

Charlestown Neighborhood Council Meeting

May 9, 2012

AGENDA

- Existing Conditions
- Major Issues
- Proposed Concept Design

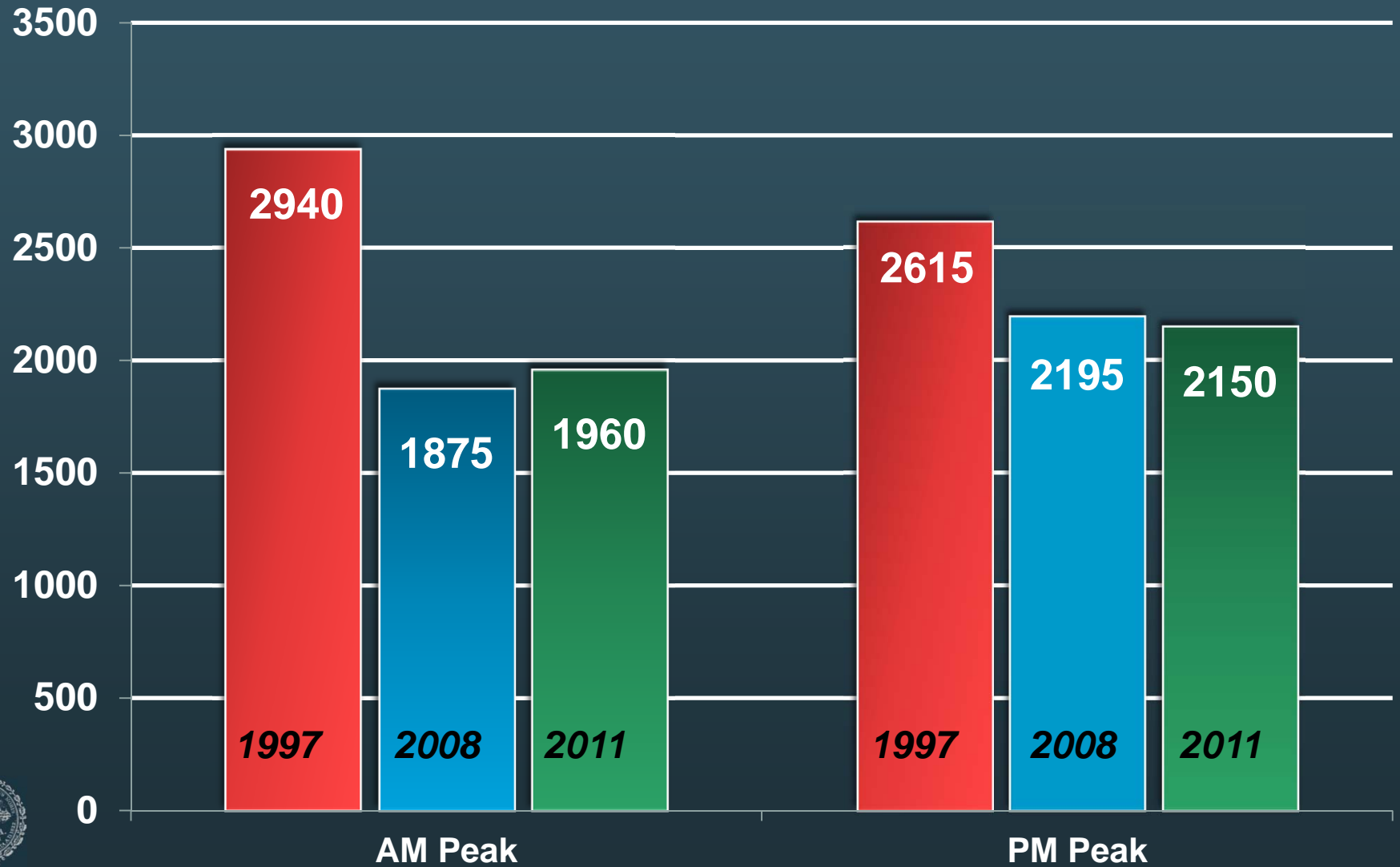


Project Goals

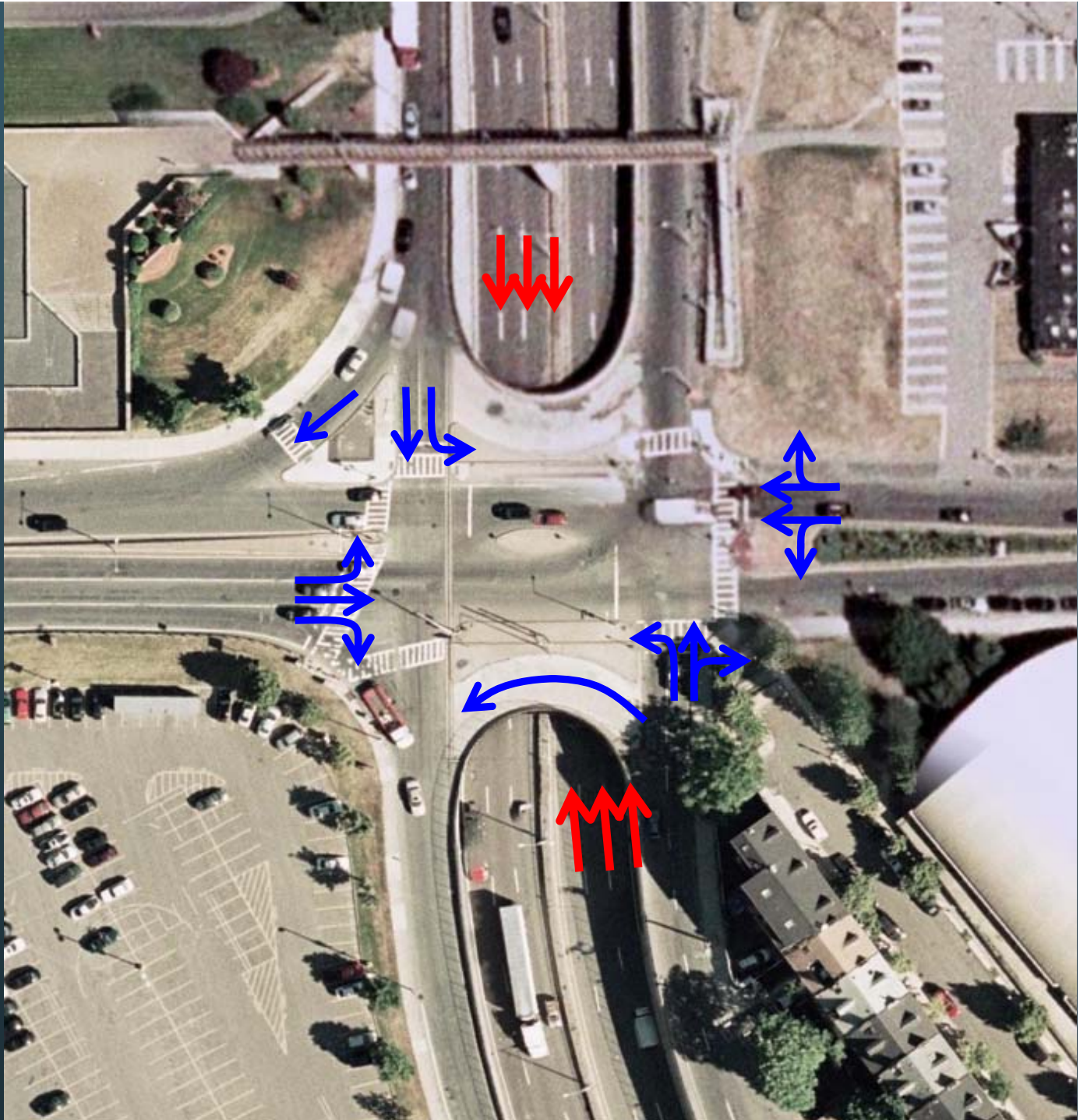
- Improve pedestrian connections/ safety
- Create public/open space
- Provide opportunities for appropriate development
- Decrease traffic congestion
- Provide bicycle connections
- Increase on-street parking
- Protect Main Street from cut-through traffic



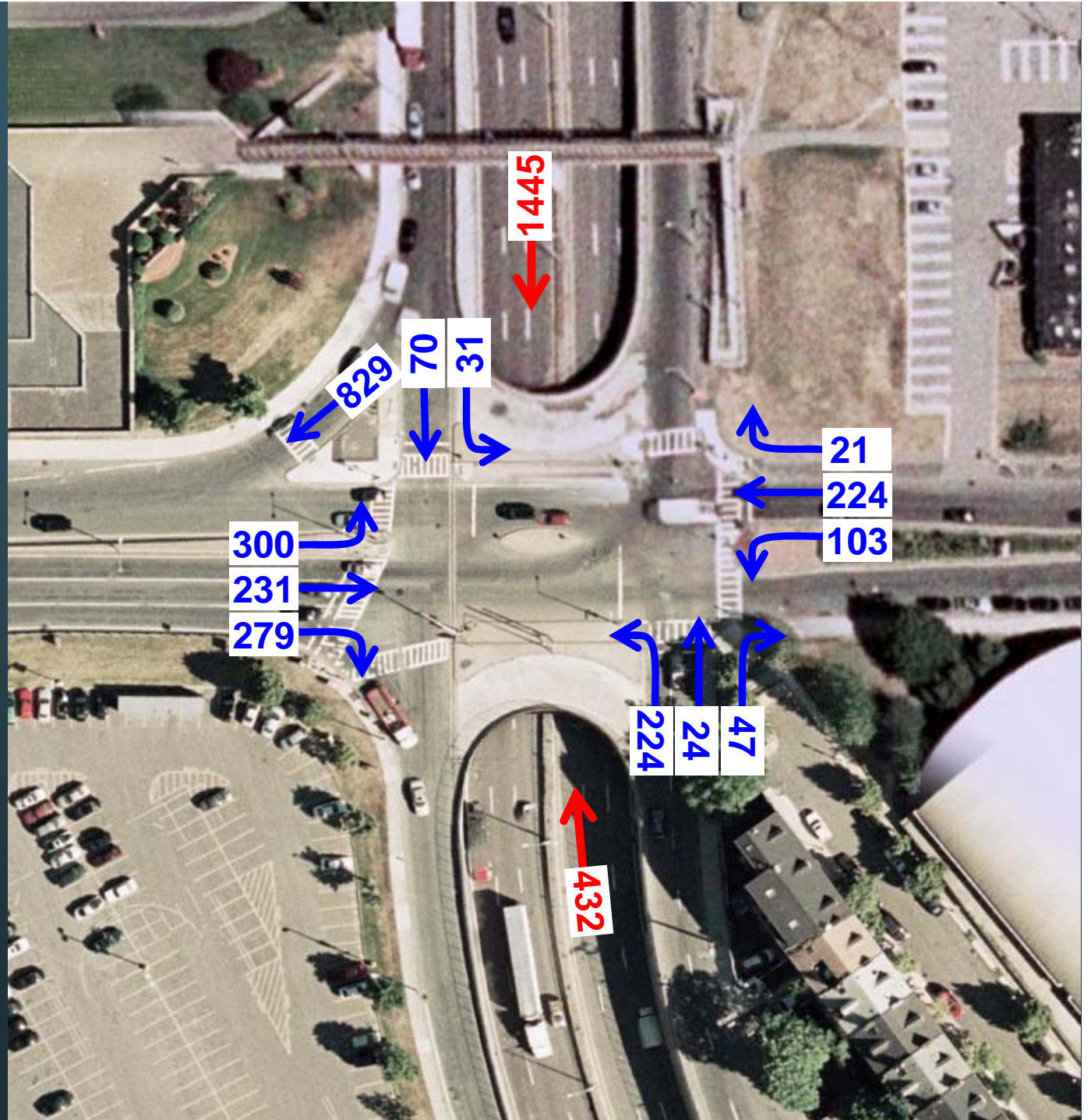
Rutherford Avenue (Austin Street Underpass) Traffic Volume Comparison



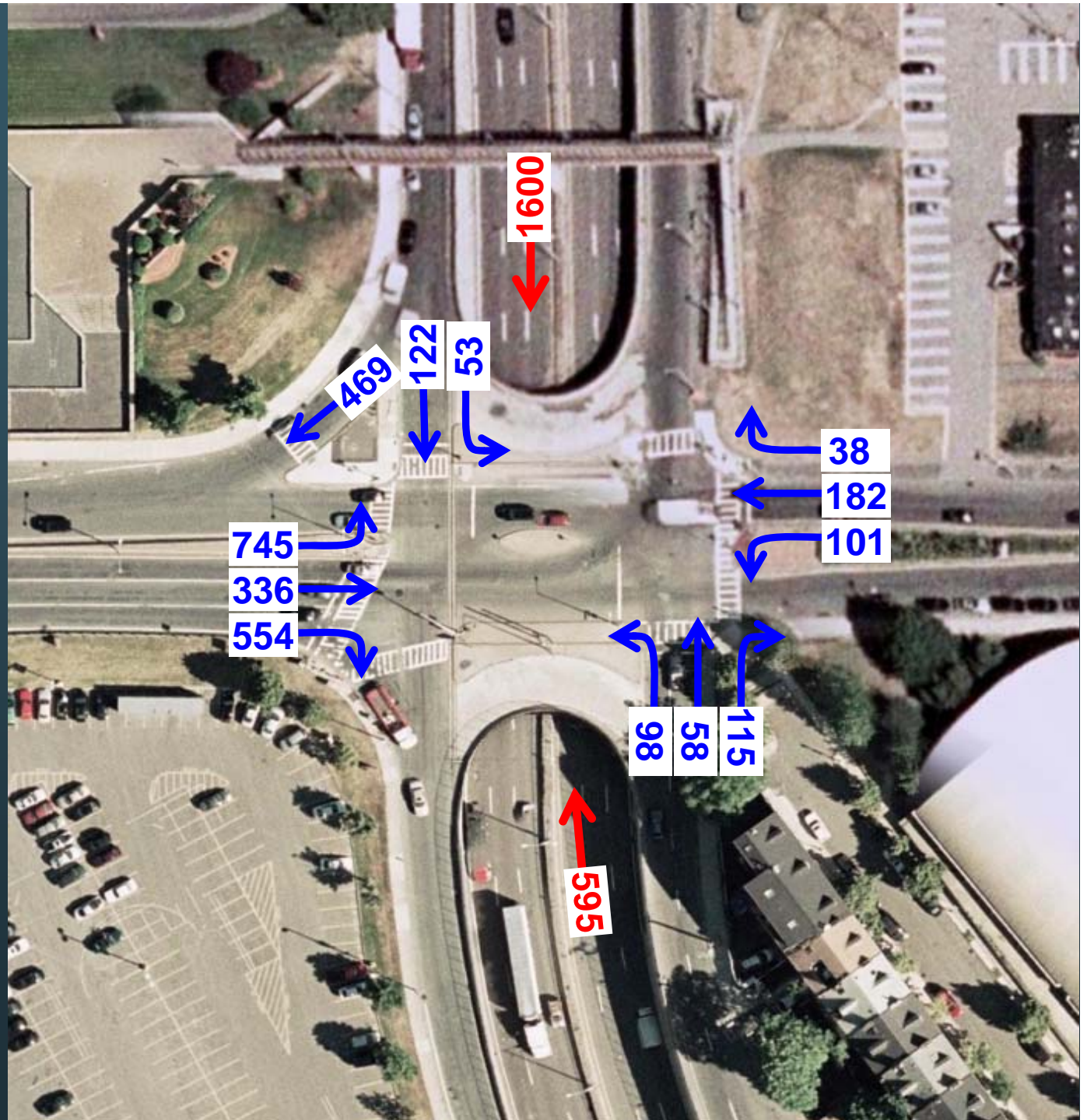
Austin Street – Existing Geometry



Austin Street – Existing AM Peak Hour Volumes

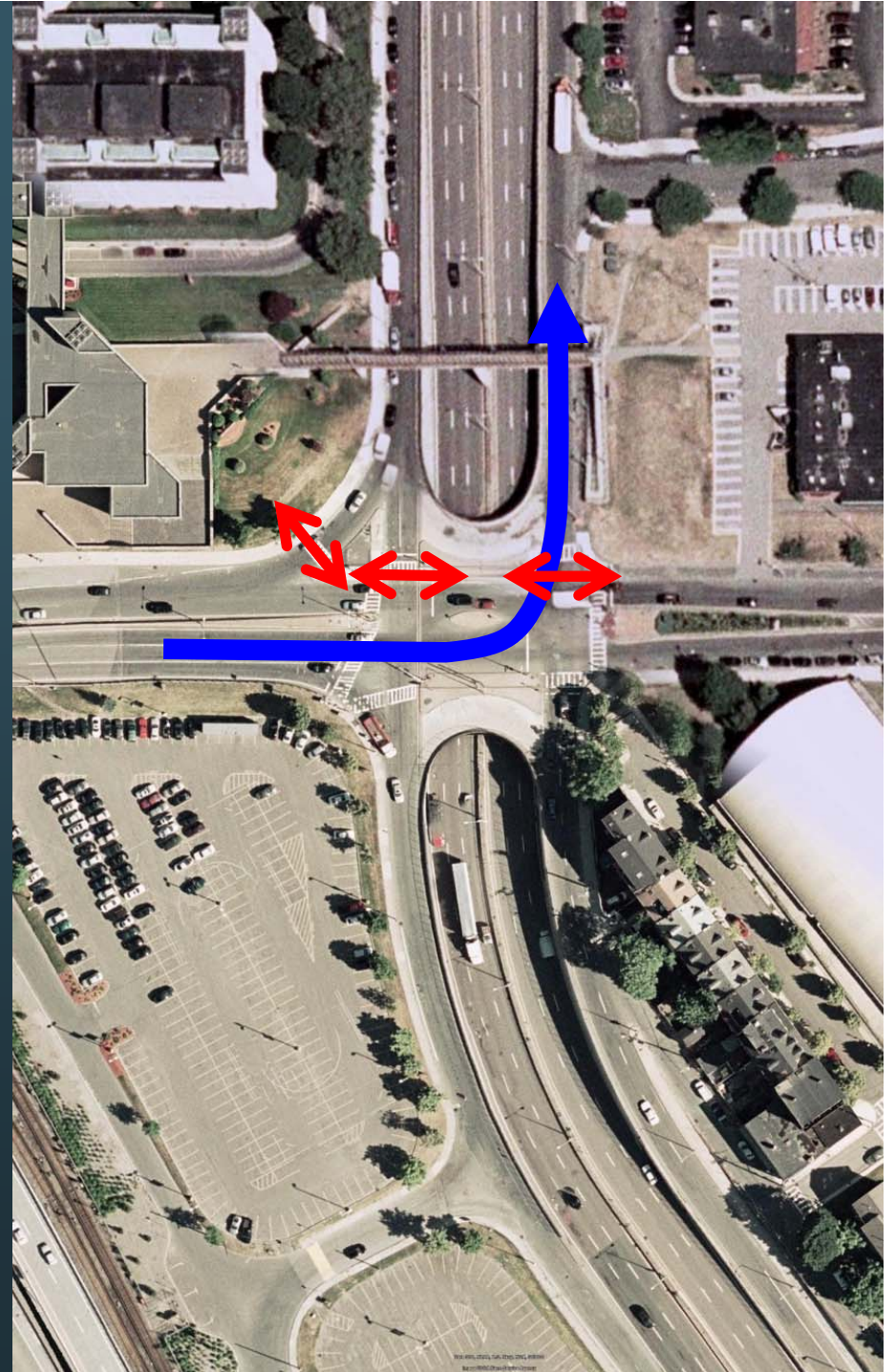


Austin Street – Existing PM Peak Hour Volumes



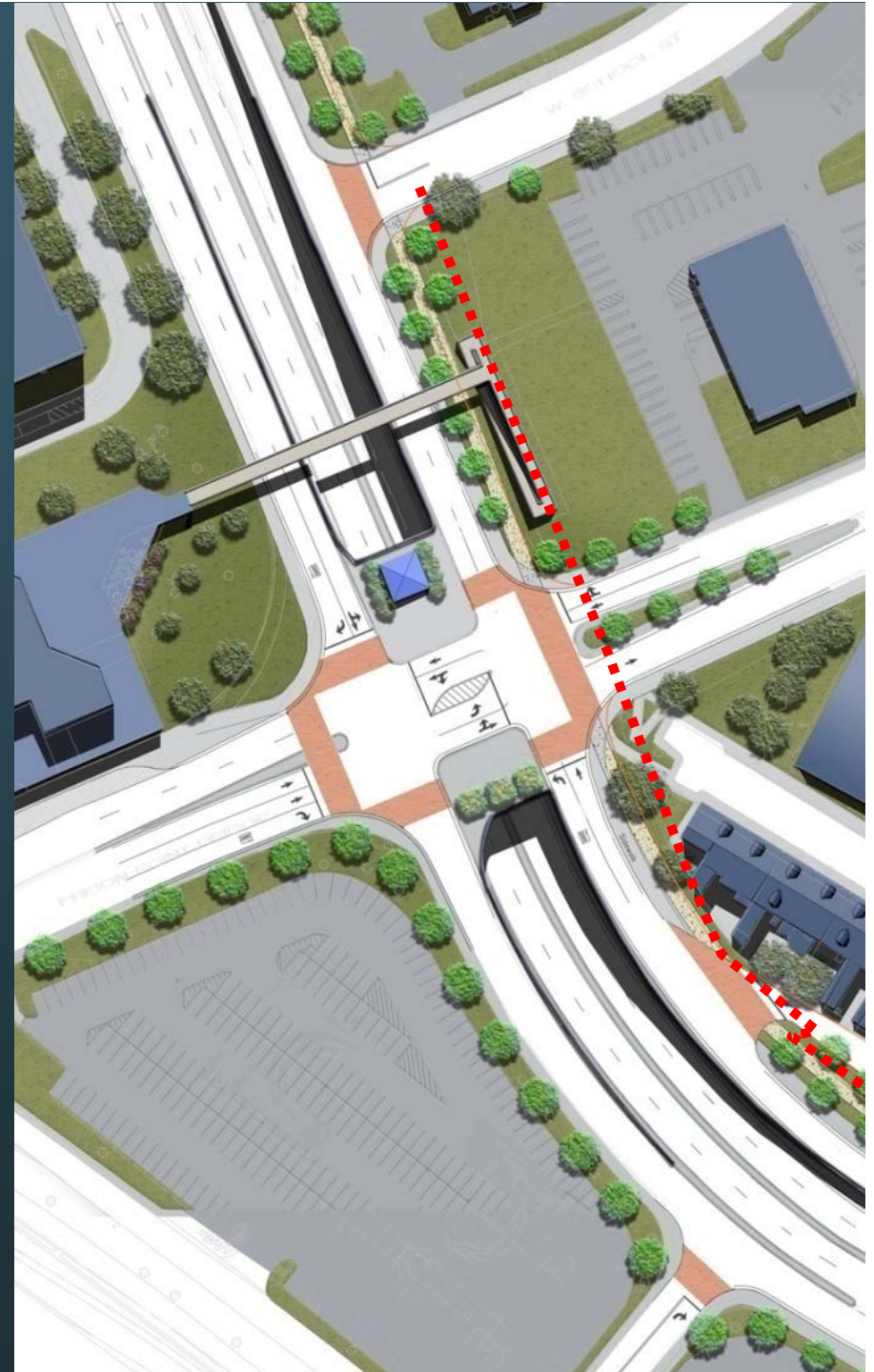
Austin Street – Existing Problems

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 Underpass Concept Design

- Provides **22** foot wide linear park that includes a **10** foot bike path
- Improves pedestrian safety
- Accommodates pedestrian overpass
- Adequate capacity for future traffic
- Creates Urban Design opportunities

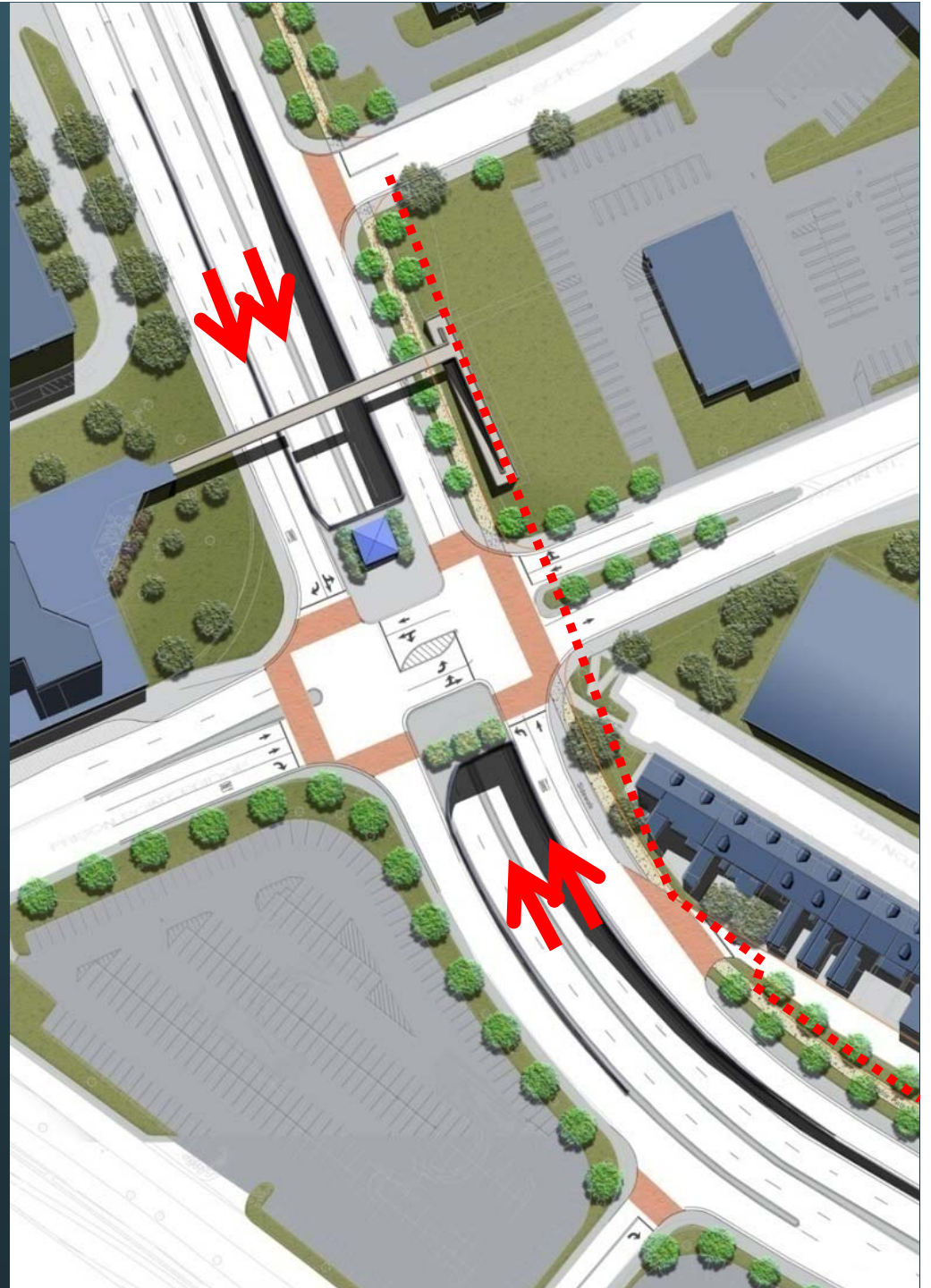


Austin Street Underpass Concept Design

1. Reduces width of Rutherford Ave. underpass

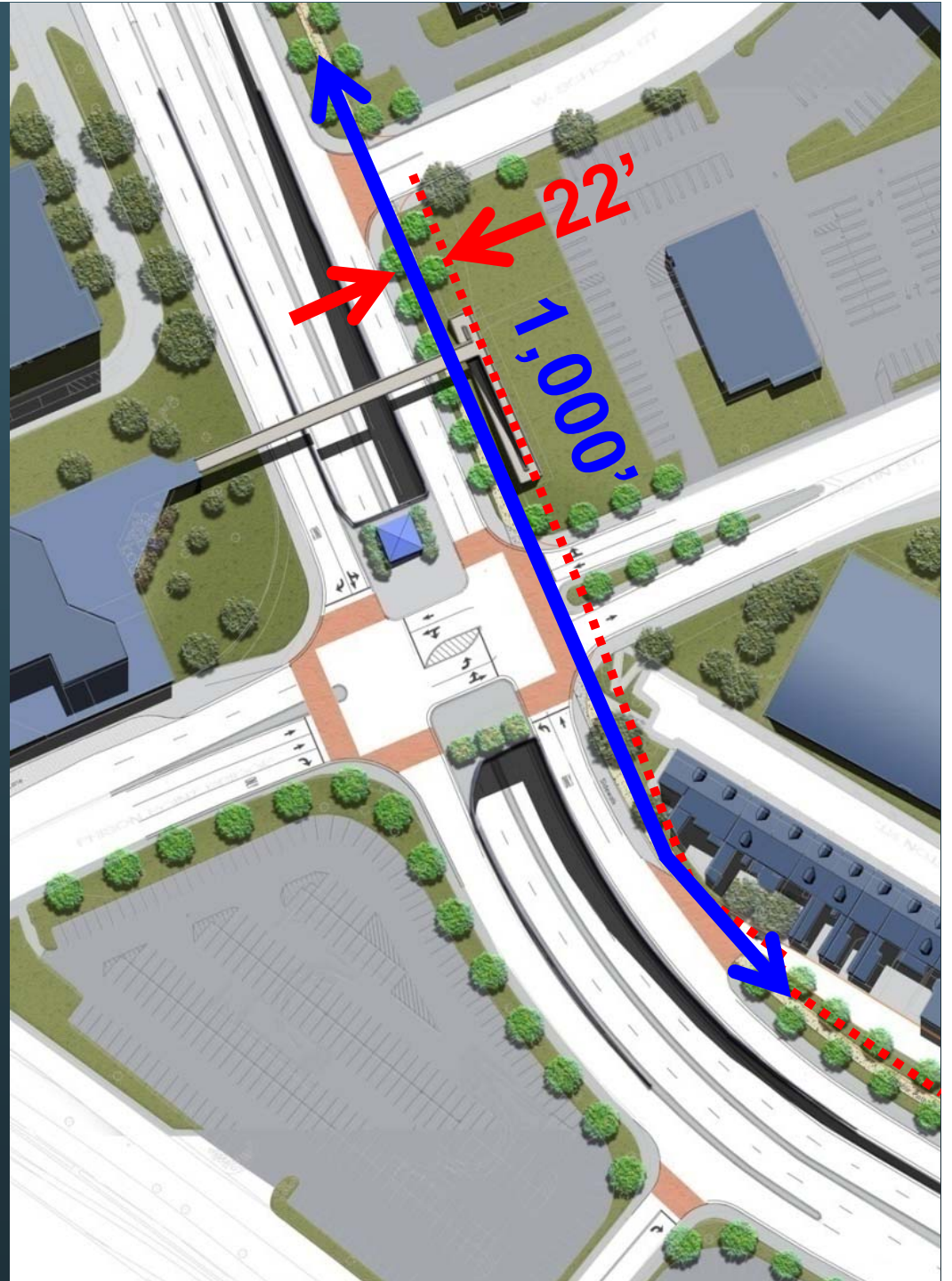
6 lanes (3 per direction)
to
4 lanes (2 per direction)

- *Safety considerations*



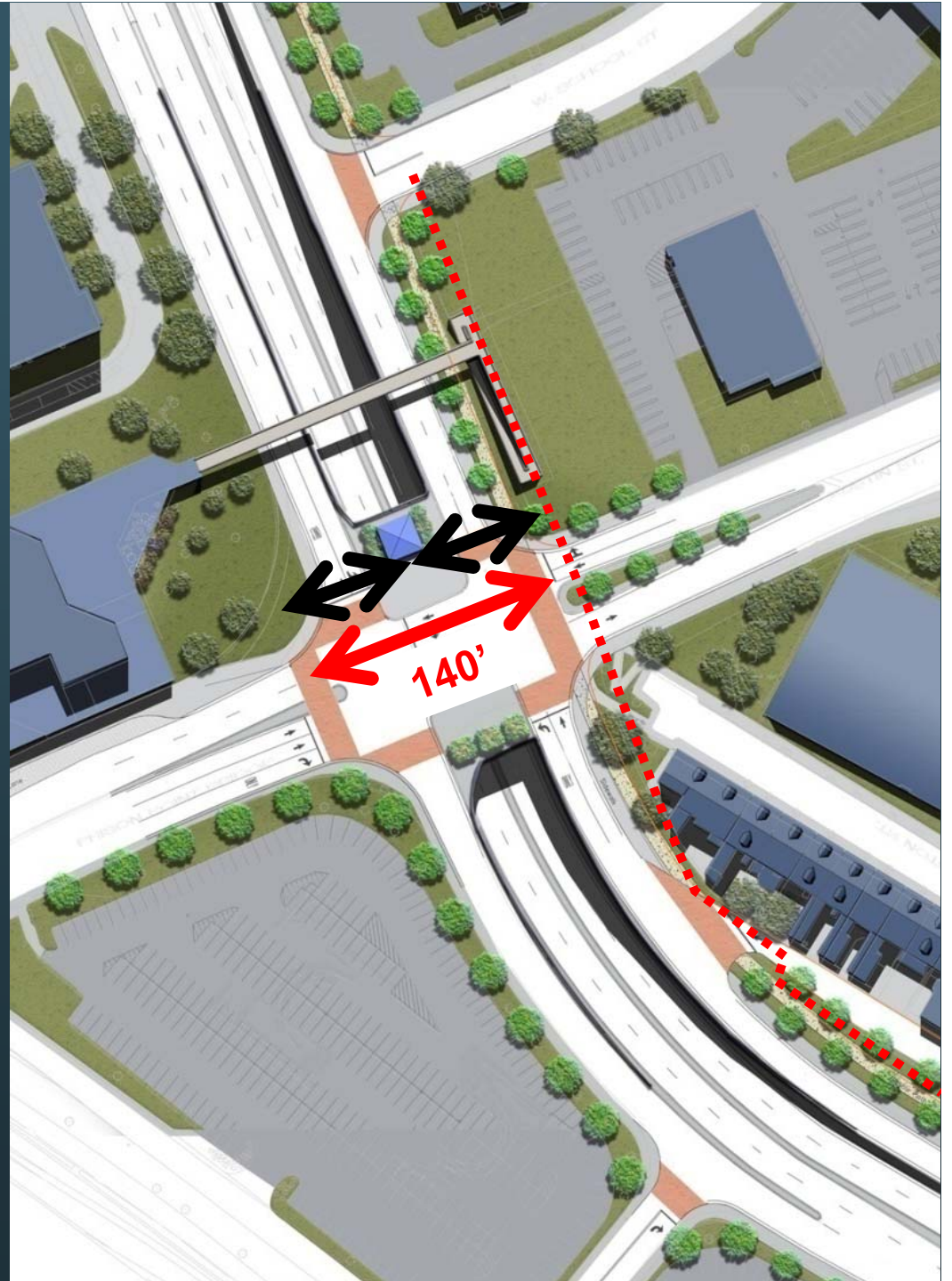
Austin Street Underpass Concept Design

1. 22 foot wide green space
2. 10-foot multi-use path



Austin Street Underpass Concept Design

1. Reduce pedestrian crossings from 3 to 2
2. Reduce pedestrian crossing distance from 210 feet to 140 feet



Austin Street Underpass Concept Design

Proposed Geometry



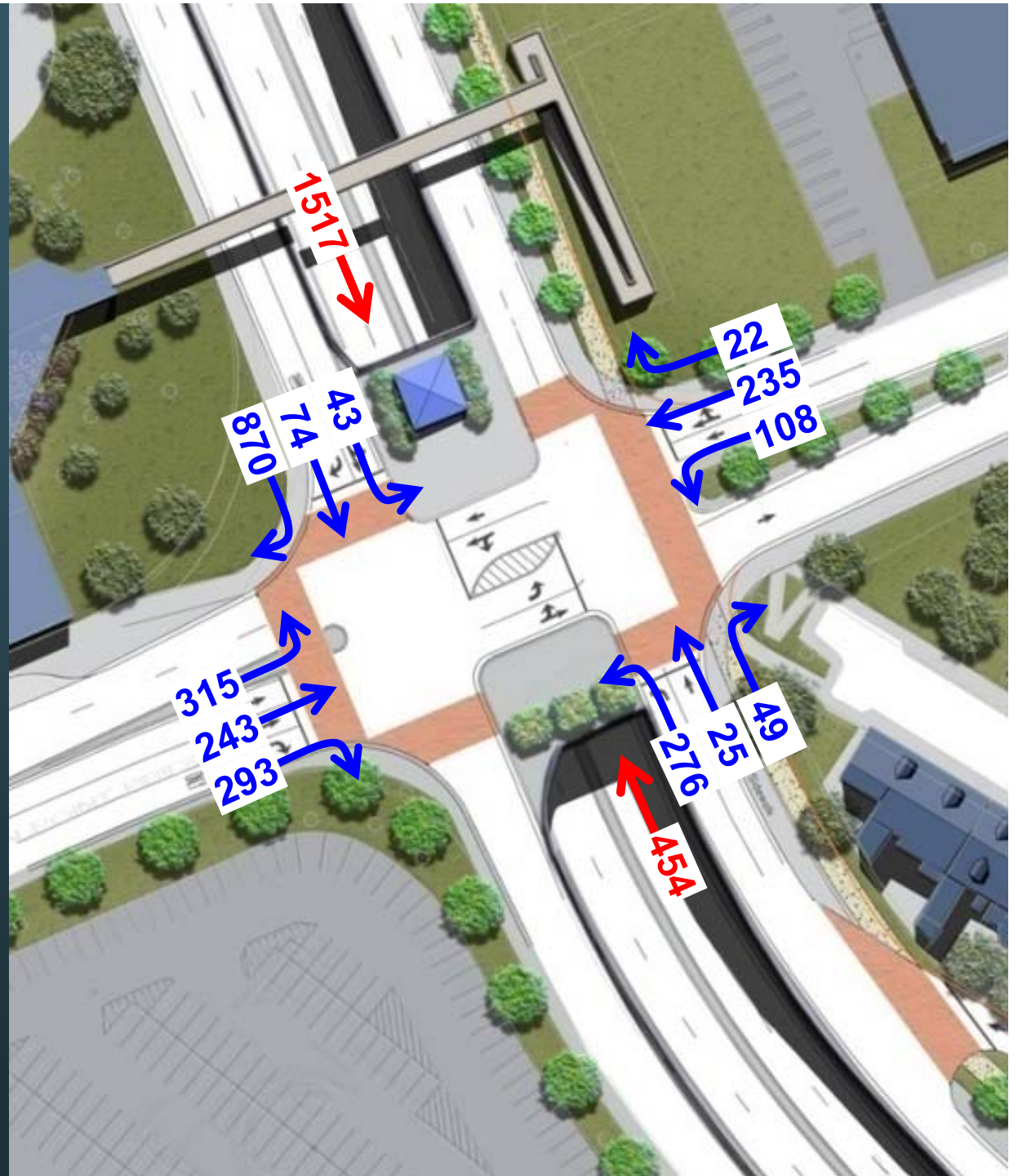
2030 Traffic Projections

- 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)



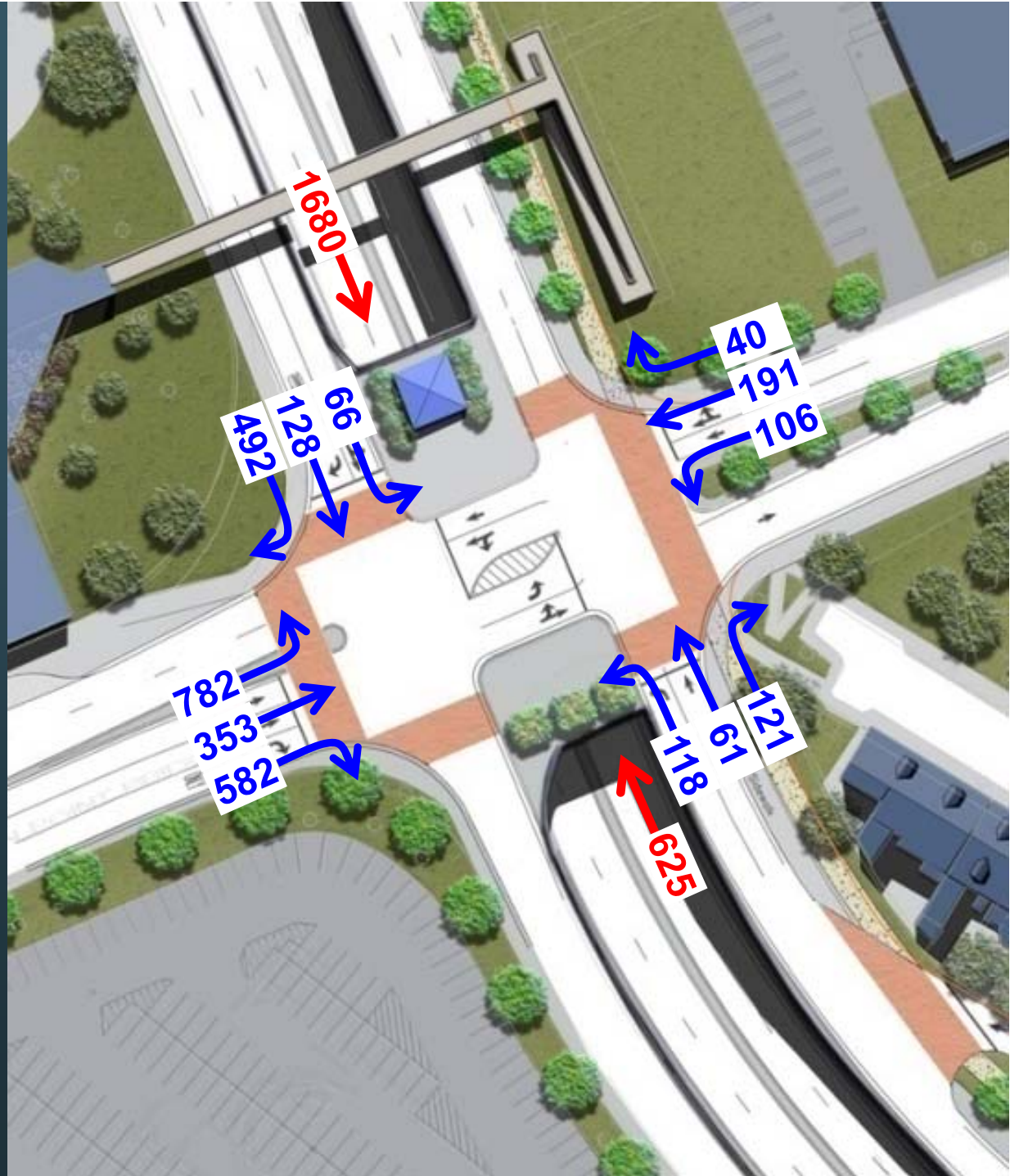
Austin Street Underpass Concept Design

Future (2030)
AM Peak Hour
Traffic Volumes



Austin Street Underpass Concept Design

Future (2030)
PM Peak Hour
Traffic Volumes



Entire Corridor Relationship

Underpass at Austin Street will allow for cross boulevard pedestrian connections at:

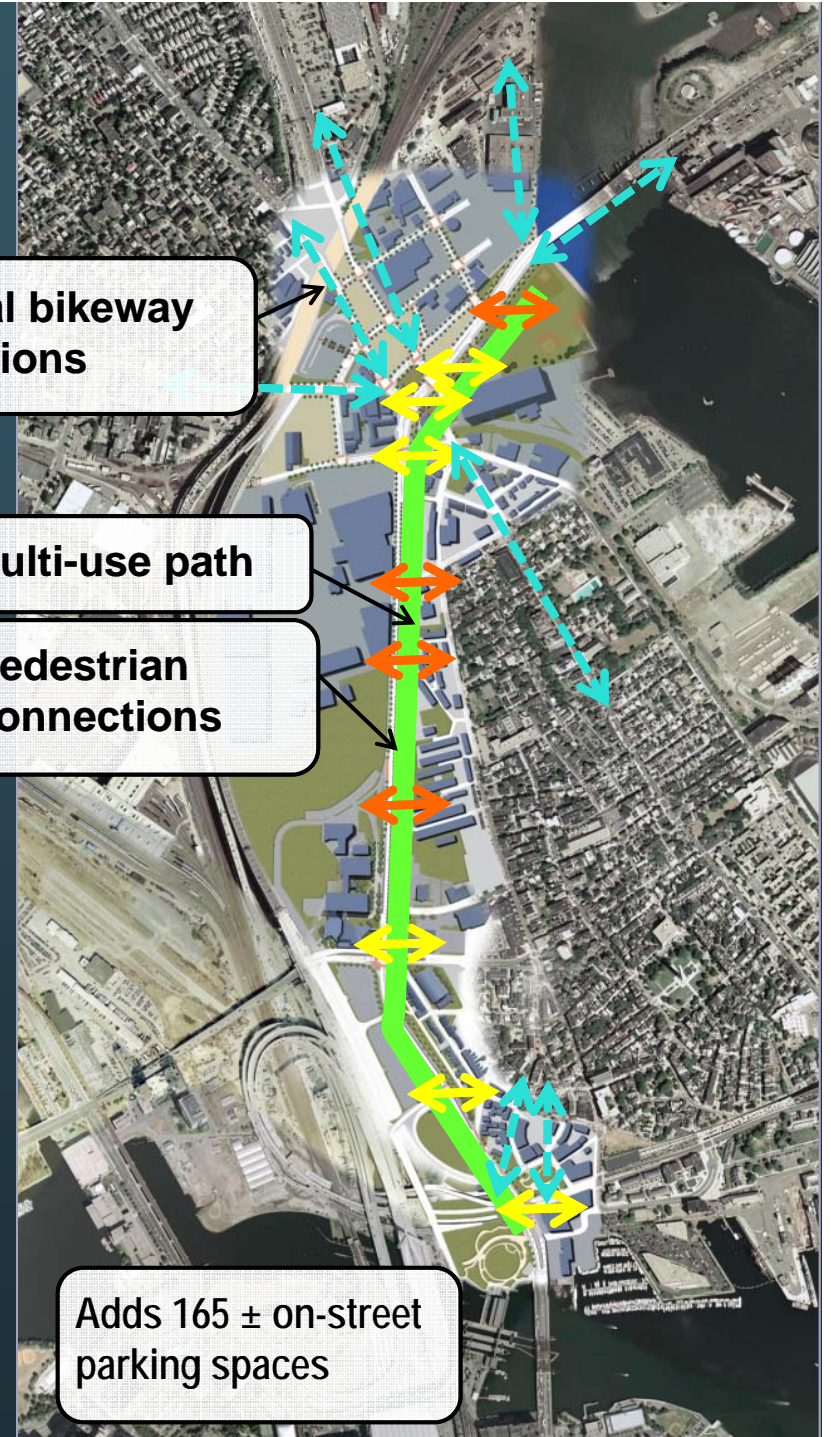
1. BHCC
2. Essex St. / A St. (Hood B. P.)
3. Baldwin St. / D St. (Hood B. P.)

Potential bikeway connections

Multi-use path

Pedestrian connections

Adds 165 ± on-street parking spaces



Traffic Signal Systems

- Queue detection and video monitoring at signals
- All signals in corridor coordinated in a system linked to BTM Management Center
- Traffic Progression along boulevard – maximizes “through-put”; discourages diversions
- Real-time signal timing adjustments to respond to changes in demand (e.g., traffic related to events at TD Bank Garden)



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DISCUSSION

