

# Community Meeting June 18, 2009

*Presented by:*

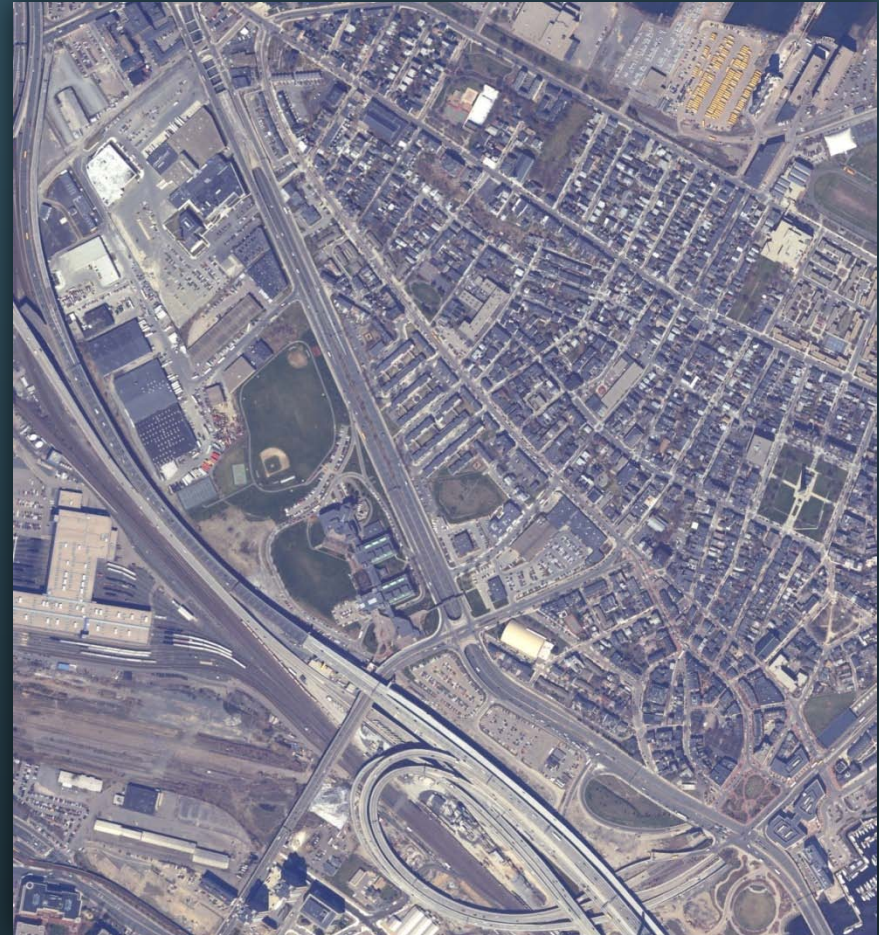
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Boston Transportation Department

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

- Austin Street Area
  - At-Grade Alternative
  - Retain Underpass Alternative
- Sullivan Square Preliminary Alternatives
- 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



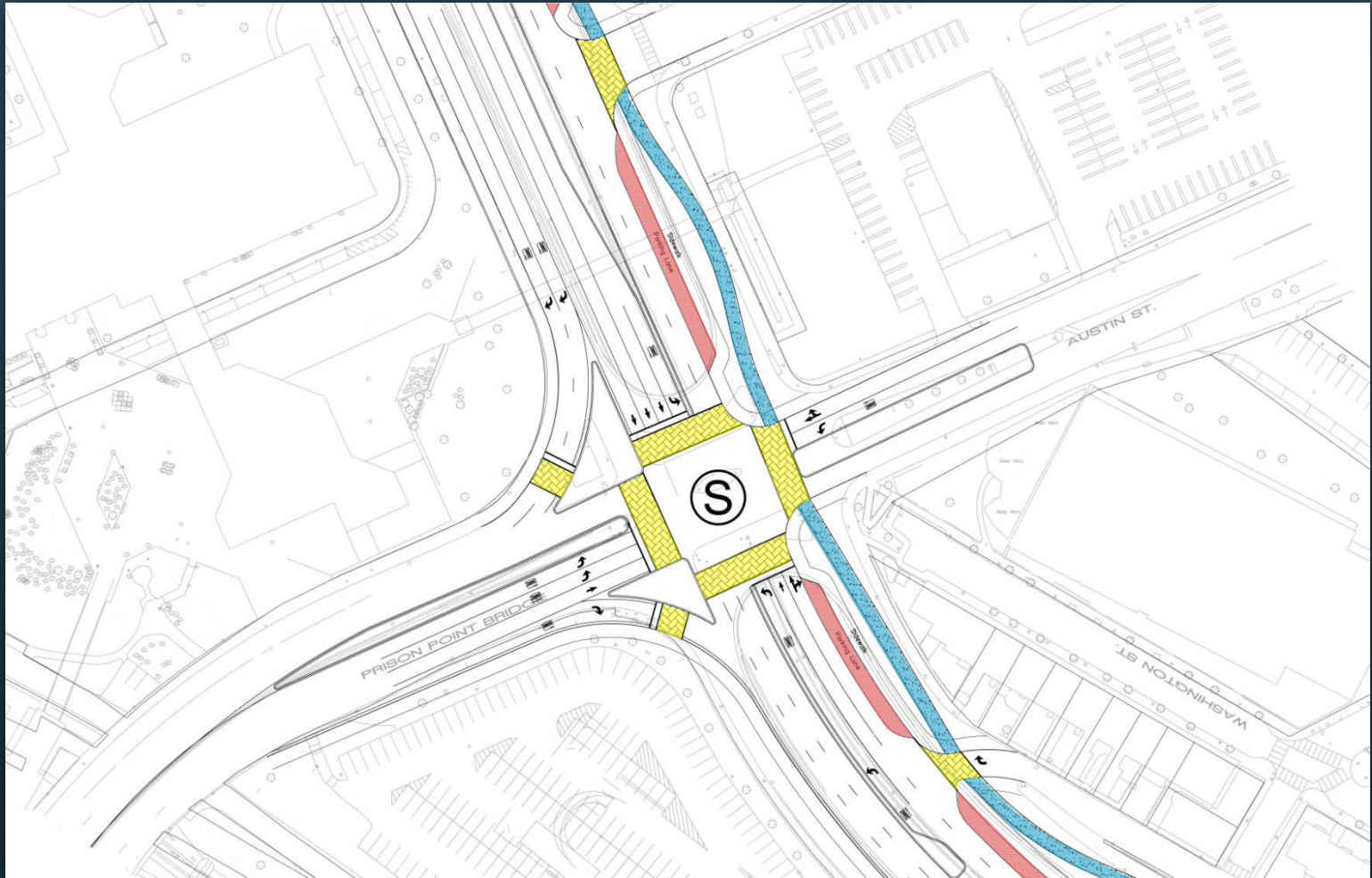
# Austin Street Area



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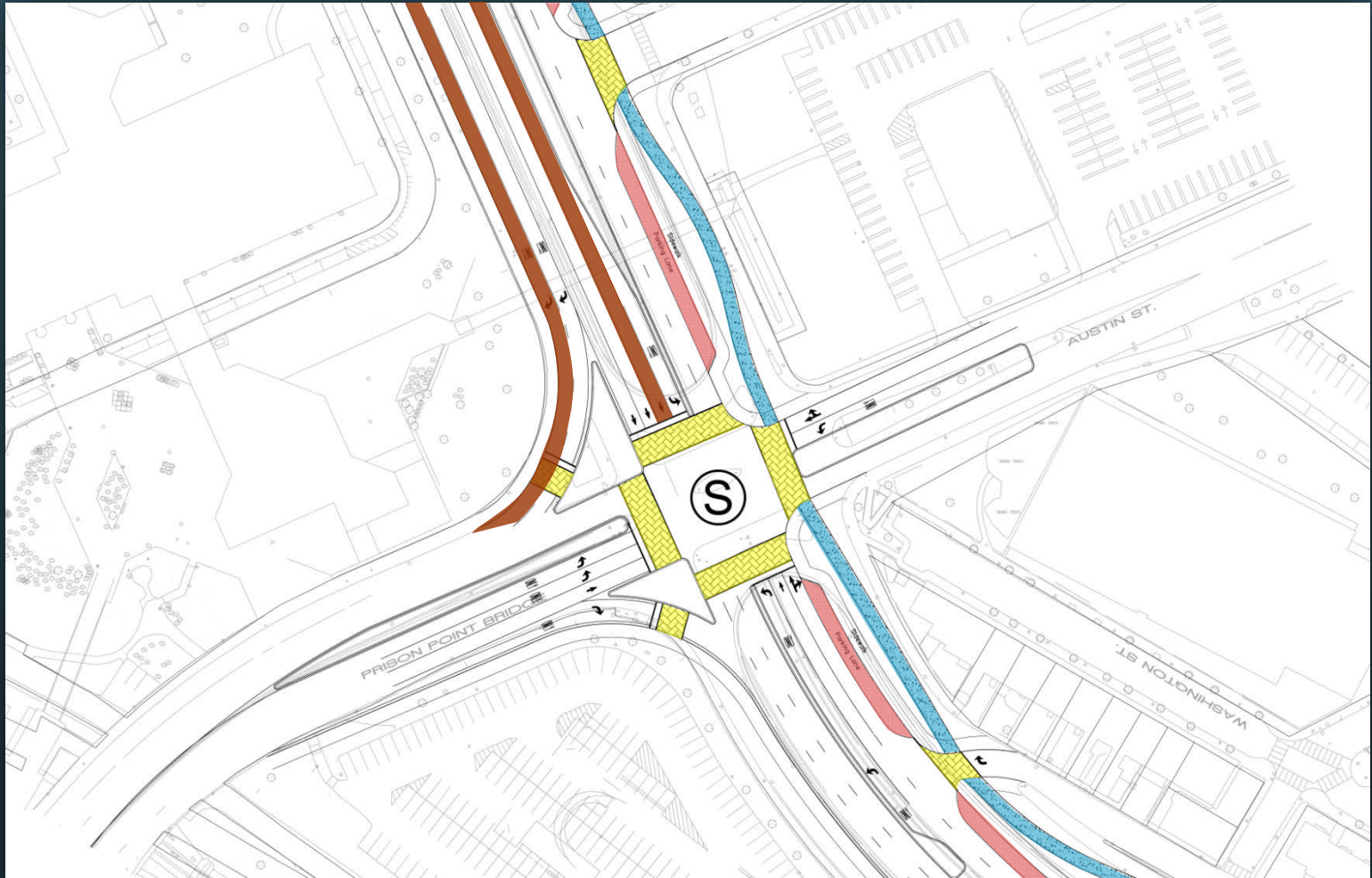
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# At-Grade Alternative (previously proposed)

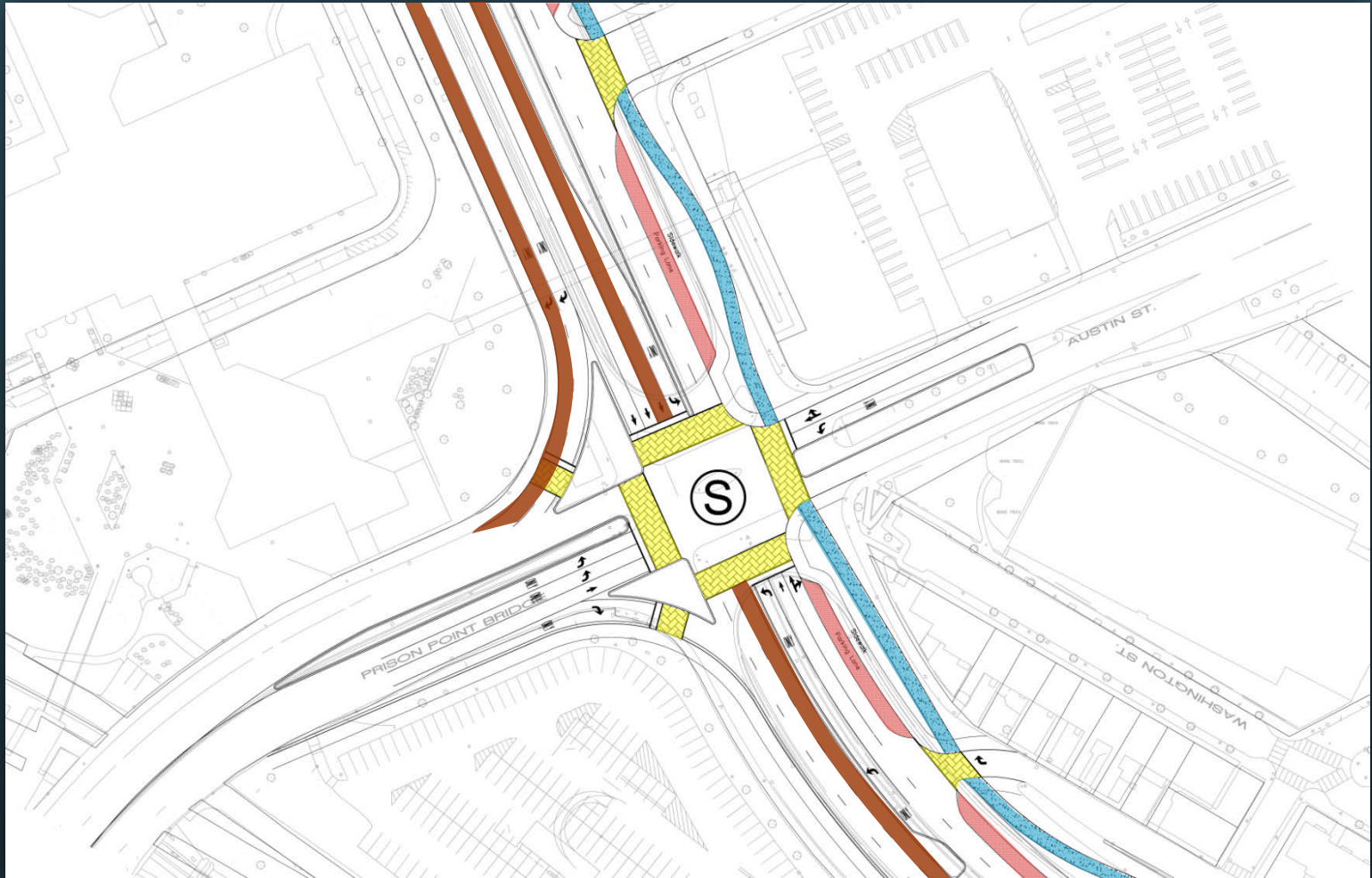




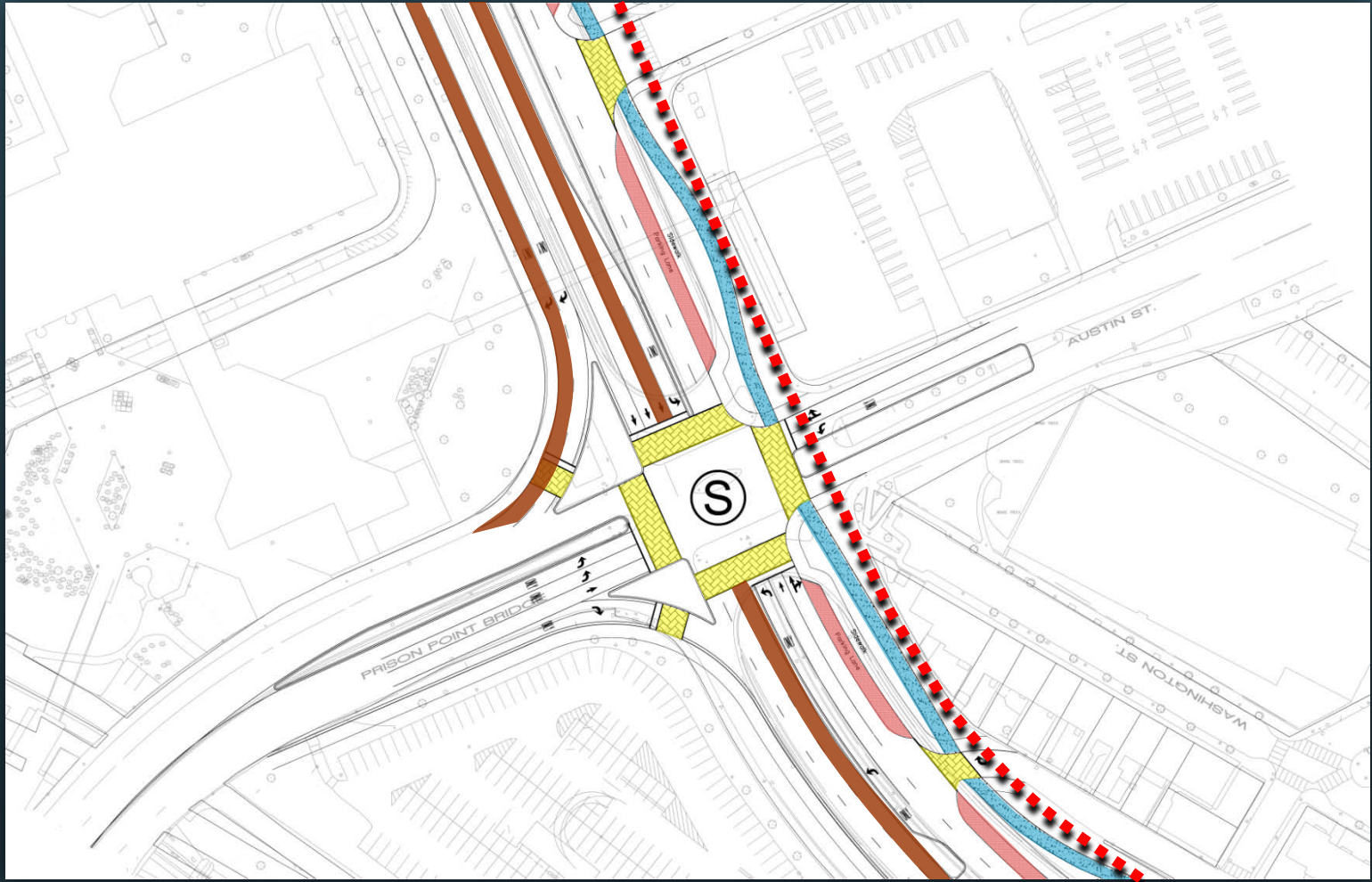
# At-Grade Alternative (previously proposed)



# At-Grade Alternative (previously proposed)



# At-Grade Alternative (previously proposed)



# Retain Underpass Alternative (previously proposed)



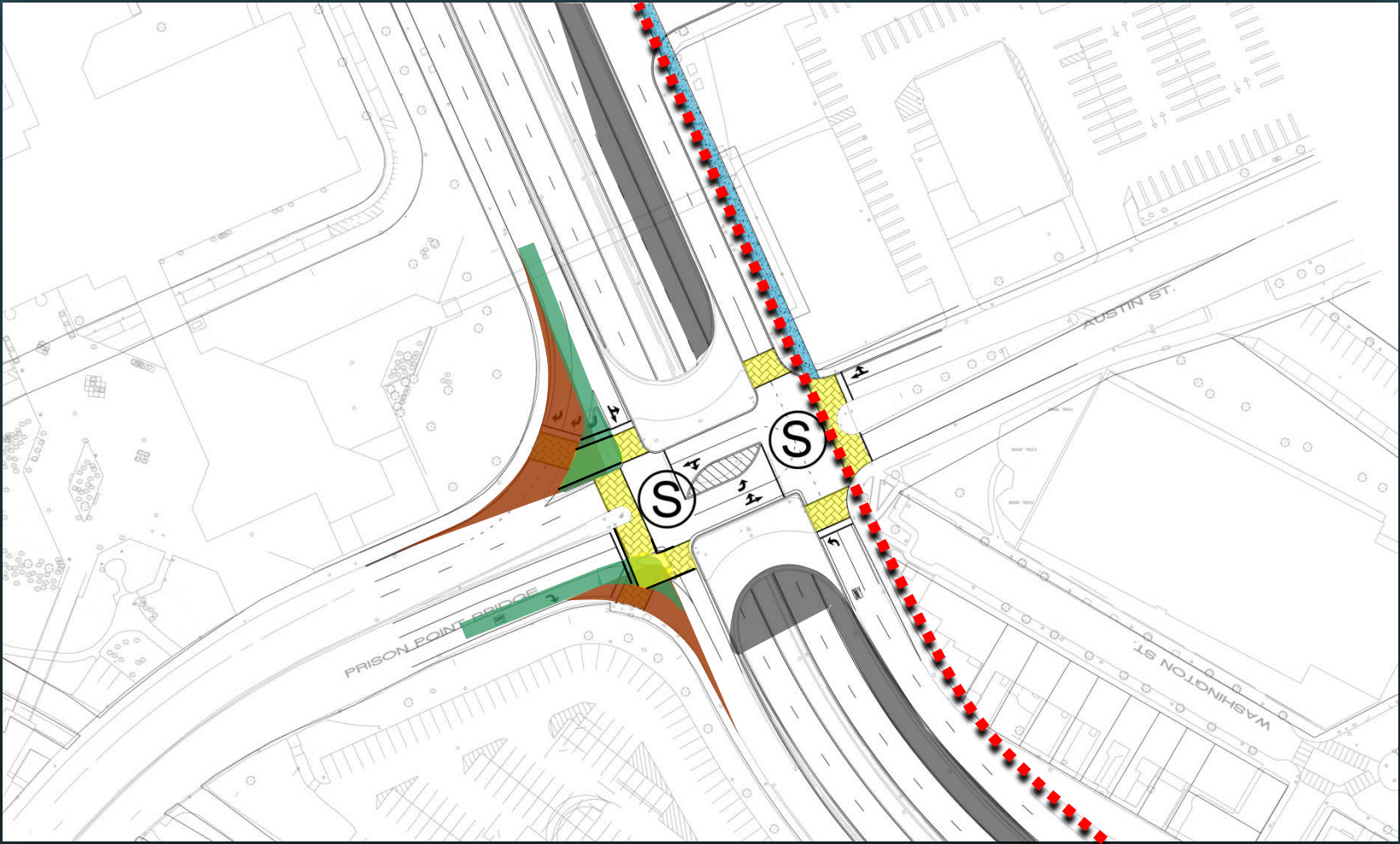
# Retain Underpass Alternative (previously proposed)



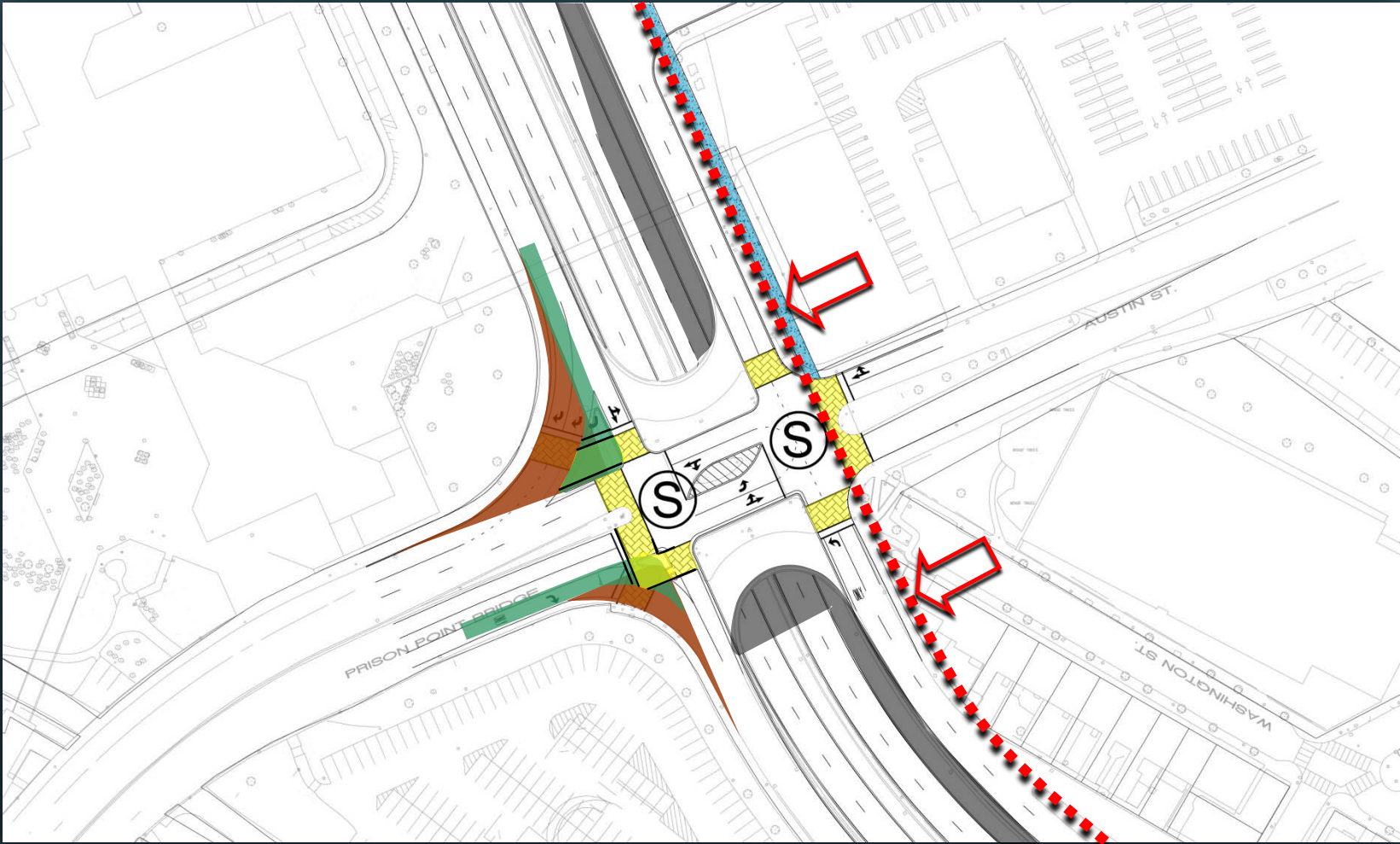
# Retain Underpass Alternative (previously proposed)



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# Retain Underpass Alternative (previously proposed)





# Austin Street – At Grade Alternative



# Austin Street – Retain Underpass Alternative



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# Austin Street – Comparison

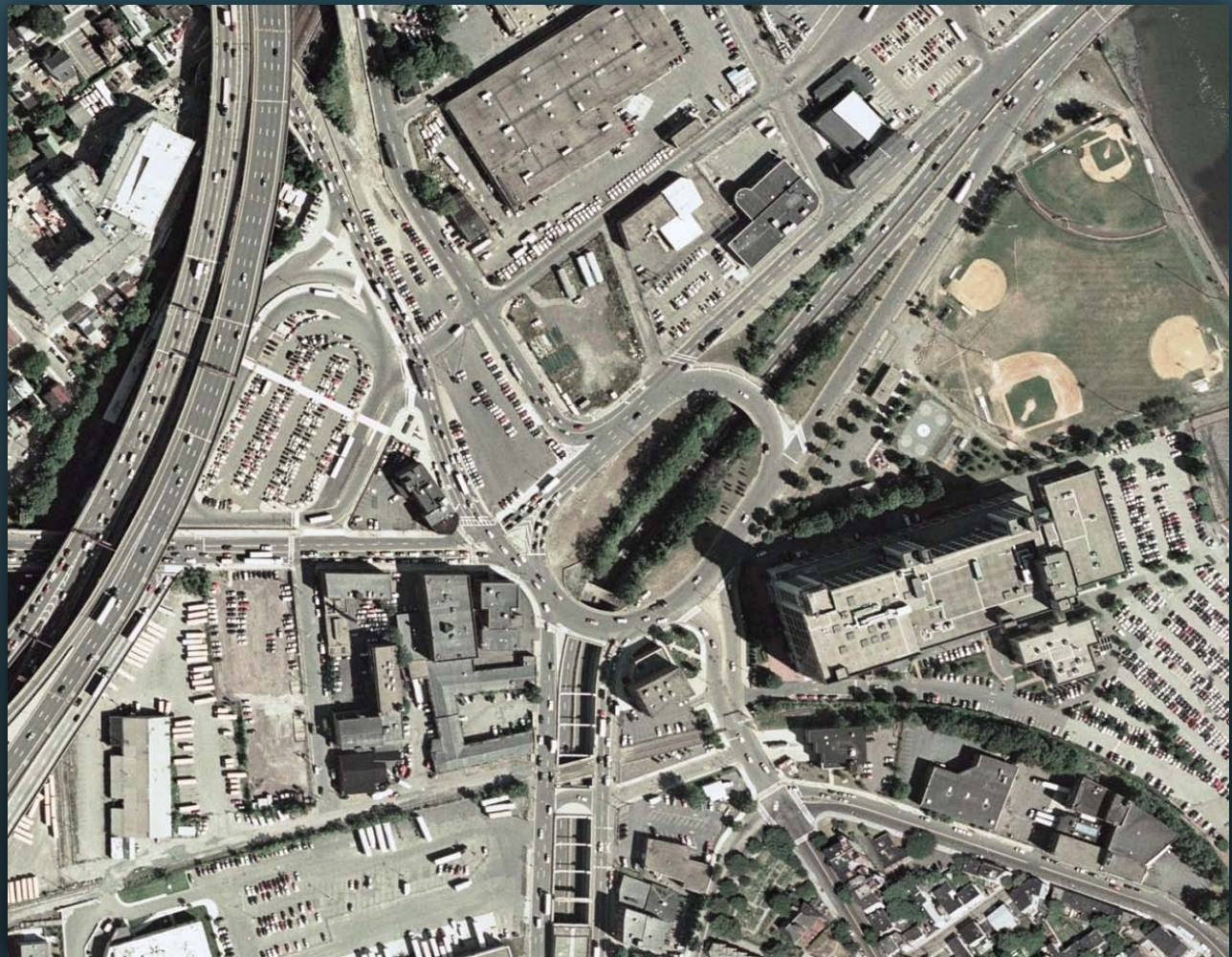
## At Grade Alternative



## Retain Underpass Alternative



# Sullivan Square



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## ■ ■ ■ | Sullivan Square – Project Goals

- 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



# Sullivan Square – Layout Options

	<b>Separated Main and Maffa</b>	<b>Combined Main and Maffa</b>
<b>At Grade Road</b>	<b>Option 1</b>	<b>Option 2</b>
<b>Underpass</b>	<b>Option 3</b>	<b>Option 4</b>



# Sullivan Square – Option 1

At Grade –  
Separated Main  
and Maffa



# Sullivan Square – Option 2

At Grade –  
Combined Main  
and Maffa





# Sullivan Square – Option 3

Underpass –  
Separated Main  
and Maffa



# Sullivan Square – Option 4

Underpass –  
Combined Main  
and Maffa



# Sullivan Square – Layout Options

	<b>Separated Main and Maffa</b>	<b>Combined Main and Maffa</b>
<b>At Grade Road</b>	<b>Option 1</b>	<del><b>Option 2</b></del>
<b>Underpass</b>	<b>Option 3</b>	<del><b>Option 4</b></del>

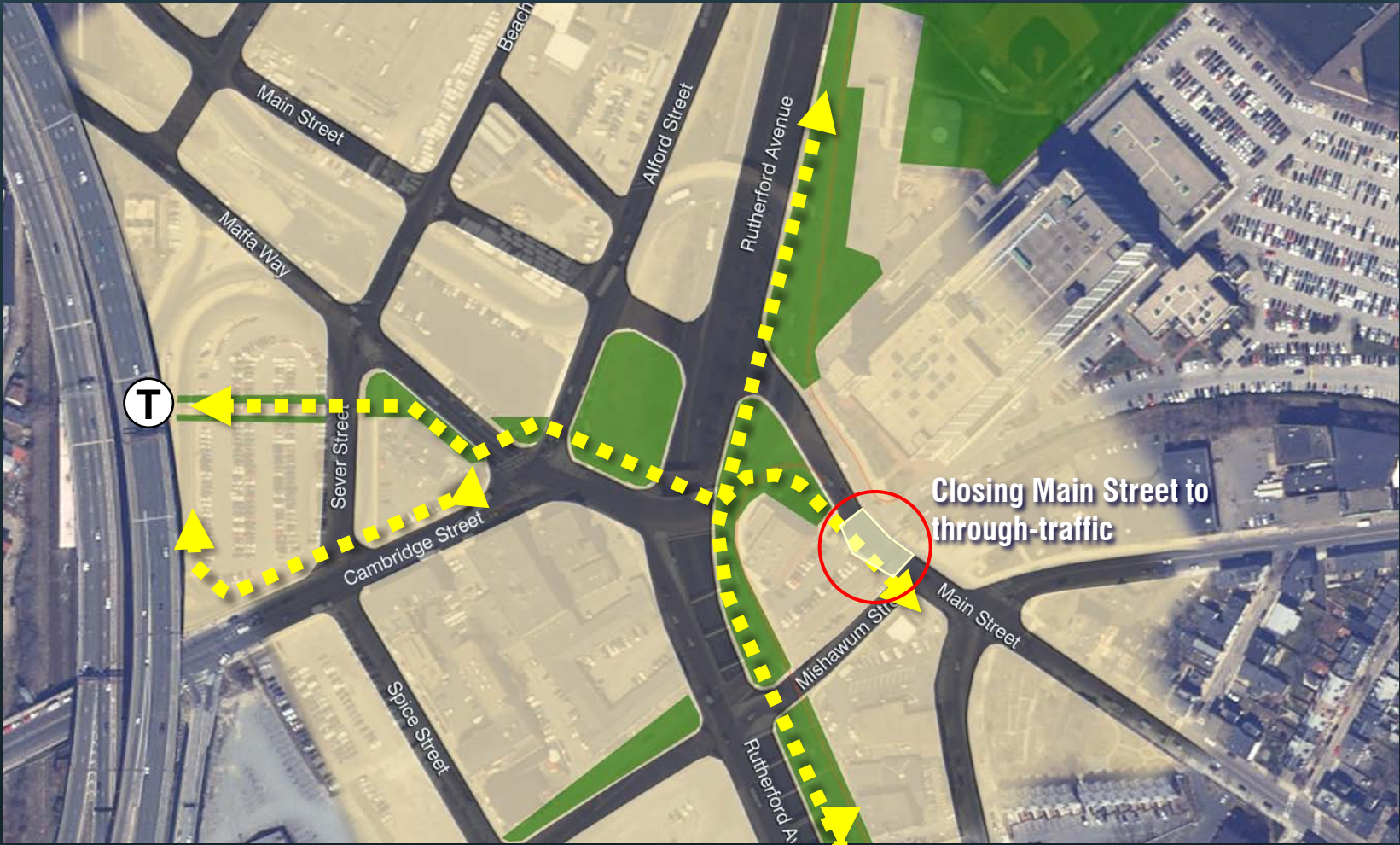


# Sullivan Square – Option 1

At Grade –  
Separated Main  
and Maffa



# Option 1 - Pedestrian/ Bicycle Access

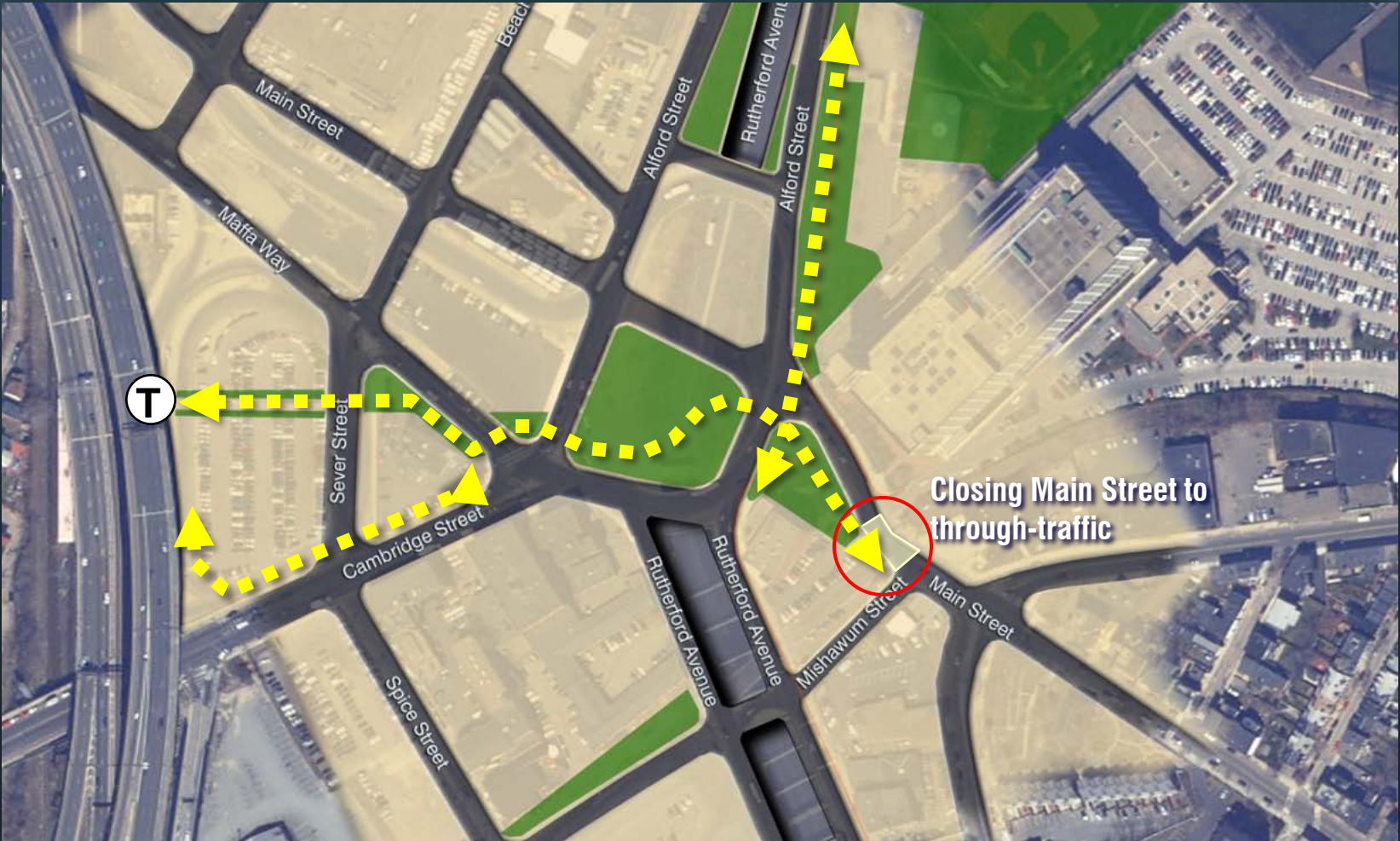


# Sullivan Square – Option 3

Underpass –  
Separated Main  
and Maffa



# Option 3 - Pedestrian/ Bicycle Access



# Pros and Cons of Sullivan Square Options

	PROS		CONS	
	Option 1 At grade	Option 3 Underpass	Option 1 At grade	Option 3 Underpass
Open Space Corridor	Continuous open space corridor along the neighborhood's edge			Underpass constrains the creation of an open space corridor south of Sullivan Square
Sullivan Square	New Sullivan Square, comparable in size to 2/3 of City Square	New Sullivan Square, comparable in size to City Square		
Bikes	Good pedestrian and bicycle connections	Good pedestrian and bicycle connections		
Circulation	Circulation disperses traffic, provides opportunity for bus lanes	Circulation disperses traffic, provides opportunity for bus lanes		
Traffic Speed	Slows down traffic on Rutherford Avenue			Does not slow vehicle speeds on Rutherford Avenue





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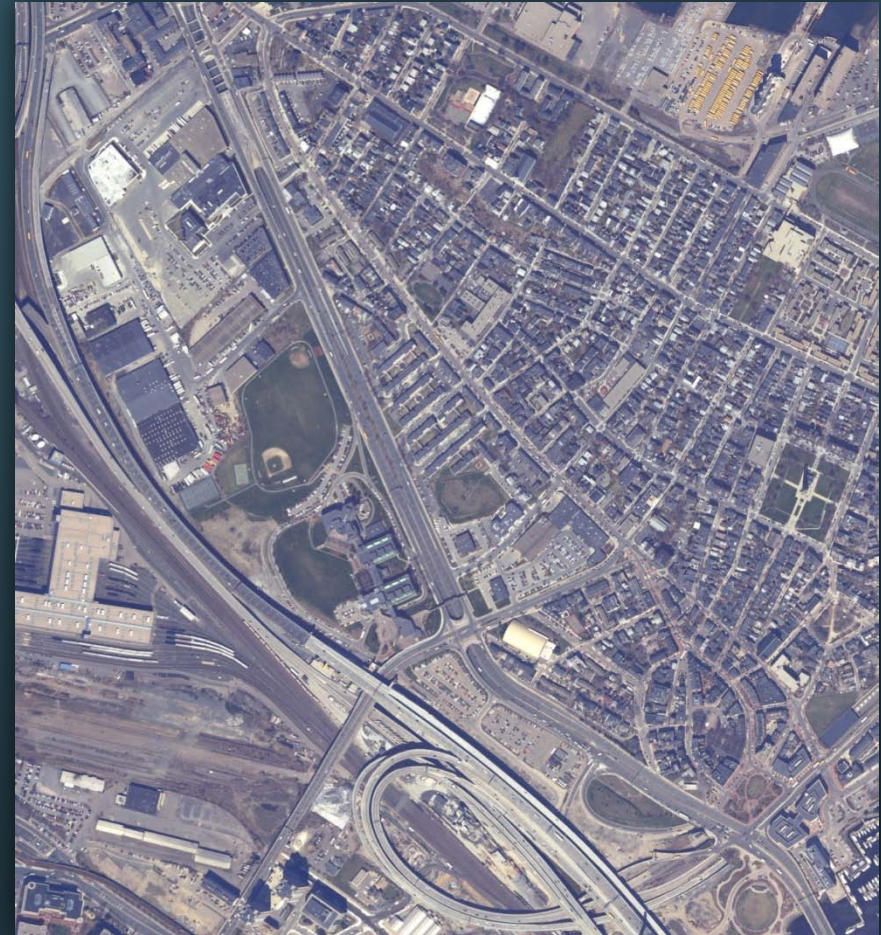
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