



Community Meeting July 23, 2009

Presented by:

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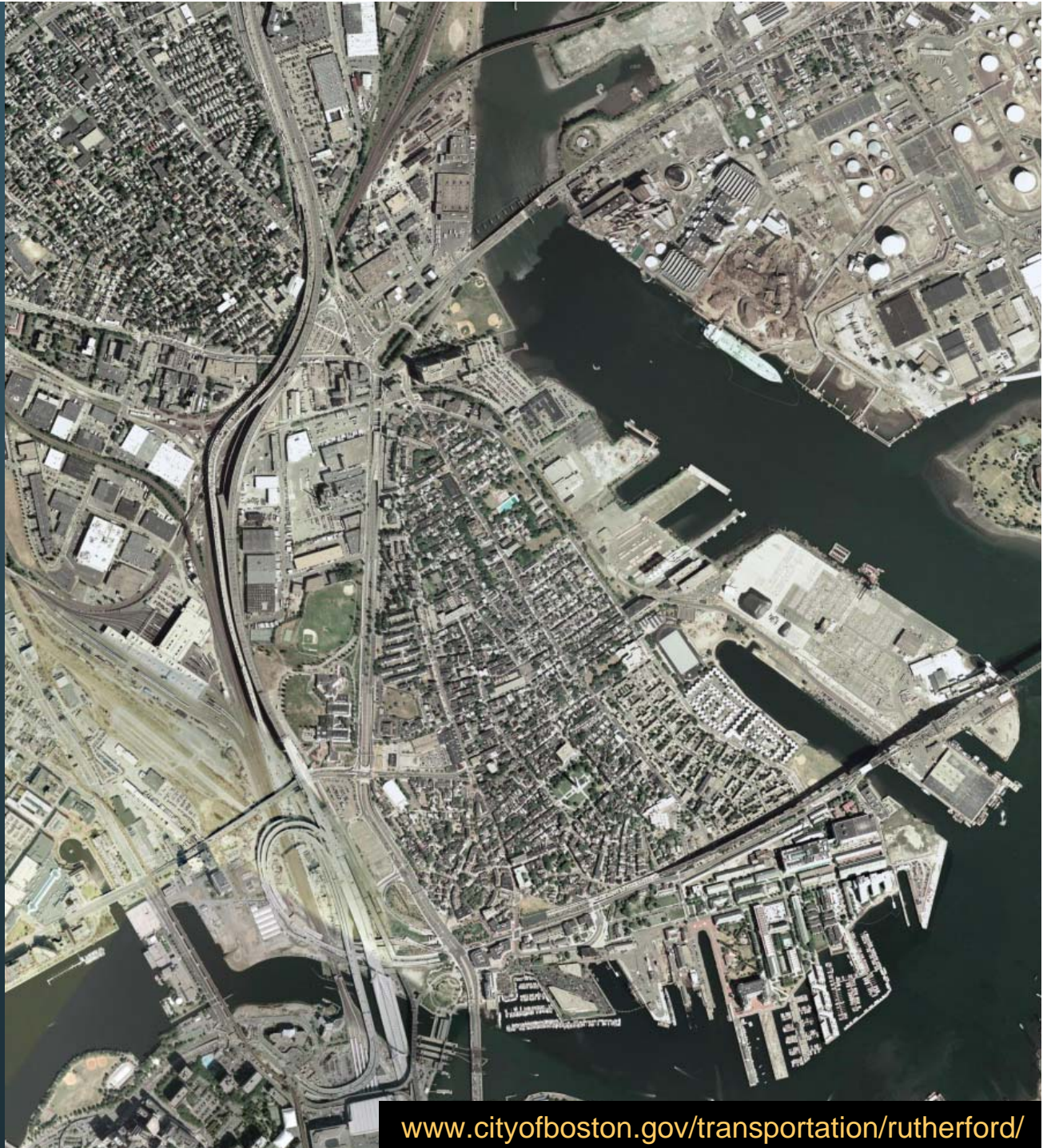
Boston Transportation Department

Tetra Tech Rizzo

The Cecil Group



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www.cityofboston.gov/transportation/rutherford/

Meeting Agenda

- Sullivan Square Preliminary Alternatives
 - Alignments
 - Traffic
 - Urban Design
- Follow-up from June 18, 2009 Meeting
- Community Discussion



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



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



Block Size and Land Use

Objectives

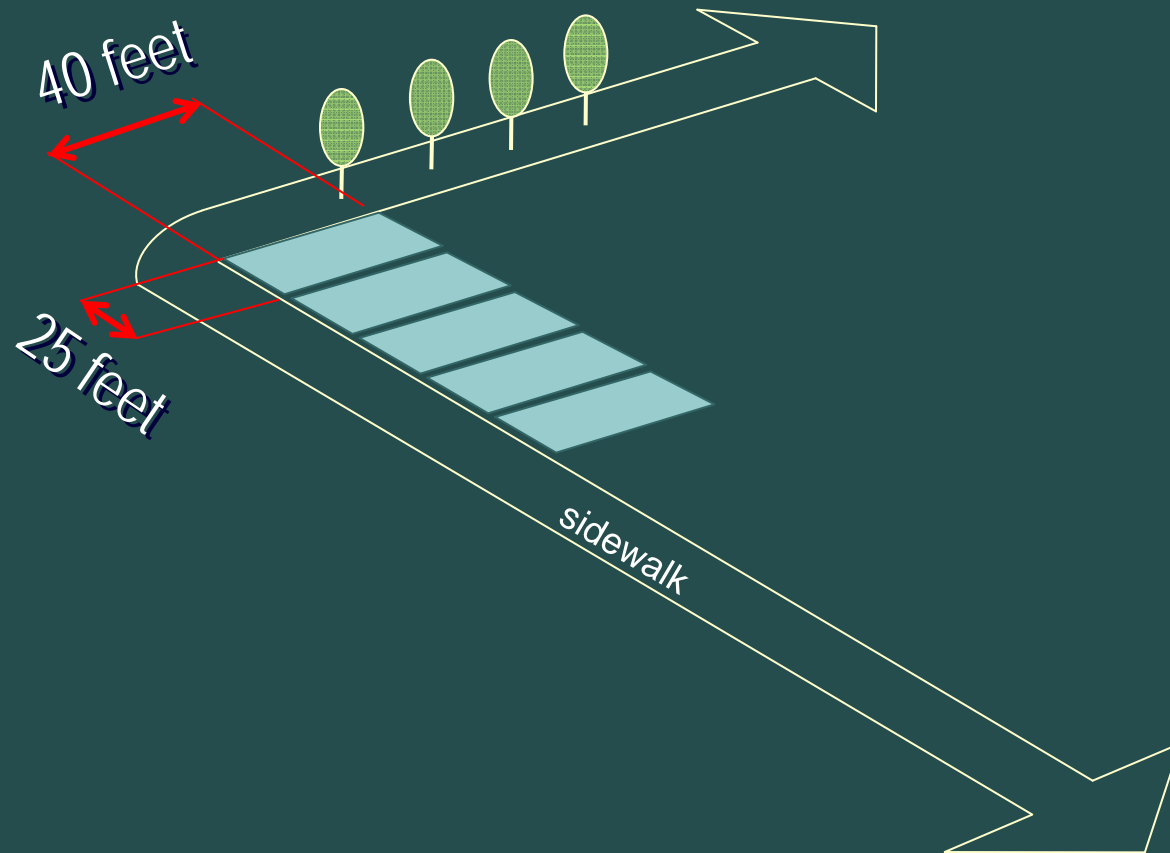
- Create a framework of streets and blocks adaptable to a wide range of uses that can be determined in the future through subsequent planning.
- Provide for future block sizes adaptable to a variety of different building types that are efficient
- Provide a framework of streets and intersections conducive to pedestrians and redevelopment; narrower streets and smaller intersections are generally preferred



Block Size and Land Use

Typical
footprints for
efficient
buildings

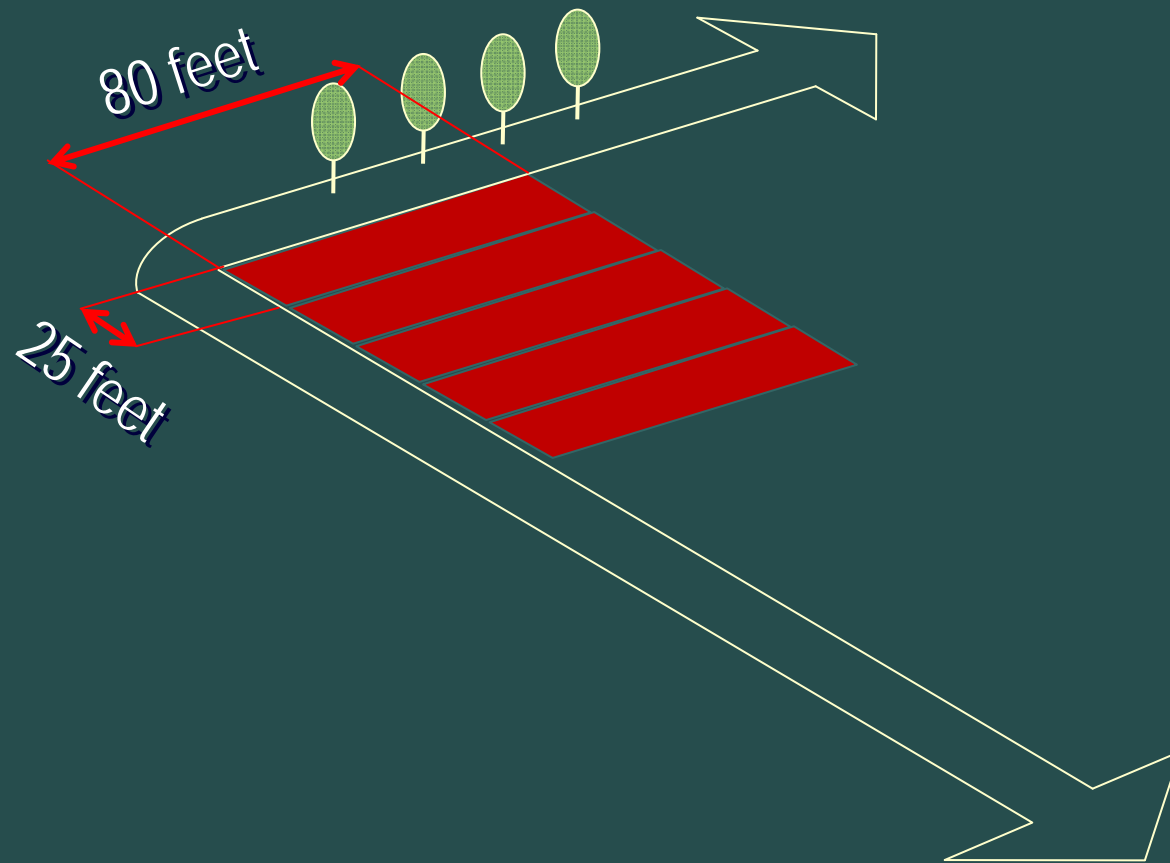
Townhouses



Block Size and Land Use

Typical
footprints for
efficient
buildings

Retail / Restaurants



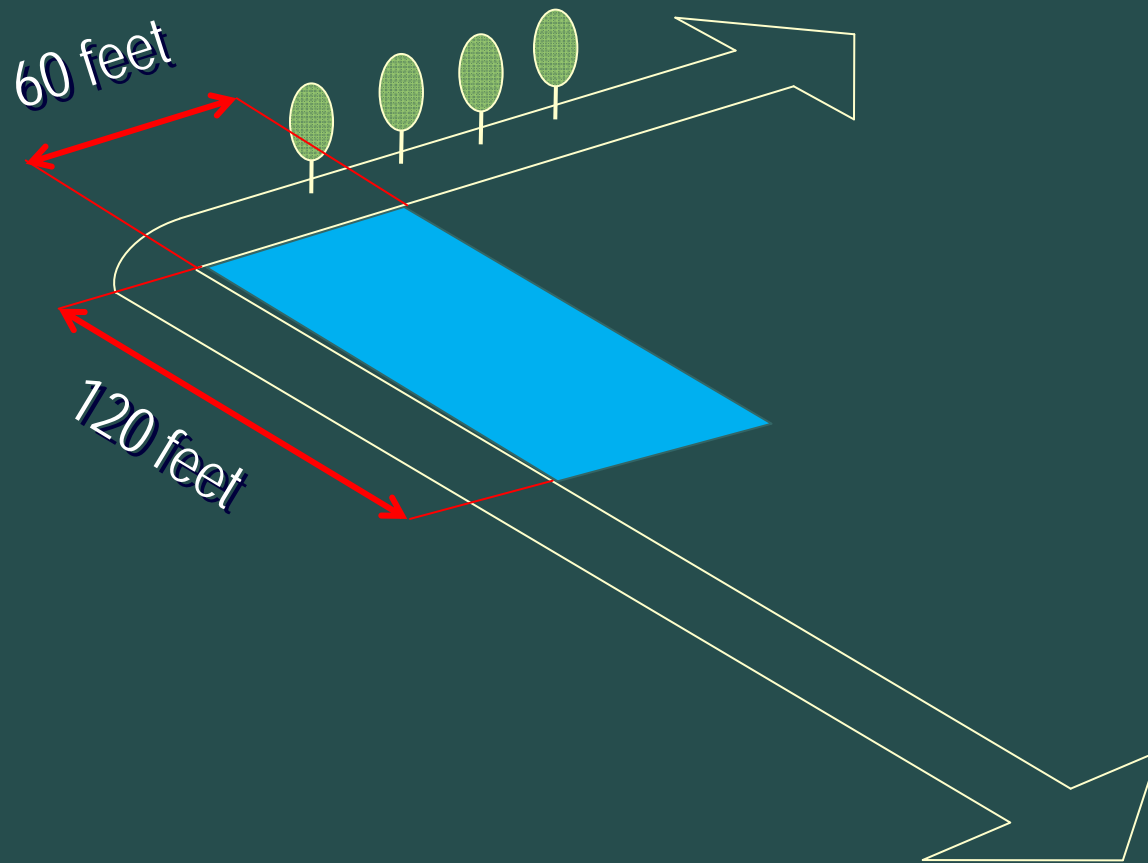
Block Size and Land Use

Typical
footprints for
efficient
buildings



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Multi-family Apartments/Condominiums



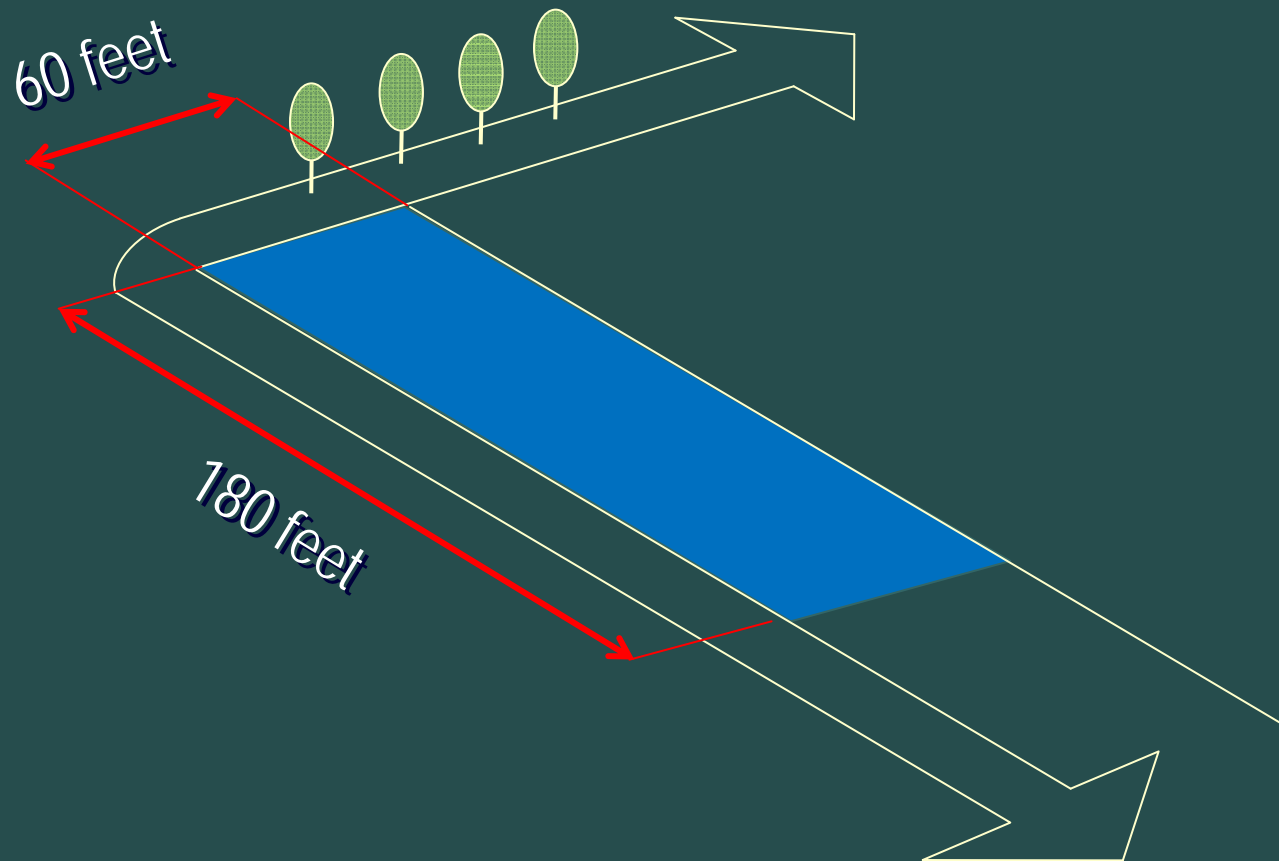
Block Size and Land Use

Typical
footprints for
efficient
buildings



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Hotels



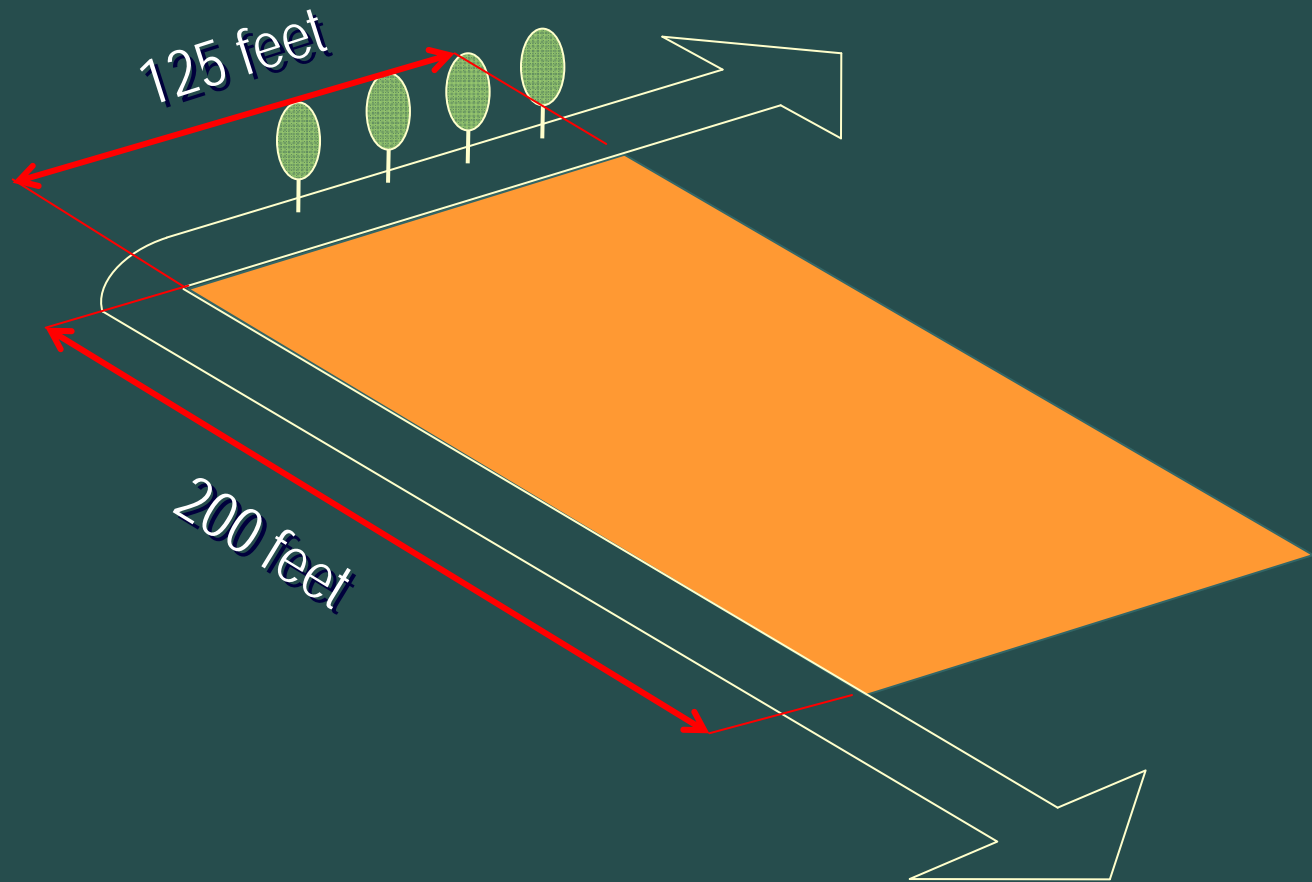
Block Size and Land Use

Typical
footprints for
efficient
buildings



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Office



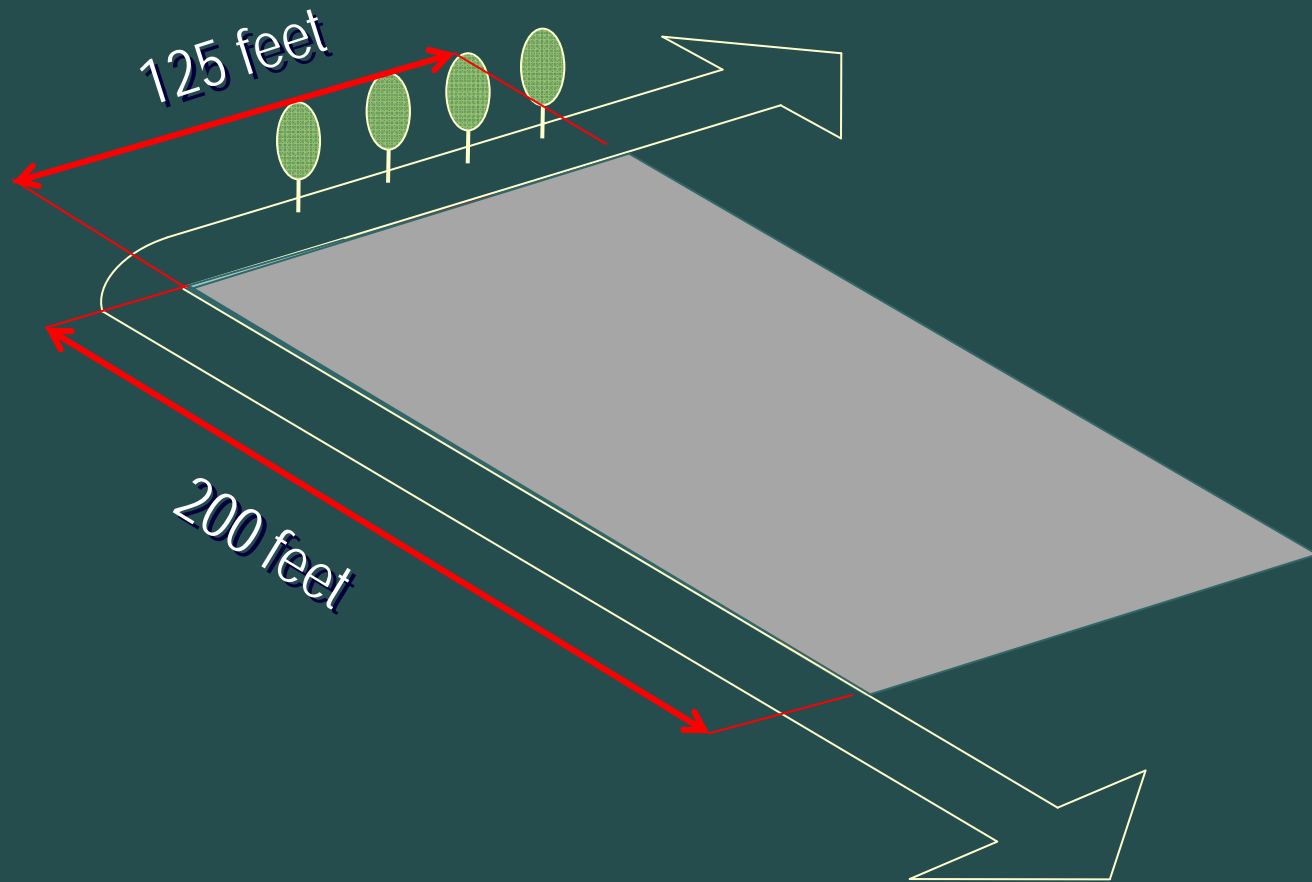
Block Size and Land Use

Typical
footprints for
efficient
buildings



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Underground Parking



Block Size and Land Use

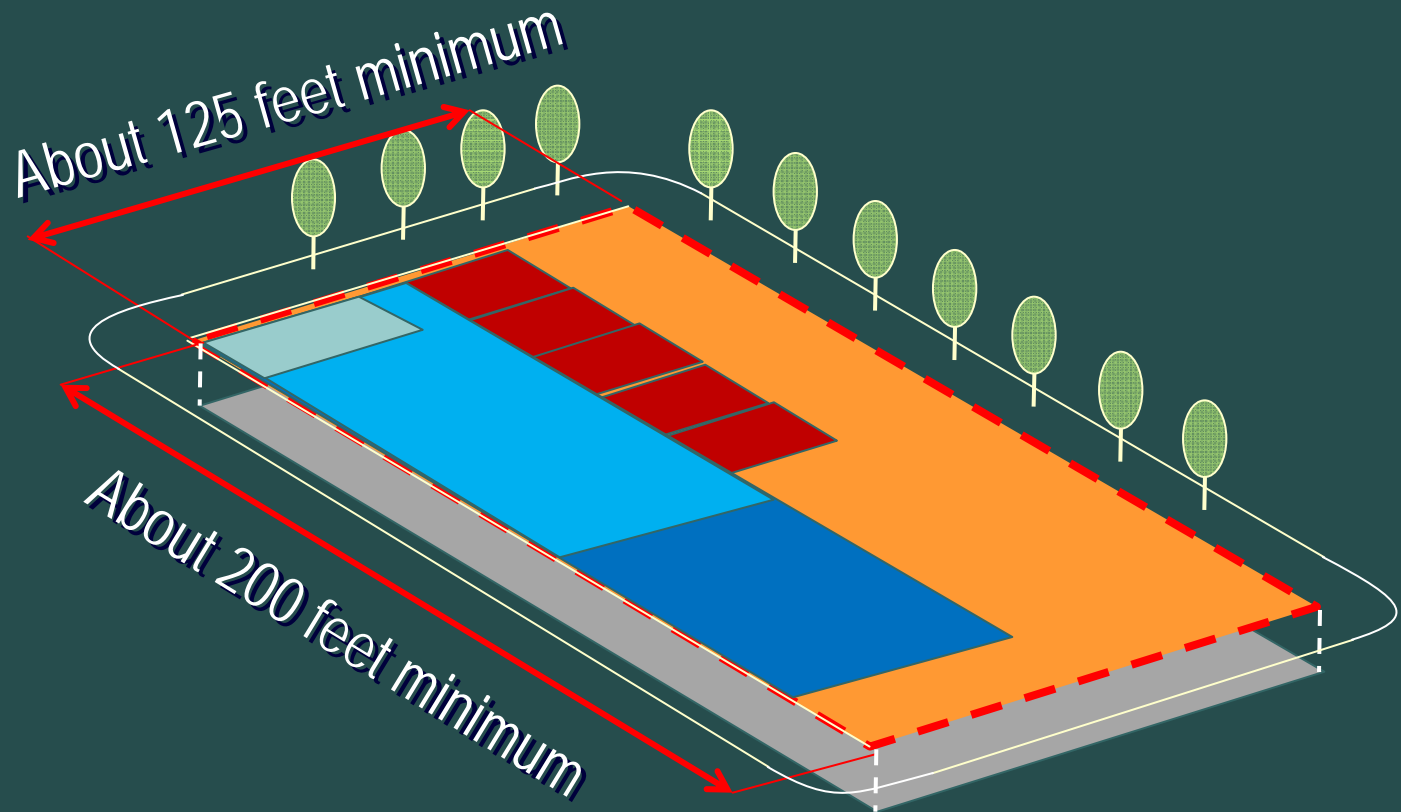
Typical footprints for efficient buildings

- Townhouses
- Multi-family
- Shops
- Restaurants
- Hotels
- Offices
- Below-grade parking



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Composite Adaptable Use Block



Block Size and Land Use

Adaptable
Block Size:
Examples of
Different
Densities and
Land Use

Sullivan Square
Option 1



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Block Size and Land Use

Adaptable
Block Size:
Examples of
Different
Densities and
Land Use

Charlestown



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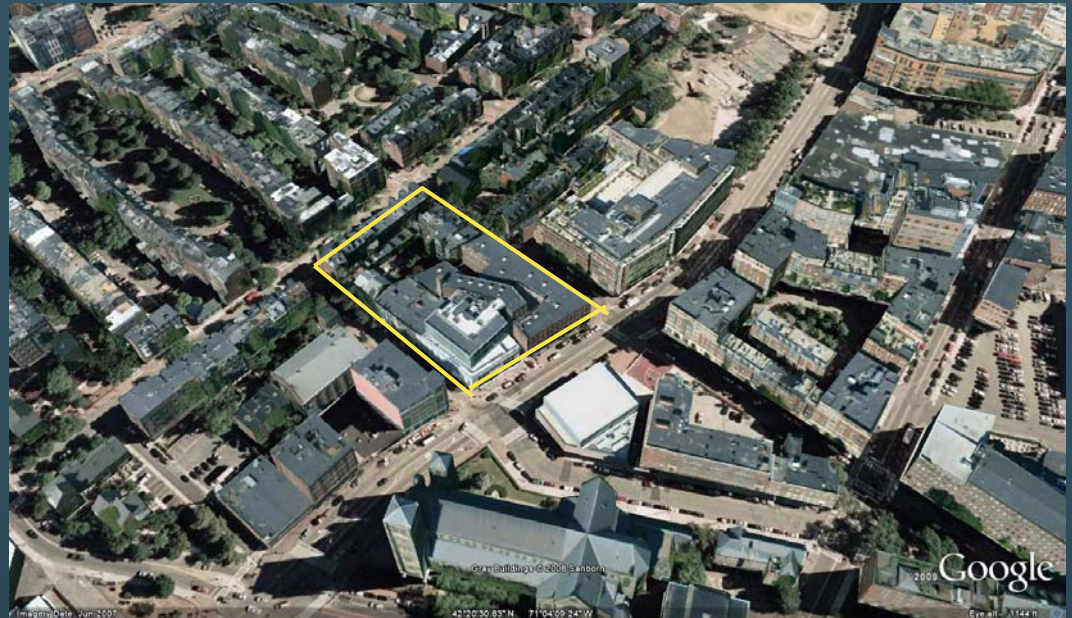
Typical Block
for Comparison



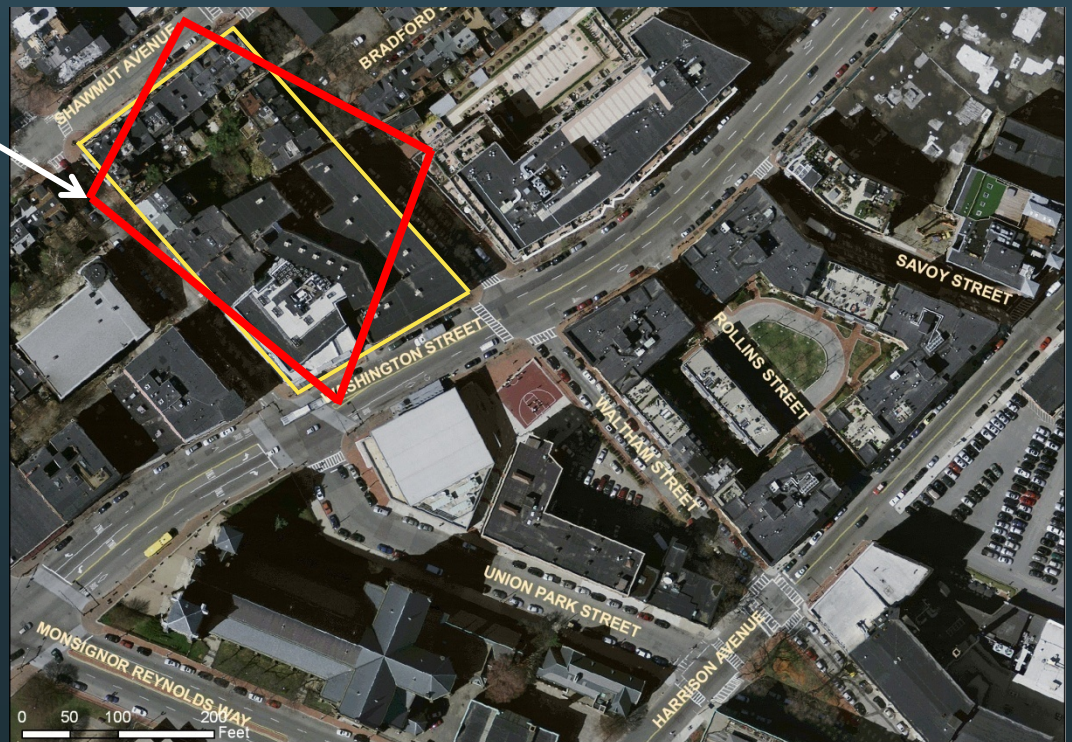
Block Size and Land Use

Adaptable
Block Size:
Examples of
Different
Densities and
Land Use

South End, Boston



Typical Block
for Comparison



Street Character

One lane in both directions, parking on both sides

Bunker Hill near Sackville St



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Street Character

Two lanes in one direction with parking on both sides

Newbury St,
Boston



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Intersection Character

4-way
intersection,
4 lanes

Newbury at
Exeter St,
Boston



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Intersection Character

Boat Section,
9 lanes

Huntington Ave
at Mass Ave



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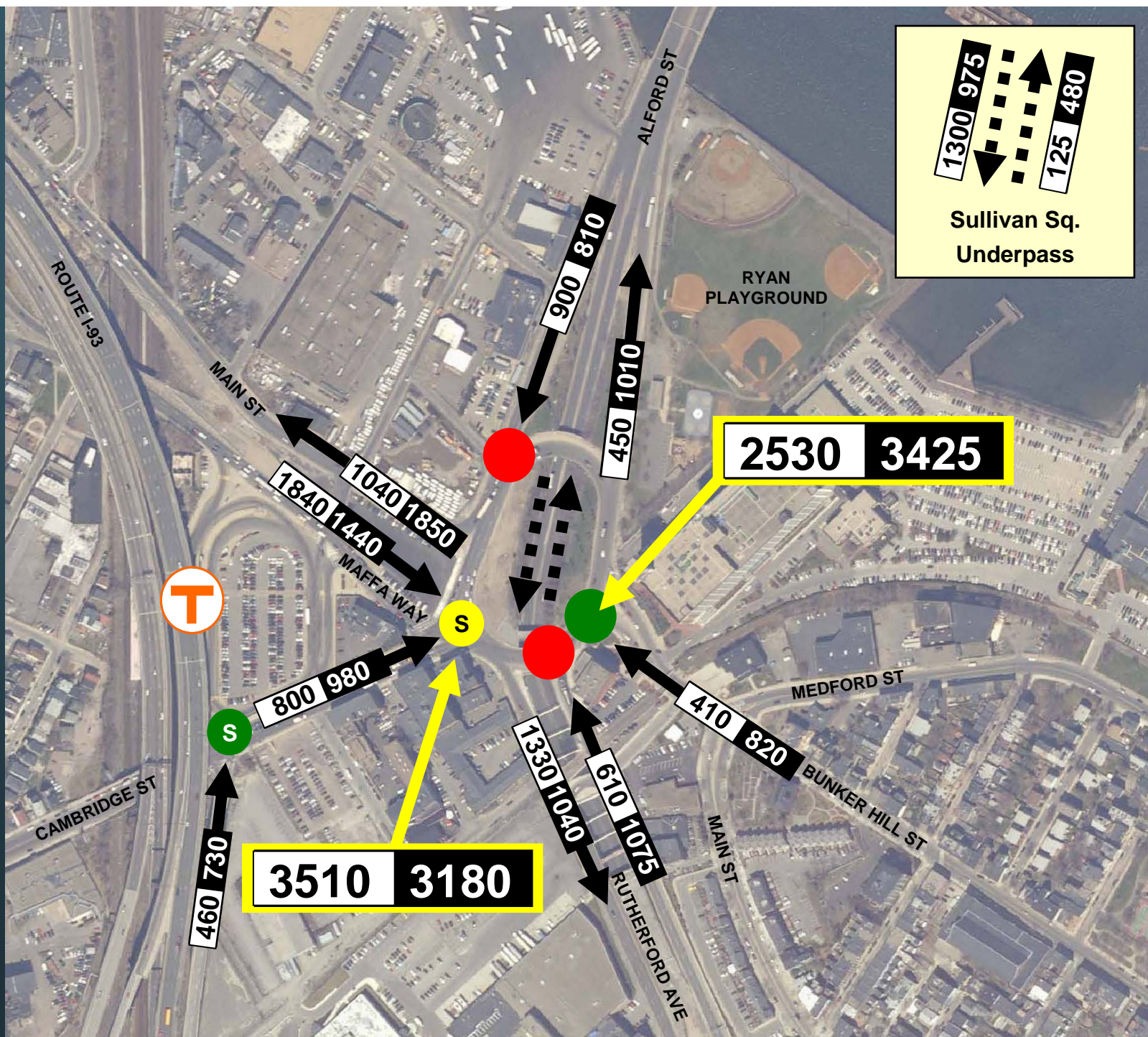
LEGEND

- LOS A-D
- LOS E
- LOS F
- **S** Signal

AM PM



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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
- Re-assign traffic based on likely travel paths through new roadway network



Sullivan Square

Example of
Traffic
Re-assignments



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Sullivan Square Layout Options

	Separated Main and Maffa	Combined Main and Maffa
At Grade Road	Option 1	Option 2
Underpass	Option 3	Option 4



Sullivan Square Option 1

At Grade -
Separated
Main and
Maffa



Sullivan Square Option 1

2030
Traffic
Volumes

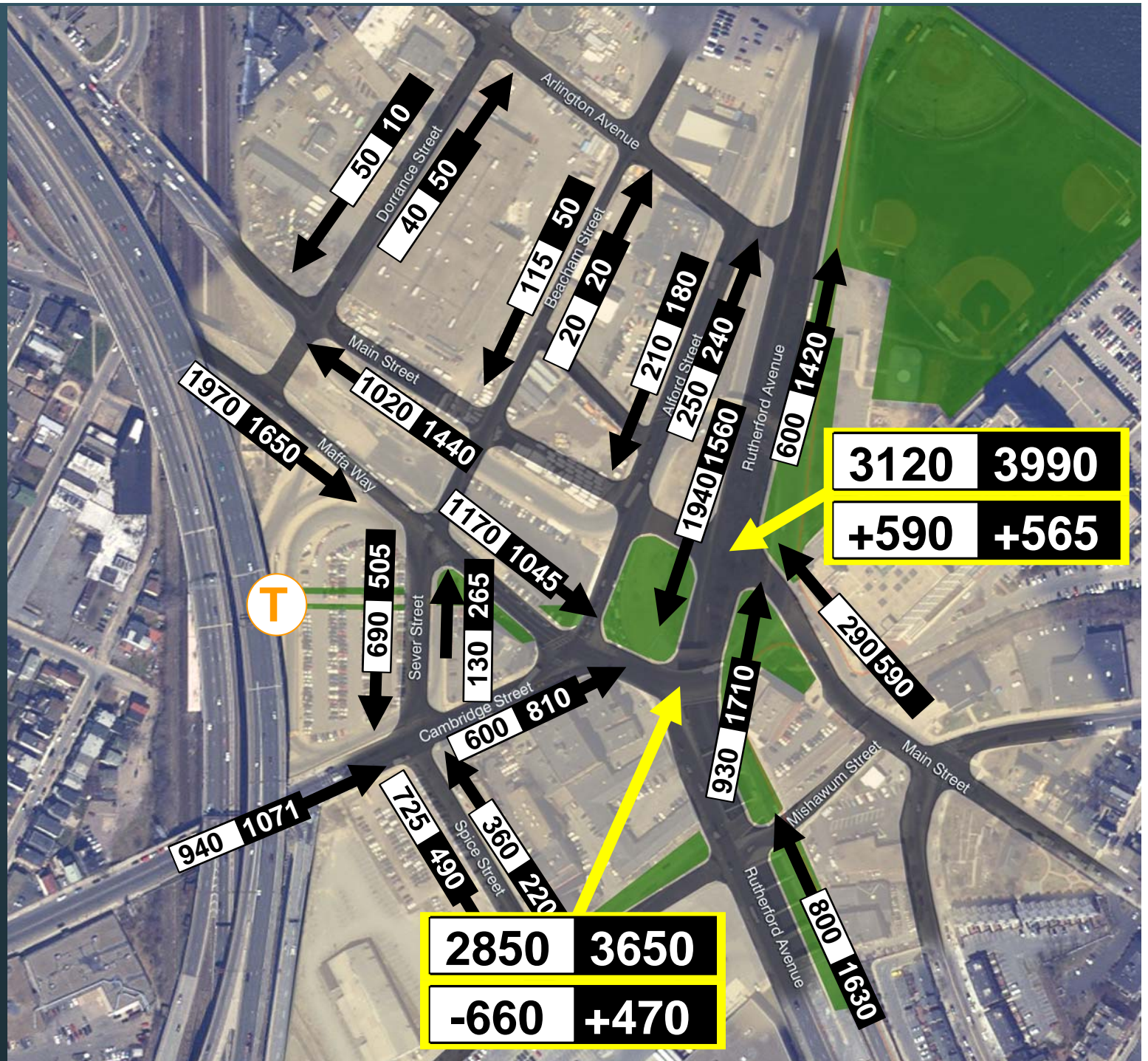
LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



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Sullivan Square Option 1

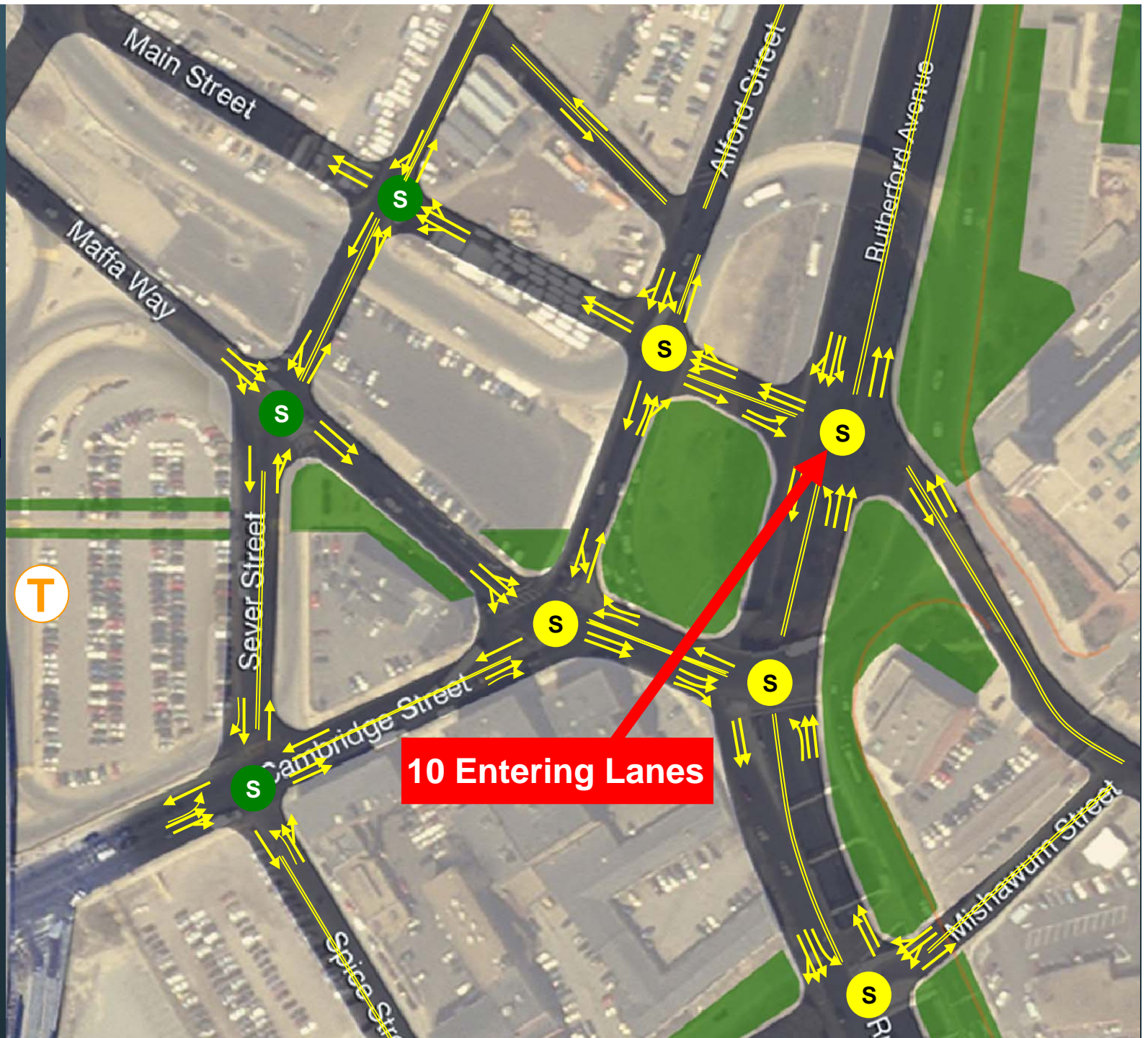
Prelim. Lane Configuration & Operations

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal



10 Entering Lanes



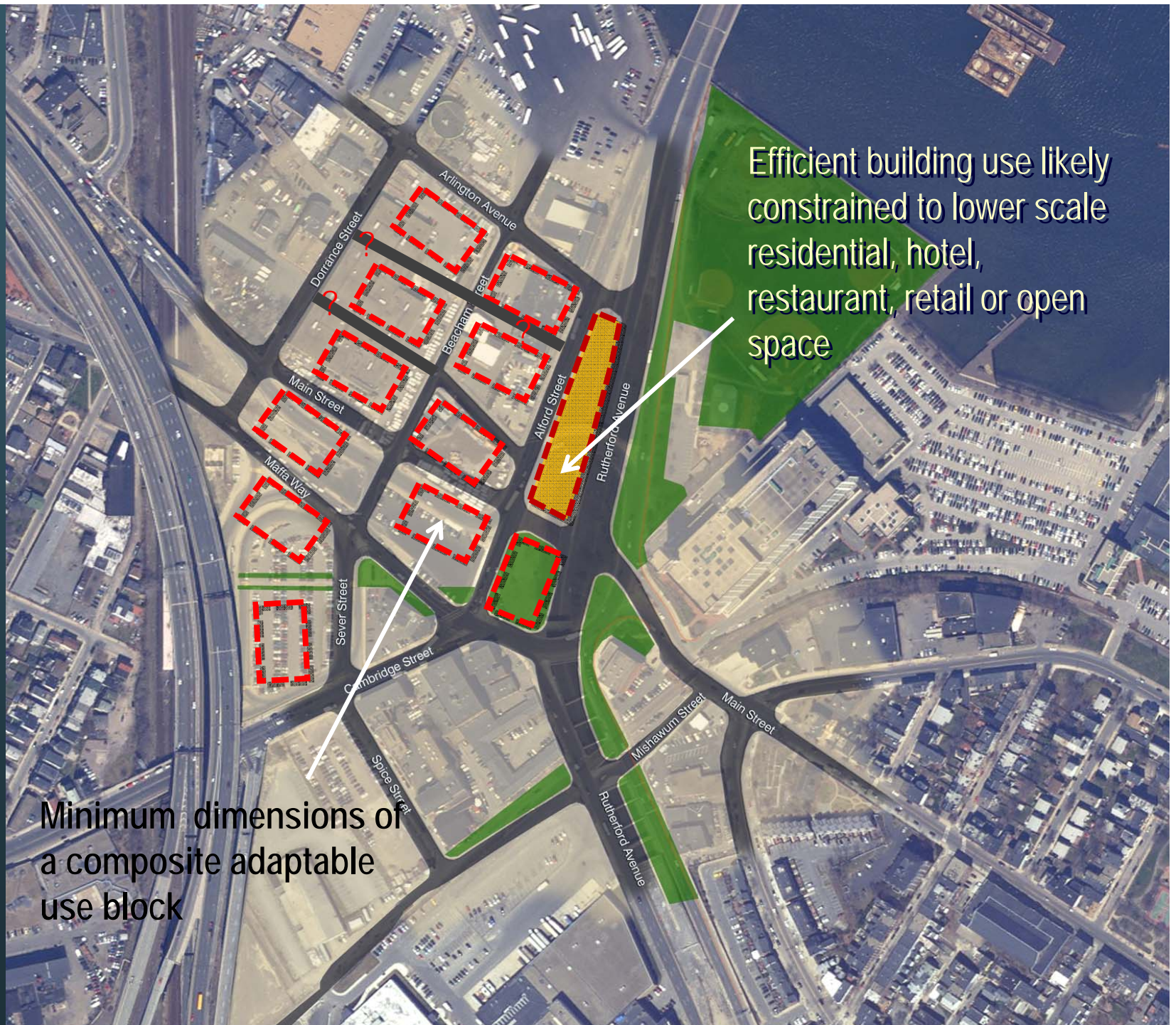
Sullivan Square Option 1

At Grade -
Separated
Main and
Maffa

Adaptable
Blocks



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Efficient building use likely
constrained to lower scale
residential, hotel,
restaurant, retail or open
space

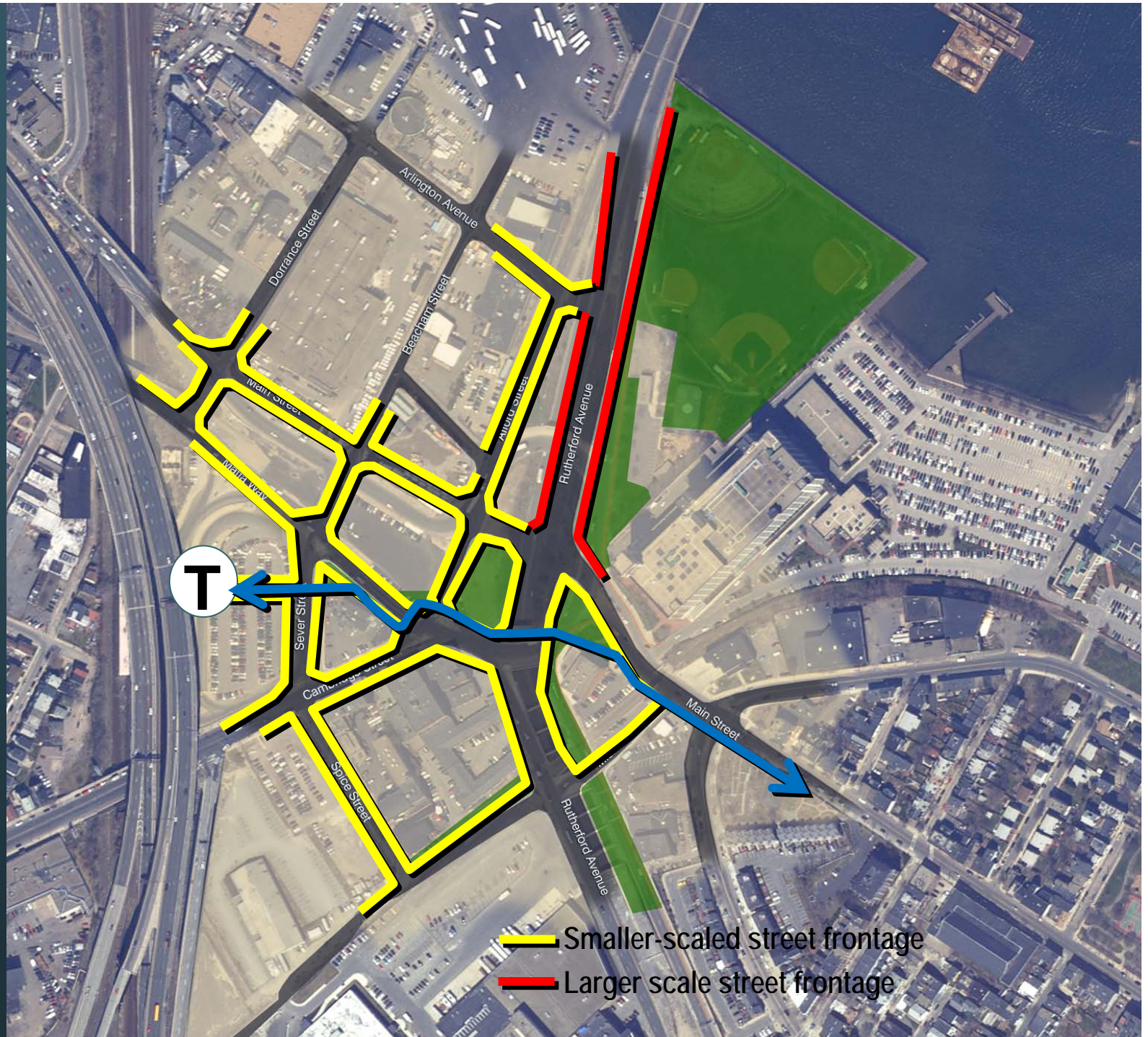
Minimum dimensions of
a composite adaptable
use block

Sullivan Square Option 1

At Grade -
Separated
Main and
Maffa



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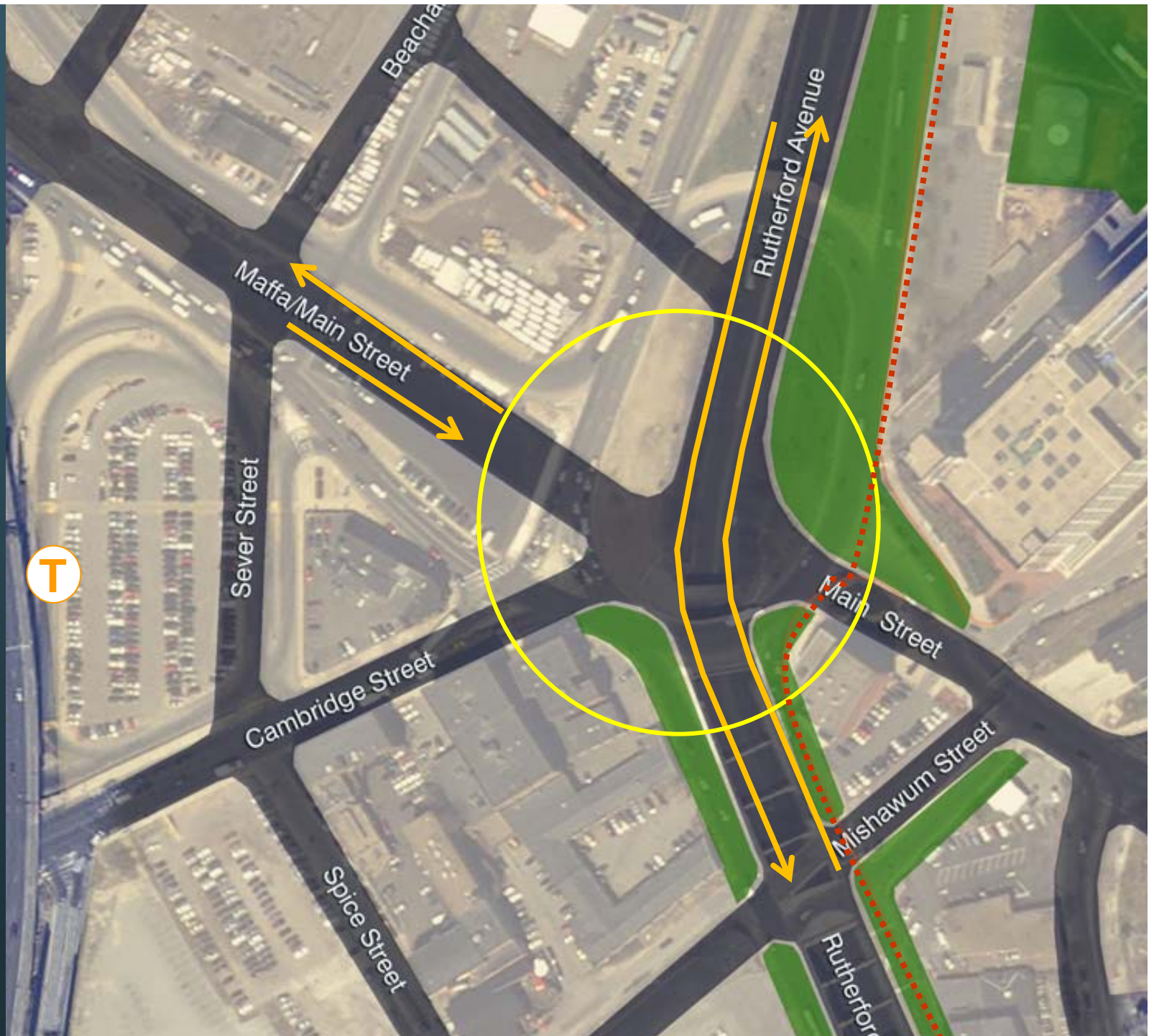


Sullivan Square Option 2

At Grade -
Combined
Main and
Maffa



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Sullivan Square Option 2

2030
Traffic
Volumes

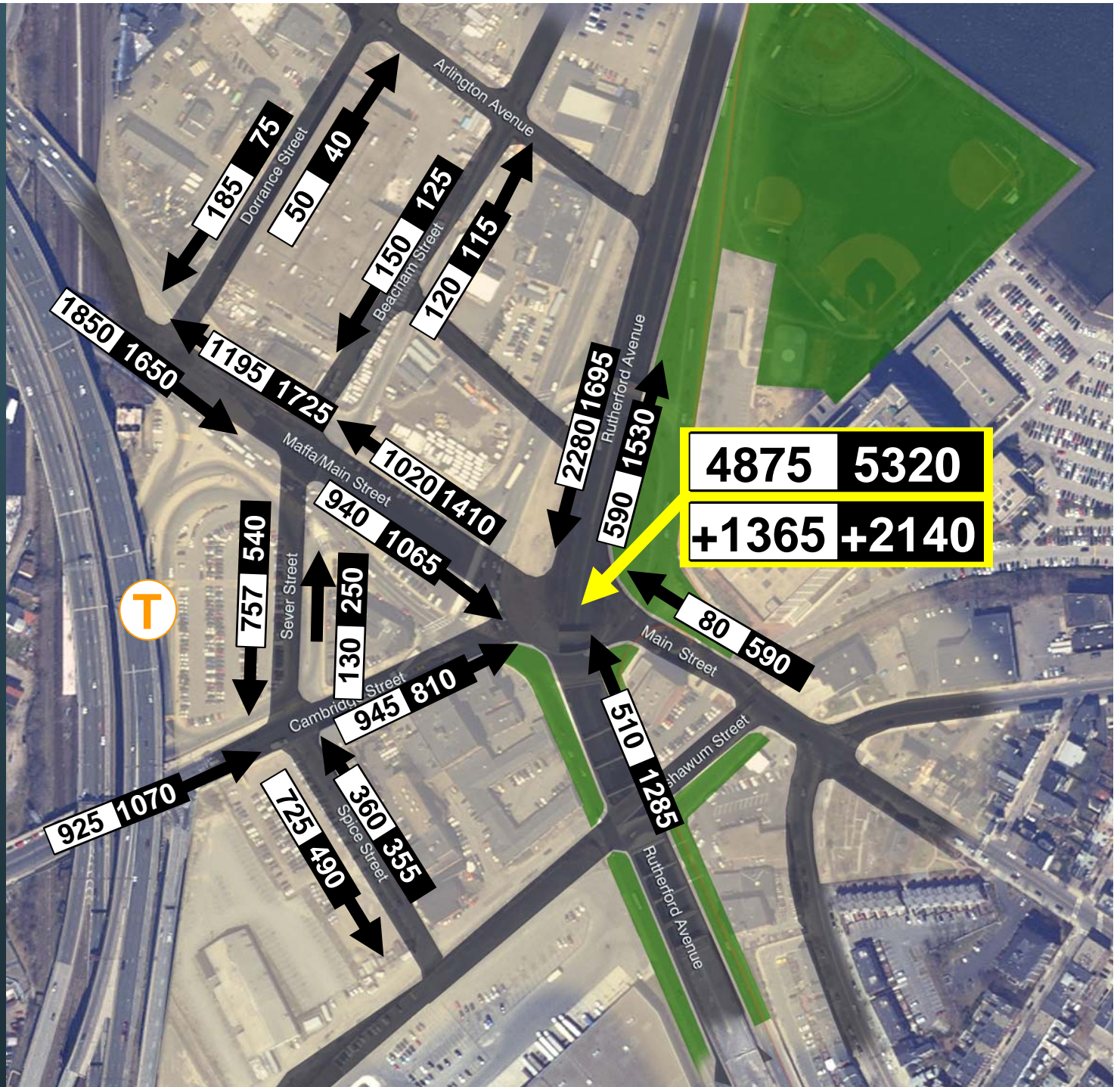
LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



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Sullivan Square Option 2

Preliminary Lane Configuration & Operations

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal



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Mass Ave./ Melnea Cass Blvd.

South End

18 Lanes
Entering
Intersection



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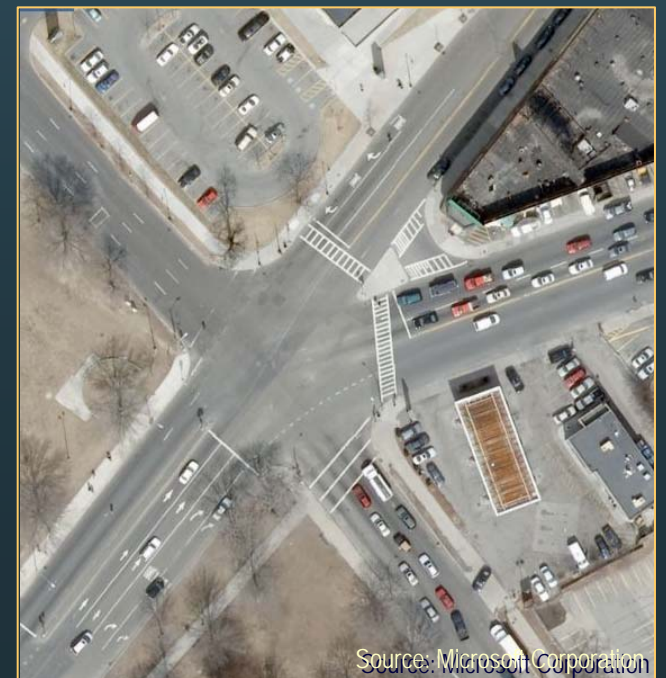


Sears Rotary Fenway

5 Legs;
12 Lanes
Entering
Intersection



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O'Brien Hwy./ Gilmore Br.

Cambridge

15 Lanes
Entering
Intersection



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Sullivan Square Option 2

At Grade -
Combined
Main and
Maffa

Adaptable
Blocks



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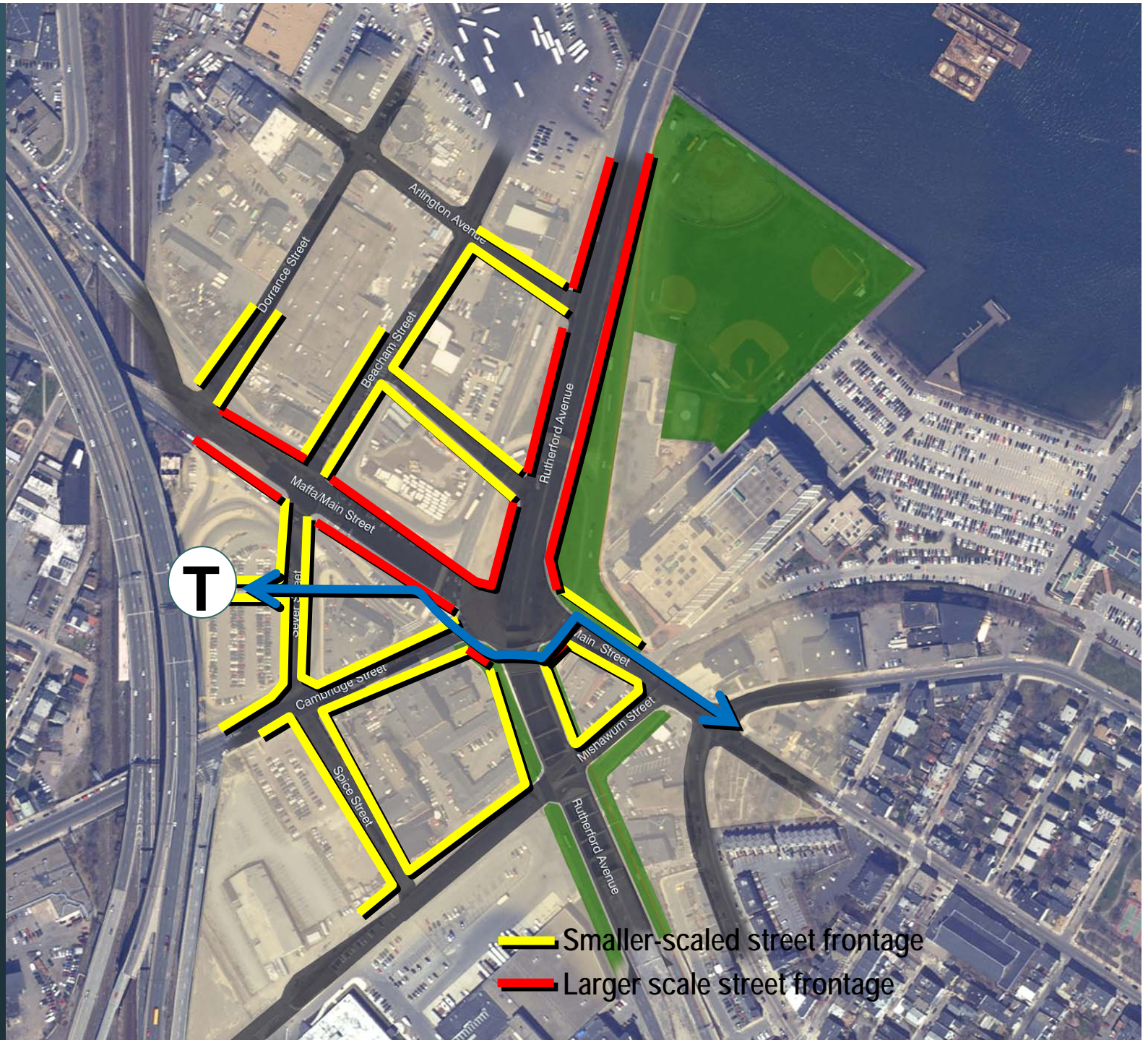
Sullivan Square Option 2

At Grade -
Combined
Main and
Maffa

Walkable,
neighborhood
scaled street



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Sullivan Square Option 3

Underpass -
Separated
Main and
Maffa



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Sullivan Square Option 3

2030
Traffic
Volumes

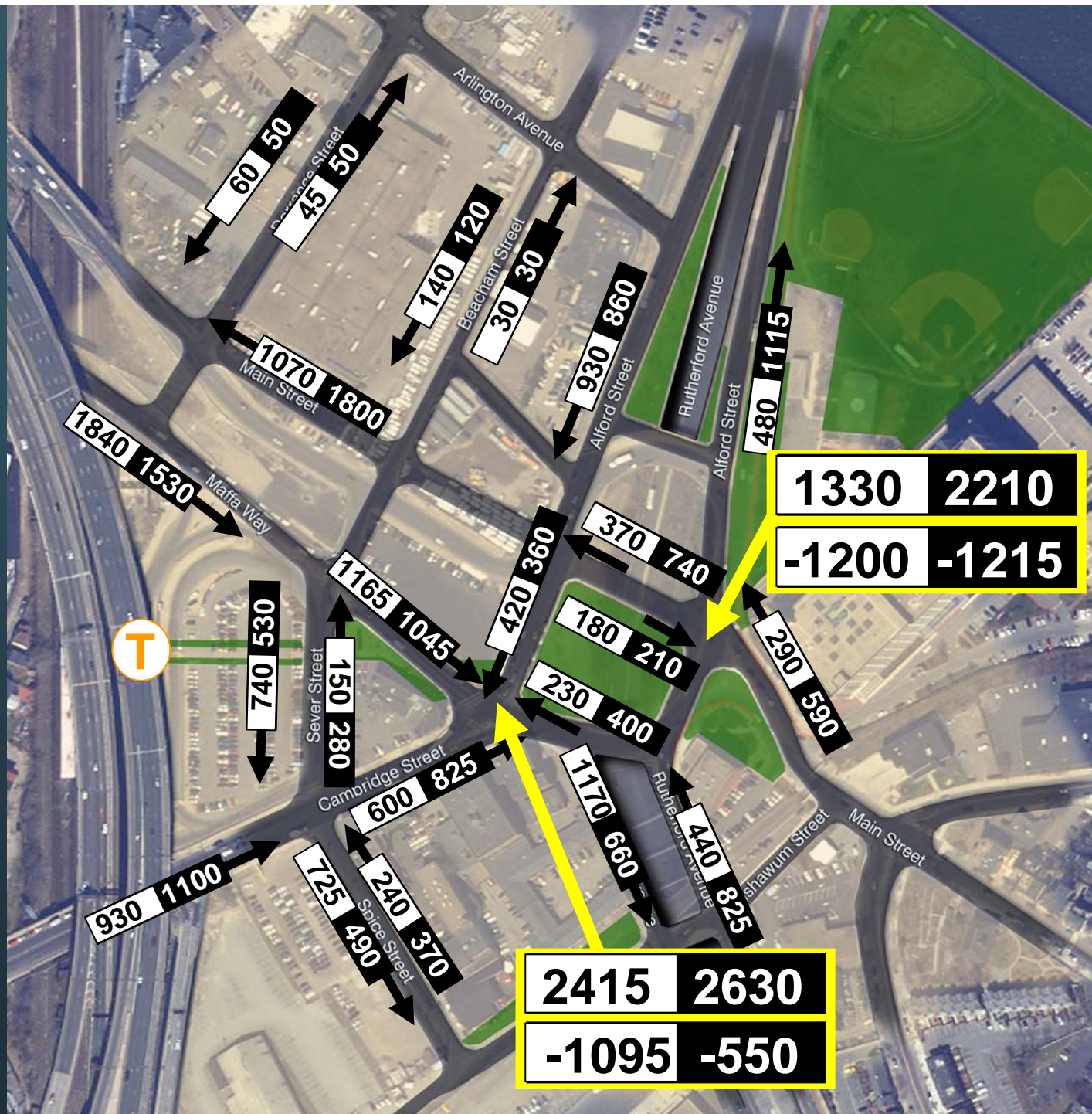
LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



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Sullivan Square Option 3

Prelim. Lane Configuration & Operations

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



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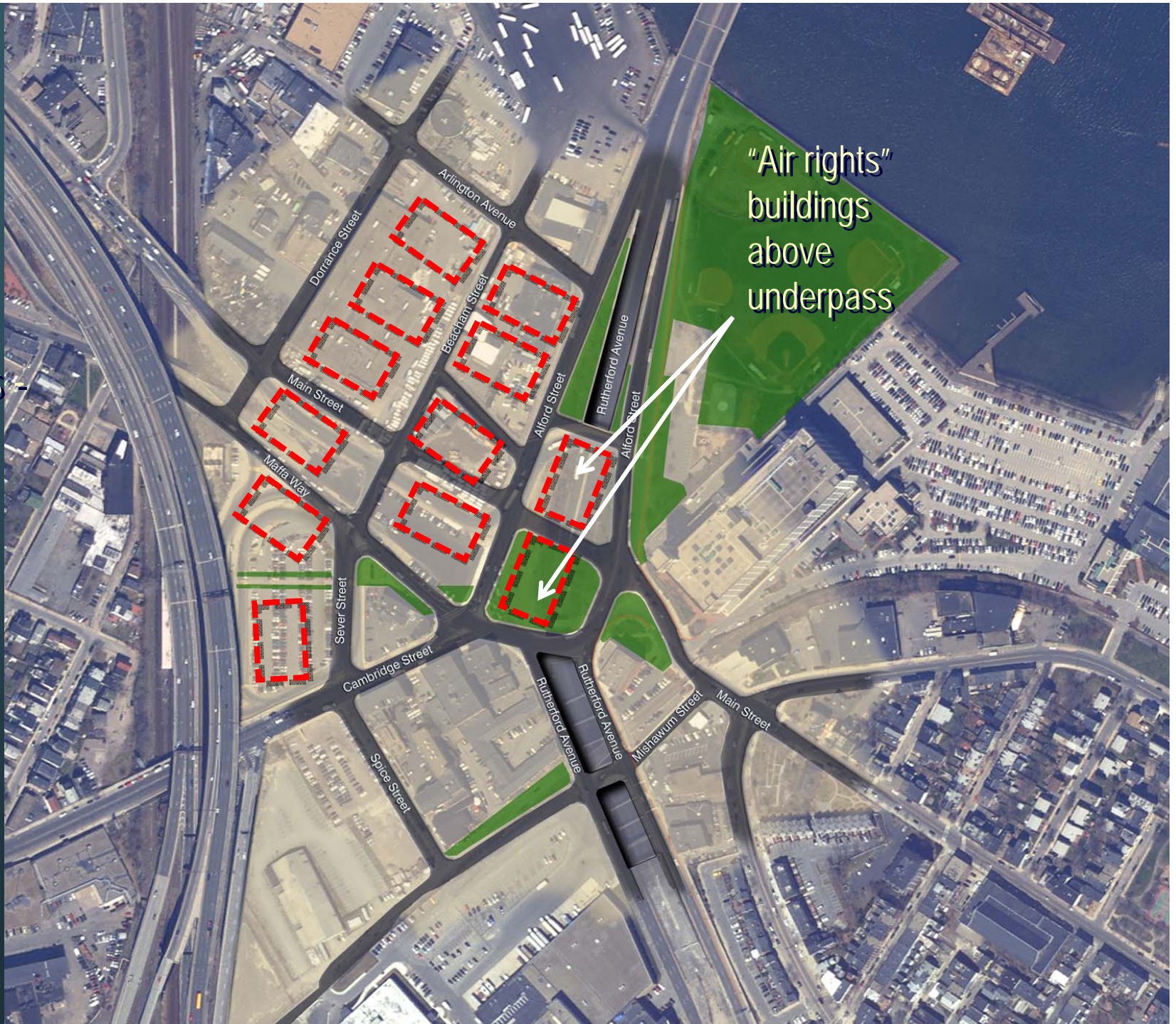
Sullivan Square Option 3

Underpass -
Separated
Main and
Maffa

Adaptable
Blocks



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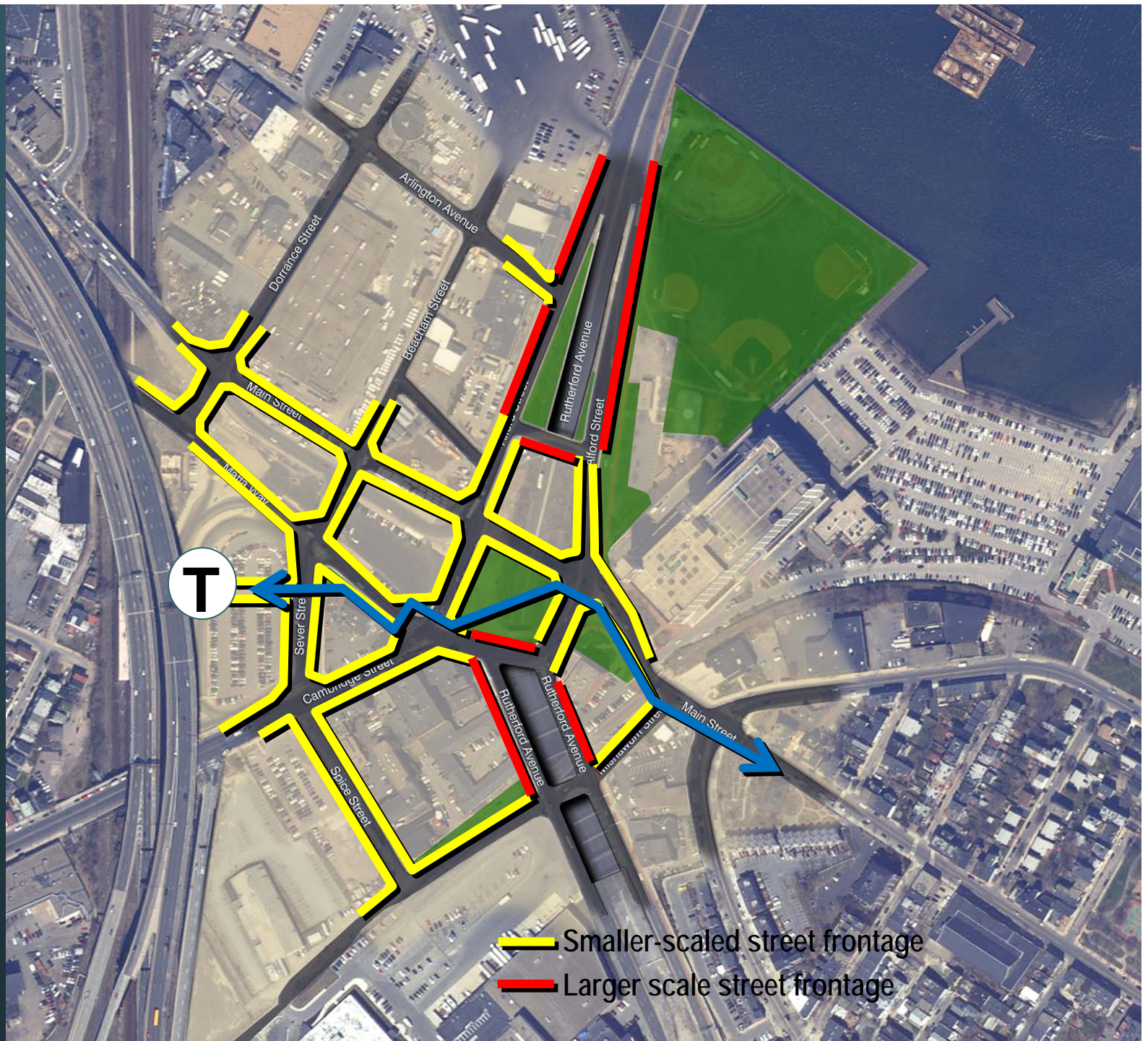
Sullivan Square Option 3

Underpass -
Separated
Main and
Maffa

Walkable,
neighborhood
scaled street

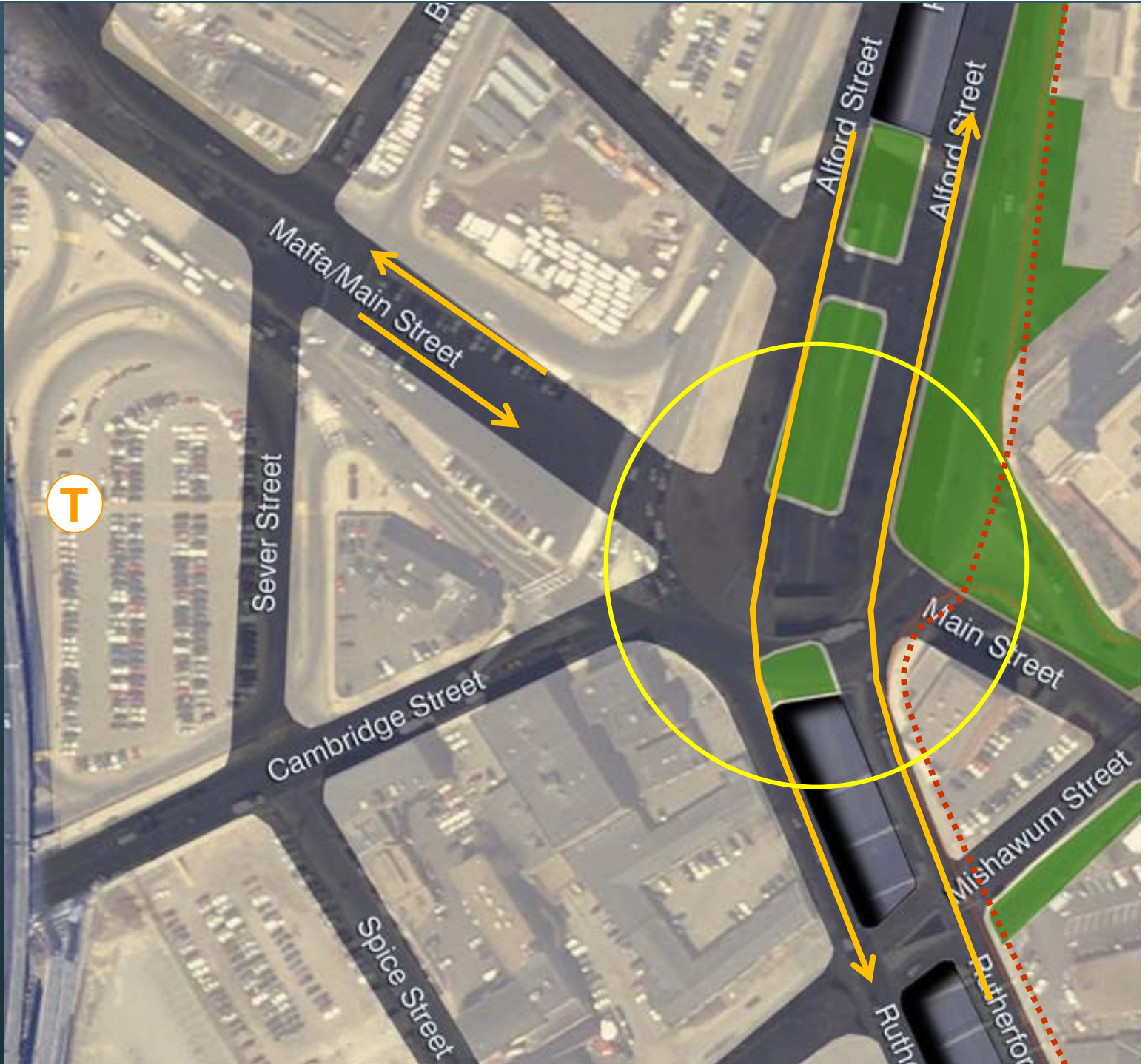


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Sullivan Square Option 4

Underpass -
Combined
Main and
Maffa



Sullivan Square Option 4

2030
Traffic
Volumes

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



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Sullivan Square Option 4

Prelim. Lane Configuration & Operations

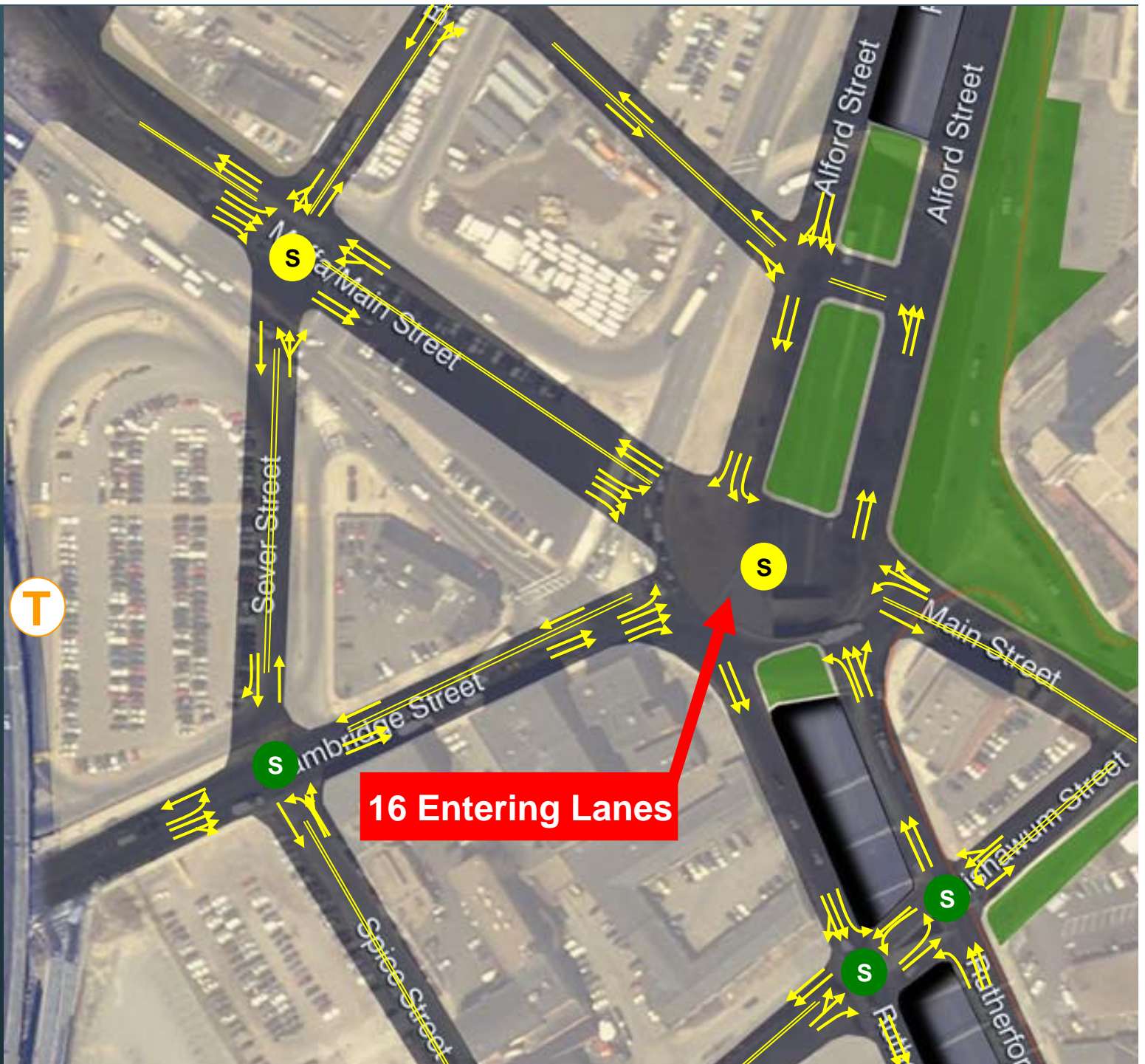
LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



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Sullivan Square Option 4

Underpass -
Combined
Main and
Maffa

Adaptable
Blocks



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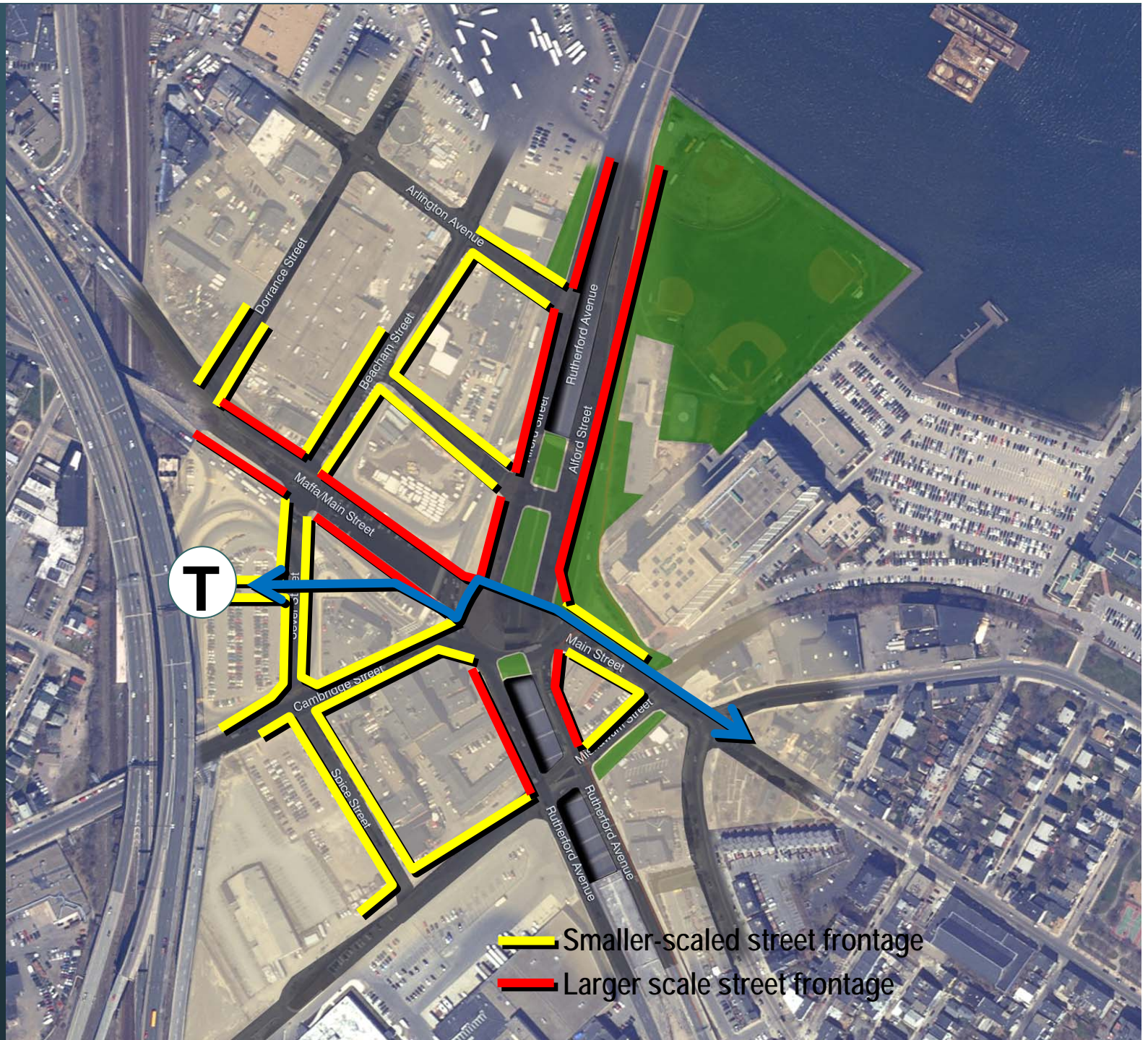
Sullivan Square Option 4

Underpass -
Combined
Main and
Maffa

Walkable,
neighborhood
scaled street



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Sullivan Square: Comparison of At-Grade Options

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



Option 1 - At Grade
Separate Main & Maffa

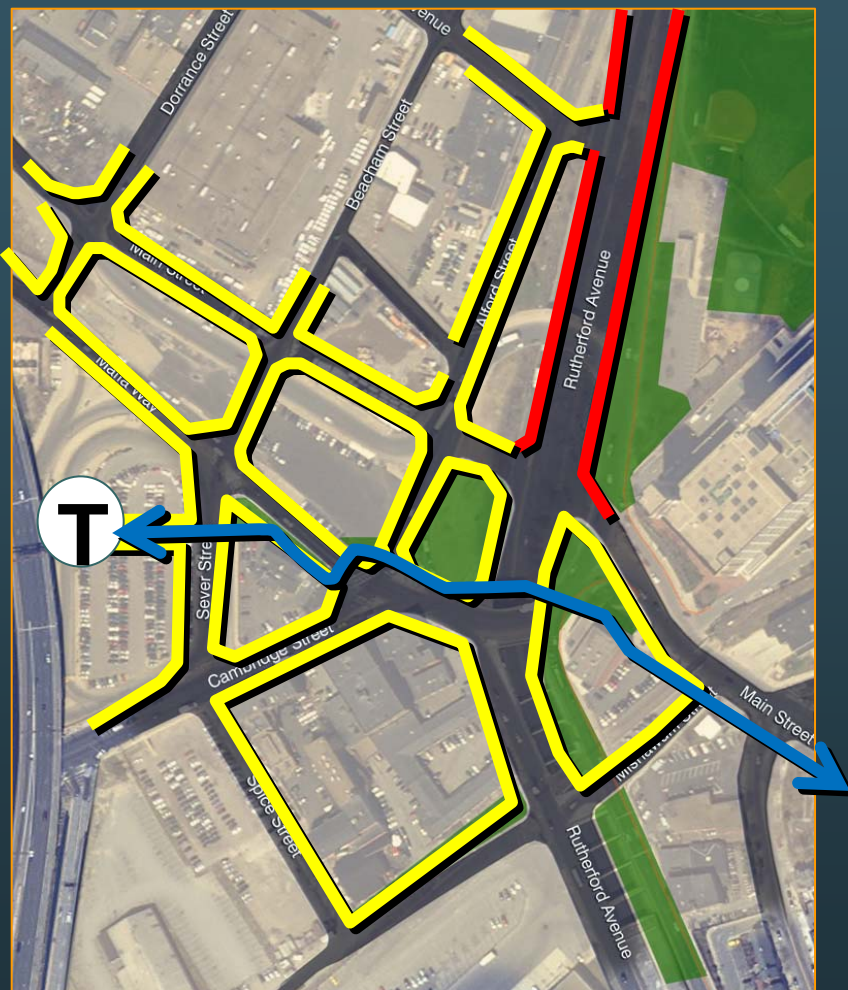


Option 2 - At Grade
Combine Main & Maffa

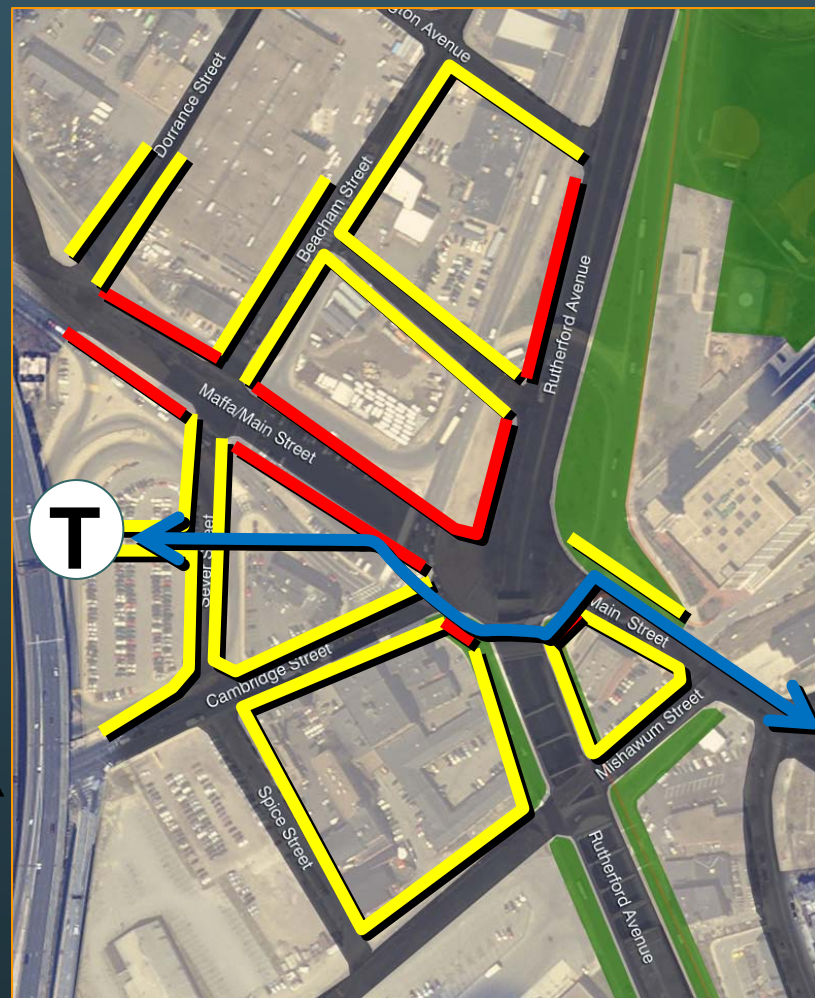


Sullivan Square: Comparison of At-Grade Options

Urban
Design



Option 1 - At Grade
Separate Main & Maffa



Option 2 - At Grade
Combine Main & Maffa



52 Sullivan Square: Comparison of Underpass Options

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM



Option 3 - keep Underpass
Separate Main & Maffa

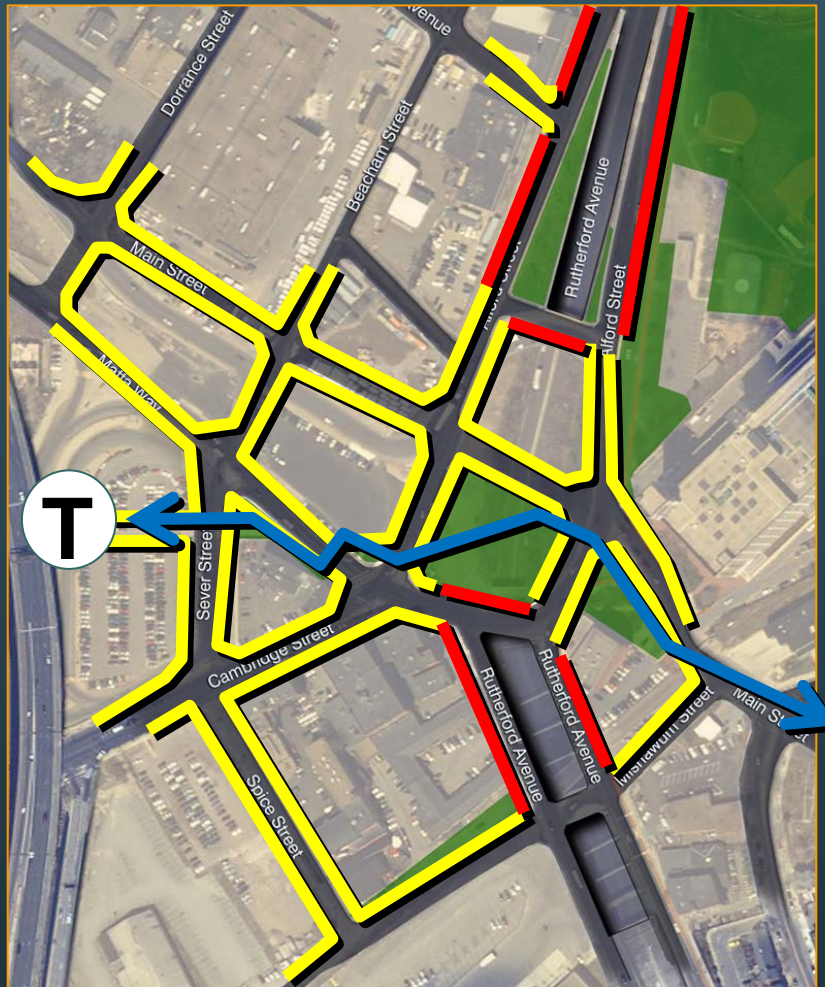


Option 4 - keep Underpass
Combine Main & Maffa

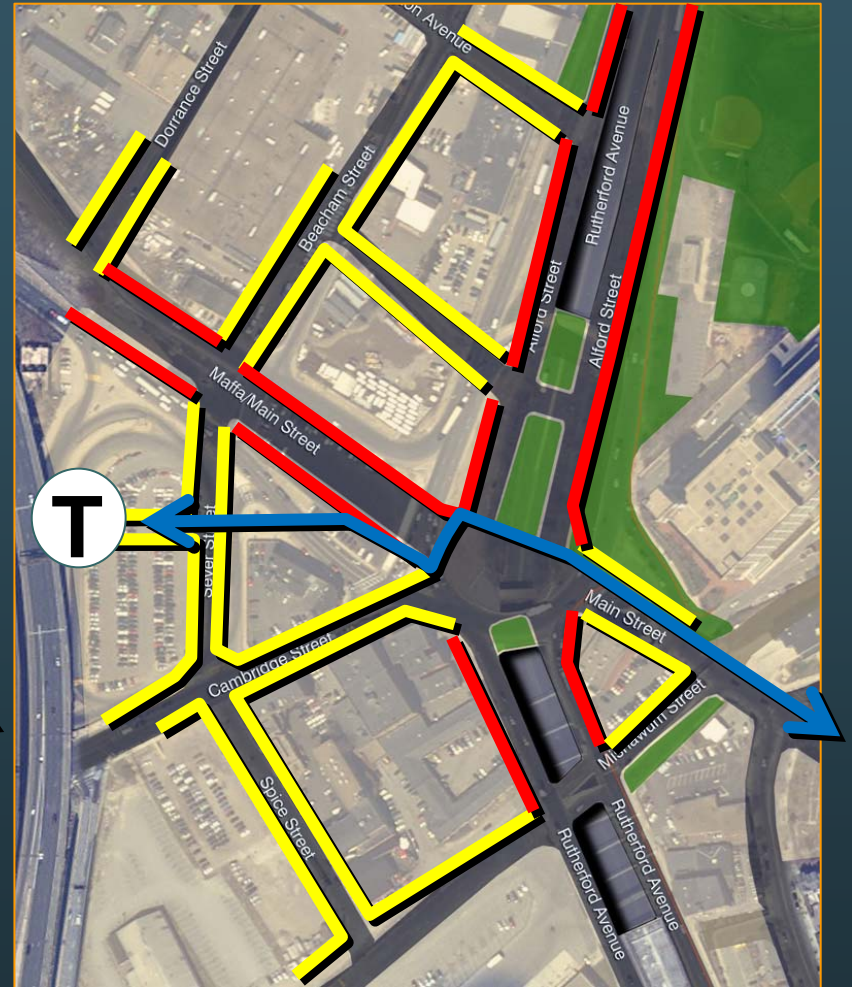


Sullivan Square: Comparison of Underpass Options

Urban
Design



Option 3 - keep Underpass
Separate Main & Maffa



Option 4 - keep Underpass
Combine Main & Maffa



Sullivan Square: Comparison of All Options

LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal

AM PM

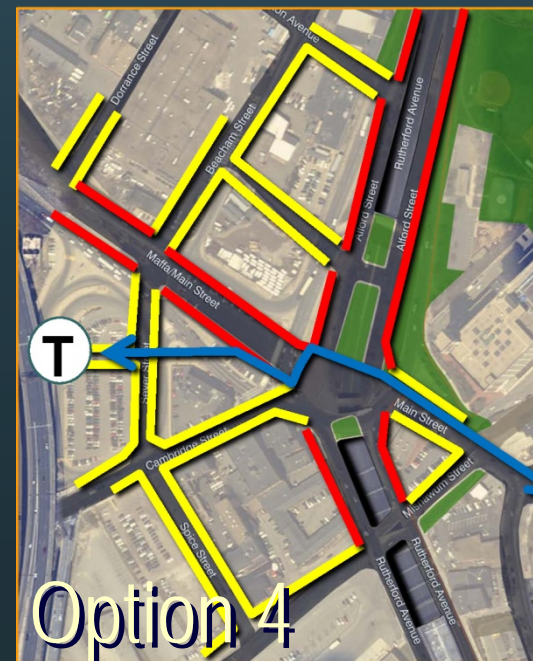
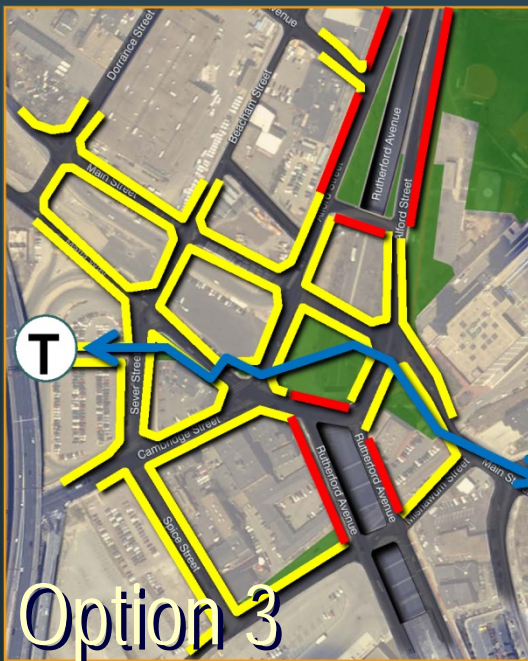
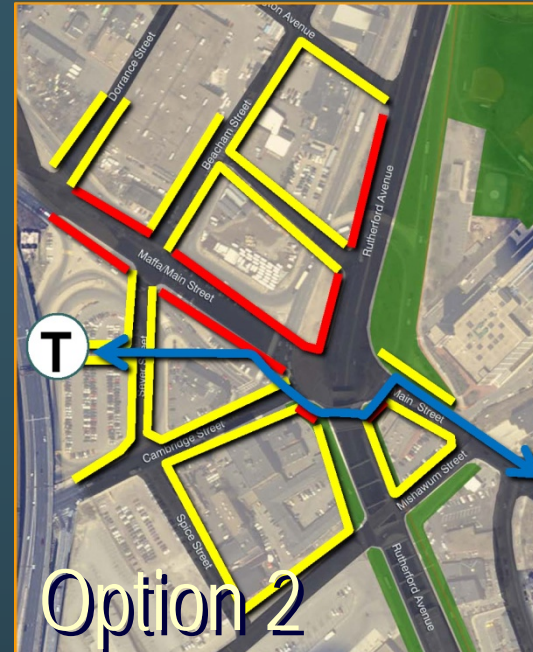
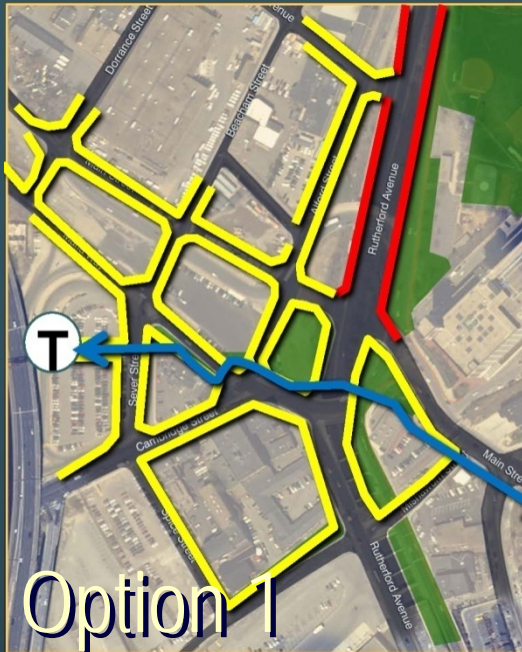


Sullivan Square: Comparison of All Options

Urban Design



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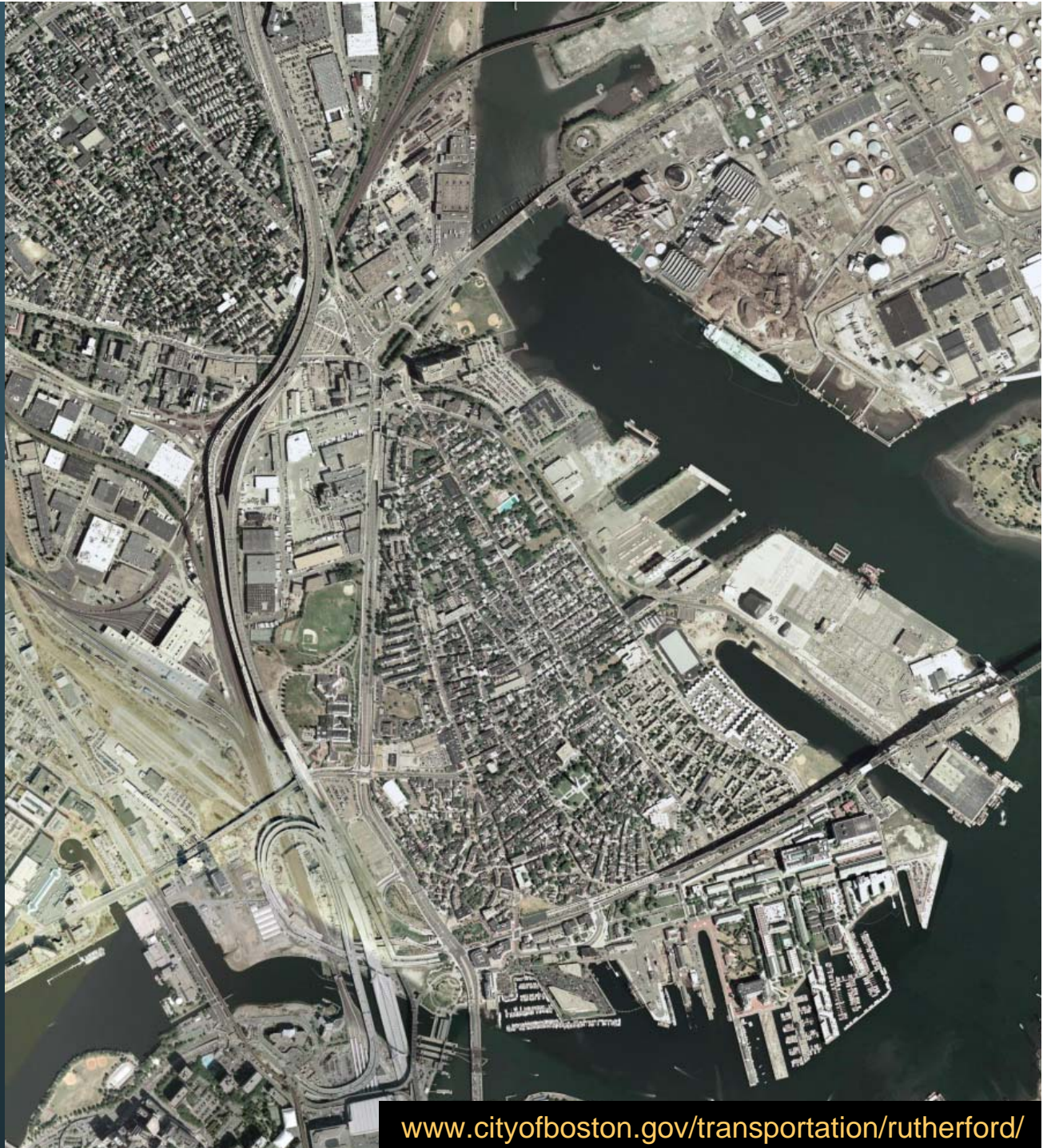
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