Project Team

- City of Boston
  - James Gillooly, Deputy Commissioner
  - William Conroy, Project Manager

- Tetra Tech
  - Erik Maki, PE, PTOE, Project Manager
  - Ian McKinnon, EIT, Transportation Engineer

- The Cecil Group – Urban Design

- Brown Richardson & Rowe – Landscape Architects

- Jacobs Engineering Group – Structural Engineering
Agenda

- Review Project Goals
- Mobility & Traffic Data
  - MBTA System/Trends
  - I-93 Corridor
  - Volumes 2008 vs. 2015
  - Adjacent Projects
- Concept Plans and Discussion
  - Austin Street to City Square
Total project length from Alford Street/Mystic River to City Square is about 7,000 feet.
Project Goals

- "Right-size" the Road – Replace regional highway feel with neighborhood-oriented character
Project Goals

- Improve pedestrian connections/safety to MBTA Transit Stations and community
- Decrease traffic congestion
- Protect Main Street from cut-through traffic
- Create public/open space
- Provide opportunities for appropriate development
- Provide bicycle connections
- Increase on-street parking
Project Goals

- Urban Street Grid
- TOD Development
- Proposed Options
  - Surface Option
  - Underpass Option
Project Goals

- Create continuous bicycle and pedestrian connections **along** the entire corridor
- Create bicycle and pedestrian connections **across** the corridor
Mobility – Sullivan Square transit HUB
Mobility – Orange Line daily boarding

Weekday MBTA Orange Line Station Entries

- Sullivan Square
- Community College

Growth: 4%/Year

Growth: 9%/Year

Source 2014 MBTA Blue Book
Mobility - Orange Line Improvements

- **Wynn Subsidized Service**
  - 9 extra trains per weekday
  - AM Headways (8 Min → 5 Min)
  - PM Headways (10 Min → 7.5 Min)
  - $7.5 Million over 15 years

- **MBTA Purchased Cars**
  - 152 new vehicles purchased
  - Delivery 2018, Service 2019
  - More cars during peak periods will Reduce headways to 4-5 min
Mobility – City of Everett – Transit Action Plan

Transit Observations

Sullivan Sq.

Haymarket

November 16, 2015
Mobility – 30 year bike plan

- Opportunity to create new connections to existing and proposed bikeways; also get a Hubway station at Sullivan Sq
Daily Traffic Volumes 2008 vs. 2015

Data collected in June 2008, and September 2015
Daily Traffic Volumes 2008 vs. 2015

Data collected in June 2008, and May & October 2015
## Rutherford Avenue Daily Traffic Volumes
### Northbound vs. Southbound Comparison

<table>
<thead>
<tr>
<th>Location</th>
<th>2008</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rte-99 South of Alford St Bridge</td>
<td>NB: 19,557</td>
<td>NB: 20,732 (+6.0%)</td>
</tr>
<tr>
<td></td>
<td>SB: 28,919</td>
<td>SB: 29,456 (+1.9%)</td>
</tr>
<tr>
<td>Sullivan Square Underpass</td>
<td>NB: 5,799</td>
<td>NB: 6,799 (+17.2%)</td>
</tr>
<tr>
<td></td>
<td>SB: 17,599</td>
<td>SB: 19,336 (+9.9%)</td>
</tr>
<tr>
<td>Rte-99 Austin St Underpass</td>
<td>NB: 8,330</td>
<td>NB: 7,660 (-8.0%)</td>
</tr>
<tr>
<td></td>
<td>SB: 23,855</td>
<td>SB: 25,895 (+8.6%)</td>
</tr>
</tbody>
</table>

Note that southbound travel is much higher than northbound, by about 3X
Traffic volume comparison - Austin Street Underpass (Both NB/SB)
Regional Mobility

- Future Tobin effect?

Everybody on the Tobin Bridge will soon have to pay tolls

Drivers in the northbound lanes of the Tobin Bridge will soon have to pay tolls like those in the southbound lanes do.

By John R. Ellement | GLOBE STAFF JUNE 07, 2016
I-93 Annual Average Daily Traffic

Note: Volumes dropped in early 2000’s due to the recession and again in 2007-2009
## AM Peak Hour – Volume Comparison

<table>
<thead>
<tr>
<th>Location</th>
<th>Exist 2008 (TT)</th>
<th>Exist 2015 (TT)</th>
<th>Future No-Build 2030 Old (TT)</th>
<th>Wynn Build 2023 (HSH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Sullivan Square East of Maffa/Cambridge St</td>
<td>2841</td>
<td>2785</td>
<td>2984</td>
<td>3283</td>
</tr>
<tr>
<td>B Sullivan Square North of Bunker Hill St</td>
<td>1463</td>
<td>1448</td>
<td>1537</td>
<td>1987</td>
</tr>
<tr>
<td>C Sullivan Square South of West St</td>
<td>1910</td>
<td>1935</td>
<td>2005</td>
<td>2143</td>
</tr>
<tr>
<td>D Sullivan Sq NB (Underpass)</td>
<td>123</td>
<td>152</td>
<td>129</td>
<td>185</td>
</tr>
<tr>
<td>E Sullivan Sq SB (Underpass)</td>
<td>1279</td>
<td>1199</td>
<td>1343</td>
<td>1219</td>
</tr>
</tbody>
</table>

- Current 2015 counts are similar to the older 2008 counts during peak hours (i.e., saturated conditions).
- Wynn projections generally higher than previous projections.
- Lower Mystic Regional Working Group – future growth scenarios
### PM Peak Hour – Volume Comparison

<table>
<thead>
<tr>
<th>Location</th>
<th>Exist 2008 (TT)</th>
<th>Exist 2015 (TT)</th>
<th>Future No-Build 2030 Old (TT)</th>
<th>Wynn Build 2023 (HSH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A  Sullivan Square East of Maffa/Cambridge St</td>
<td>2579</td>
<td>2294</td>
<td>2708</td>
<td>3249</td>
</tr>
<tr>
<td>B  Sullivan Square North of Bunker Hill St</td>
<td>2822</td>
<td>2835</td>
<td>2963</td>
<td>3415</td>
</tr>
<tr>
<td>C  Sullivan Square South of West St</td>
<td>2615</td>
<td>2453</td>
<td>2746</td>
<td>2967</td>
</tr>
<tr>
<td>D  Sullivan Sq NB (Underpass)</td>
<td>480</td>
<td>677</td>
<td>504</td>
<td>603</td>
</tr>
<tr>
<td>E  Sullivan Sq SB (Underpass)</td>
<td>969</td>
<td>710</td>
<td>1017</td>
<td>1066</td>
</tr>
</tbody>
</table>

- Current 2015 counts are similar to the older 2008 counts during peak hours (i.e., saturated conditions).
- Wynn projections generally higher than previous projections.
- Lower Mystic Regional Working Group– future growth scenarios
Adjacent Projects within the Study Area

- Wynn Casino
- Assembly Square
- Chain Forge Redevelopment
- Charlestown Ropewalk
- BHA Redevelopment
- McGrath Highway
- 32 Cambridge St
- 30 Polk St
- 480 Rutherford Ave
- North Point
- Bridgeview Apartments
- Hood Park

Legend:
- Purple: 2003 Planning Study
- Yellow: 2016 Planning Study

Approximate Scale in Feet
Adjacent Project Development

- Partners Healthcare – Assembly Square
  - 4,000 employees & 2,400 parking spaces
- Boston Housing Authority Charlestown Redevelopment
  - +1,900 new residential units
- Wynn Casino
  - 629 hotel rooms
  - 4,000 employees
- Hood PDA
- Bunker Hill Apartments
- Chain Forge Redevelopment
- Rope Walk Redevelopment
- 30 Polk Street

Long Term Projects:

- Sullivan Square TOD
- BRA land at BHCC
- Brickbottom / Inner Belt
- North Point
- McGrath Highway
- Industrial Zoned land near I-93 & Medford Street
- Other Everett, Somerville & Cambridge Projects
Austin Street –
Existing Geometry &
Concept Development
Austin Street – Pedestrian Volumes

Pedestrian bridge to be counted and evaluated in the Fall

AM Peak – 7:15 to 8:15 AM
PM Peak – 4:00 to 5:00 PM
AM (PM)
Austin Street – AM Peak Hour Volumes

2015 Existing Volumes
Austin Street – PM Peak Hour Volumes

2015 Existing Volumes
Rutherford Avenue - Previous Concept

(See full-size roll plan after slide show)
Austin Street - Previous Concepts

Surface Option

Underpass Option
Austin Street Improvement Options

A. Surface Option

B. Underpass Option (SB Only)

C. Underpass Option (NB+SB)
A. Surface Option

- Remove Underpass
- Open space gained +++ both sides
- Continuous Pedestrian crossing but may take longer
- Traffic Operations – concern
  - Gilmore queues affect SB flow along corridor
- Enhanced access to BRA parcels
B. Underpass - SB Only

- Remove NB Underpass
- Open space gained ++
- Heavy SB traffic stays underneath
  - Higher Speeds SB along Rutherford
- Shorter Pedestrian crossings
- Future BRT lanes?
- More signal time allocated to Austin St and Pedestrians
C. Underpass NB+SB

- Reduced Underpass
- Less Open space
- Shorter Pedestrian crossings
- Future BRT lanes?
- Potential for Reversible Lanes in Underpass for peak flow
- Higher Speeds along Rutherford
- More signal time allocated to Austin St and Pedestrians
City Square

- North Washington St Bridge
  - BRT Lane
  - Separated bike lanes
  - Protected Intersection
Separated bike lanes - examples

Source: Indyculturaltrail.org

Western Ave, Cambridge
Separated bike lanes - examples

Seattle, WA
Photo credit: Adam Coppola Photography

Austin, TX
Lance Armstrong path
Photo credit: Adam Coppola Photography
Your continued involvement is appreciated!

For more Information, visit:
www.cityofboston.gov/transportation/rutherford/