

Public Informational Meeting – June 30, 2016

# SULLIVAN SQUARE - RUTHERFORD AVENUE CORRIDOR



# 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





# Rutherford Avenue Corridor



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

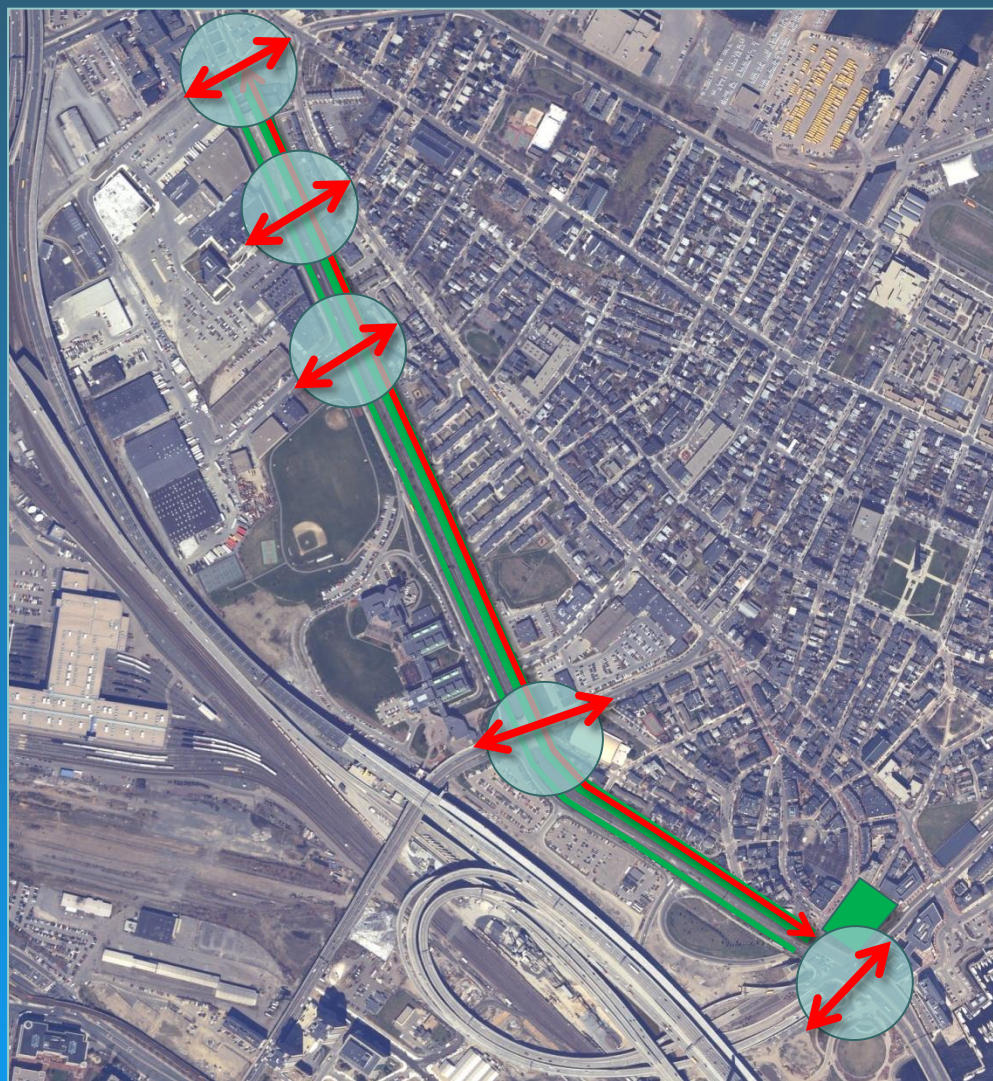
- Urban Street Grid
- TOD Development
- Proposed Options
  - Surface Option
  - Underpass Option





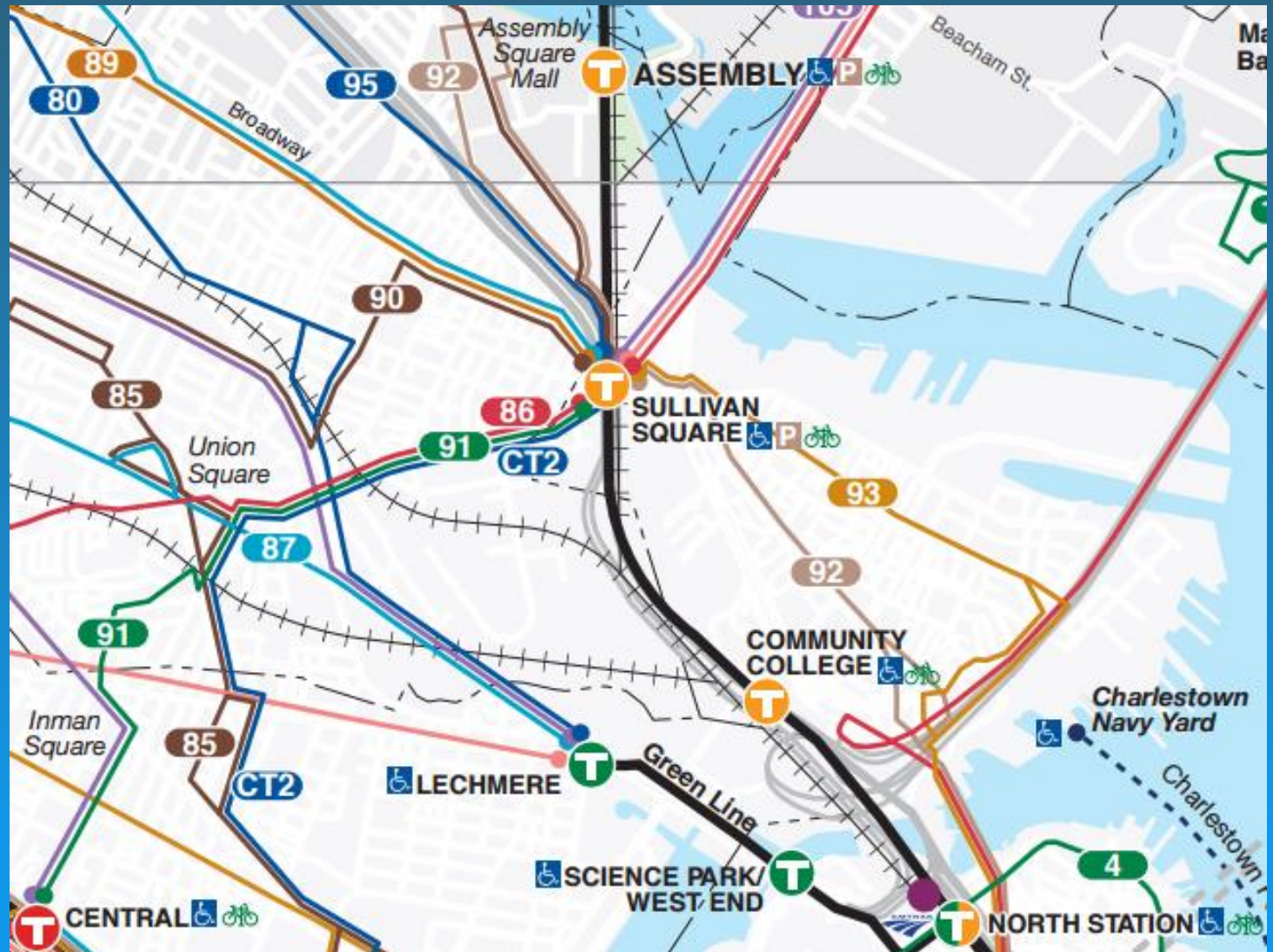
# Project Goals

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

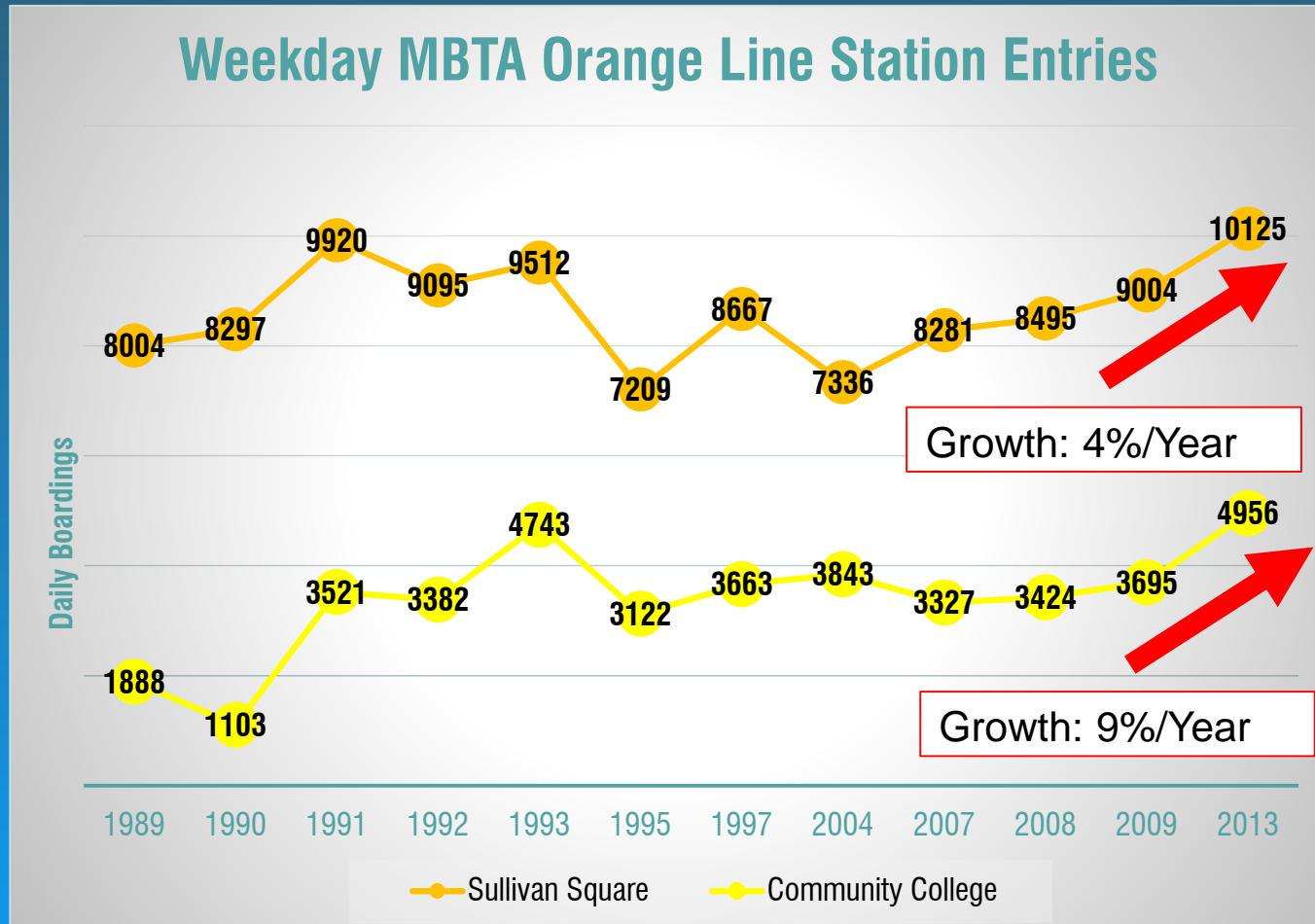




# Mobility – Sullivan Square transit HUB



# Mobility – Orange Line daily boarding



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

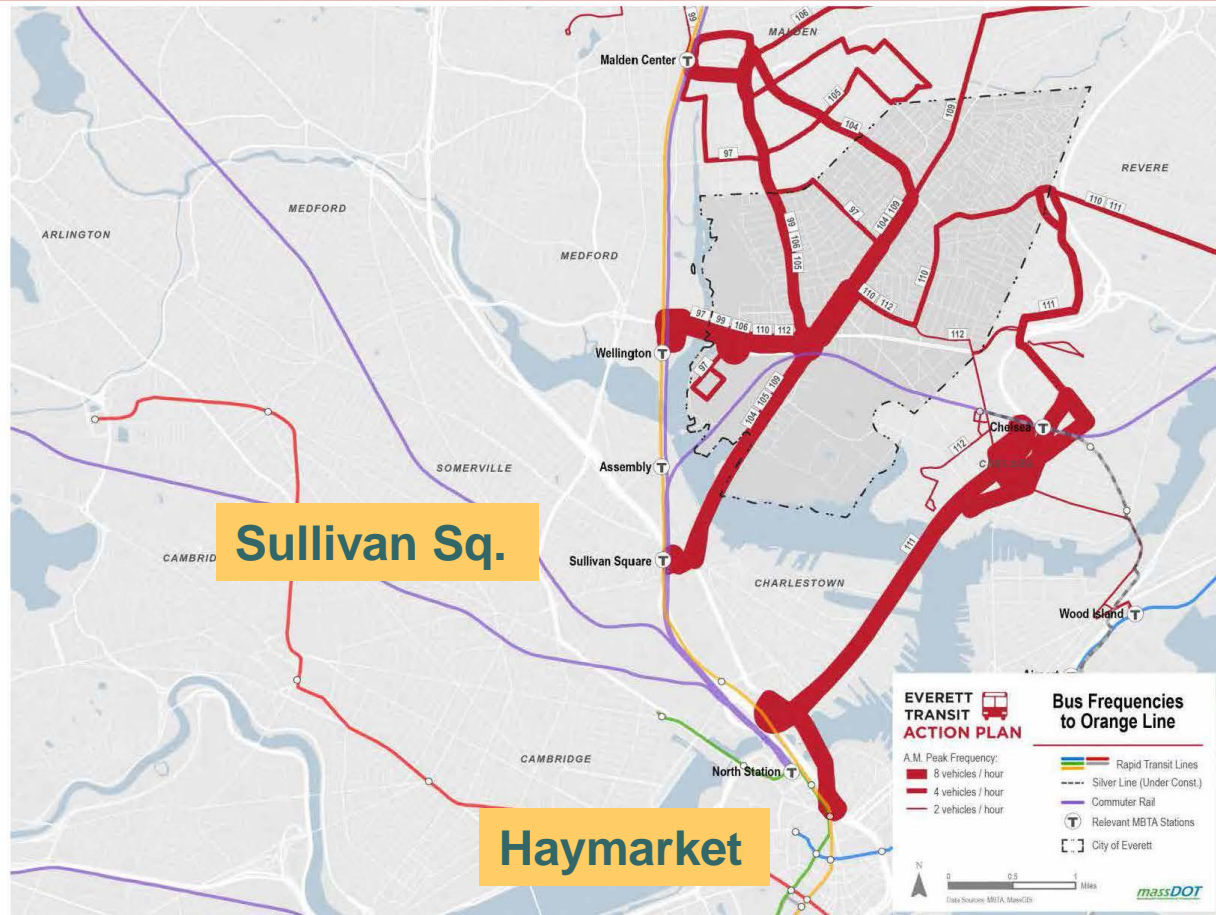
- 152 new vehicles purchased
- Delivery 2018, Service 2019
- More cars during peak periods will  
Reduce headways to 4-5 min



# Mobility – City of Everett – Transit Action Plan



## Transit Observations



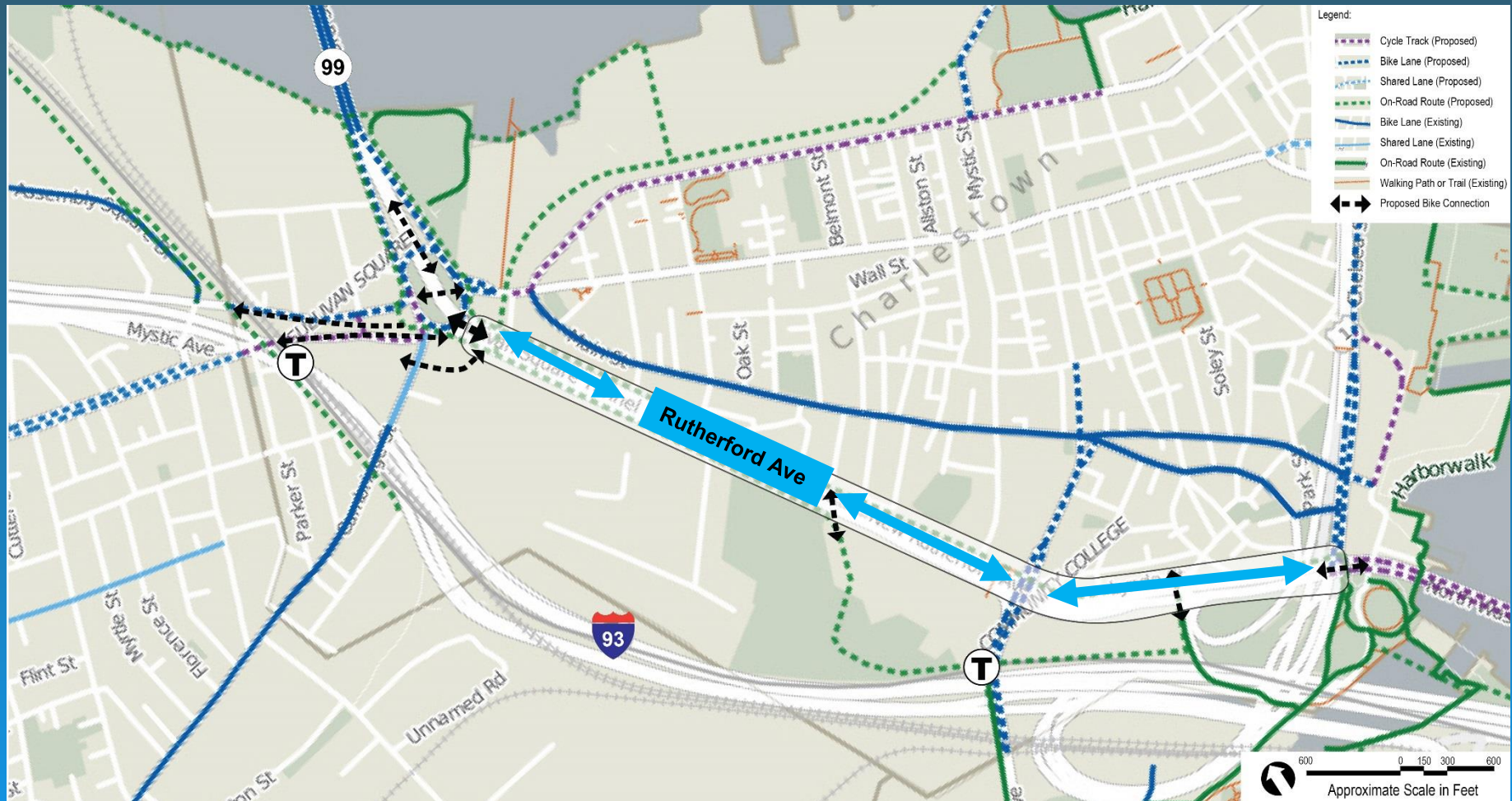
November 16, 2015

massDOT  
Massachusetts Department of Transportation





# Mobility – 30 year bike plan

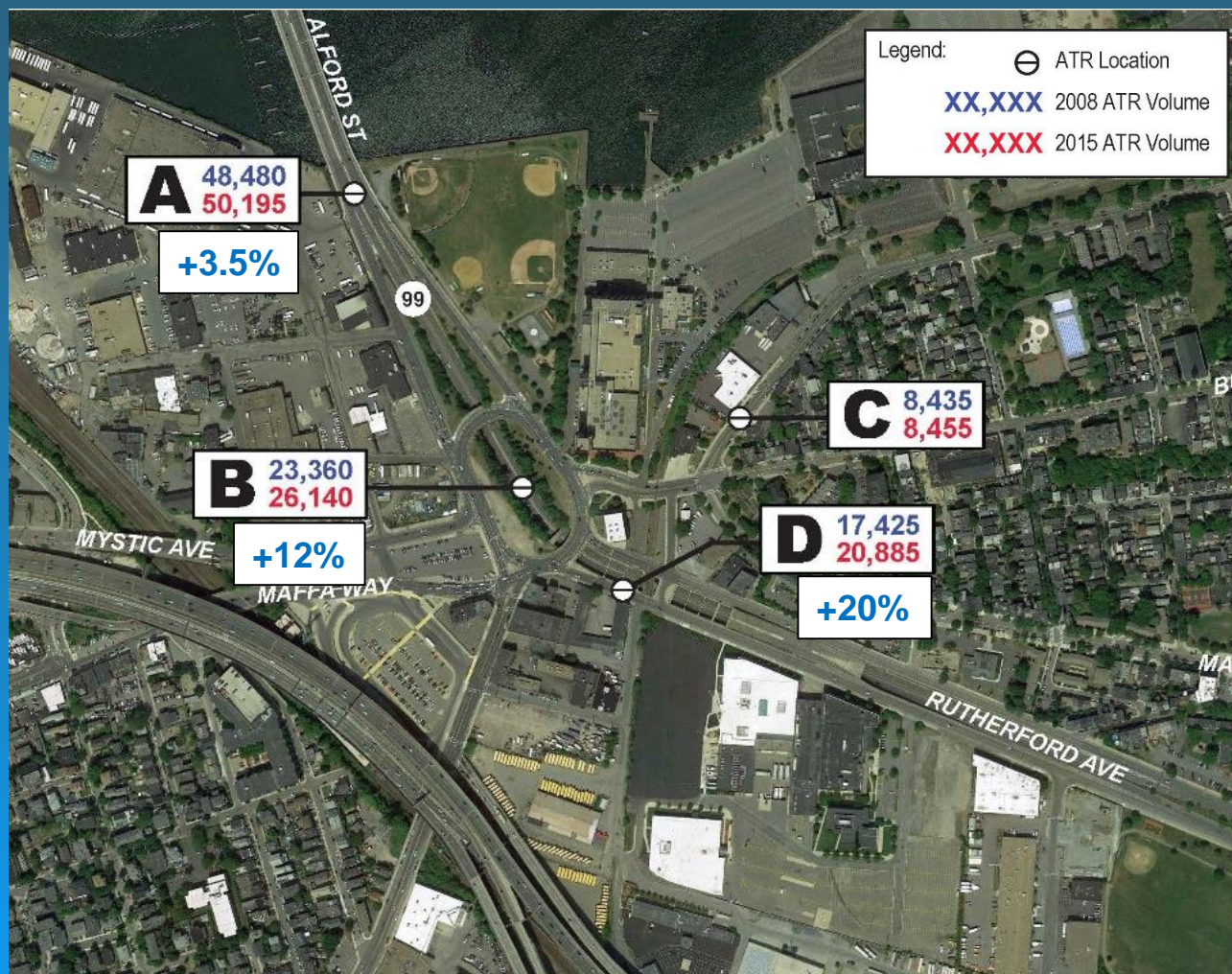


- Opportunity to create new connections to existing and proposed bikeways; also get a Hubway station at Sullivan Sq





# Daily Traffic Volumes 2008 vs. 2015

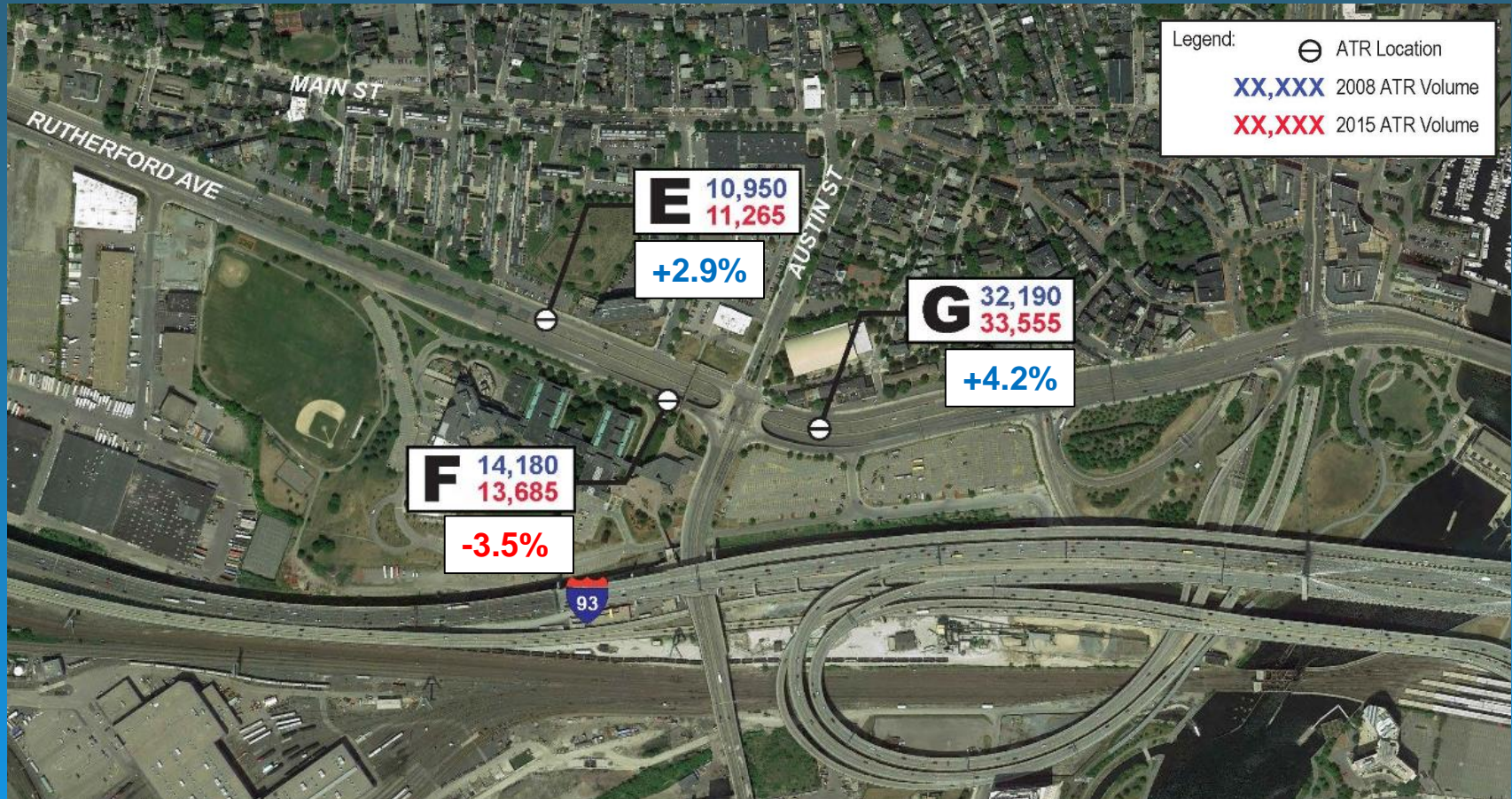


Data collected in June 2008, and September 2015





# Daily Traffic Volumes 2008 vs. 2015



Data collected in June 2008, and May & October 2015



# Rutherford Avenue Daily Traffic Volumes

## Northbound vs. Southbound Comparison

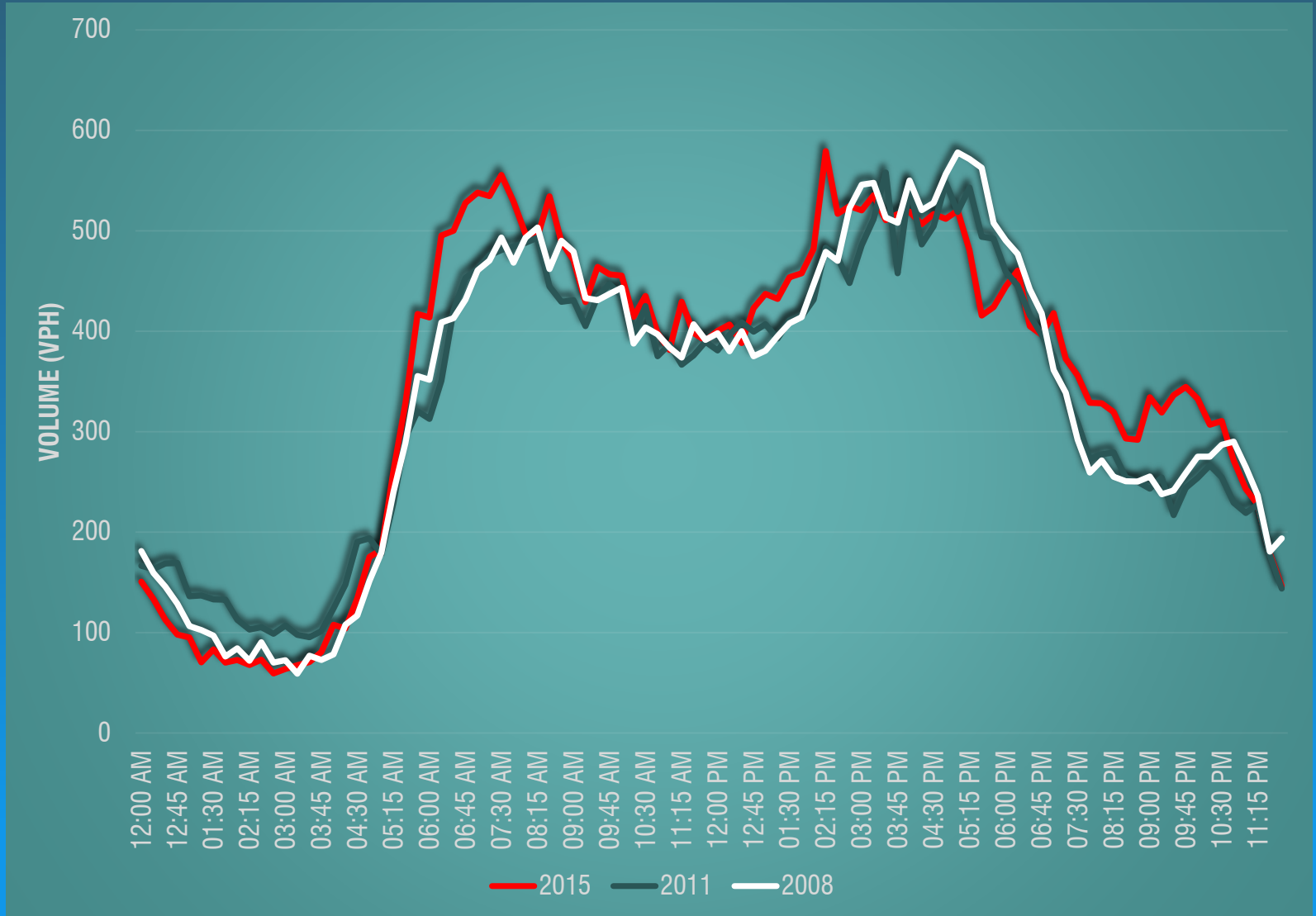
Location	2008	2015
Rte-99 South of Alford St Bridge	NB: 19,557 SB: 28,919	NB: 20,732 (+6.0%) SB: 29,456 (+1.9%)
Sullivan Square Underpass	NB: 5,799 SB: 17,599	NB: 6,799 (+17.2%) SB: 19,336 (+9.9%)
Rte-99 Austin St Underpass	NB: 8,330 SB: 23,855	NB: 7,660 (-8.0%) SB: 25,895 (+8.6%)

**Note that southbound travel is much higher than northbound, by about 3X**



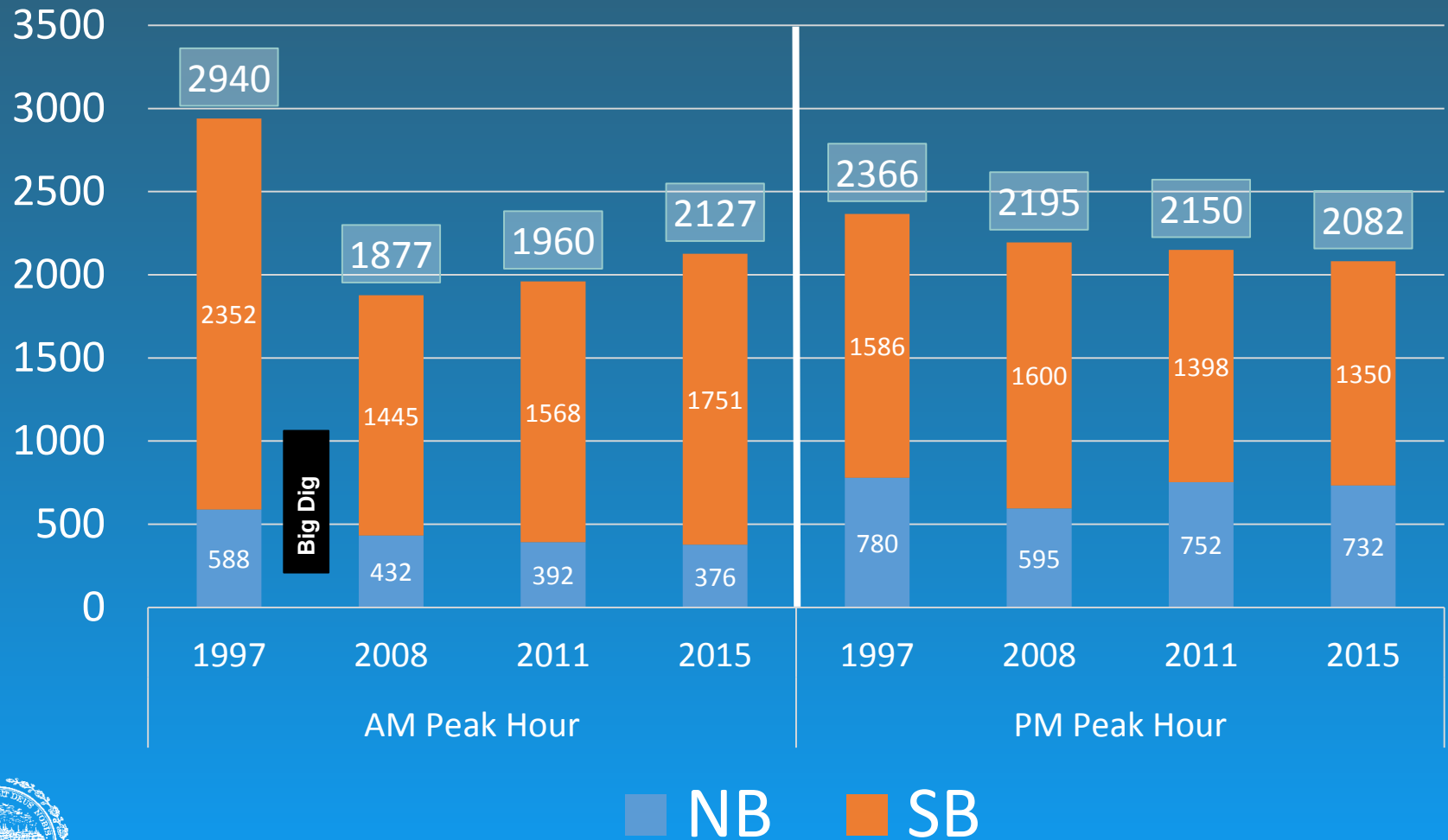


# Traffic volume comparison - Austin Street Underpass (Both NB/SB)





# Traffic volume comparison - Austin Street Underpass





# Regional Mobility

## ■ Future Tobin effect?

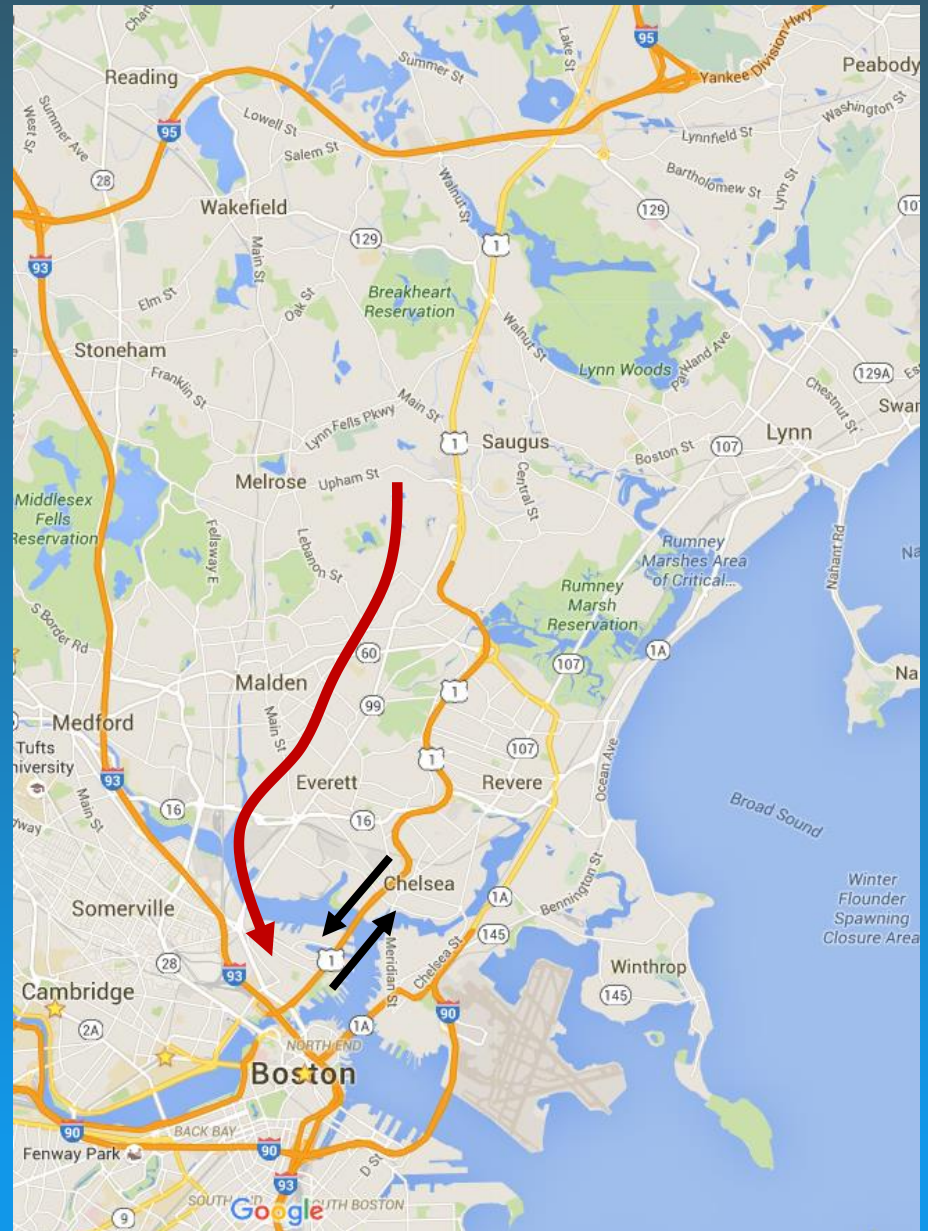
### Everybody on the Tobin Bridge will soon have to pay tolls



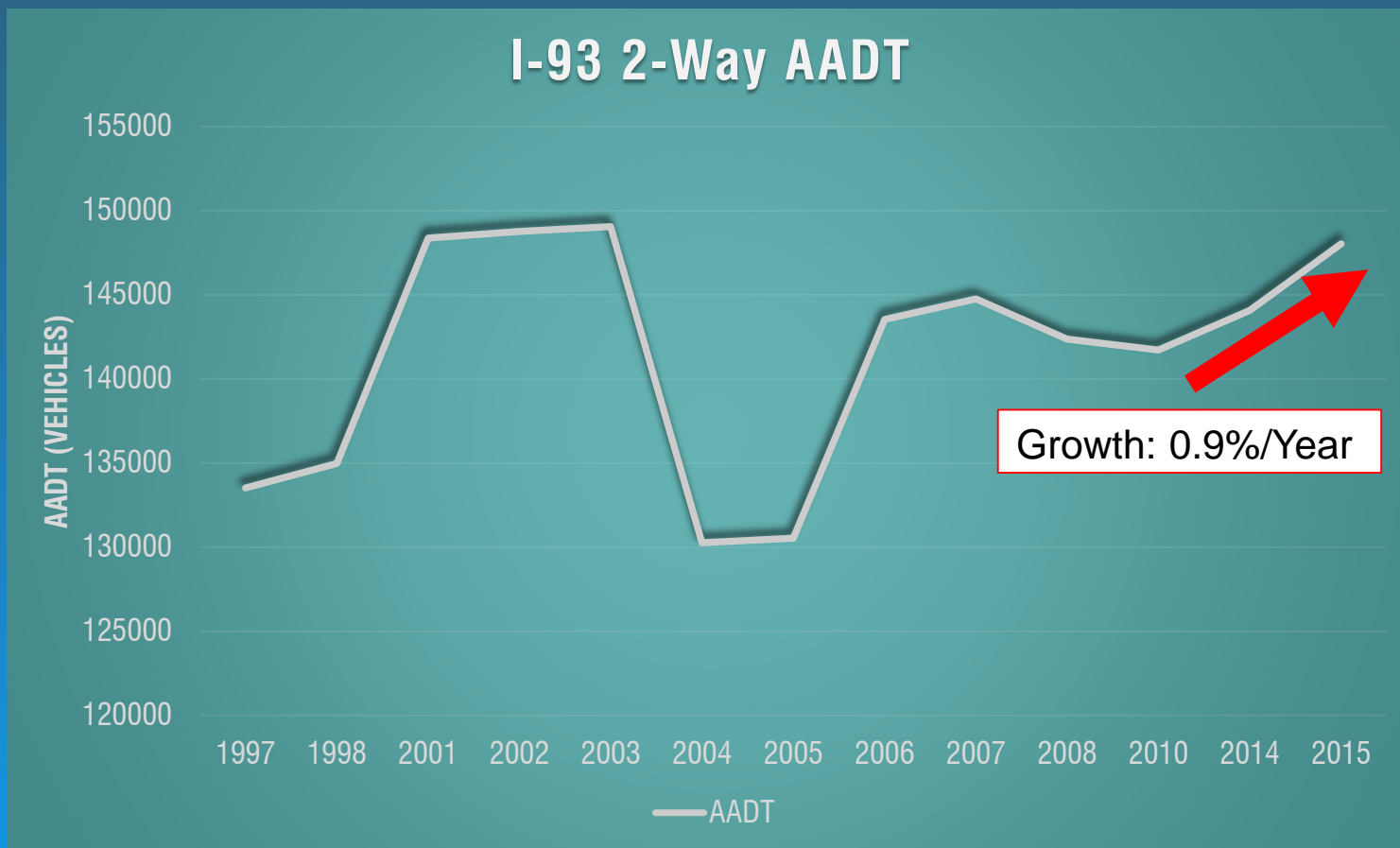
DAVID L. RYAN / GLOBE STAFF / FILE 2015

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

Location		Exist 2008 (TT)	Exist 2015 (TT)	Future No-Build 2030 Old (TT) <sup>1</sup>	Wynn Build 2023 (HSH) <sup>2</sup>
A	Sullivan Square East of Maffa/Cambridge St	2841	2785	2984	3283
B	Sullivan Square North of Bunker Hill St	1463	1448	1537	1987
C	Sullivan Square South of West St	1910	1935	2005	2143
D	Sullivan Sq NB (Underpass)	123	152	129	185
E	Sullivan Sq SB (Underpass)	1279	1199	1343	1219

- **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

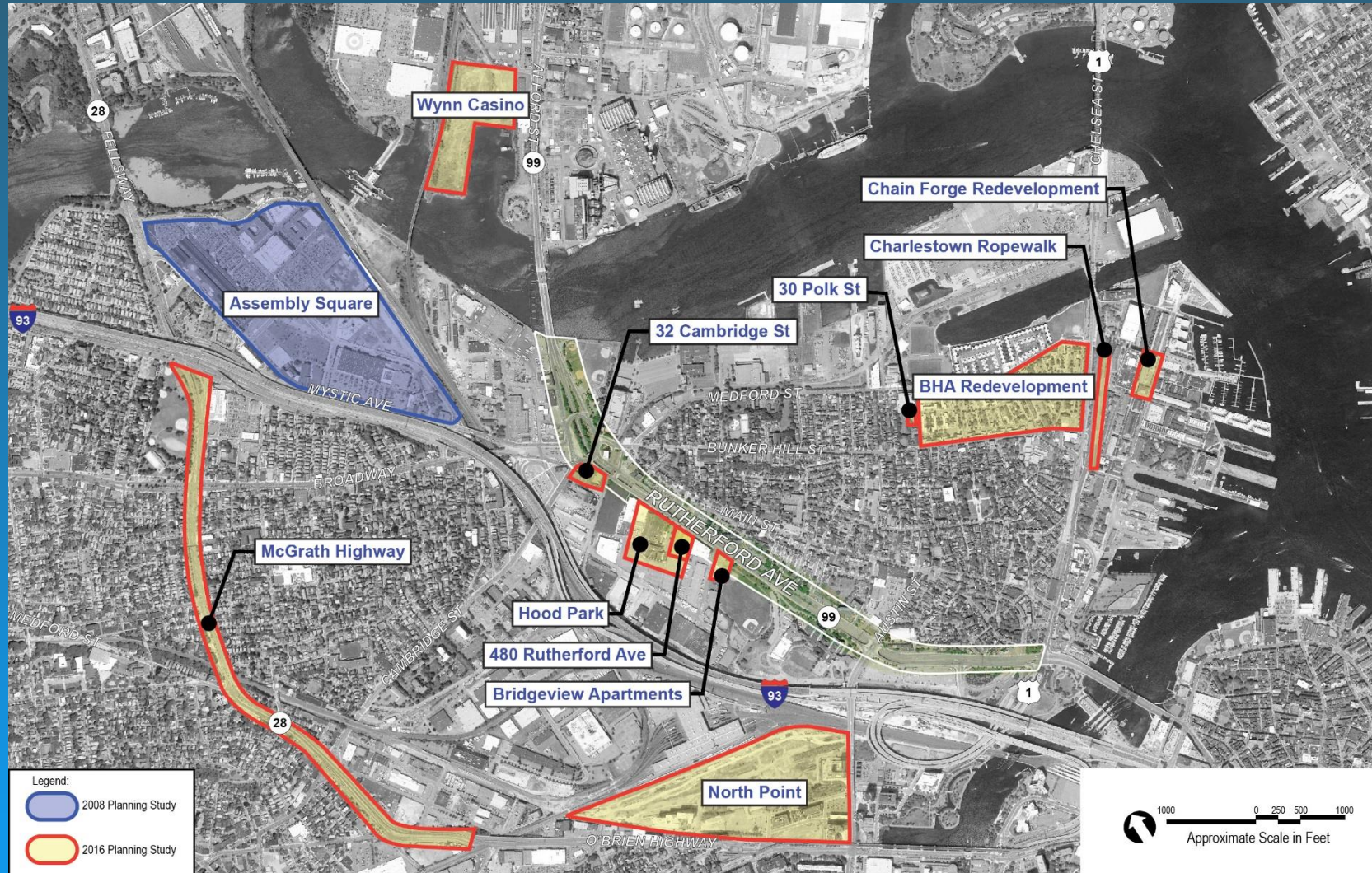
Location		Exist 2008 (TT)	Exist 2015 (TT)	Future No-Build 2030 Old (TT) <sup>1</sup>	Wynn Build 2023 (HSH) <sup>2</sup>
A	Sullivan Square East of Maffa/Cambridge St	2579	2294	2708	3249
B	Sullivan Square North of Bunker Hill St	2822	2835	2963	3415
C	Sullivan Square South of West St	2615	2453	2746	2967
D	Sullivan Sq NB (Underpass)	480	677	504	603
E	Sullivan Sq SB (Underpass)	969	710	1017	1066

- **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



# 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

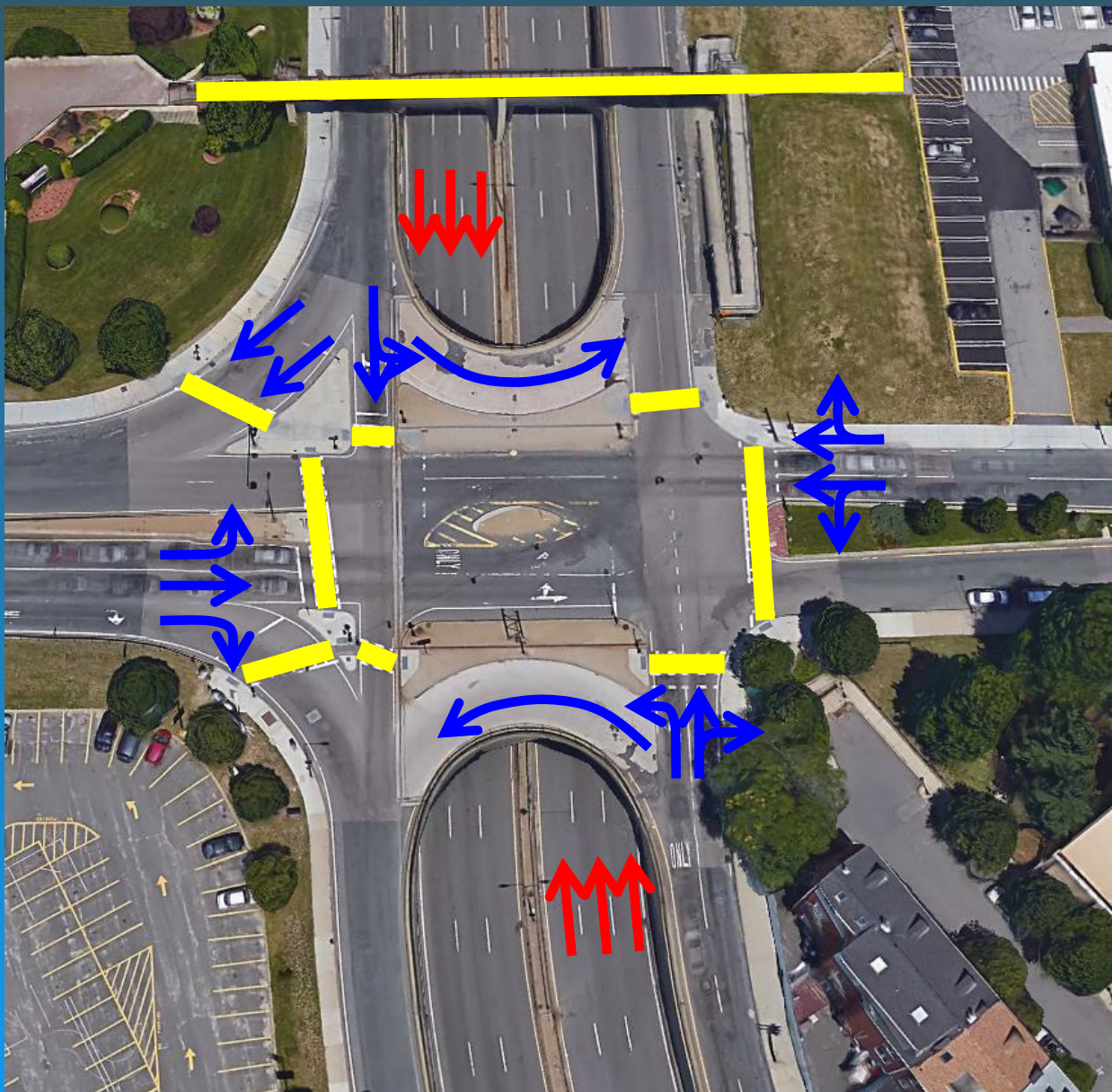
## Long Term Projects:

- 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





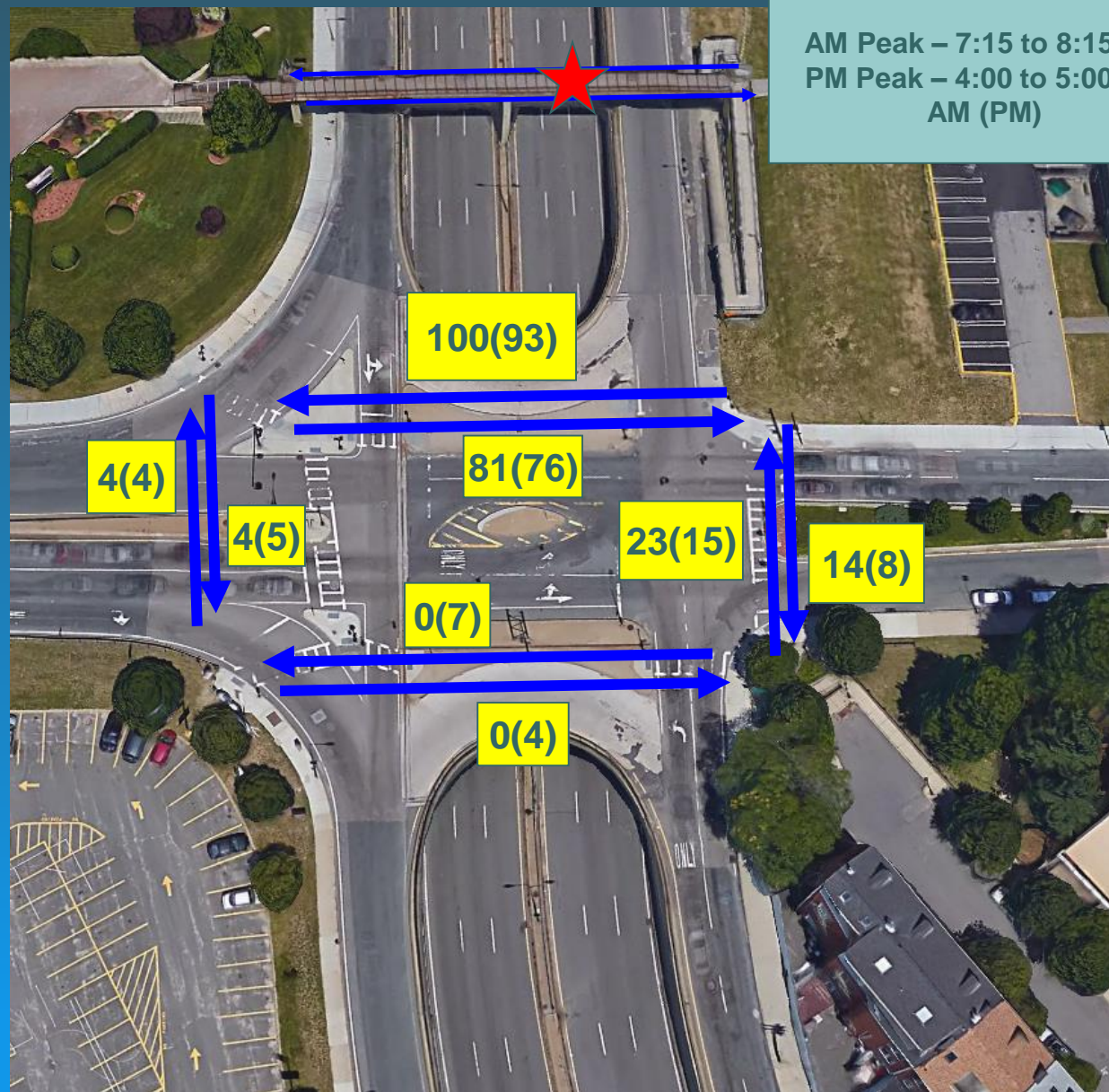
# Austin Street – Existing Geometry & Concept Development



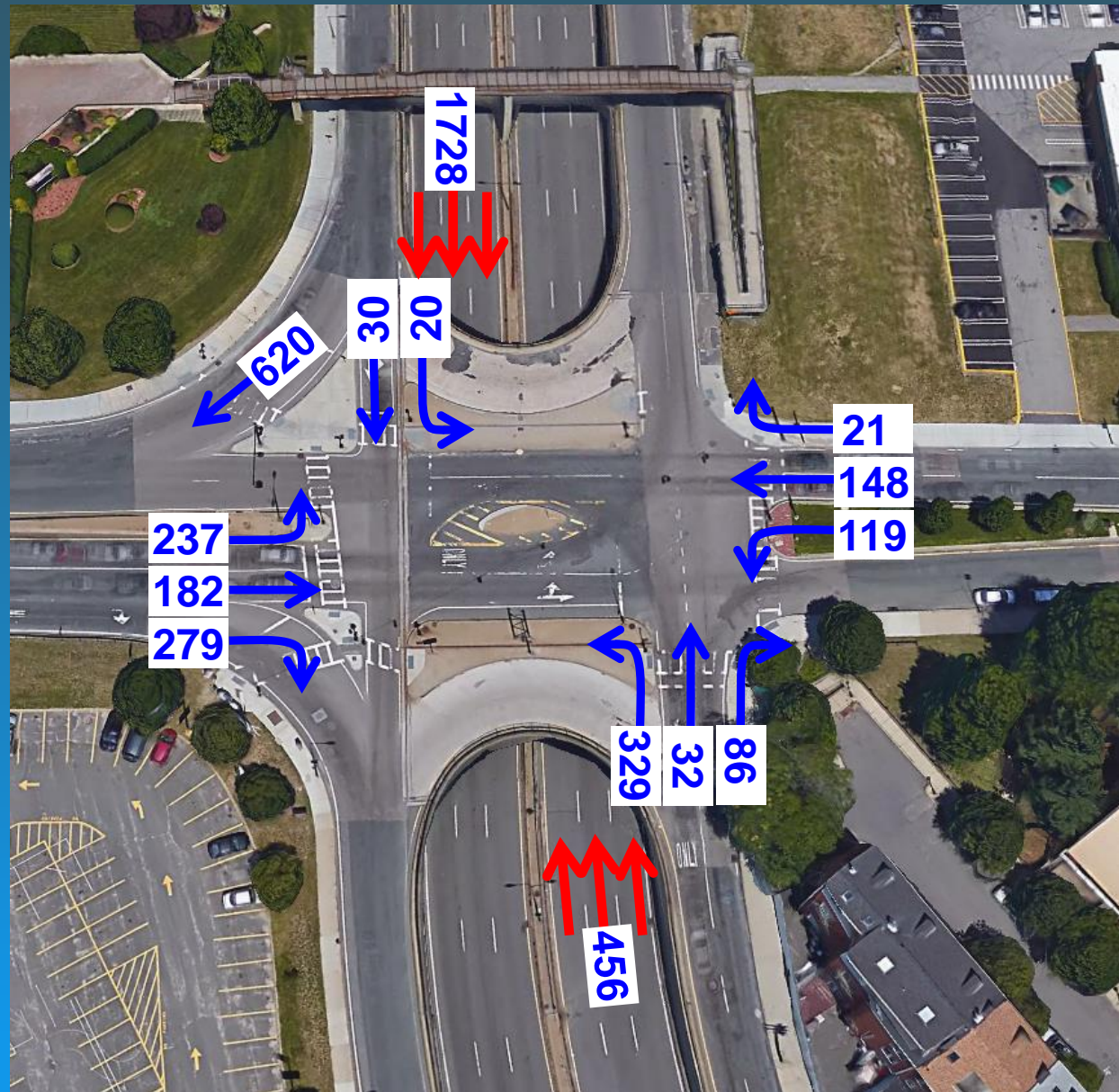


# Austin Street – Pedestrian Volumes

★ Pedestrian  
bridge to be  
counted and  
evaluated in the  
Fall



# Austin Street – AM Peak Hour Volumes

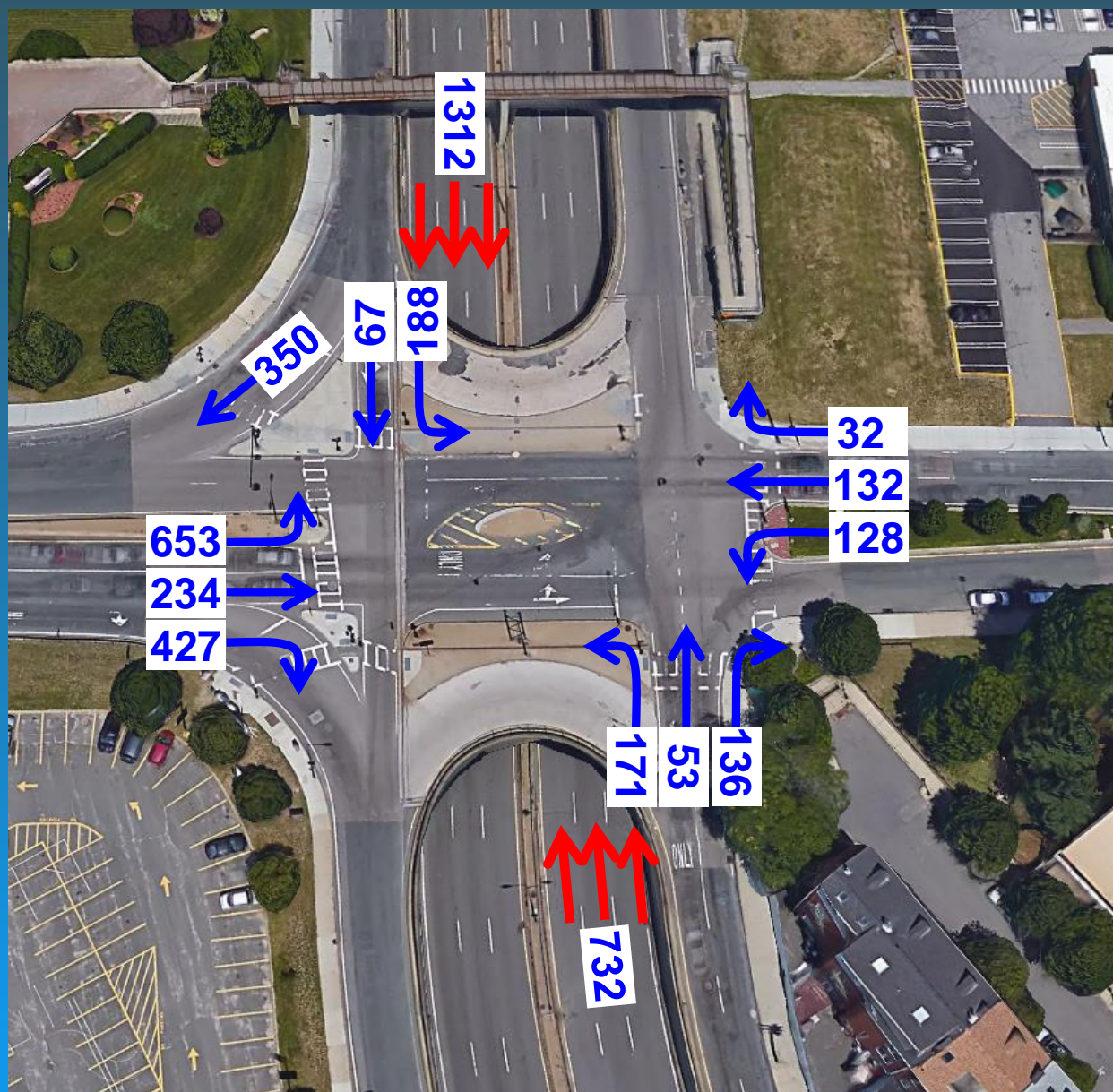


2015 Existing Volumes





# Austin Street – PM Peak Hour Volumes

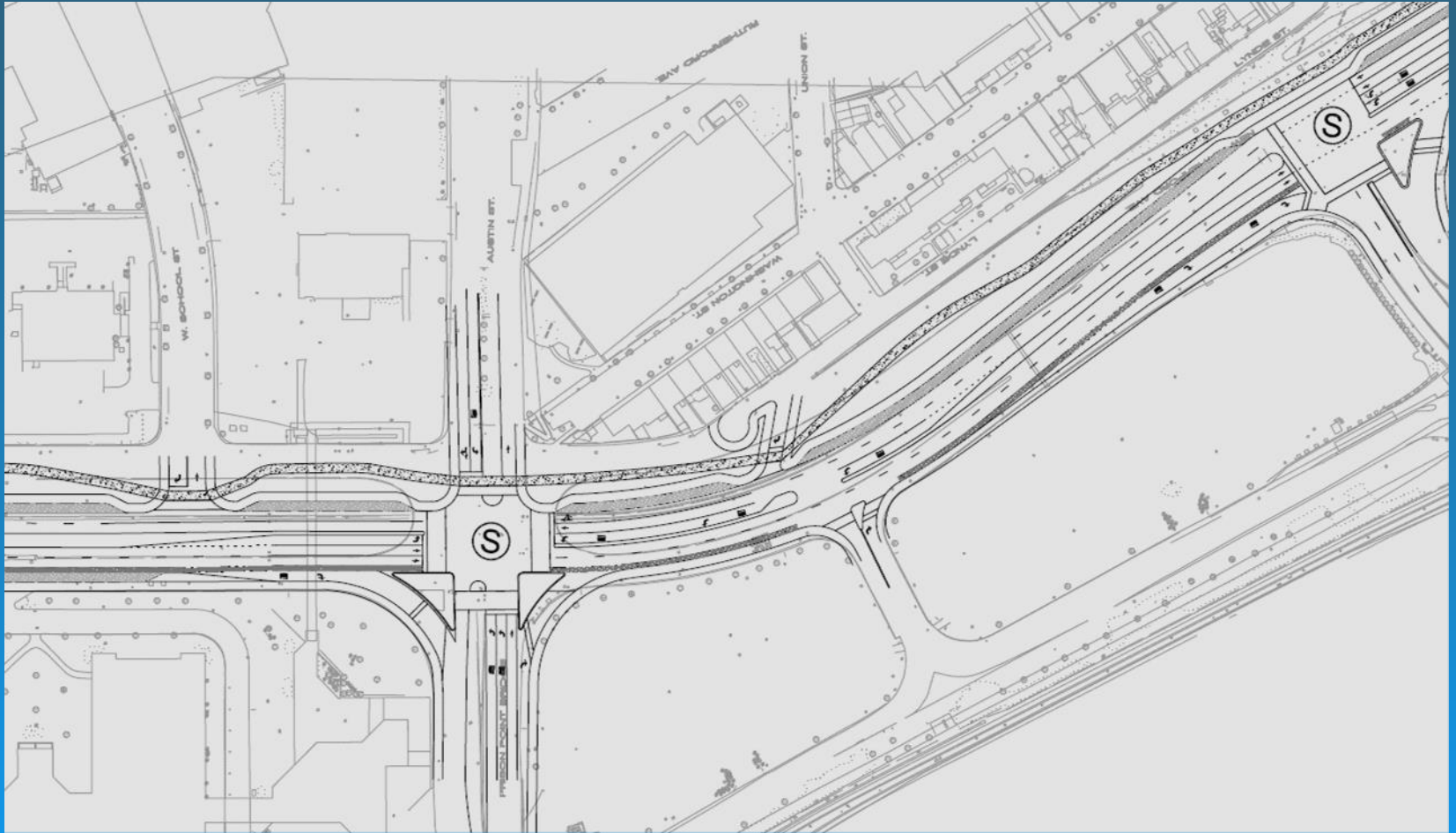


2015 Existing Volumes





# Rutherford Avenue- Previous Concept

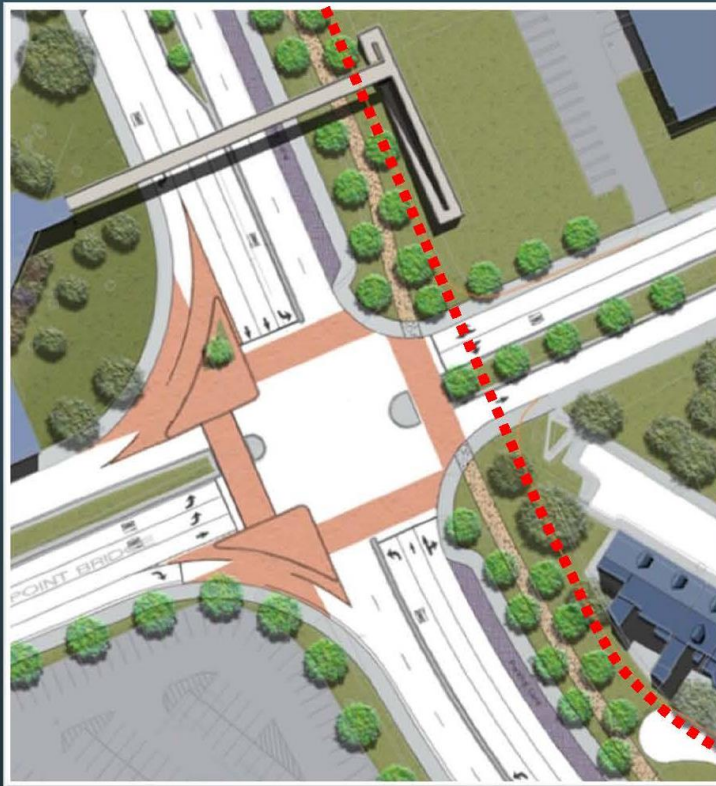


(See full-size roll plan after slide show)

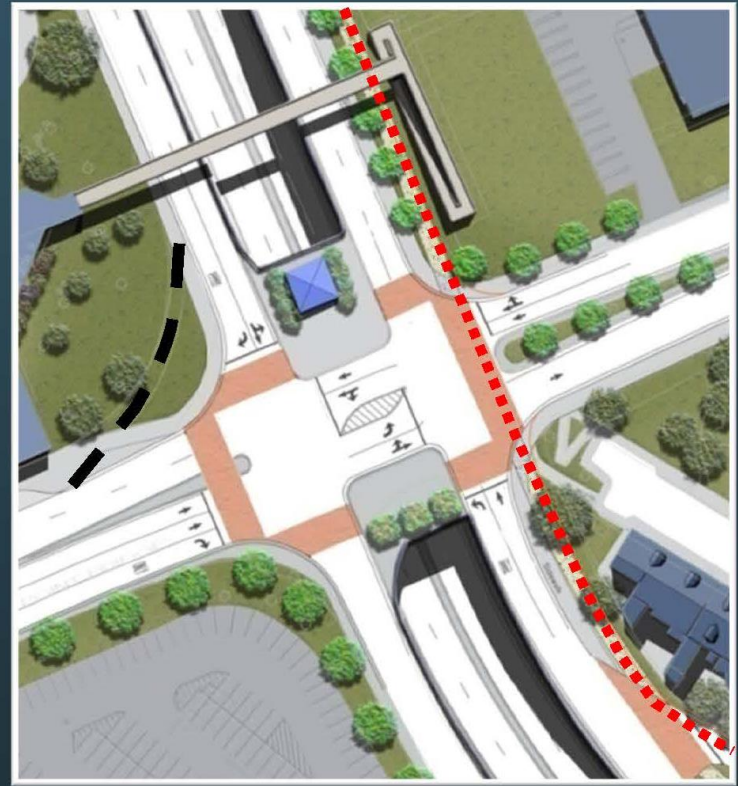


# Austin Street - Previous Concepts

## Surface Option



## Underpass Option



# Austin Street Improvement Options

- A. Surface Option
- B. Underpass Option (SB Only)
- C. Underpass Option (NB+SB)





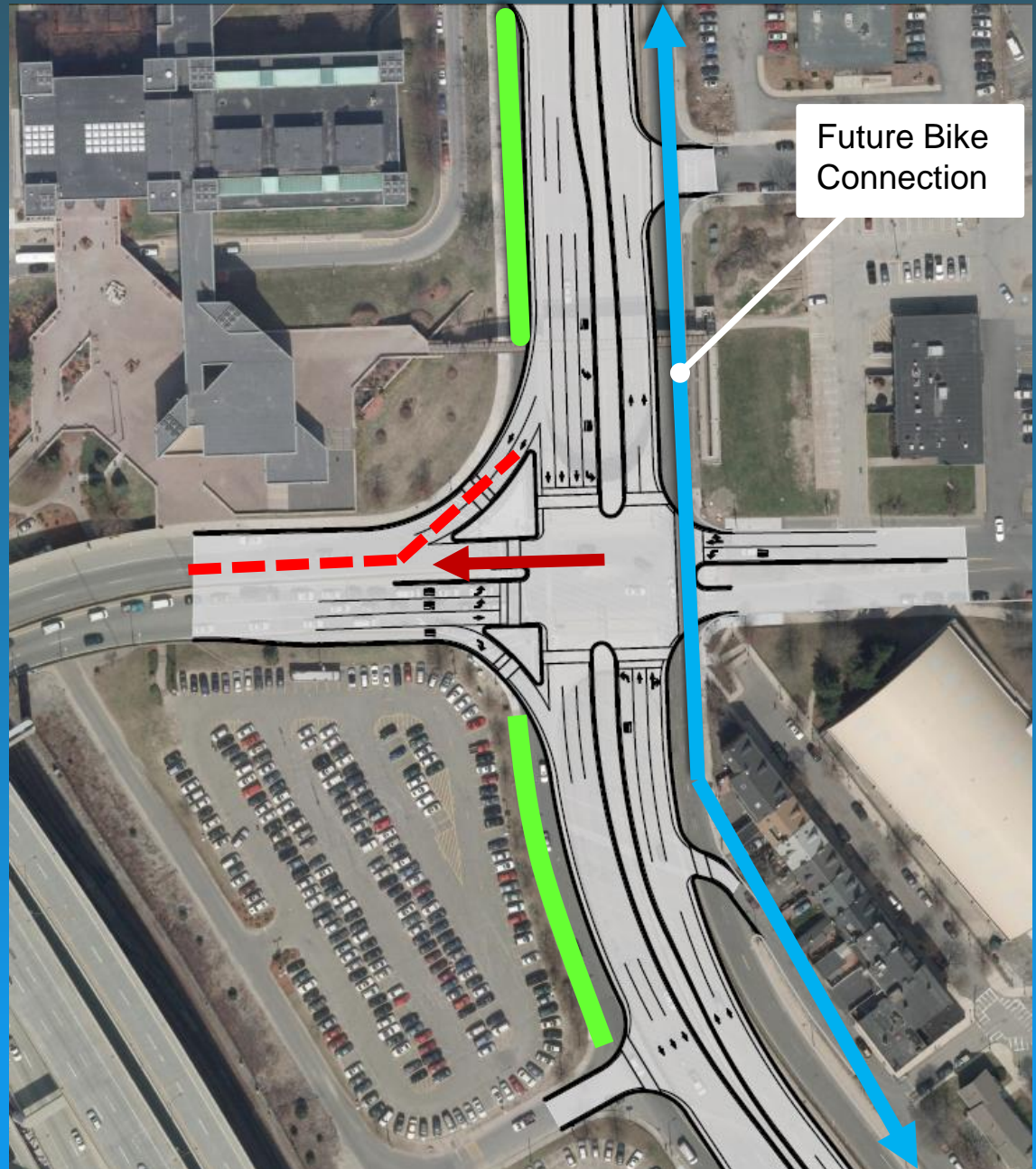
# Rutherford Avenue Corridor Right-of-Way





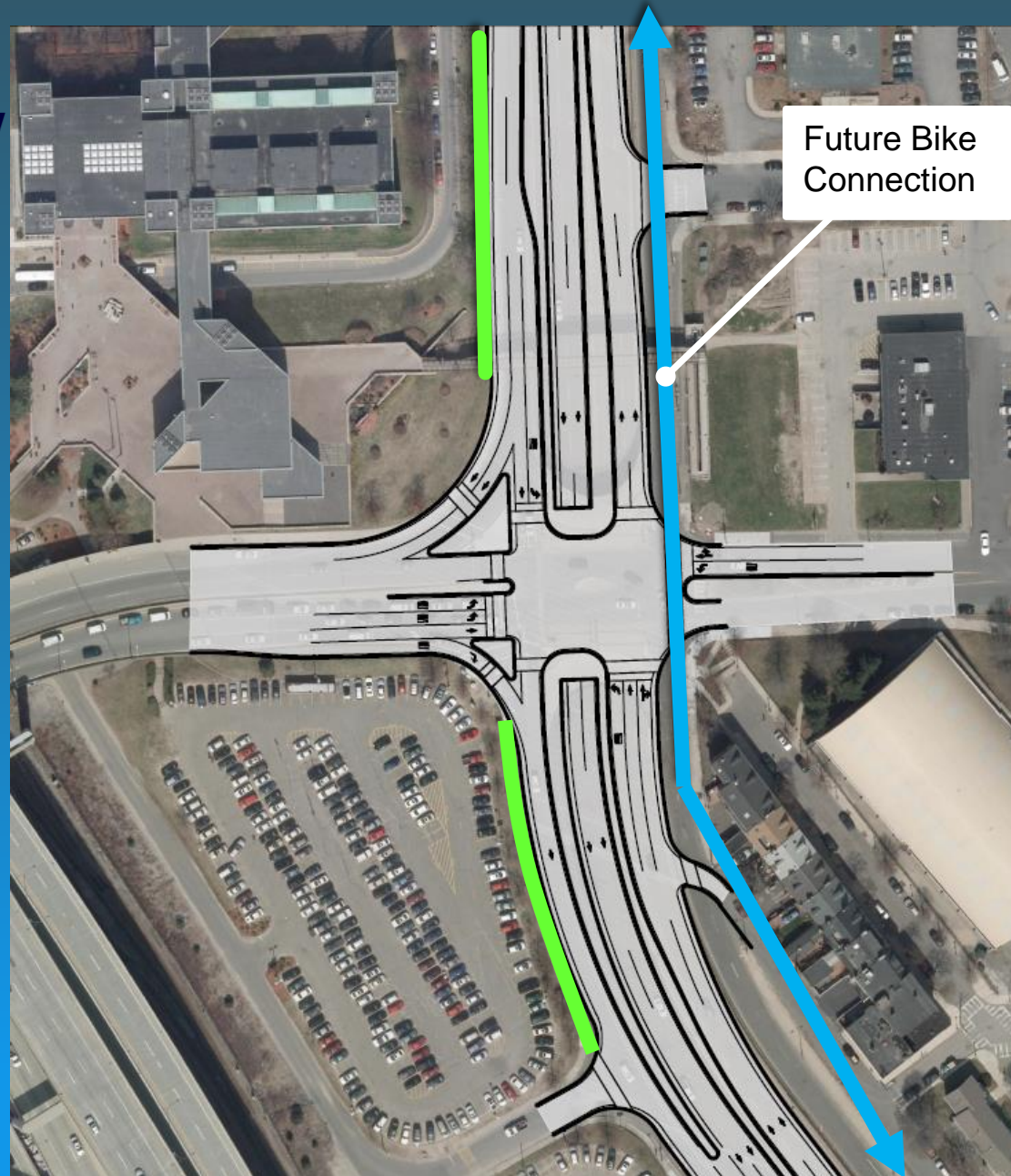
# A. Surface Option

- 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

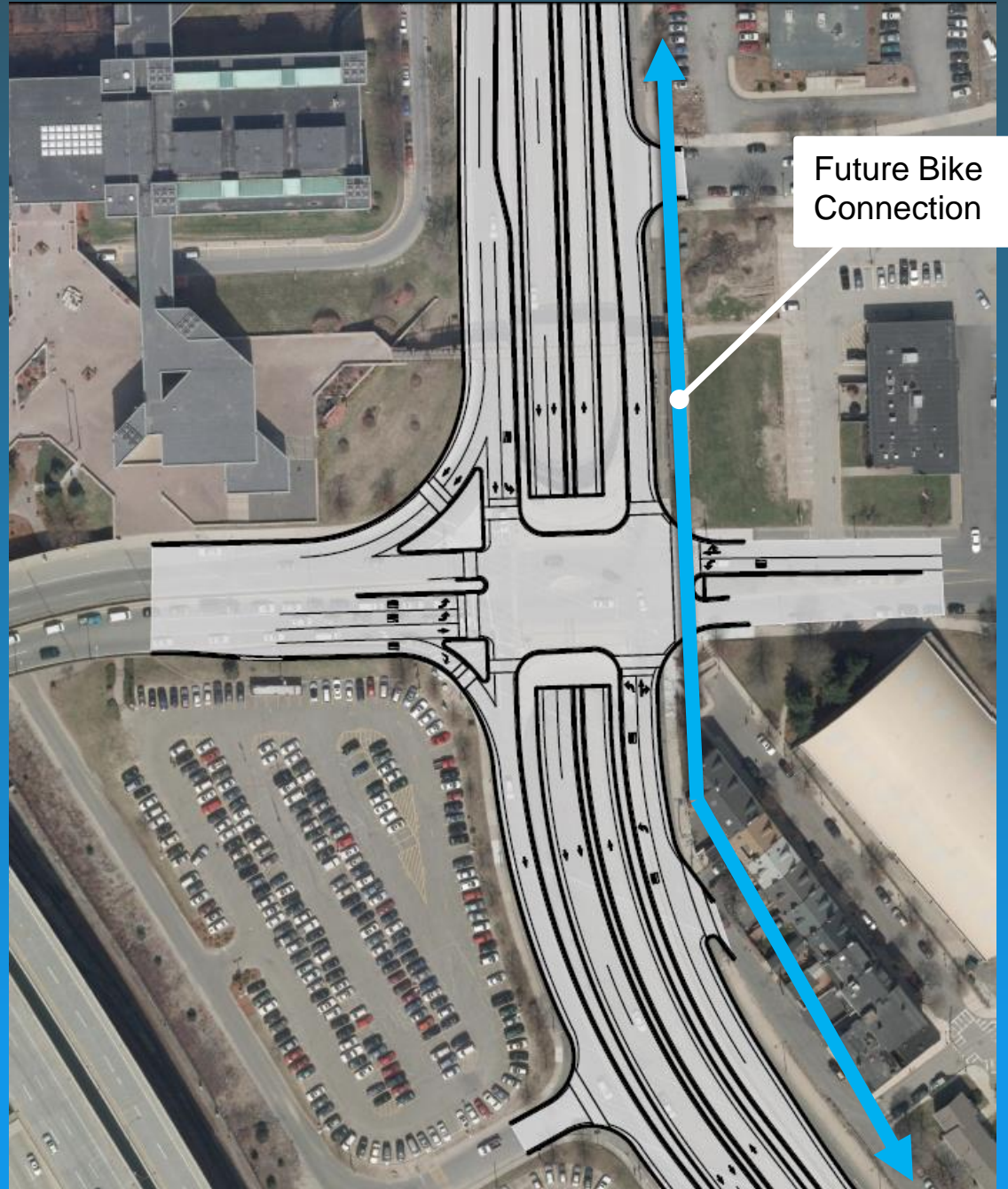
- Remove NB Underpass
- Open space gained ++
- Heavy SB traffic stays underneath
  - Higher Speeds SB along Rutherford
- Shorter Pedestrian crossings
- Future BRT lanes?
- More signal time allocated to Austin St and Pedestrians





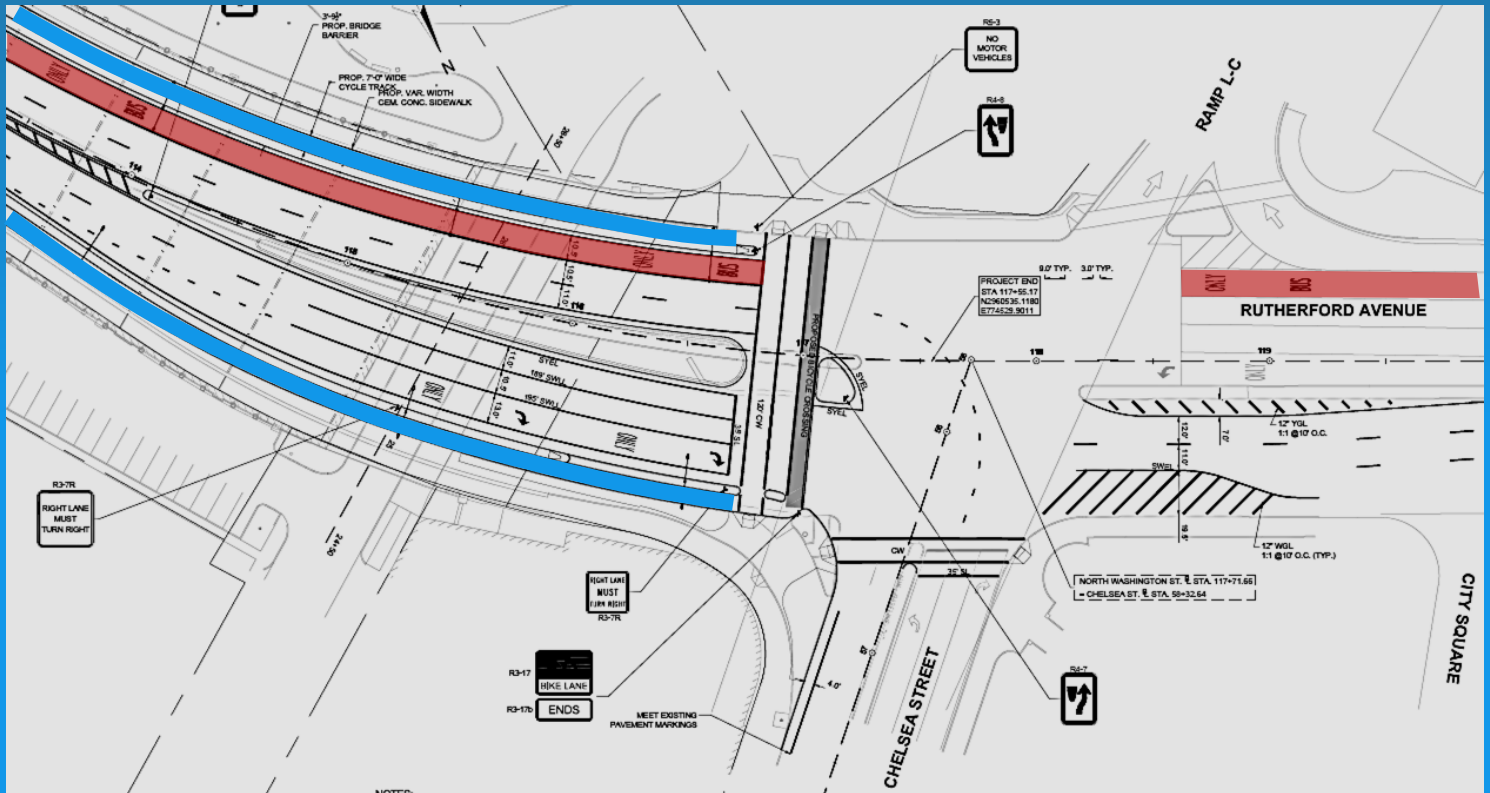
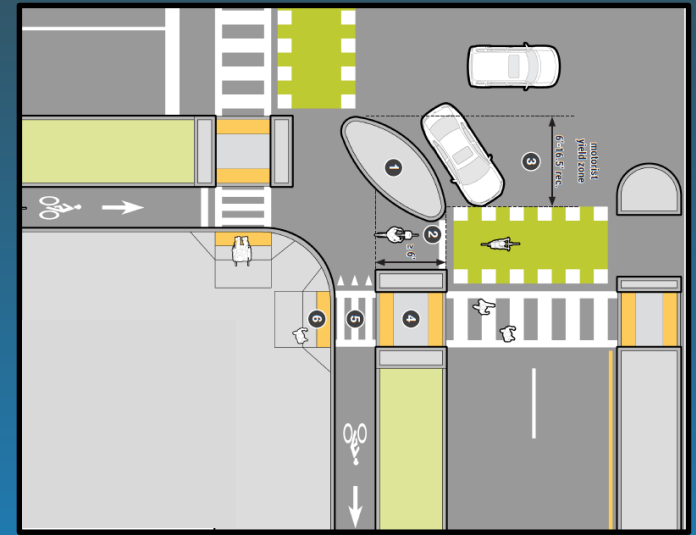
## C. Underpass NB+SB

- 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](http://Indyculturaltrail.org)



Western Ave, Cambridge

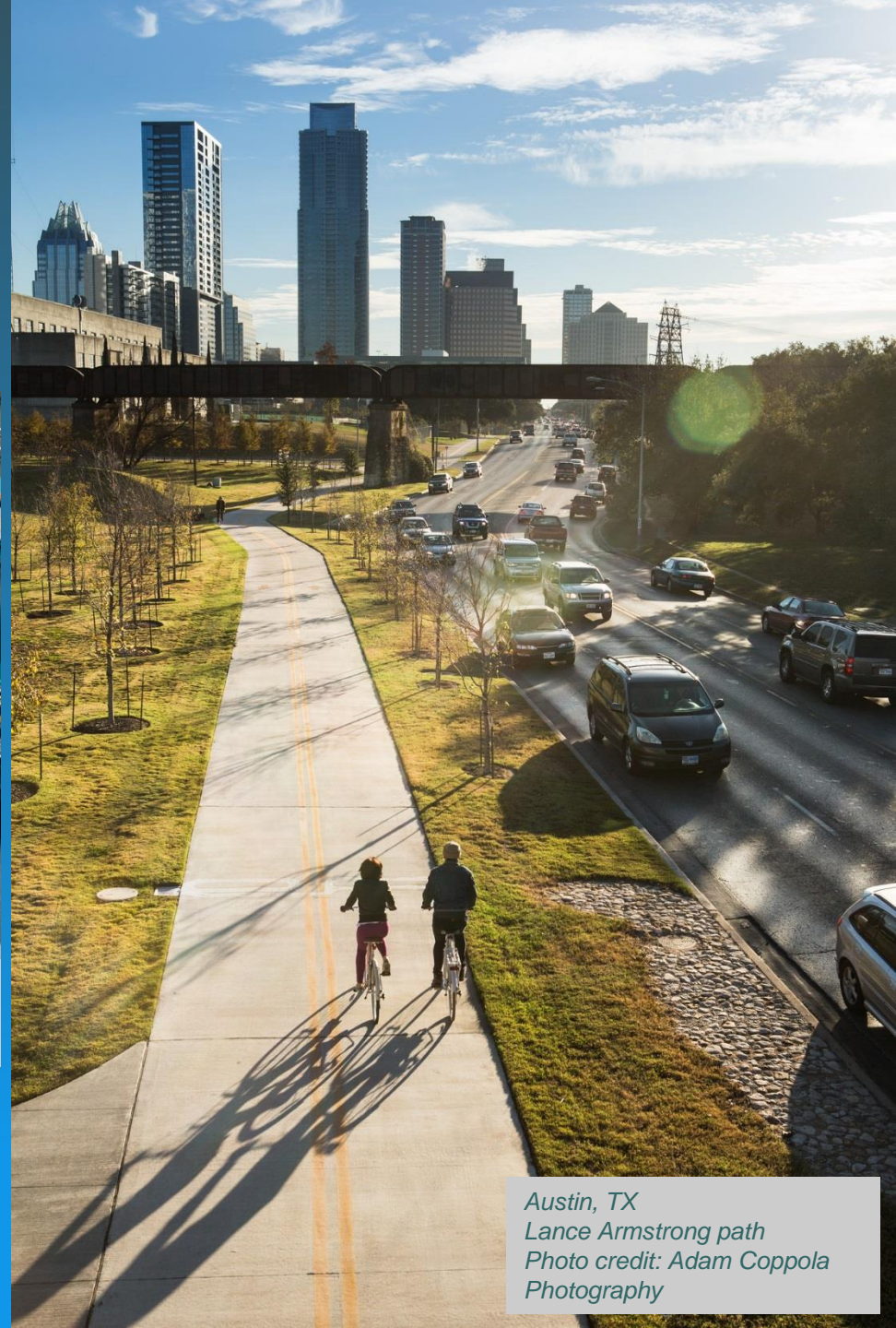




# Separated bike lanes- examples



Seattle, WA  
Photo credit: Adam Coppola  
Photography



Austin, TX  
Lance Armstrong path  
Photo credit: Adam Coppola  
Photography

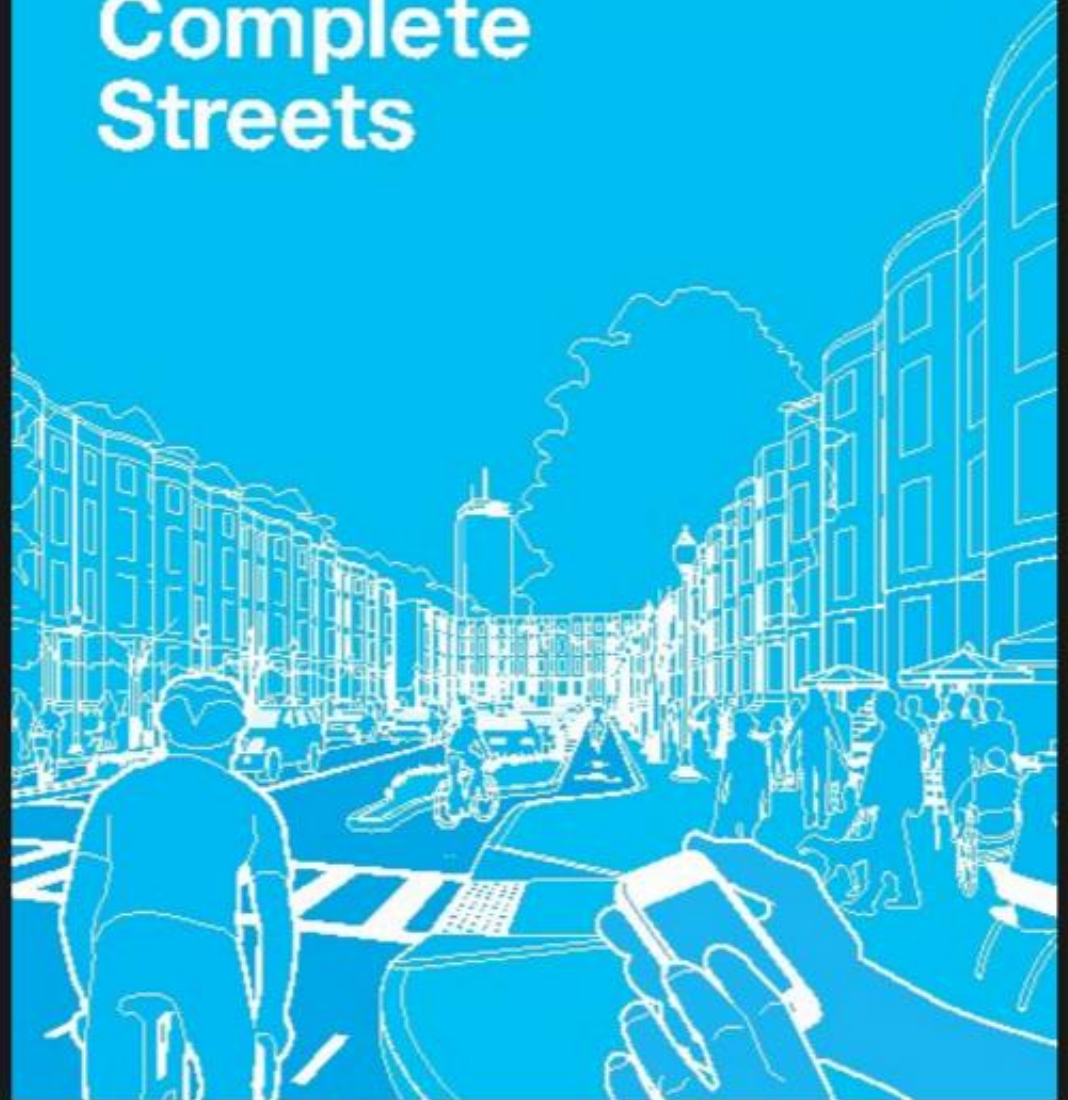




# New Design Guides



## Boston Complete Streets



# Your continued involvement is appreciated!



**For more Information, visit:**

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

