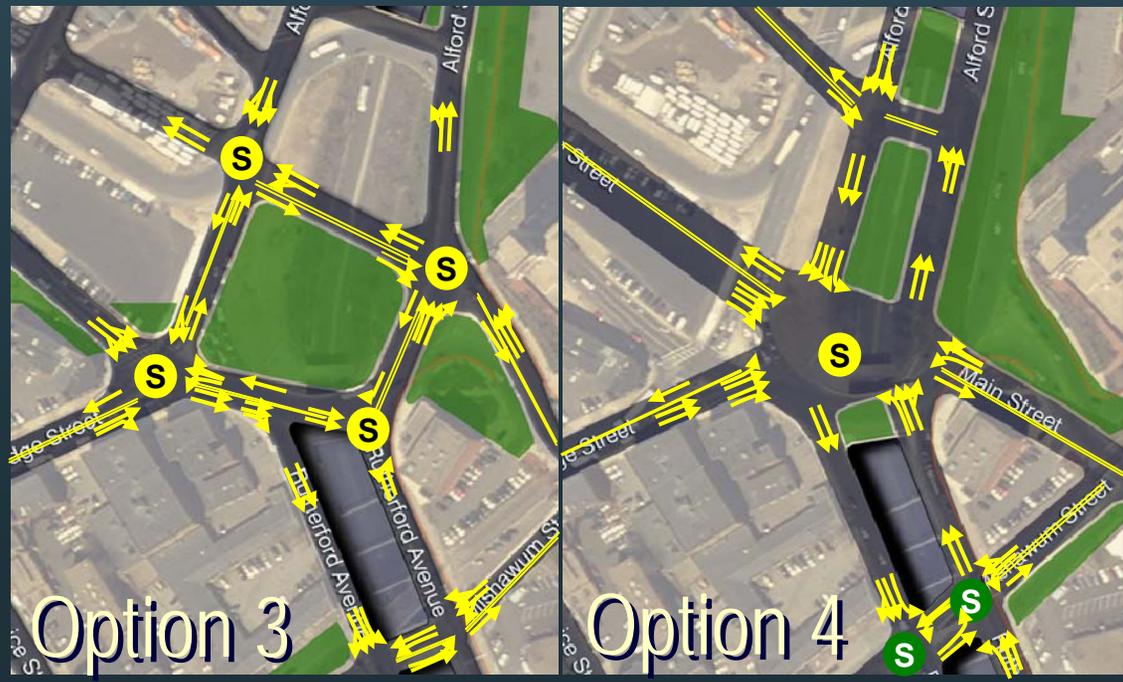
Option 3



Option 4



Sullivan Square: Comparison of All Options



LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



Sullivan Square: Comparison of All Options

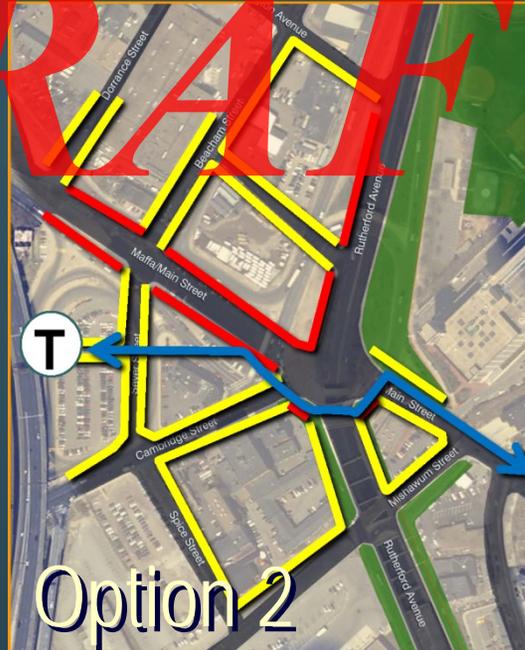
Urban Design



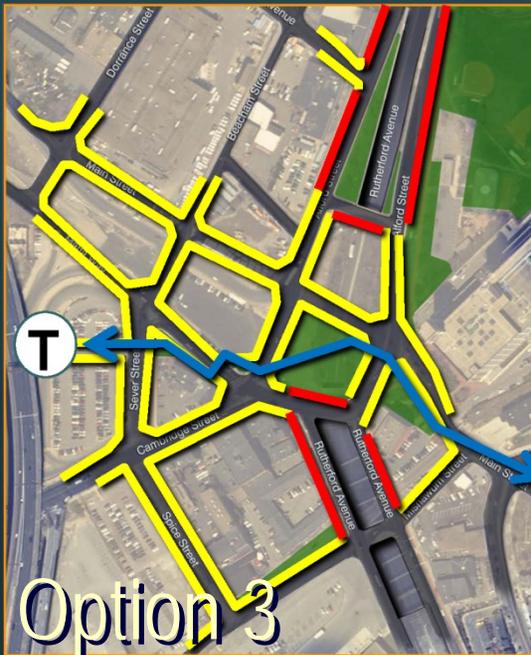
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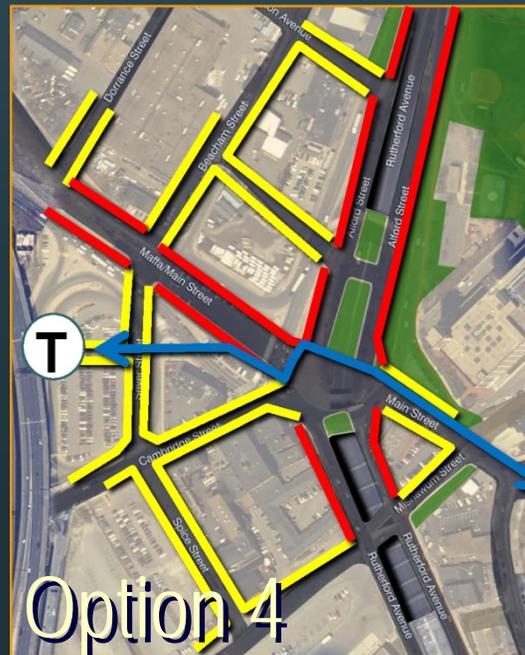
Option 1



Option 2



Option 3



Option 4

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