

# Community Meeting March 23, 2009

*Presented by:*

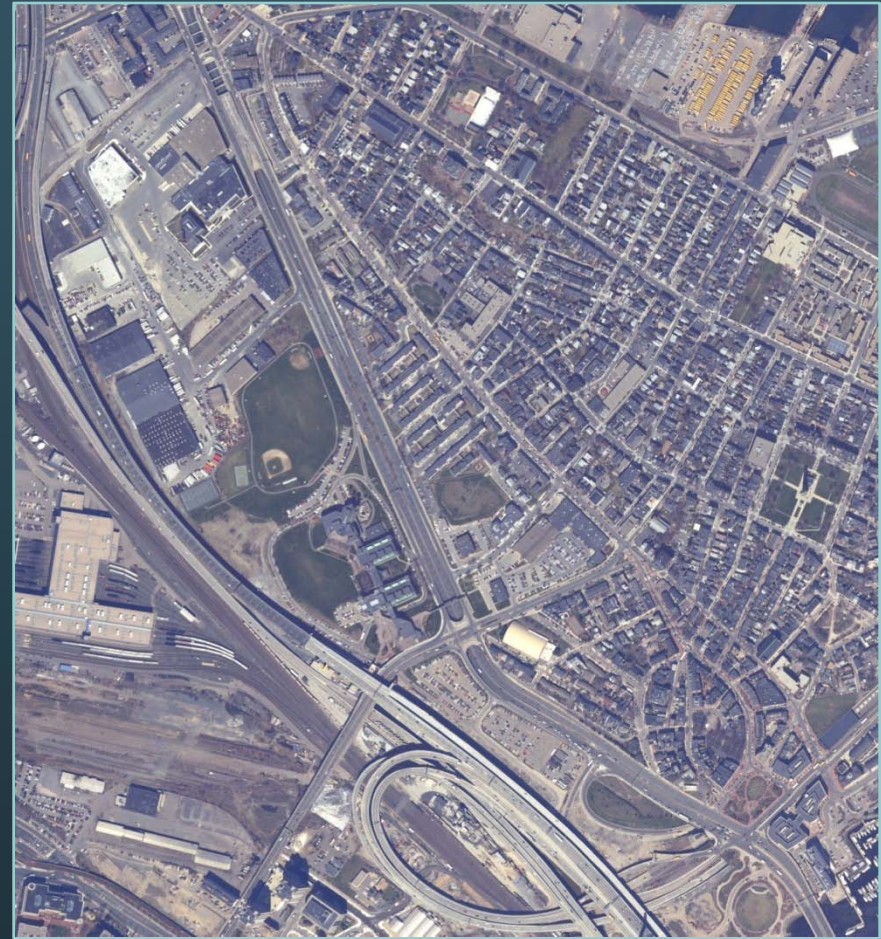
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Boston Transportation Department

Tetra Tech Rizzo

The Cecil Group

Brown, Richardson & Rowe



[www.cityofboston.gov/transportation/rutherford/](http://www.cityofboston.gov/transportation/rutherford/)



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**Rutherford Avenue/Sullivan Square Design Project**  
Tetra Tech Rizzo The Cecil Group Brown, Richardson & Rowe



# Agenda

- Corridor Options South of Sullivan Square
  - Design Principles
  - Preliminary Concepts
- Community Discussion



# Typical Project Development Process

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



# Scope and Work Products

## 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



# Project Schedule

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



# Project Funding

- \$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





# City Square – Opportunities for Improvement

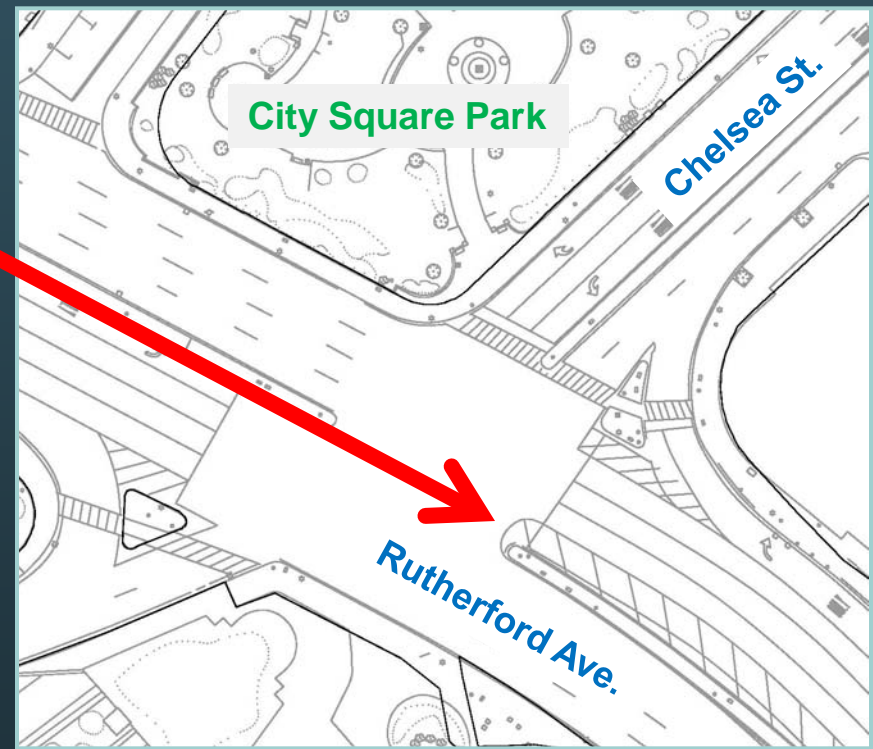


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# City Square – Existing Conditions / Issues

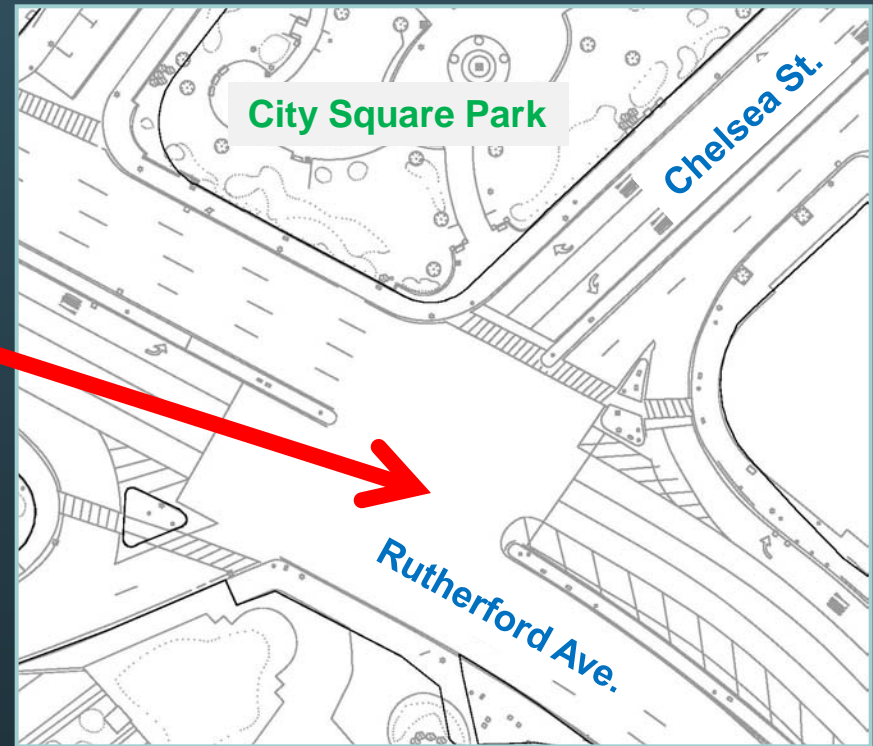
- No crosswalk on Rutherford Avenue – Lack of direct connection to Paul Revere Park





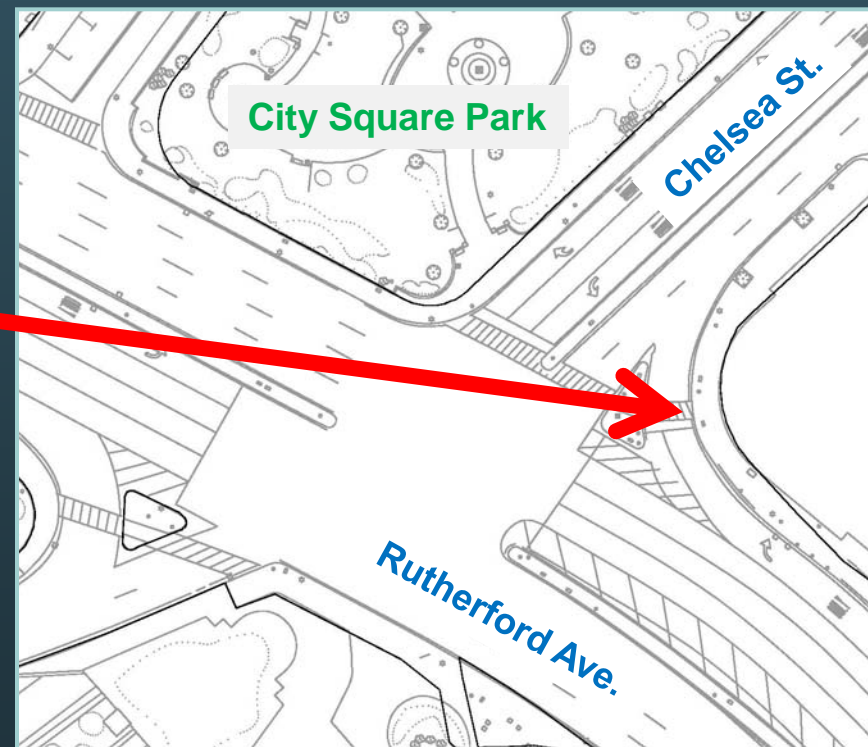
# City Square – Existing Conditions / Issues

- Rutherford Avenue unnecessarily wide – 9 lanes



# City Square – Existing Conditions / Issues

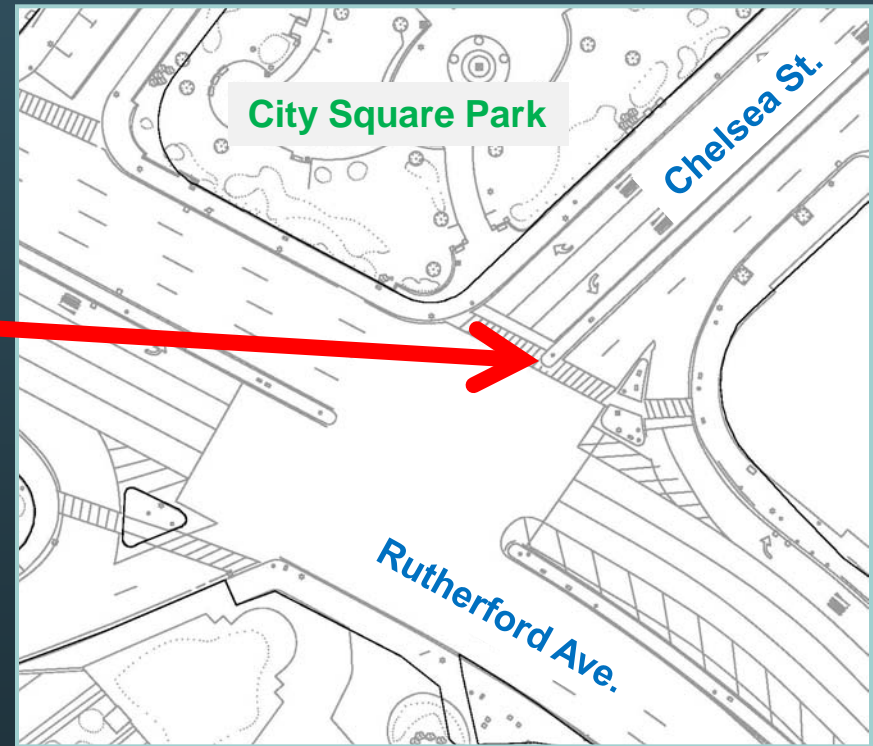
- Poor sight lines for pedestrians and drivers at right turn lane



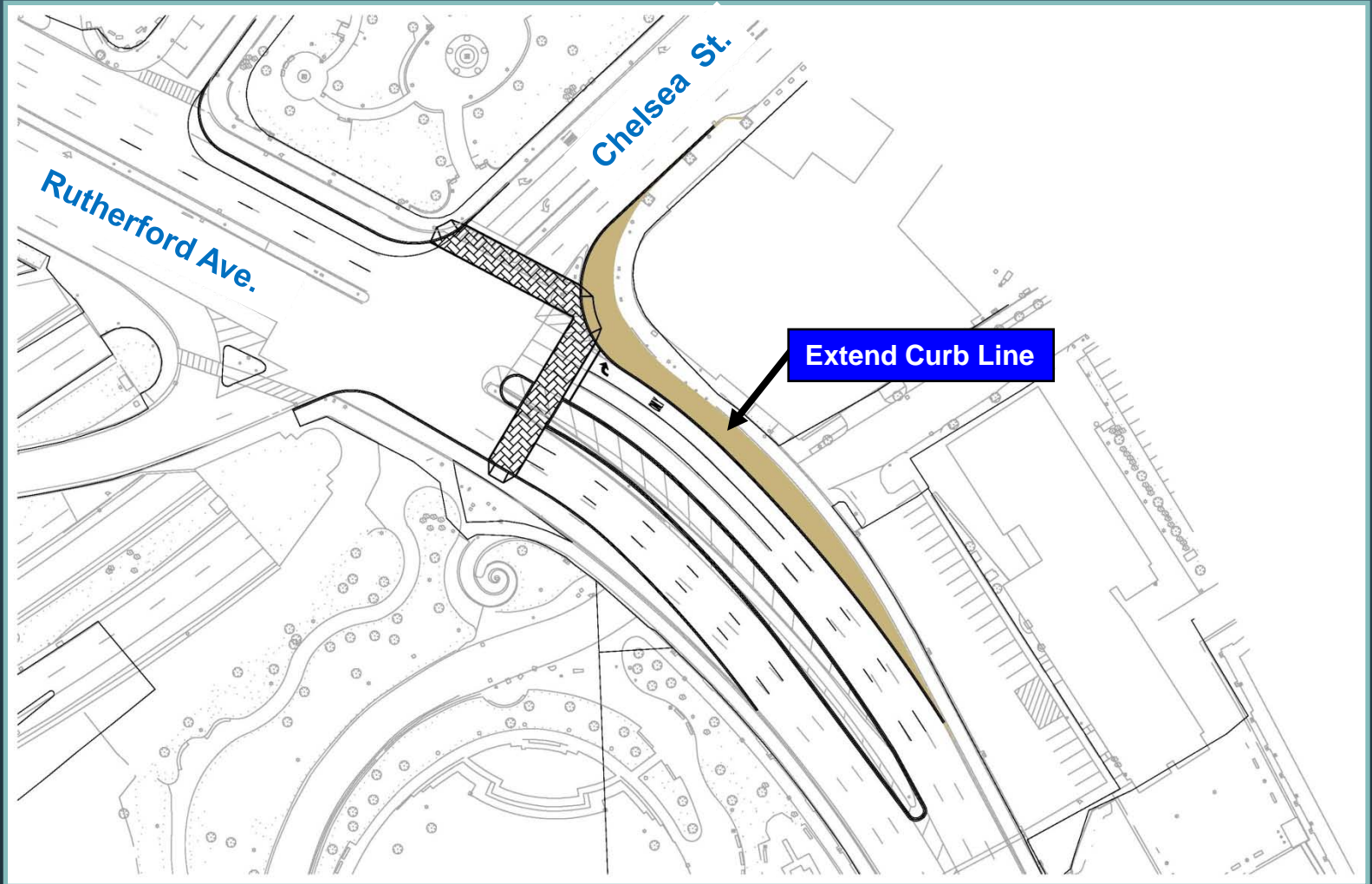


# City Square – Existing Conditions / Issues

- Chelsea St. crosswalk out of compliance with ADA

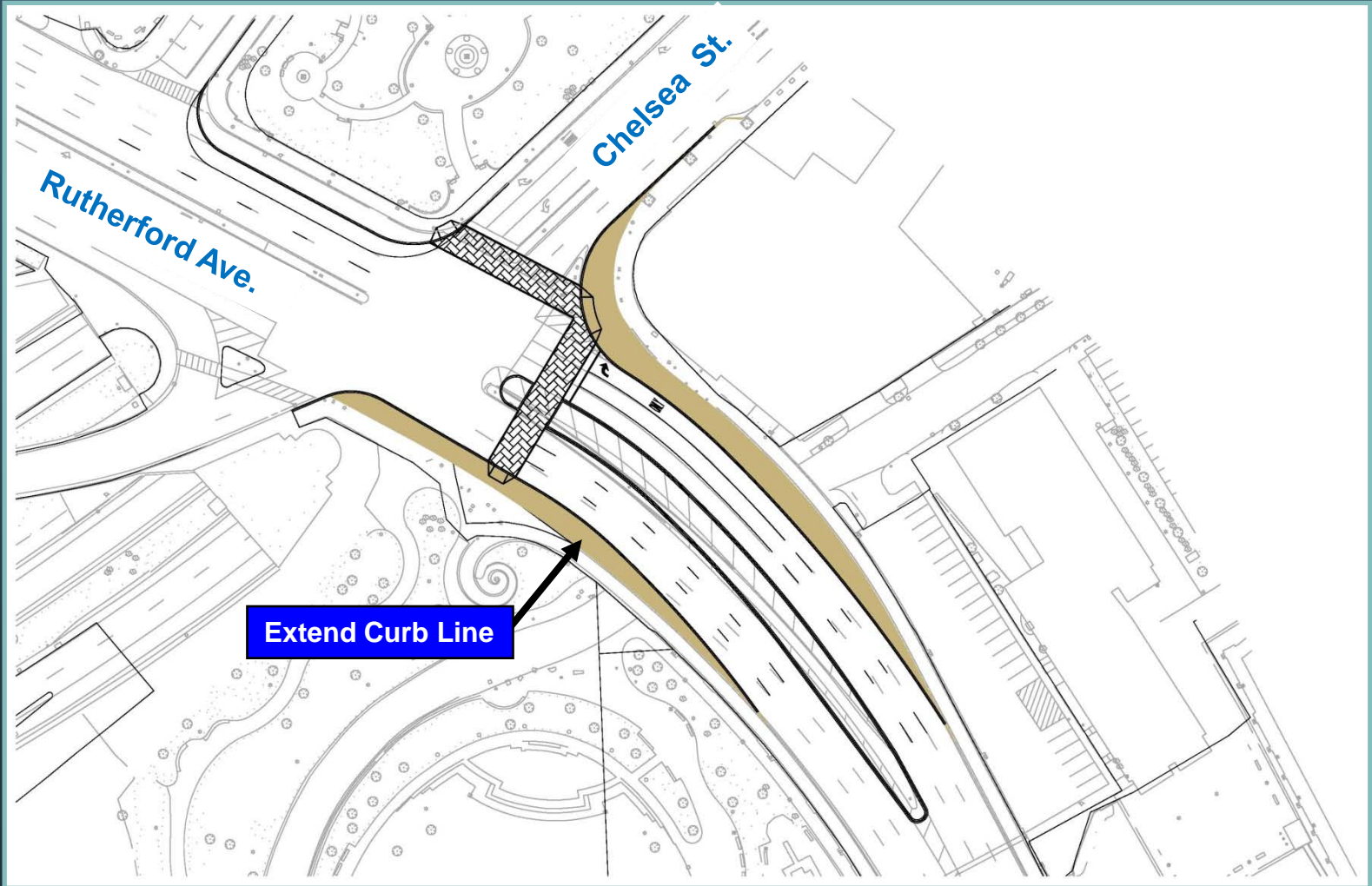


# City Square – Proposed Interim Improvements



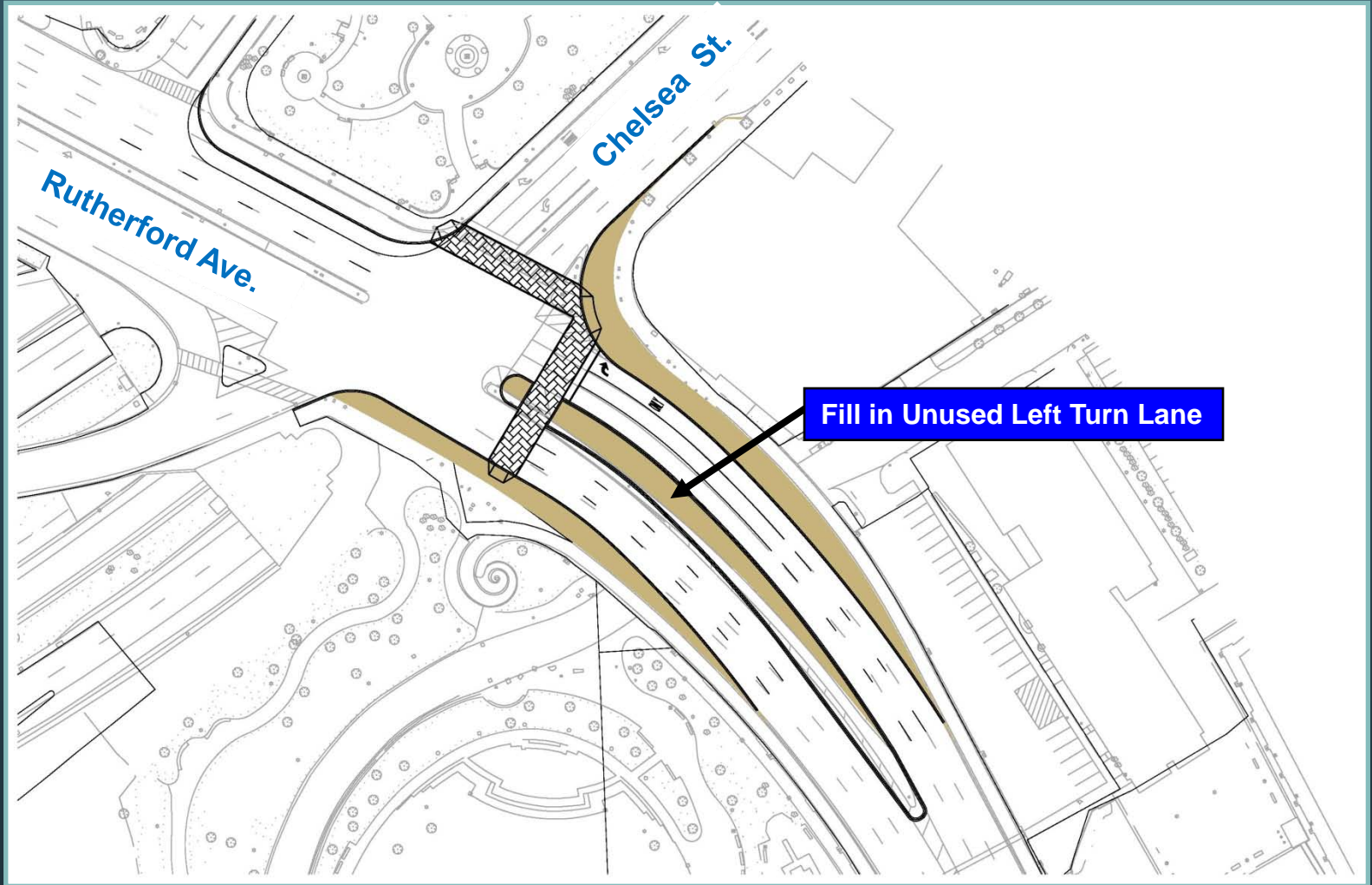


# City Square – Proposed Interim Improvements





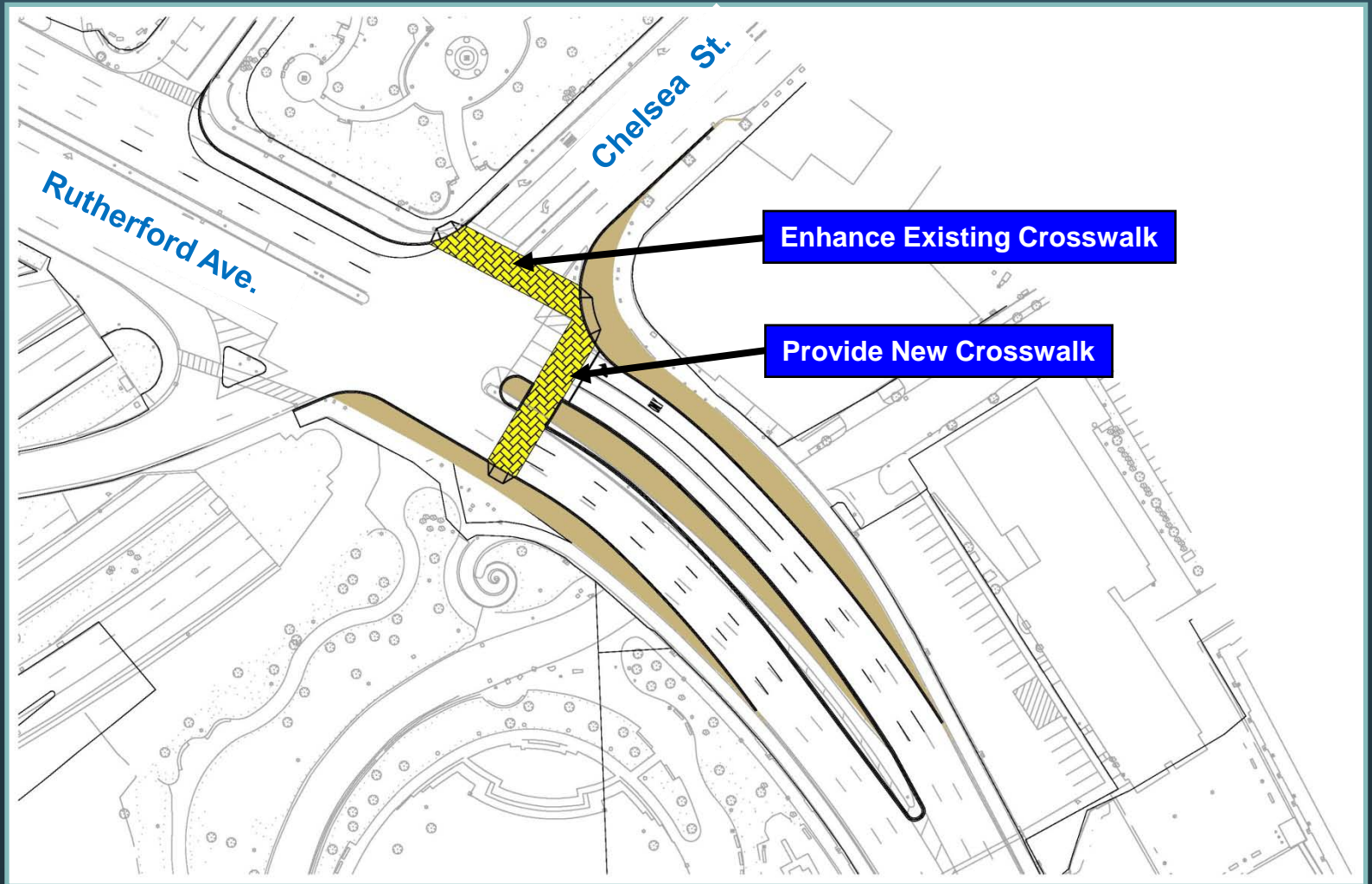
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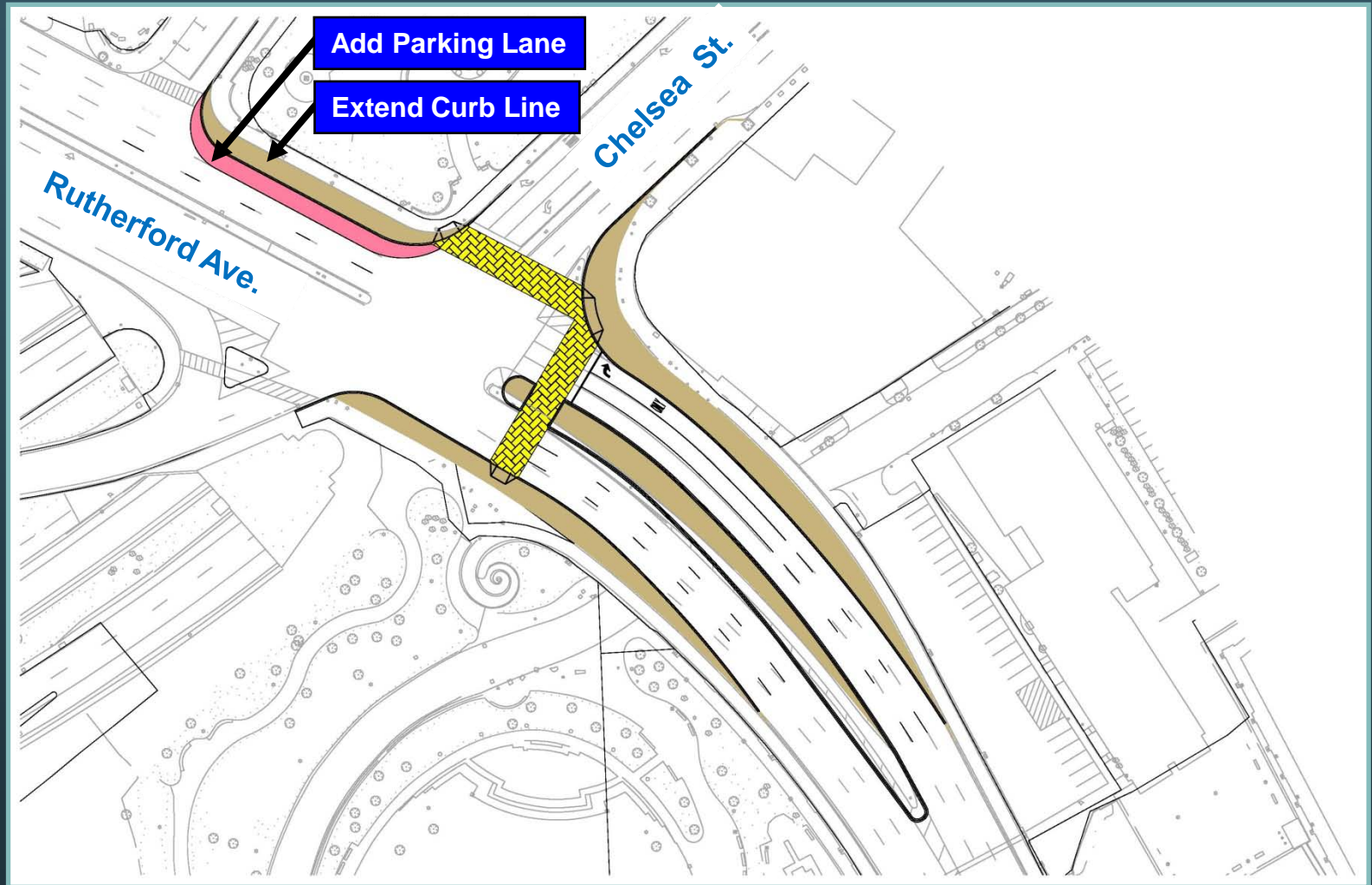
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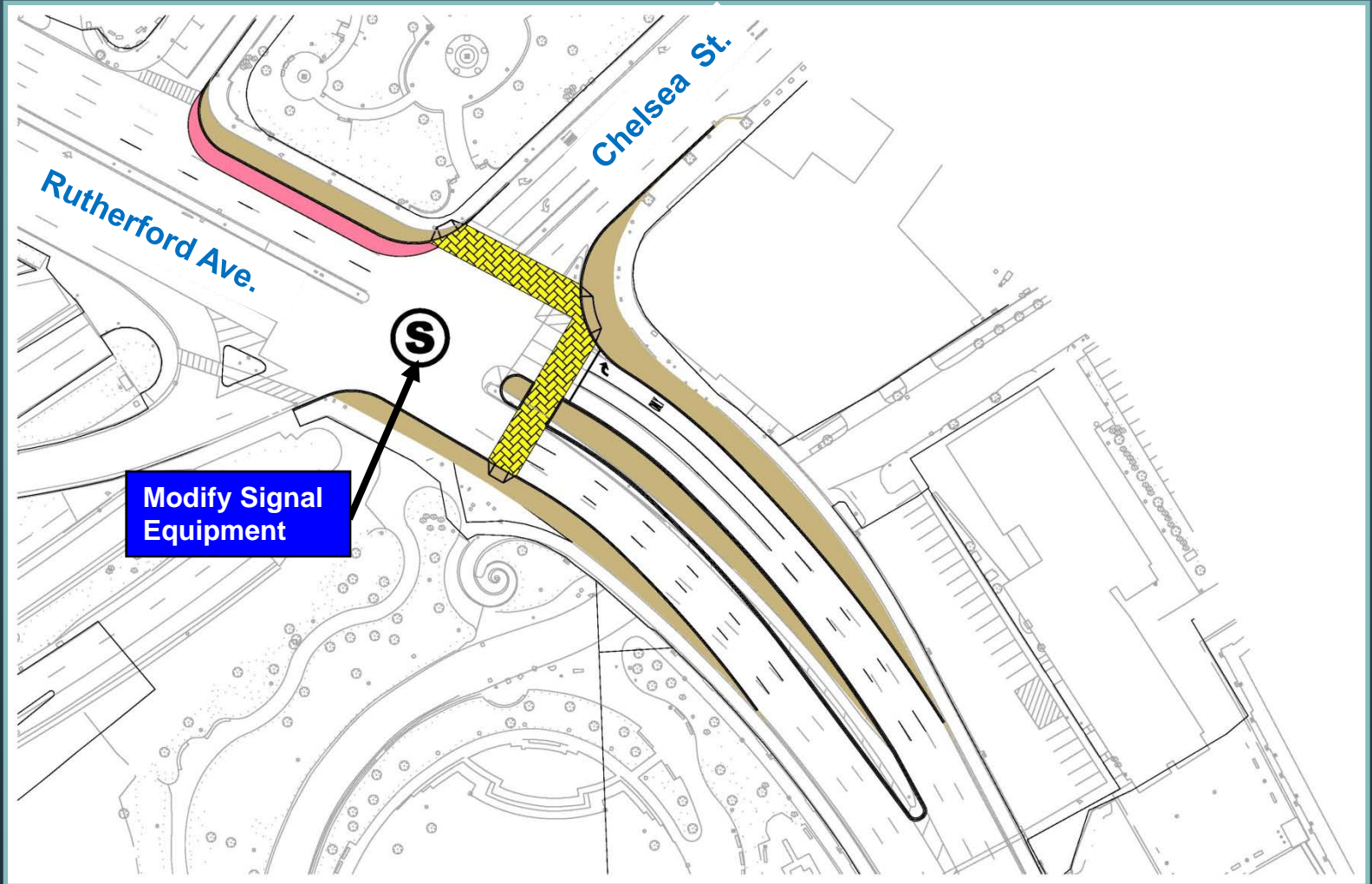


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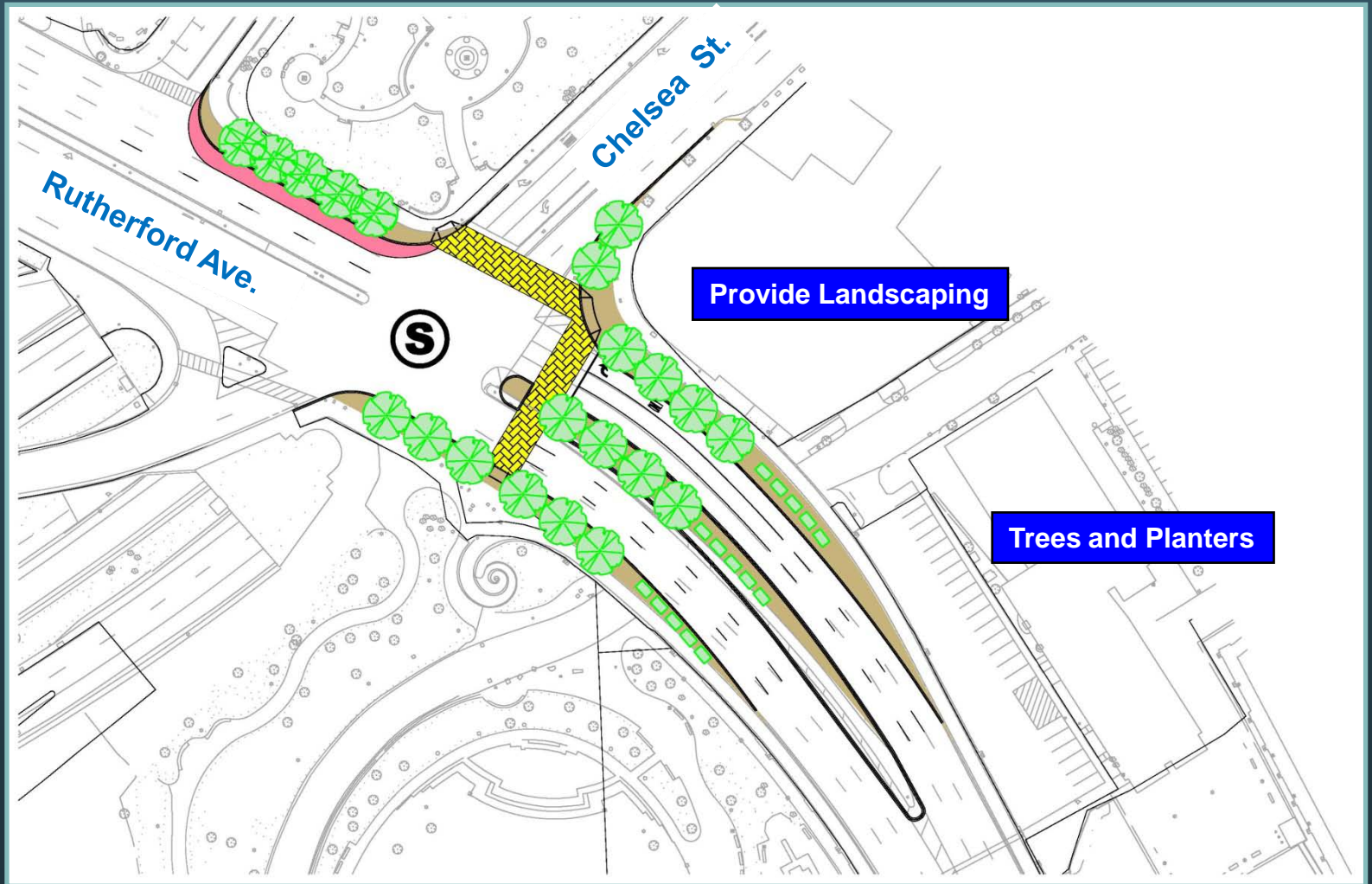




# City Square – Proposed Interim Improvements



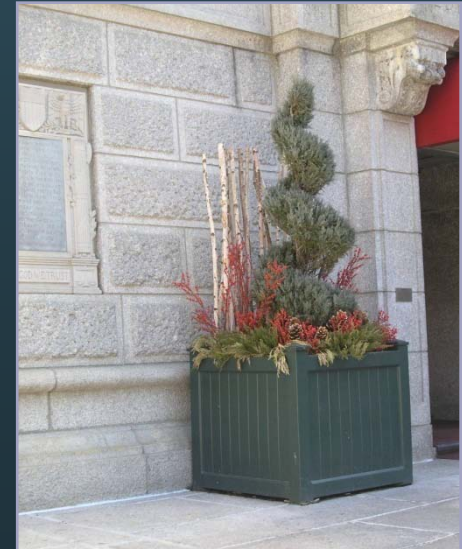
# City Square – Proposed Interim Improvements





# City Square Interim Design

## Planters



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# City Square – Proposed Interim Improvements

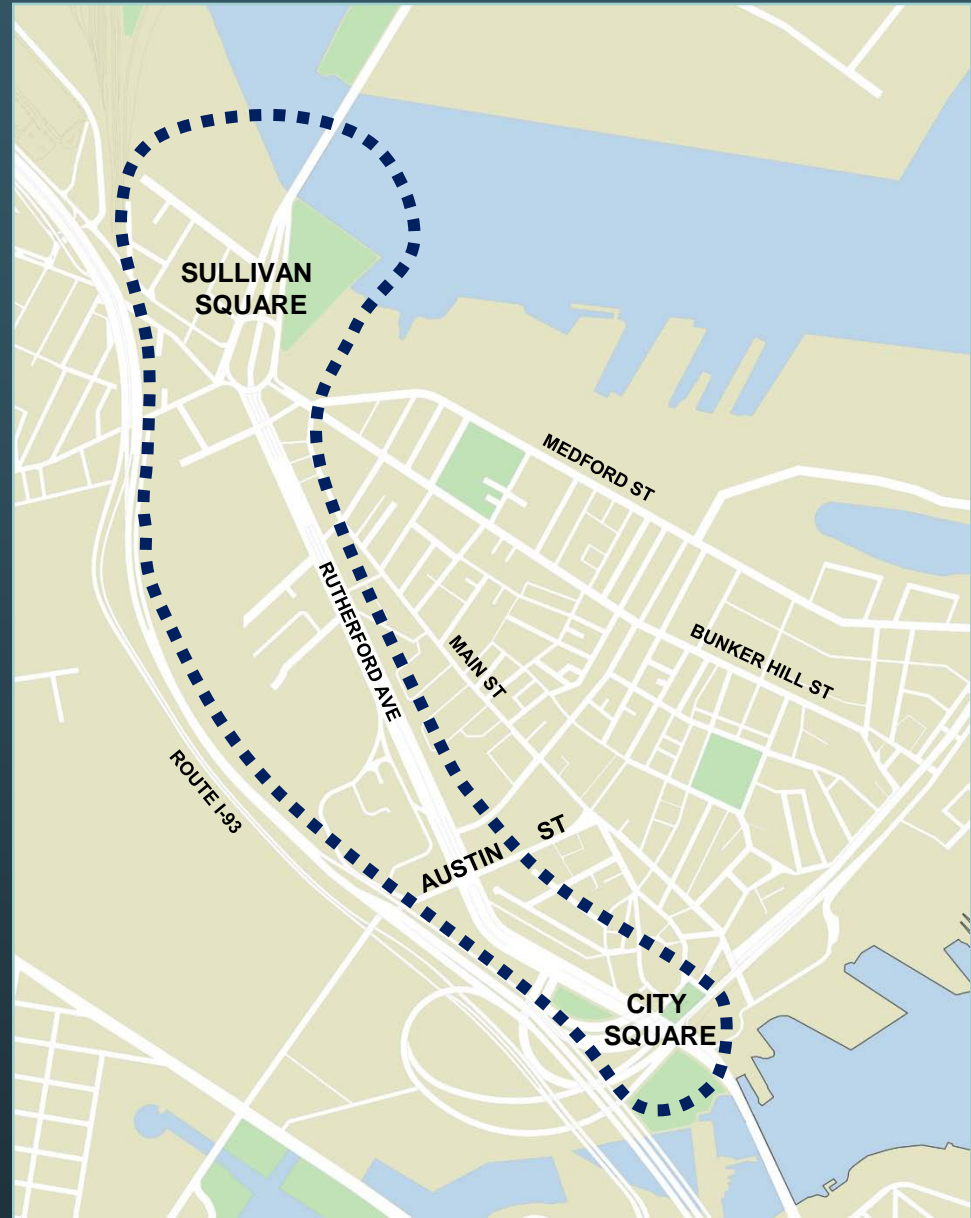


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# Project Area



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# Meeting Focus

- Rutherford Avenue south of Sullivan Square
- Rutherford Avenue at City Square





# Aerial Photograph



Source:  
Google Earth



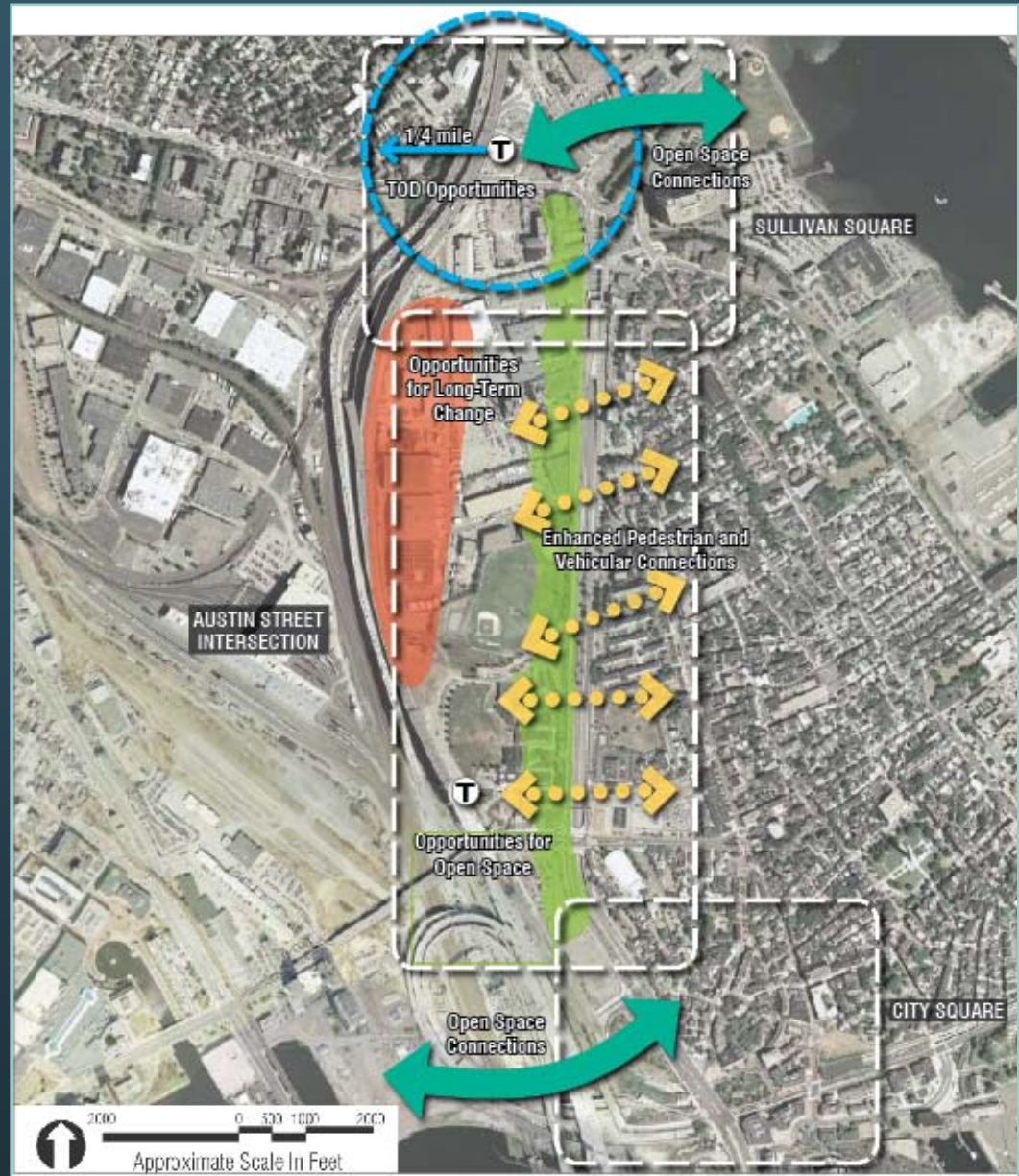
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# Urban Design Opportunities

- Keeping the entire corridor in mind...



# Urban Design Principles

South of Sullivan Square

- Narrow streets, roadways and intersections where possible
- Enhance pedestrian connections along and across the corridor
- Provide on-street parking wherever practical



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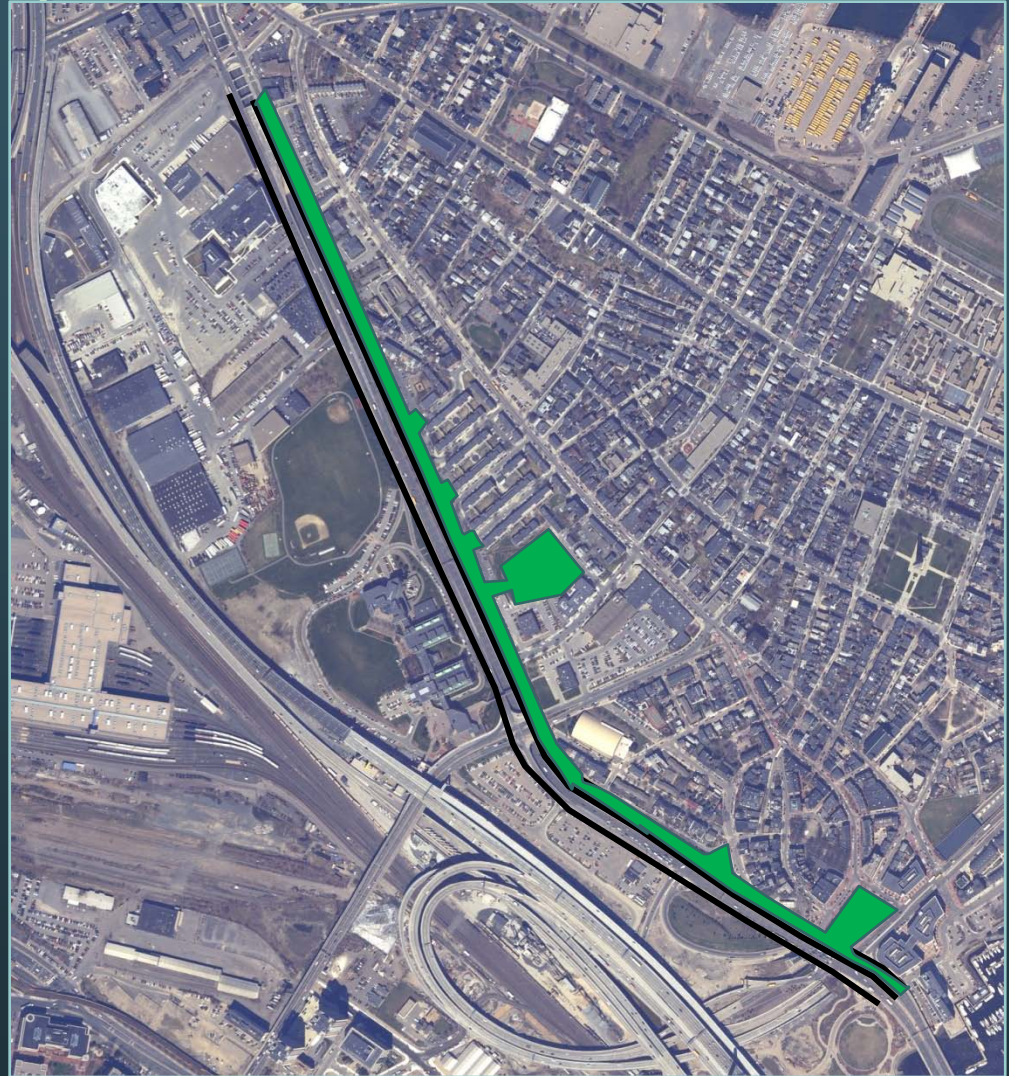
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# Urban Design Principles

South of Sullivan Square

- Keep the western street edge the same as exists today
- Reduce pavement on the eastern street edge
- Provide a continuous, linear park-like edge along the existing neighborhood



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# Urban Design Principles

South of Sullivan Square

- Create a landscaped median where possible
- Provide a linear landscape of street trees to create a pleasant “boulevard” linking City Square and Sullivan Square



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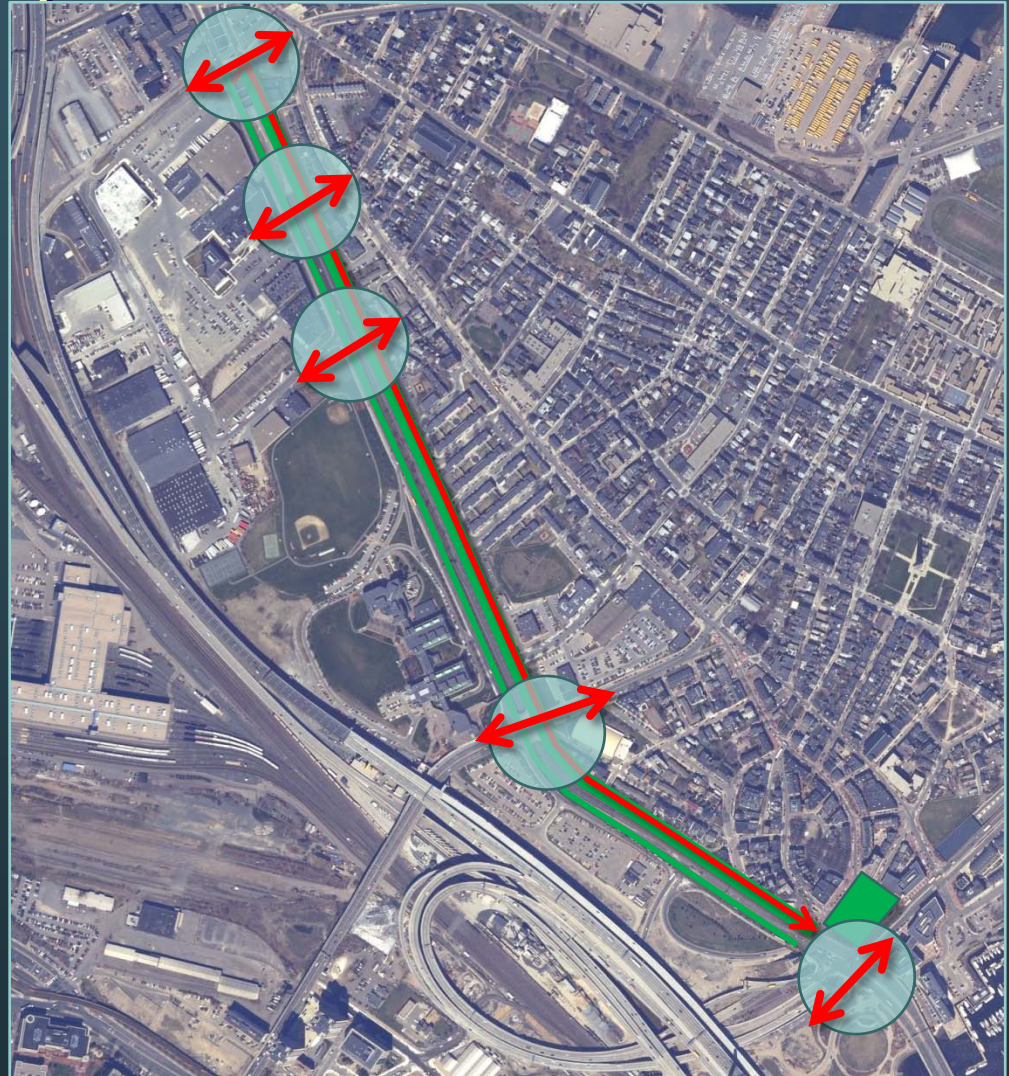
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# Urban Design Principles

South of Sullivan Square

- Create continuous bicycle and pedestrian connections along the entire corridor
- Create bicycle and pedestrian connections across the corridor



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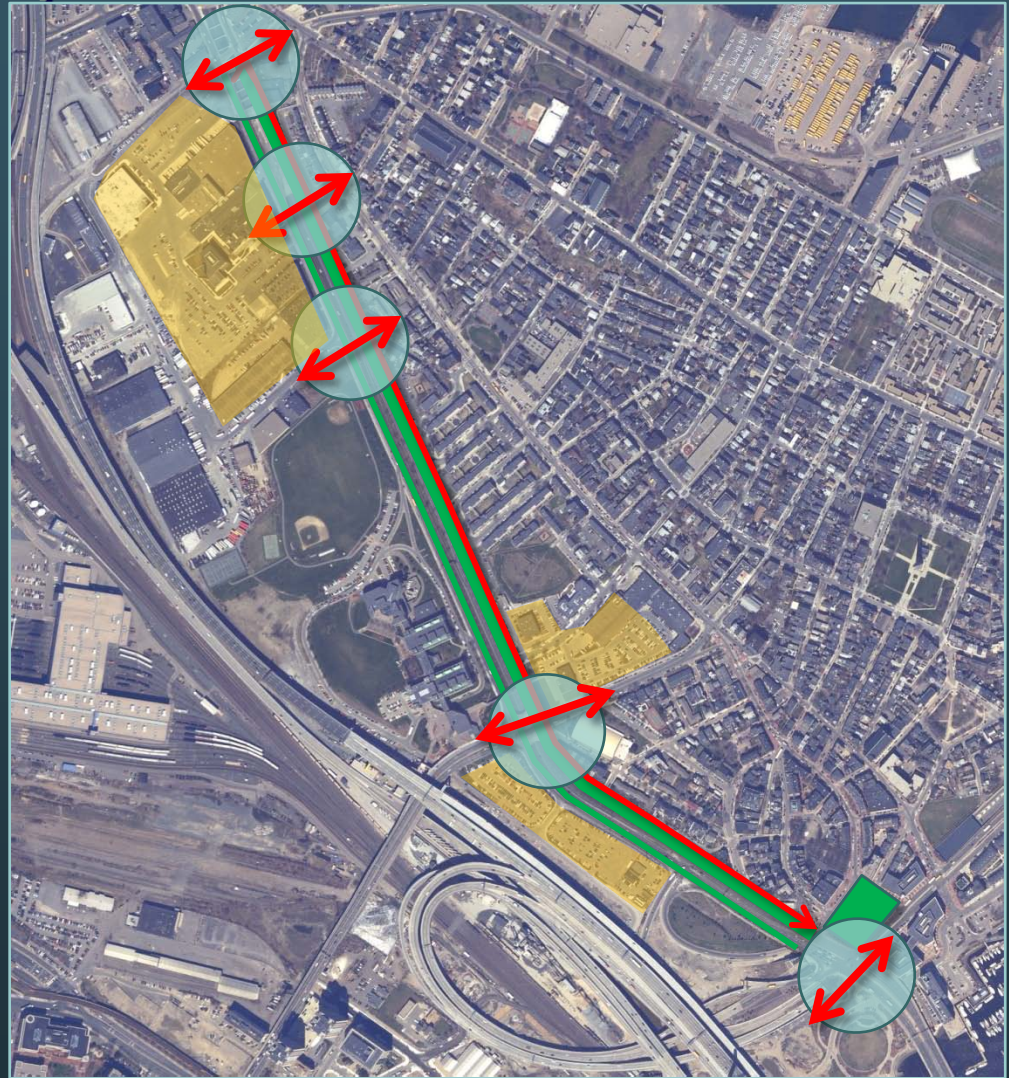
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# Urban Design Principles

South of Sullivan Square

- Provide and support redevelopment opportunities along the corridor that are consistent with neighborhood goals



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# Urban Design Principles

## South of Sullivan Square

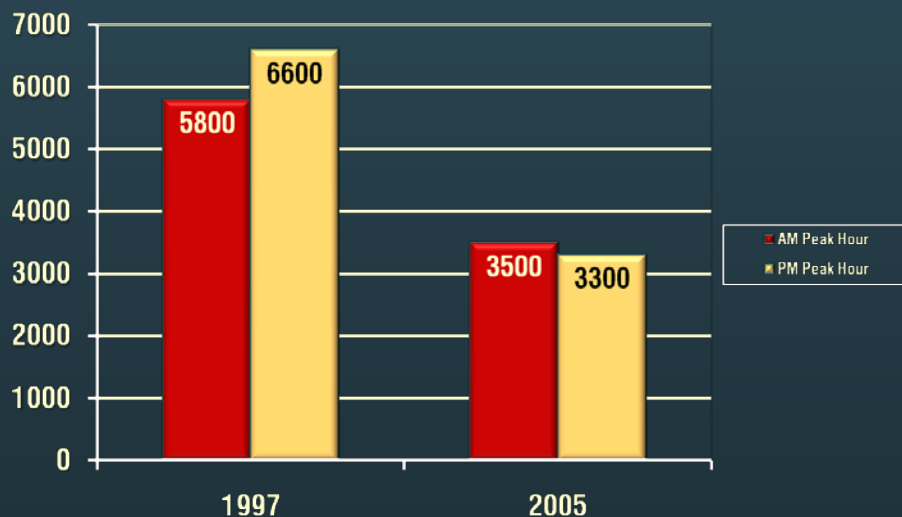
- Provide for a better “front door” for the Bunker Hill Community College with a more interesting, active and attractive pedestrian environment



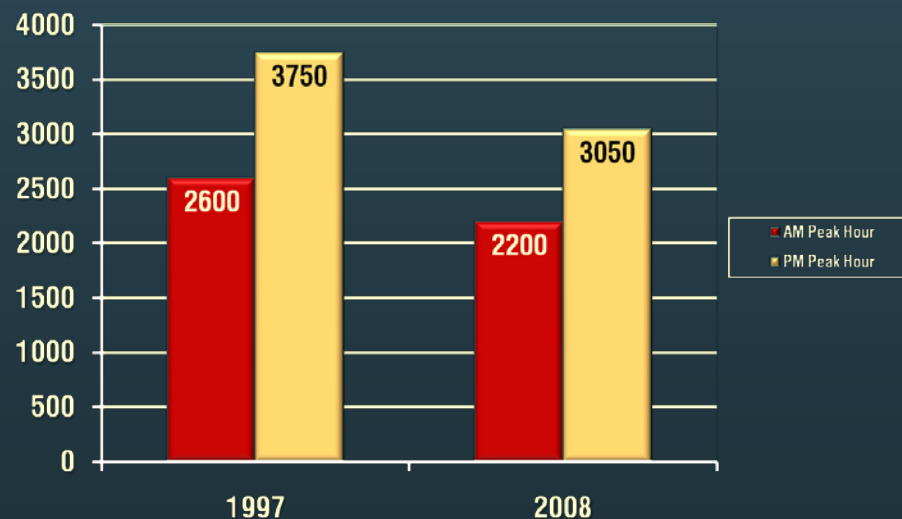
# Transportation Opportunities

- Traffic volumes on Rutherford Ave. have decreased since 1997 by 16 to 40 percent

**City Square**



**Austin Street / BHCC**







# Transportation Principles

South of Sullivan Square

- “Right-size” the Road – Replace regional highway feel with neighborhood-oriented character



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# Transportation Principles

South of Sullivan Square

- Slow Traffic Down – Signals provide opportunities to “calm” traffic and provide cross-connections



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# Transportation Principles

## South of Sullivan Square

- Strike a Balance – keep through-traffic on Rutherford, and avoid congestion that would lead to traffic cutting through the neighborhood





# Transportation Principles

## South of Sullivan Square

- Improve pedestrian safety and create a pedestrian-friendly environment





# Transportation Principles

South of Sullivan Square

- Provide bicycle accommodations and connections



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# Bicycle Connections

- Opportunities to create new connections to existing and proposed bikeways

Source:  
Google Earth



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# Transportation Principles

South of Sullivan Square

- Simplify traffic movements



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# Transportation Principles

South of Sullivan Square

- “Tighten-up” intersection geometry



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# Transportation Principles

South of Sullivan Square

- Accommodate all vehicles



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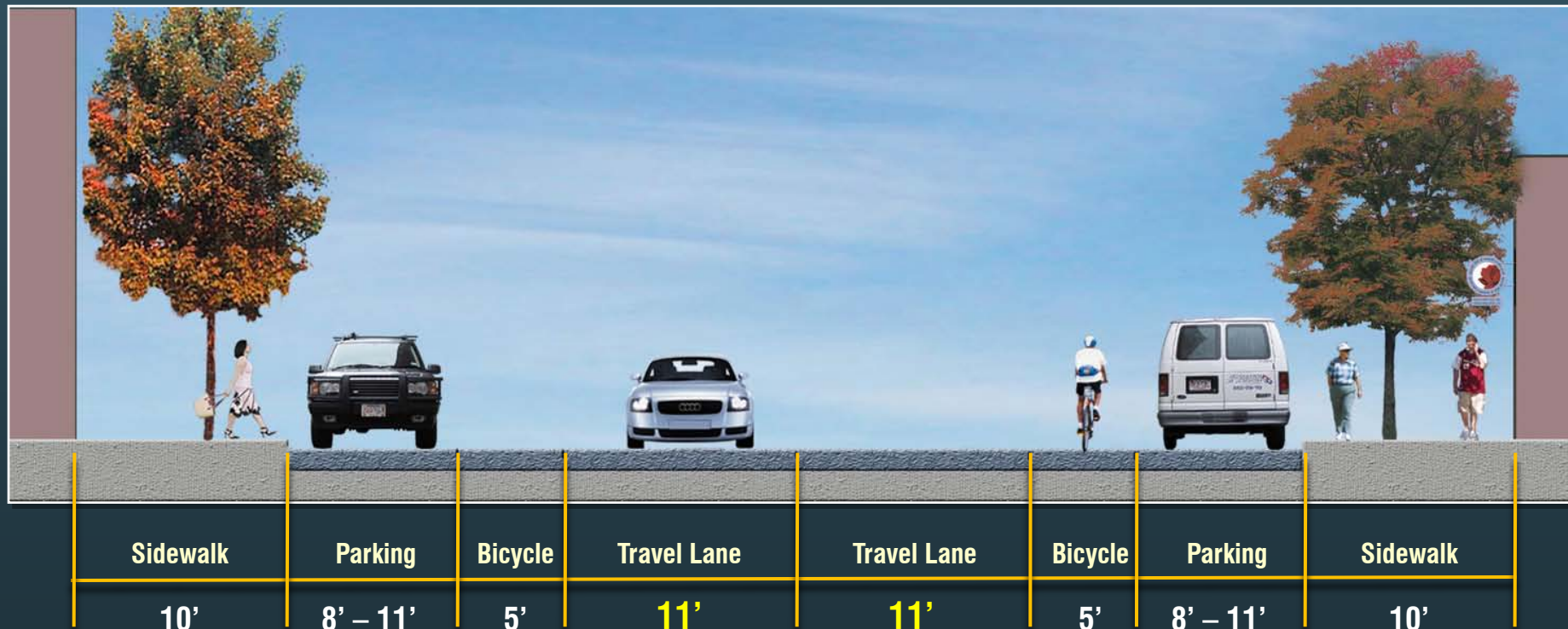
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# Transportation Principles

## South of Sullivan Square

- Use minimum standard travel lane widths





# Transportation Principles

South of Sullivan Square

- Build flexibility into the transportation system



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