



RUTHERFORD AVE/ SULLIVAN SQUARE DESIGN PROJECT

PUBLIC MEETING

November 15, 2017



PROJECT TIMELINE

- June 30, 2016
- October 26, 2016
- February 28, 2017
- May 18, 2017
 - Underpass Plan Announced
- November 15, 2017
 - Urban Design
- Next Meeting - Workshop
 - See questionnaire

Design Effort:

Preliminary Design

June 2018

Final Design

July 2020

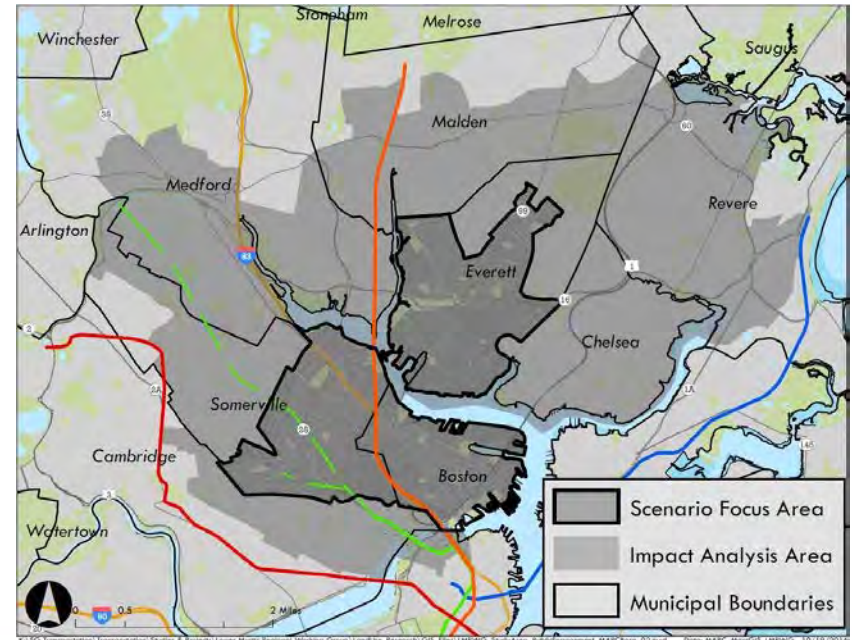
Advertise Construction

August 2020



ONGOING EFFORTS

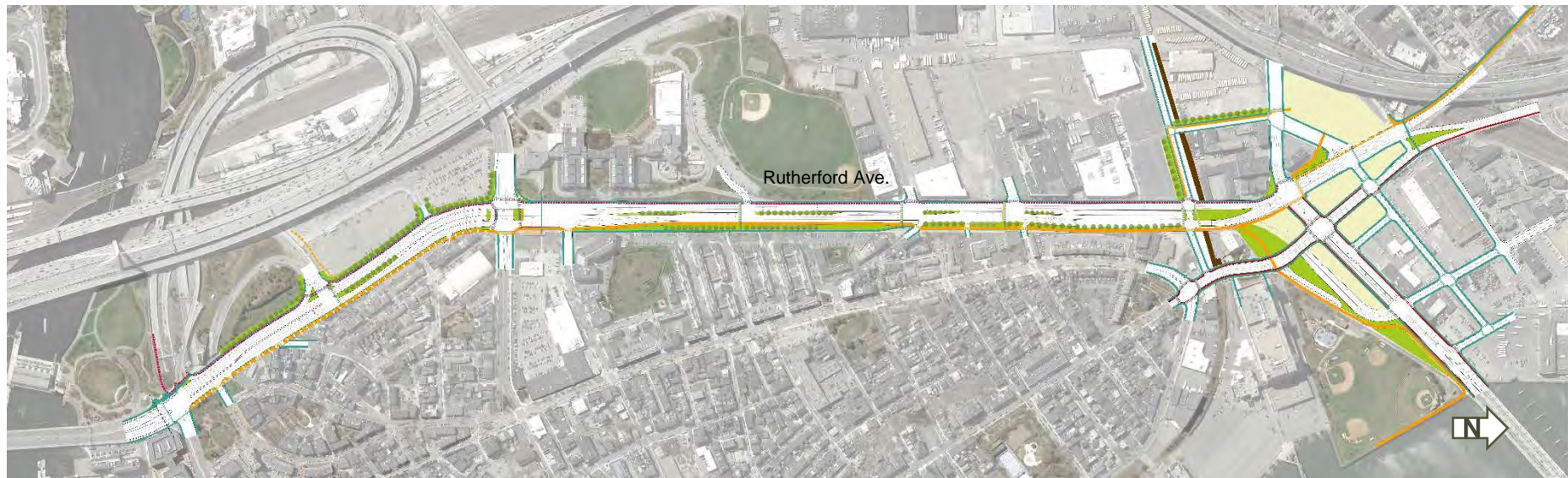
- LOWER MYSTIC REGIONAL WORKING GROUP
 - Alternatives Study
 - Boston, Somerville, Everett
- RESILIENCY
 - Main Street
- MBTA FOCUS40
 - Sullivan Square Station
- MassPort Railroad Crossing
- Wynn Interim Work



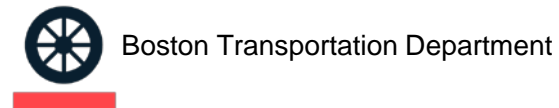


PROJECT GOALS – 2009 & NOW

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



Consultant Team:



PRESENTATION CONTENTS

Urban Design Context

- Urban design goals and precedents
- Existing conditions and opportunities
- Engineering control points
- Opportunities for refinements

City Square to Sullivan Square

- Comments and discussion

Sullivan Square

- Comments and discussion

URBAN DESIGN CONTEXT

URBAN DESIGN GOALS AND PRECEDENTS

2010 Rutherford Avenue/ Sullivan Square Design Project

- Enhance pedestrian and bike connections along and across the corridor
- Provide a continuous, linear park-edge along the existing neighborhood
- Provide a linear landscape of street trees to create a pleasant “boulevard”
- Support redevelopment opportunities consistent with neighborhood goals



URBAN DESIGN CONTEXT

URBAN DESIGN GOALS AND PRECEDENTS

2010 Rutherford Avenue/ Sullivan Square Design Project

- Opportunity to transform the design character of the corridor

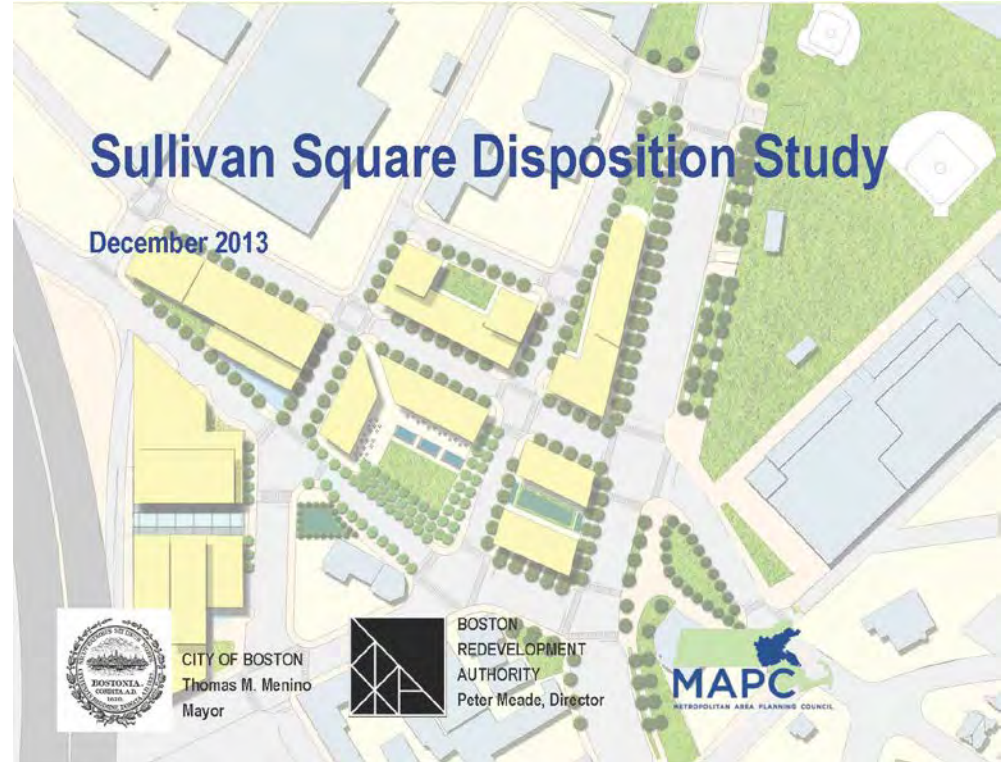


URBAN DESIGN CONTEXT

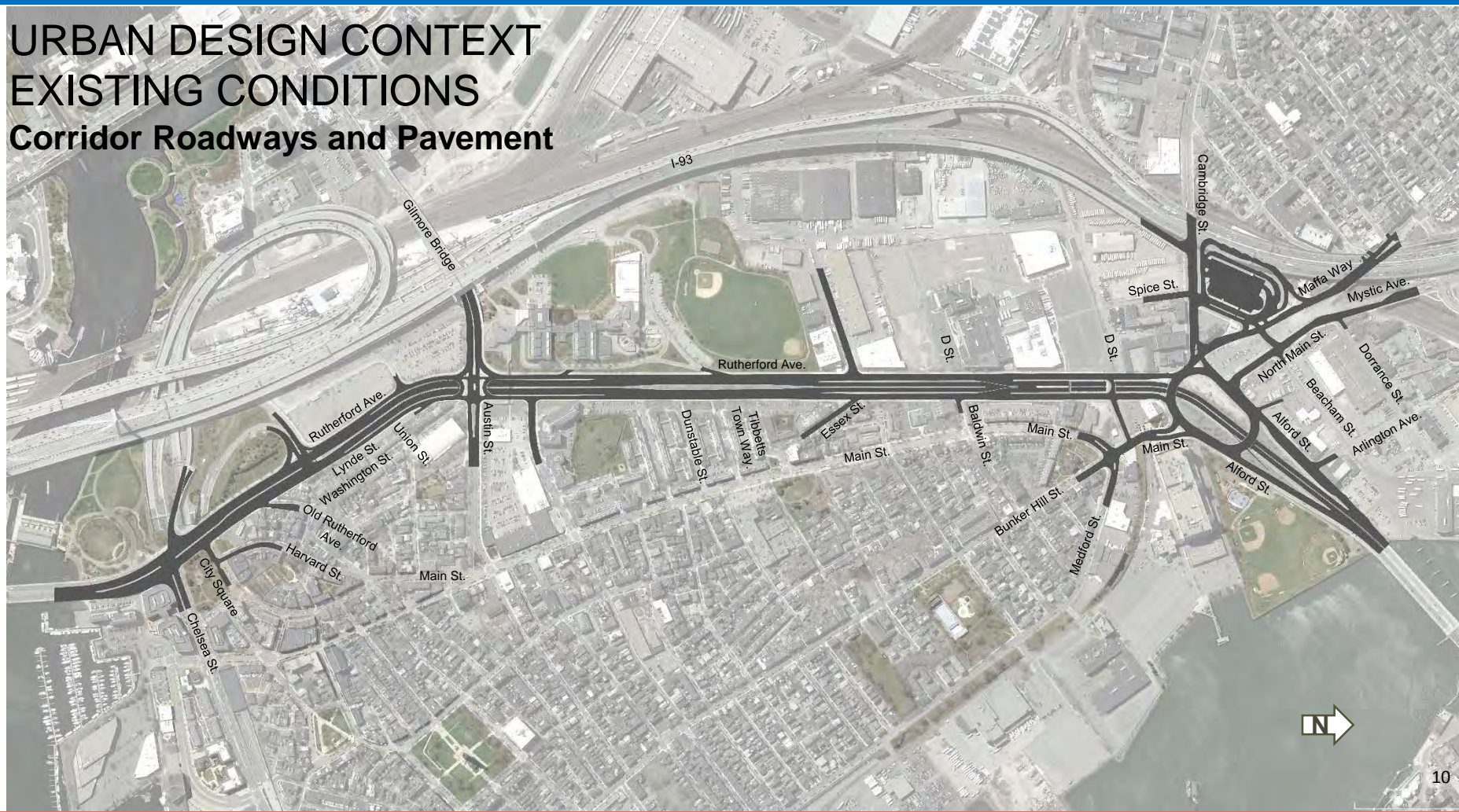
URBAN DESIGN GOALS AND PRECEDENTS

2013 Land Disposition Study

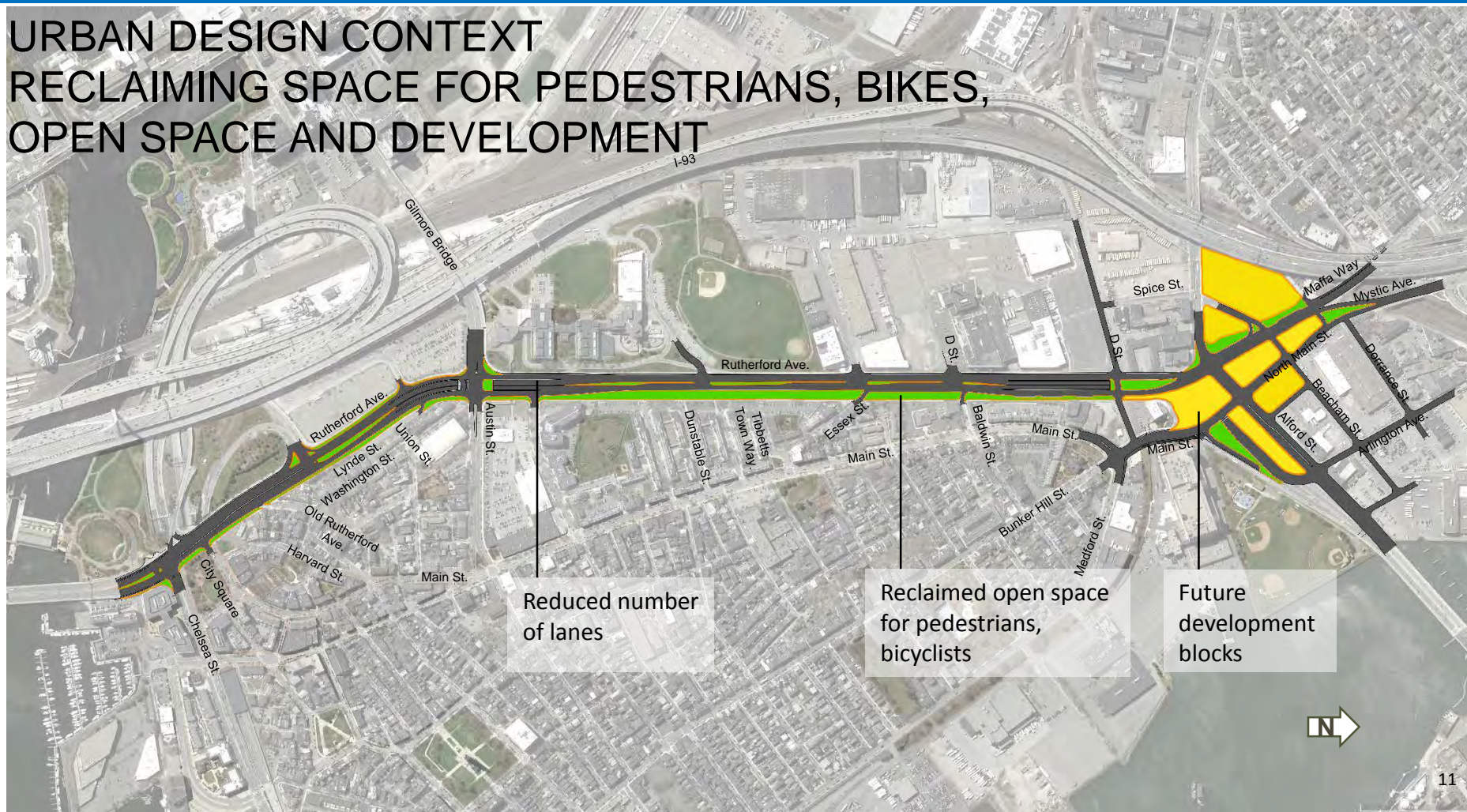
- Mixed-use Transit Oriented Development (TOD)
- Pedestrian-oriented uses along walking route
- Small linked open spaces
- Large central open space



URBAN DESIGN CONTEXT EXISTING CONDITIONS Corridor Roadways and Pavement



URBAN DESIGN CONTEXT RECLAIMING SPACE FOR PEDESTRIANS, BIKES, OPEN SPACE AND DEVELOPMENT



Reduced number of lanes

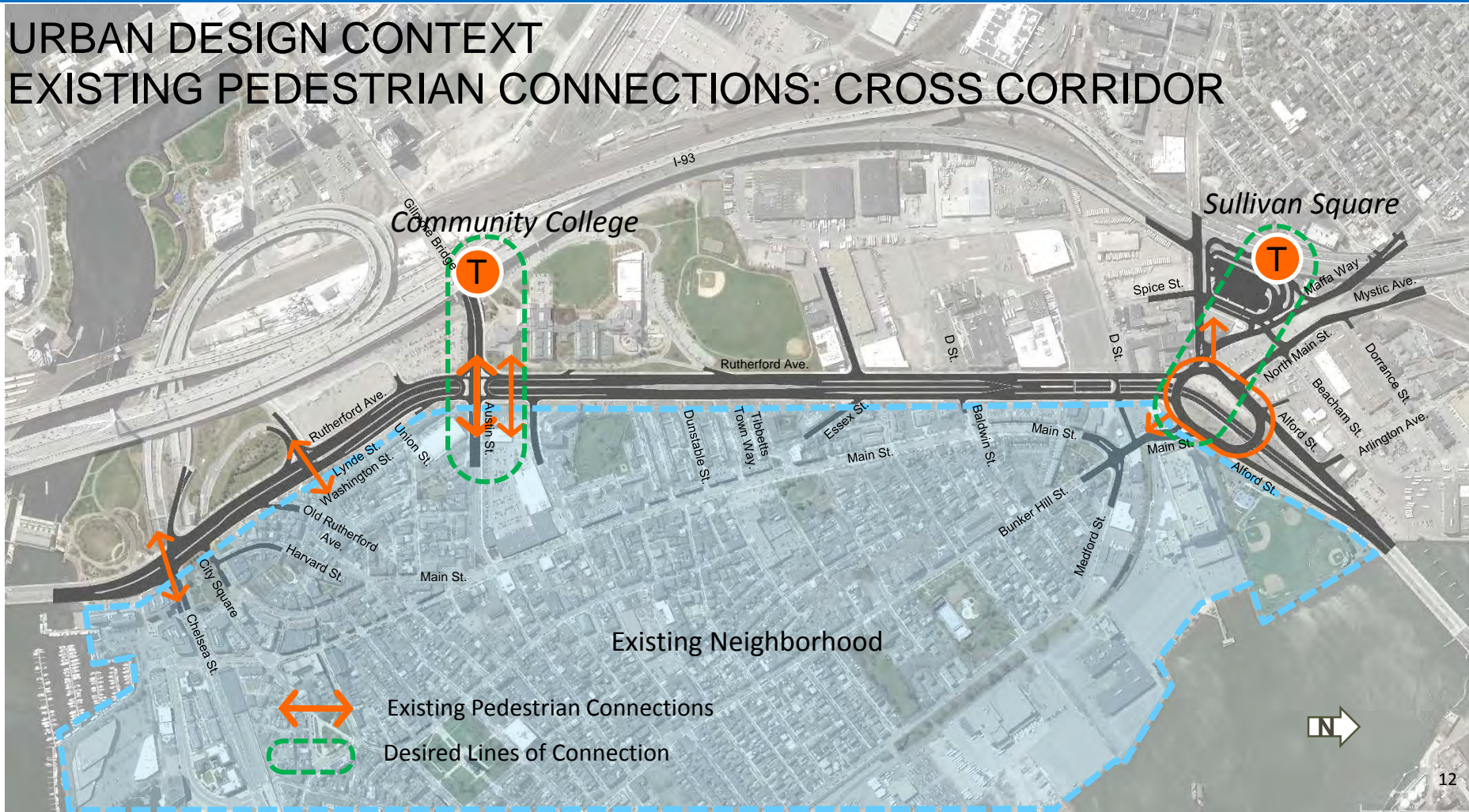
Reclaimed open space for pedestrians, bicyclists

Future development blocks

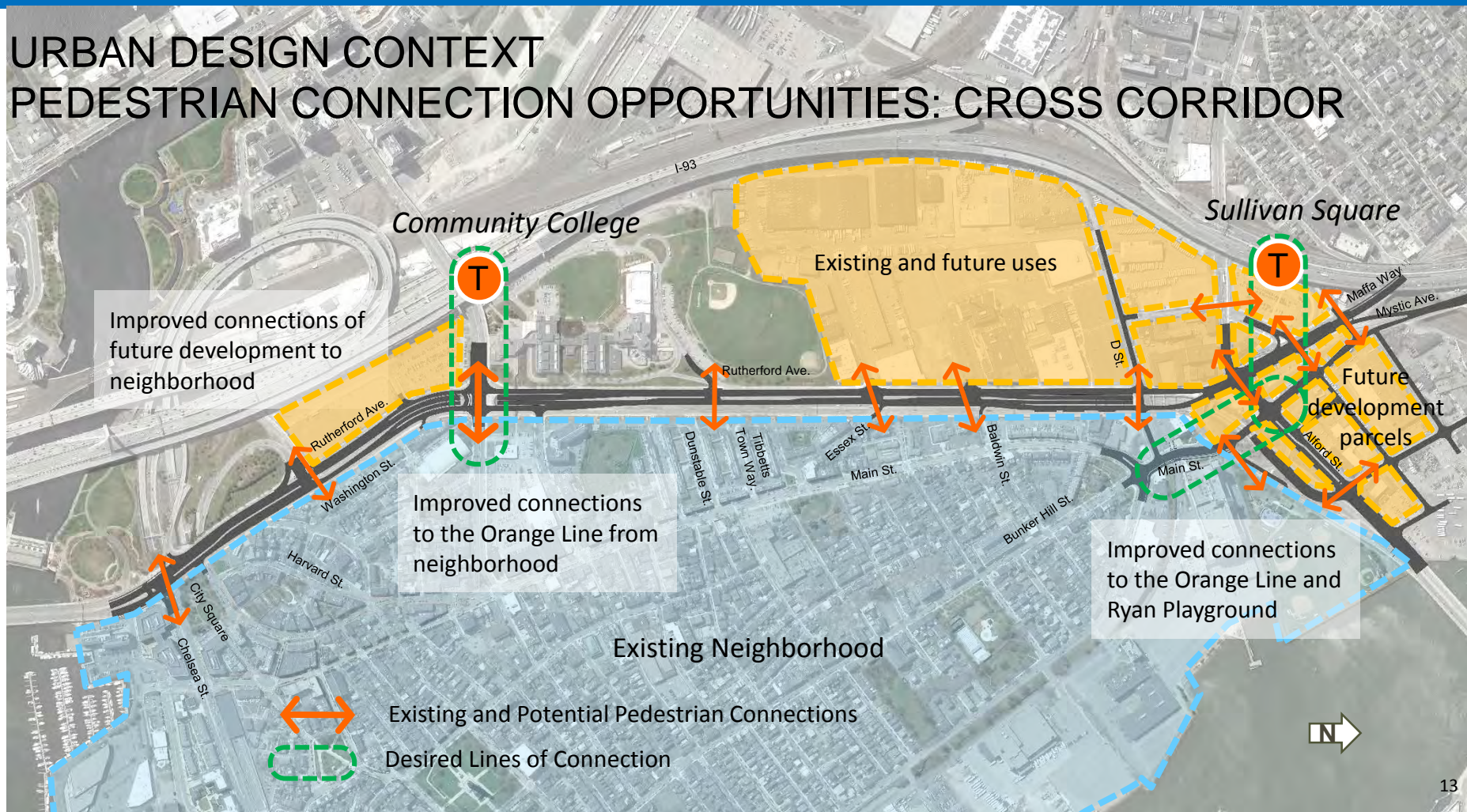


URBAN DESIGN CONTEXT

EXISTING PEDESTRIAN CONNECTIONS: CROSS CORRIDOR



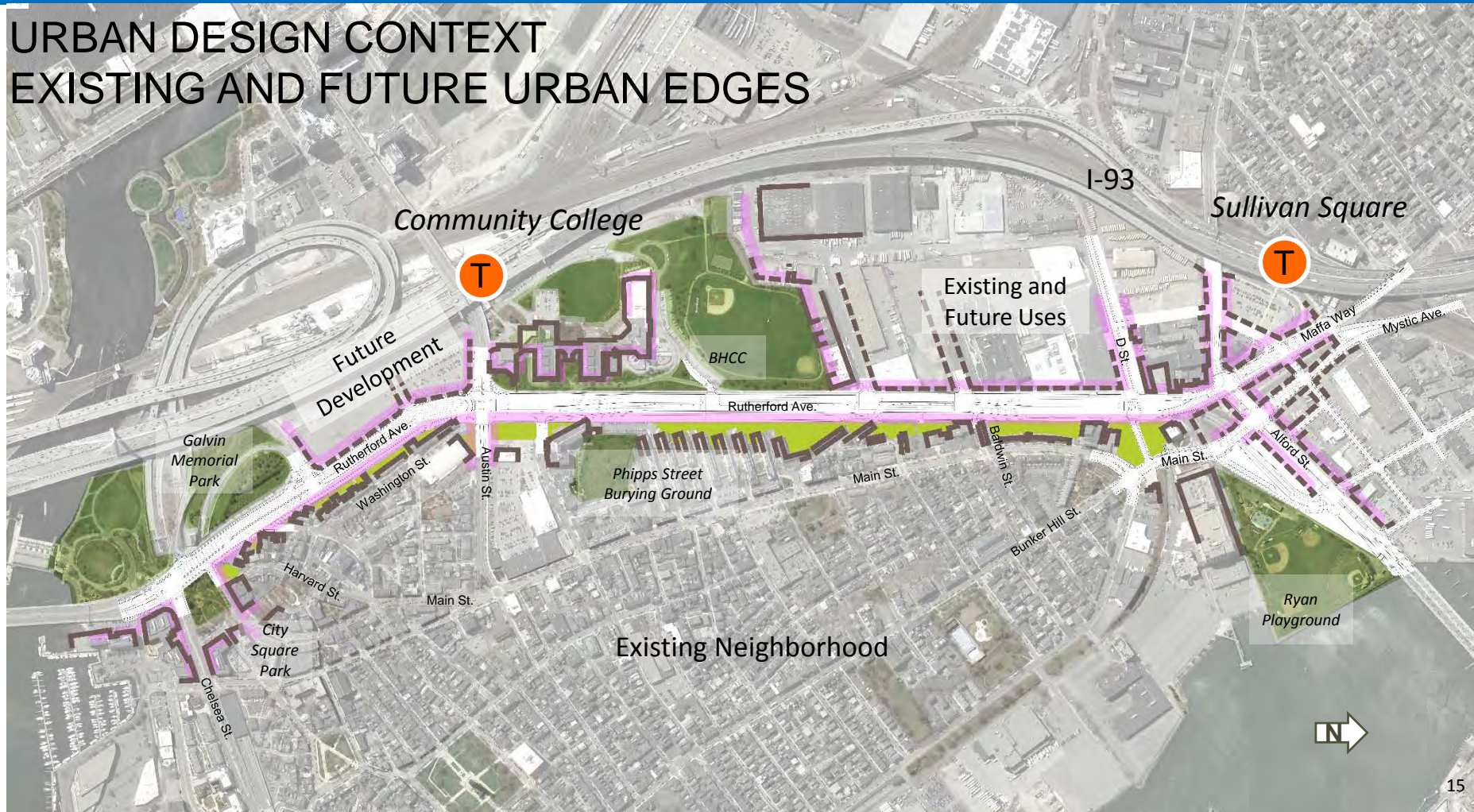
URBAN DESIGN CONTEXT PEDESTRIAN CONNECTION OPPORTUNITIES: CROSS CORRIDOR



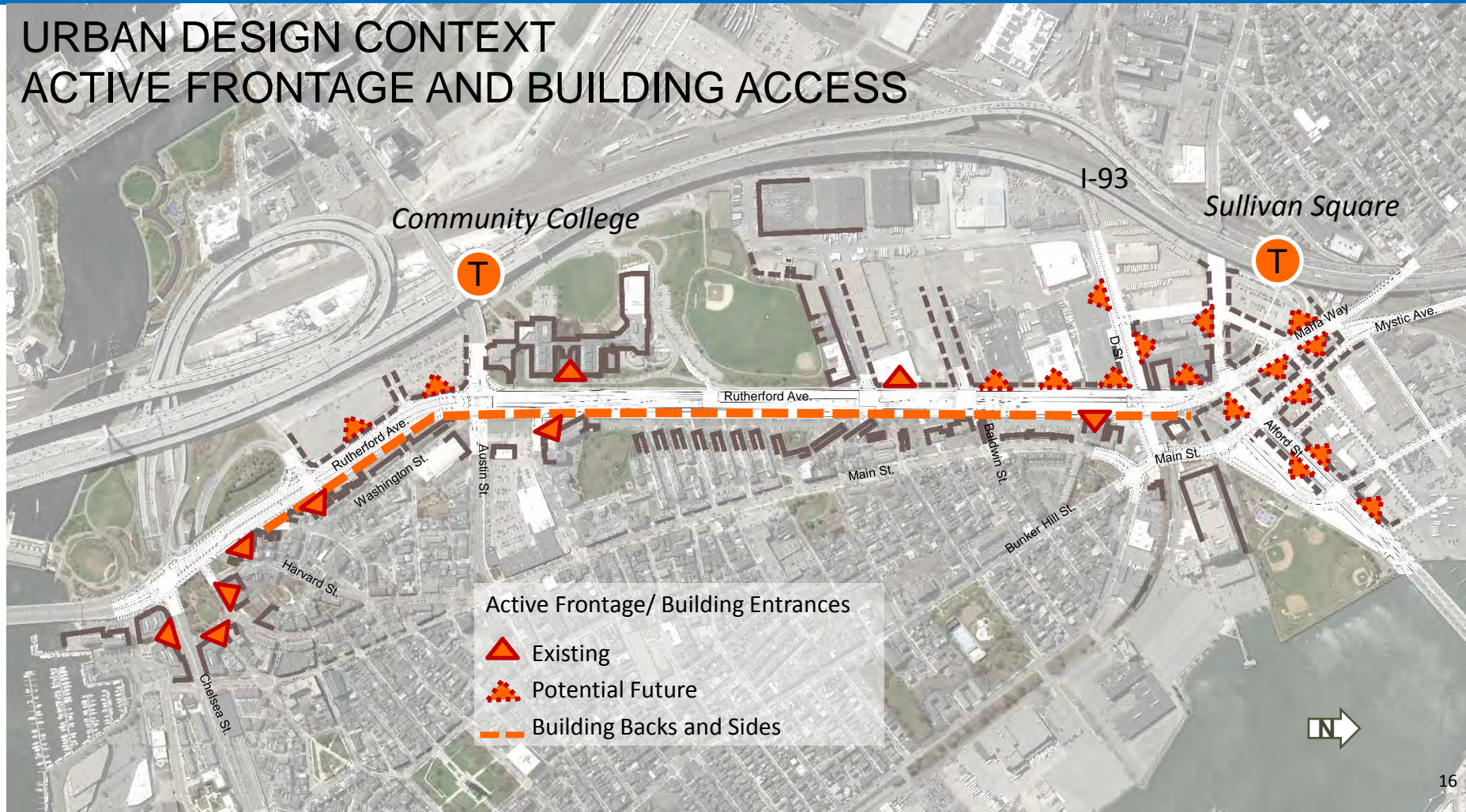
URBAN DESIGN CONTEXT EXISTING URBAN EDGES



URBAN DESIGN CONTEXT EXISTING AND FUTURE URBAN EDGES



URBAN DESIGN CONTEXT ACTIVE FRONTAGE AND BUILDING ACCESS



URBAN DESIGN CONTEXT

RUTHERFORD AVENUE – BOULEVARD CHARACTER

Design Option: Continuous Landscape Character



Community College

I-93

Sullivan Square



Street trees and landscaping would require coordination and improvements by property owners along the west edge

Rutherford Ave.

- Same trees and landscaping for entire length
- Similar landscape edges along entire alignment



URBAN DESIGN CONTEXT

RUTHERFORD AVENUE – BOULEVARD CHARACTER

Design Option: Different Landscape Segments



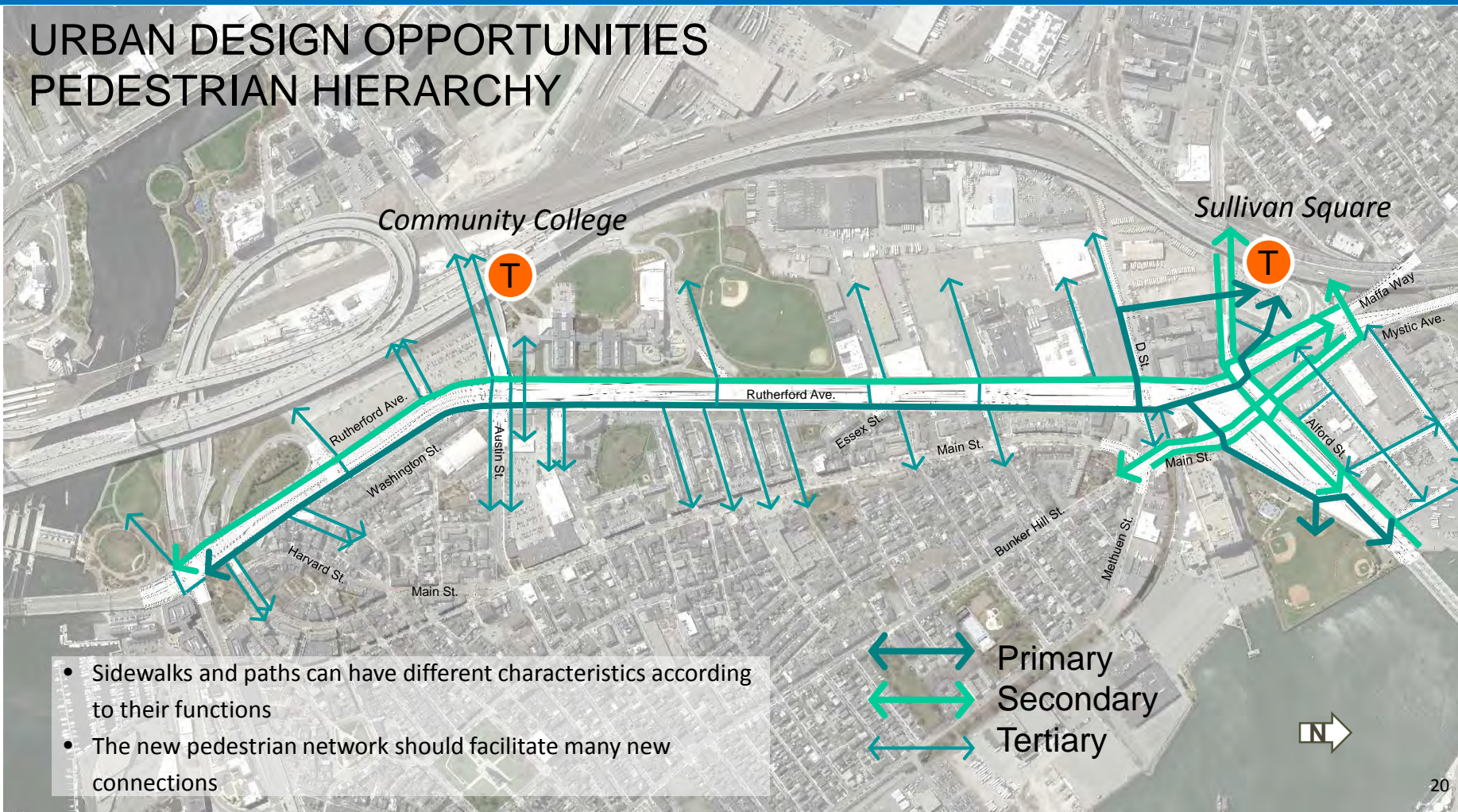
- Transition between type and spacing of street trees
- Landscape adapted to different edges

URBAN DESIGN OPPORTUNITIES NEW STREET HIERARCHY



- Different streets will provide different opportunities for future open space and development character

URBAN DESIGN OPPORTUNITIES PEDESTRIAN HIERARCHY

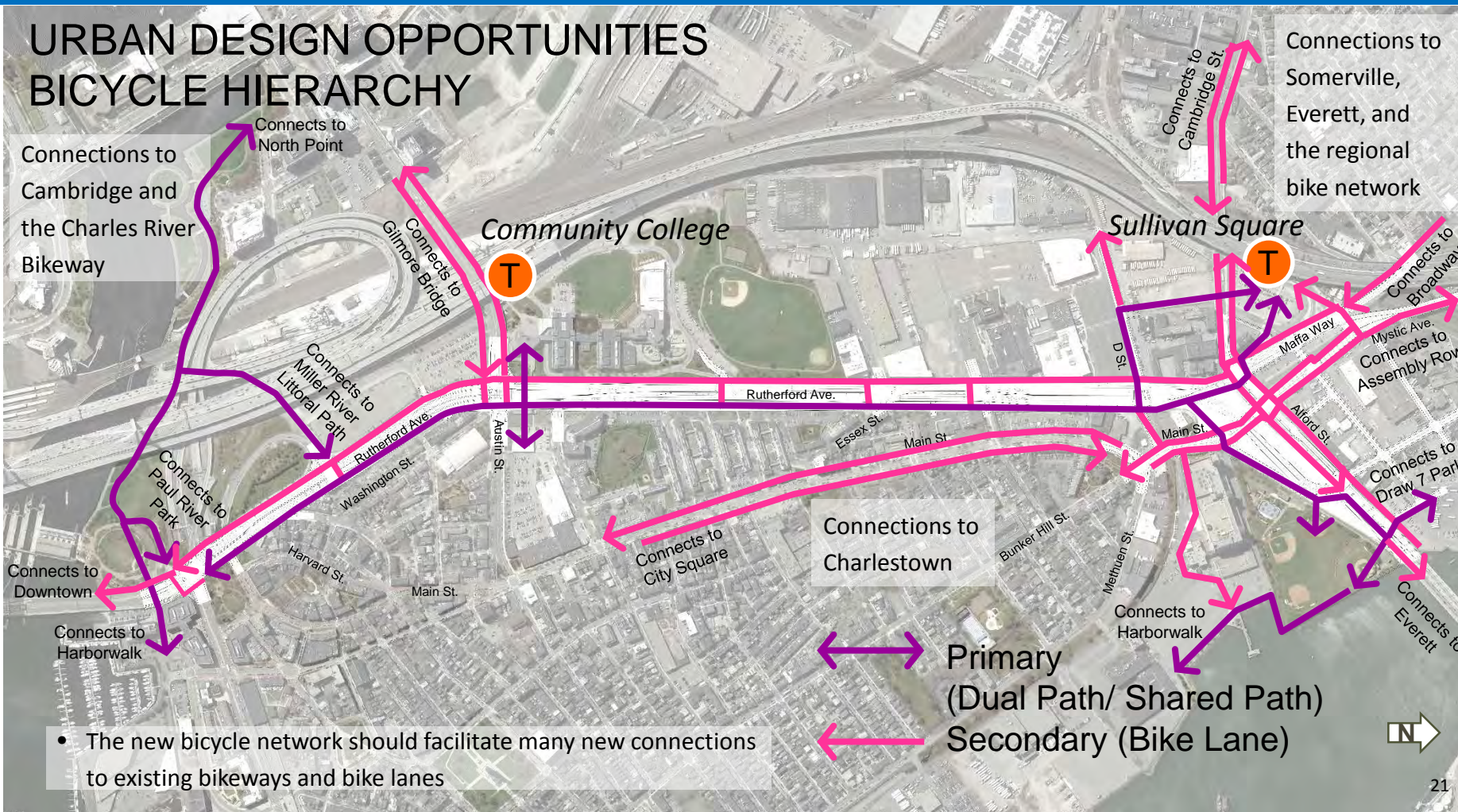


- Sidewalks and paths can have different characteristics according to their functions
- The new pedestrian network should facilitate many new connections



Primary
Secondary
Tertiary



URBAN DESIGN OPPORTUNITIES BICYCLE HIERARCHY



- The new bicycle network should facilitate many new connections to existing bikeways and bike lanes

 Primary
(Dual Path/ Shared Path)
 Secondary (Bike Lane)

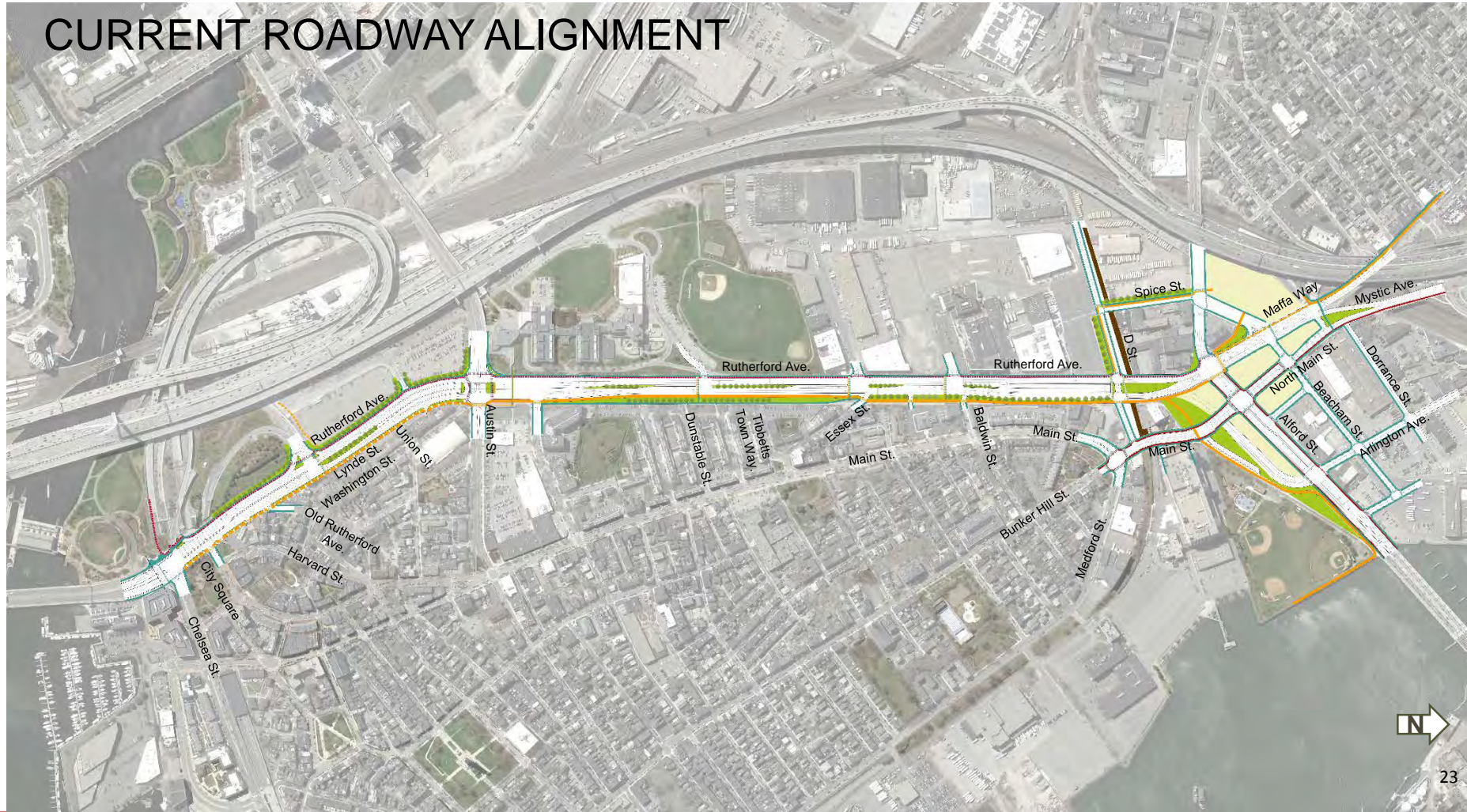


ENGINEERING CONTROL POINTS



- Right-of-way boundaries
- Existing elevations at bridges and curb cuts
- Utility bridge at existing rotary
- Massport rail right-of-way and bridge
- Underpass portal locations

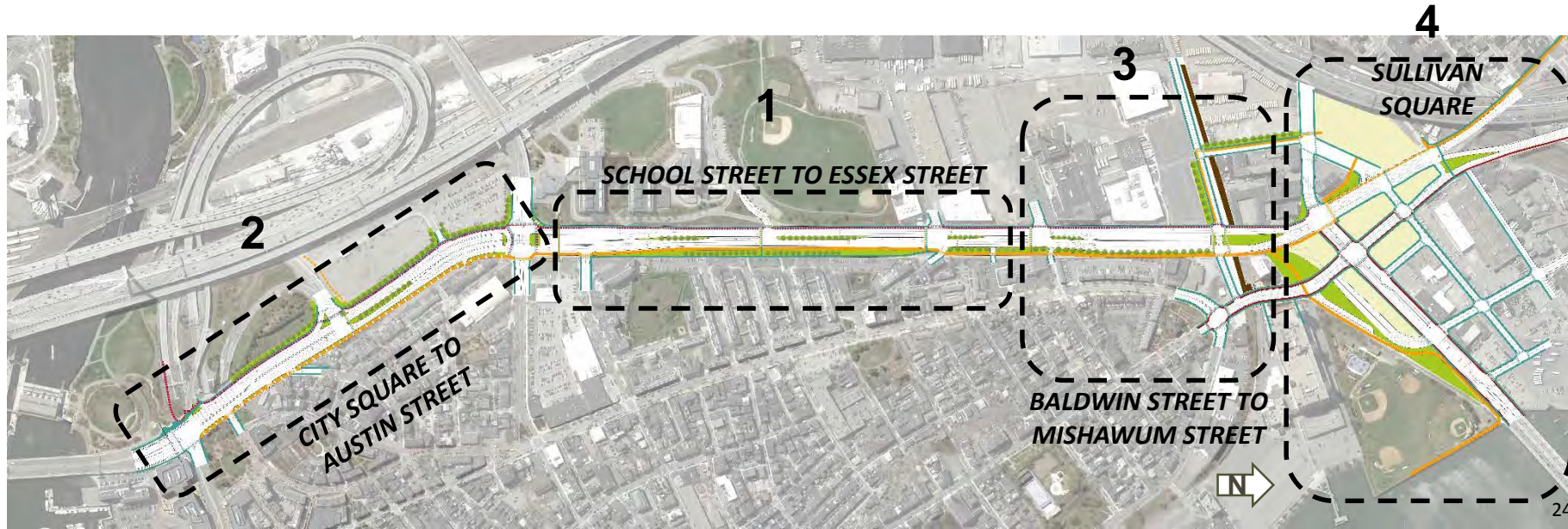
CURRENT ROADWAY ALIGNMENT



OPPORTUNITIES FOR REFINEMENTS

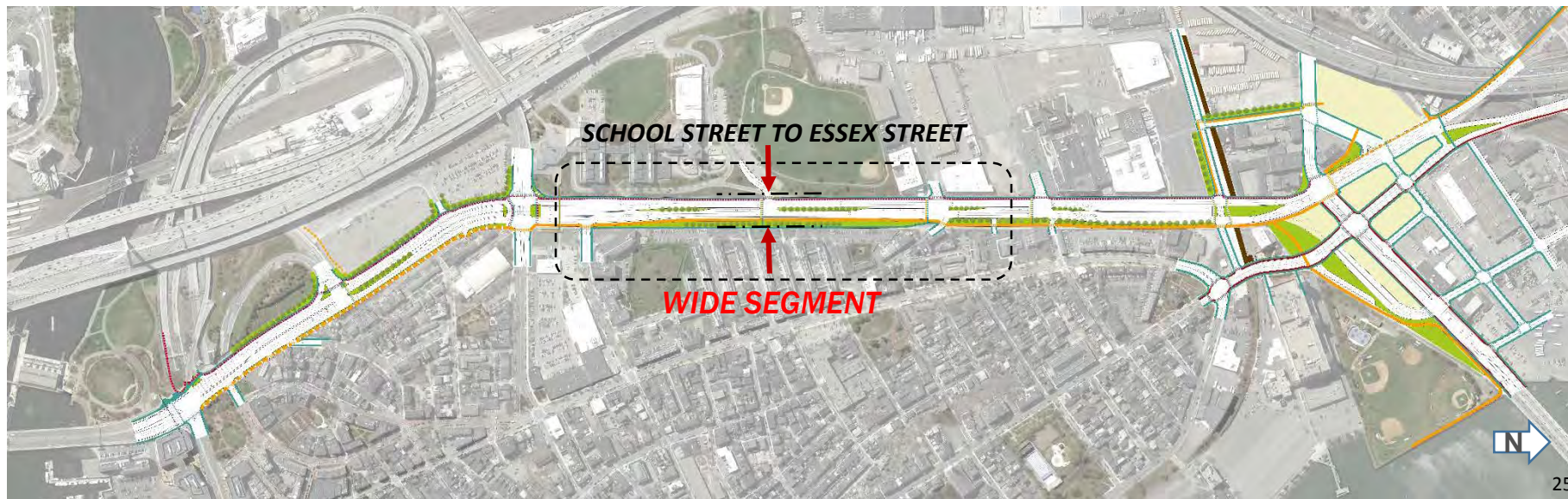
Different Segment Conditions

- City Square to Austin Street (*Dual Path or Shared Path?*)
- School Street to Essex Street (*Pocket Parks? Playgrounds?*)
- Baldwin Street to Mishawum Street/ D Street (*Dual Path Extension?*)
- Sullivan Square (*Dual Path Layout Options*)



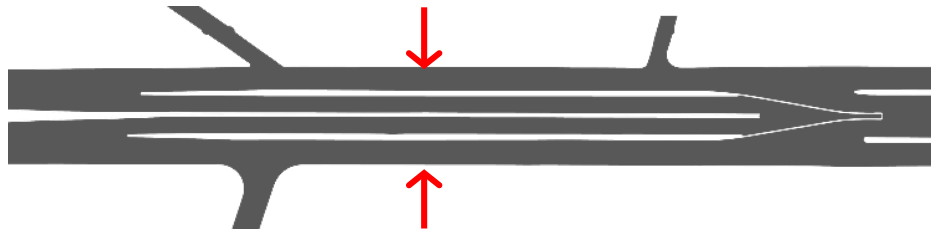
OPPORTUNITIES FOR REFINEMENTS

1. School Street to Essex Street



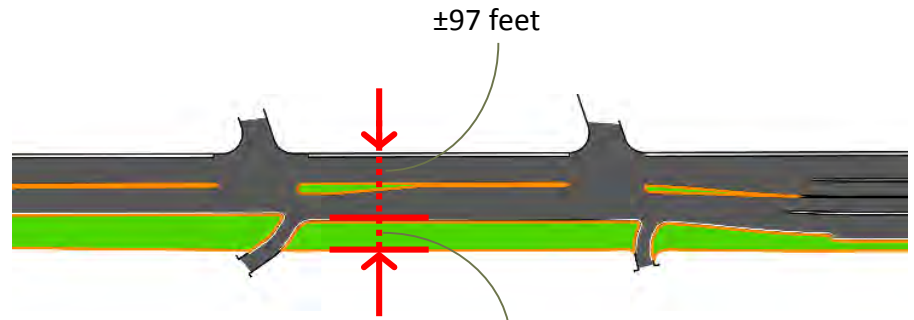
SCHOOL STREET TO ESSEX STREET RECLAIMING SPACE FOR PEDESTRIANS AND BIKES

RUTHERFORD AVENUE 25% - URBAN DESIGN



±145 feet

Existing



±97 feet

±50 feet

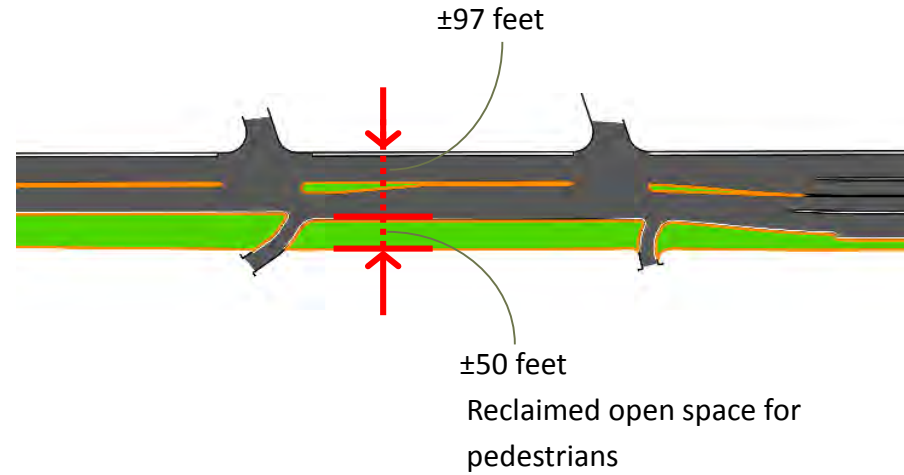
Reclaimed open space for
pedestrians and bikes

Proposed

RECLAIMING THE SPACE FOR PEDESTRIANS AND BIKES

Southwest Corridor Park, Boston

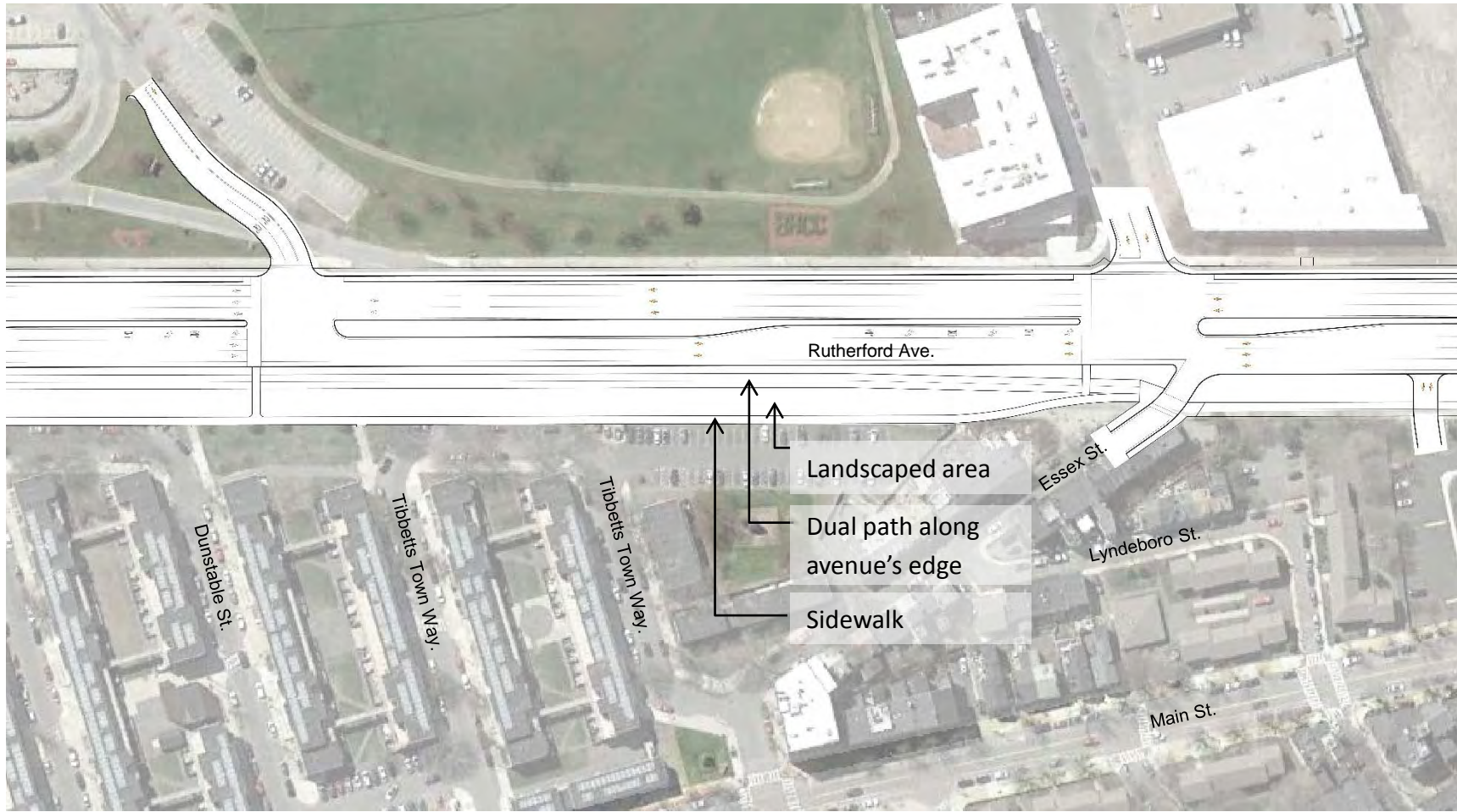
- The available width for landscaping and paths is similar to Boston's Southwest Corridor
- The corridor design can provide opportunities for different types of future landscapes and places along this edge



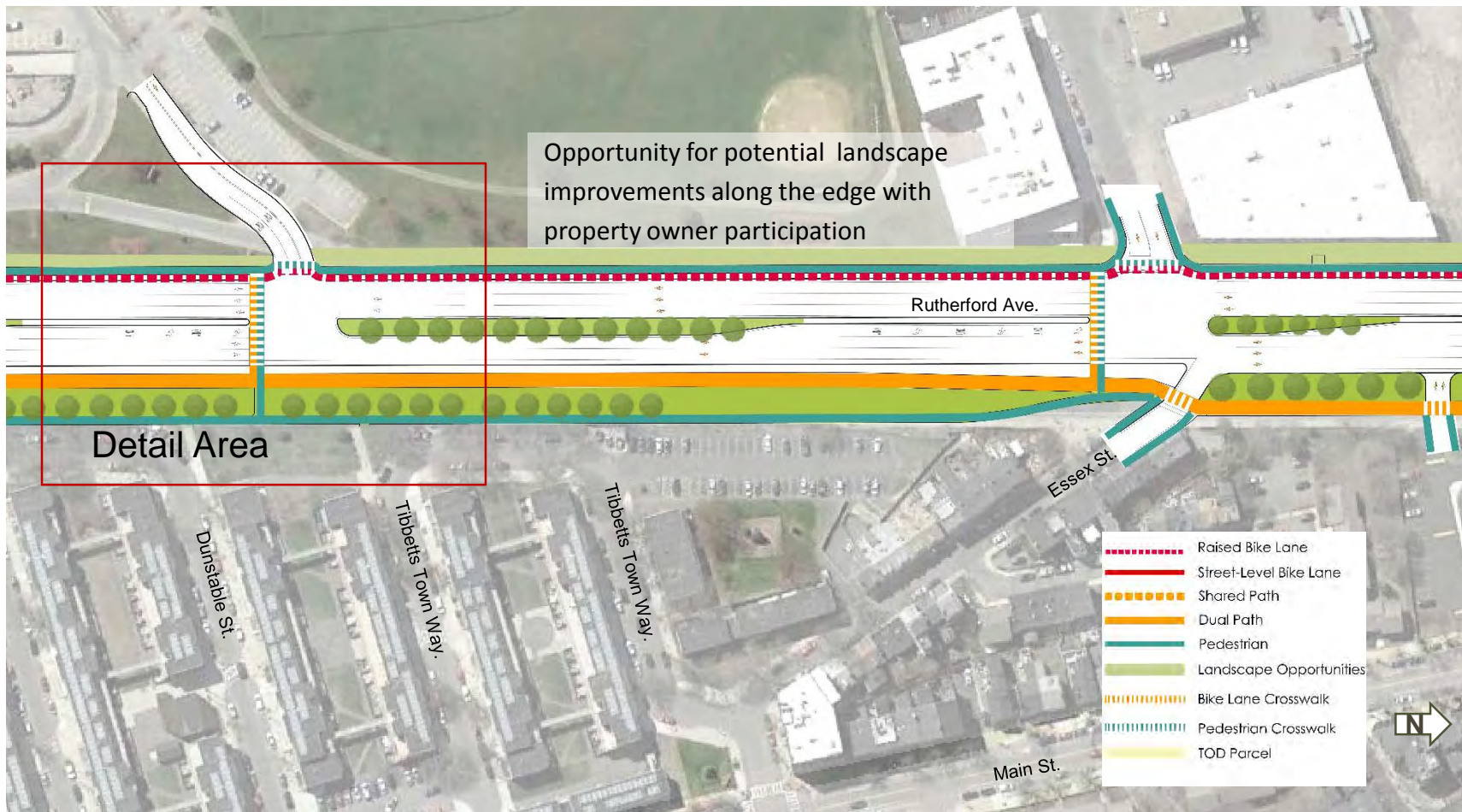
Proposed

SCHOOL STREET TO ESSEX STREET – CURRENT ALIGNMENT

RUTHERFORD AVENUE 25% - URBAN DESIGN

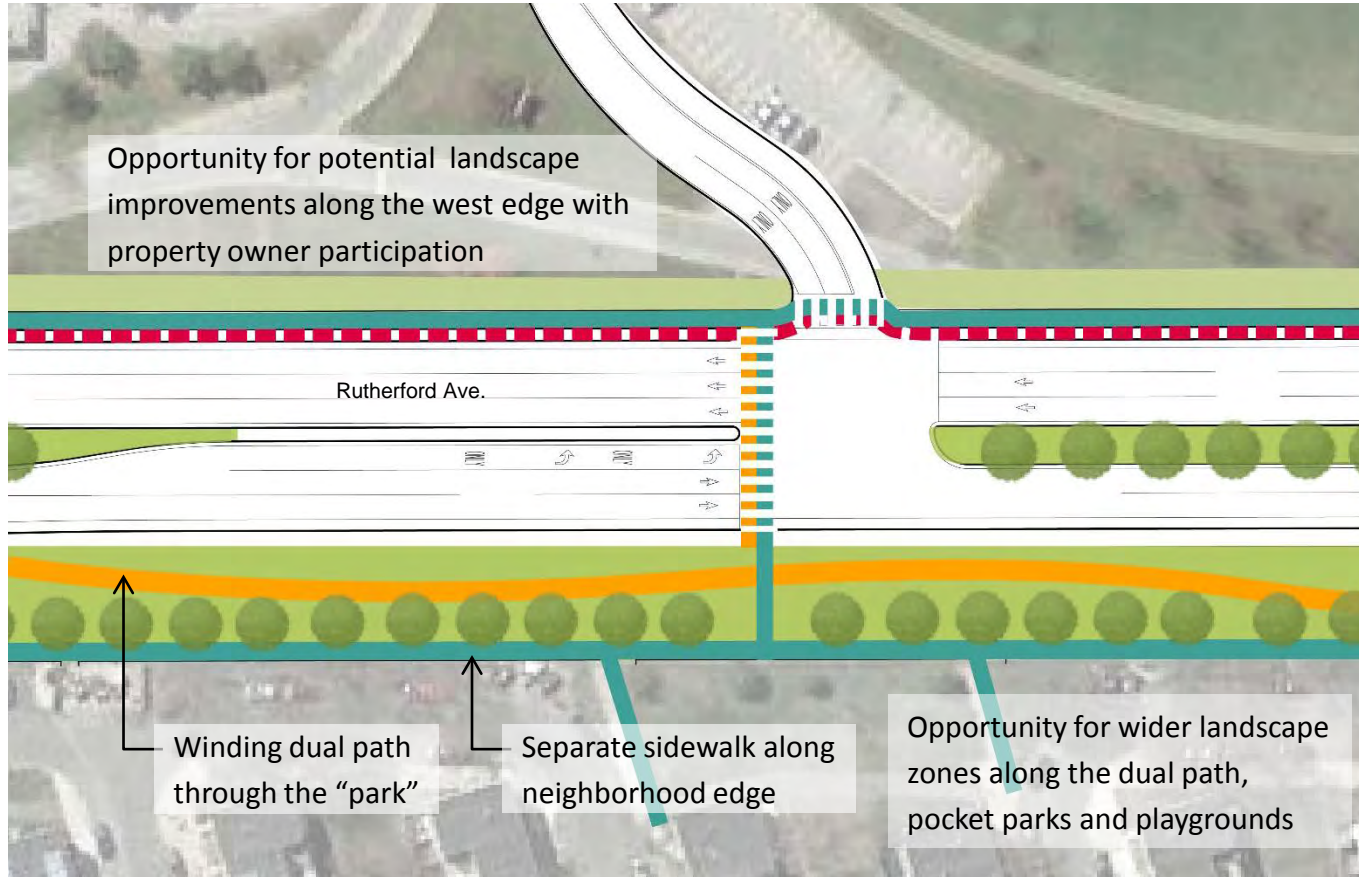


SCHOOL STREET TO ESSEX STREET – WIDE SEGMENT



SCHOOL STREET TO ESSEX STREET – DETAIL AREA

Illustrative Option for Path, Sidewalk and Landscaping



SCHOOL STREET TO ESSEX STREET – DESIGN OPPORTUNITIES



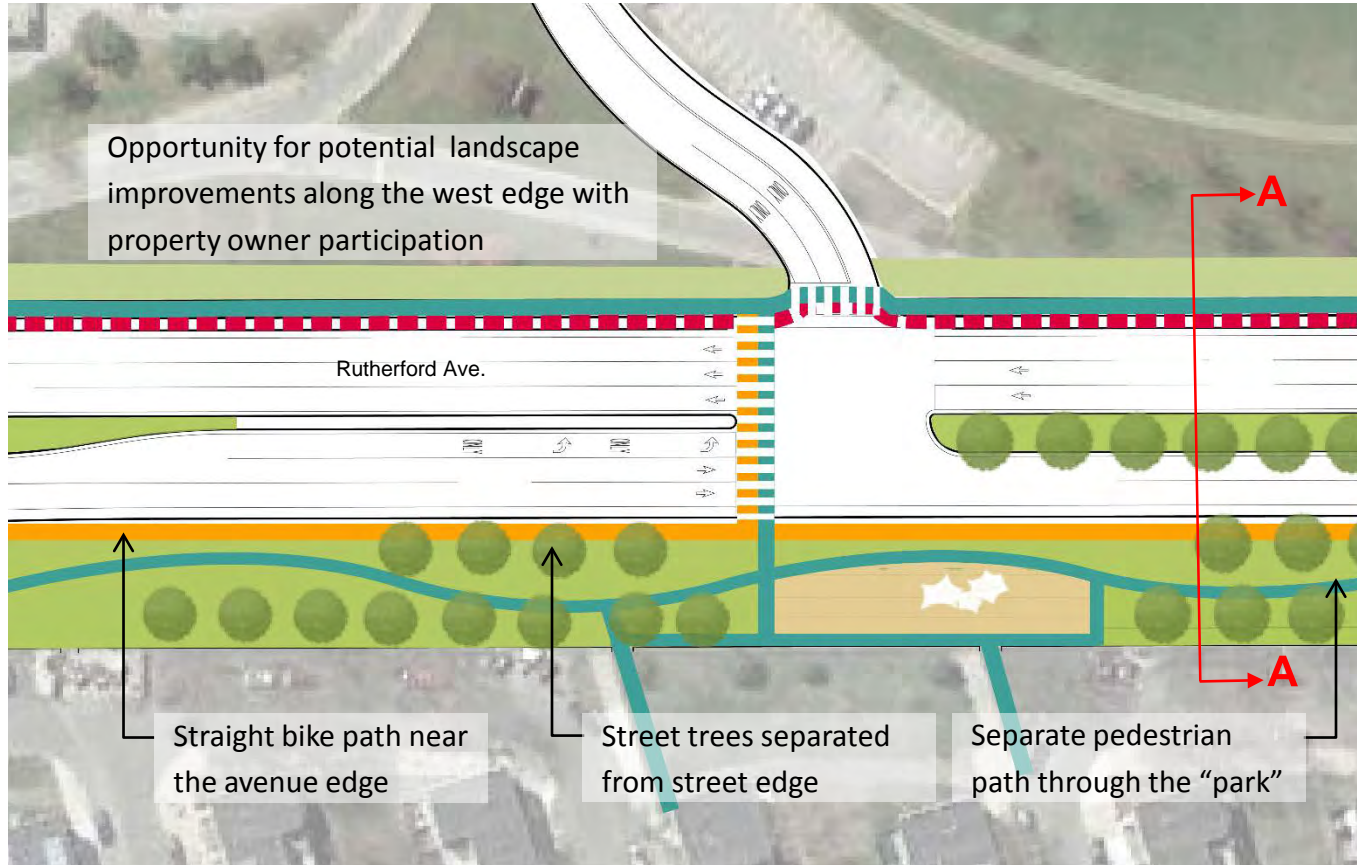
Opportunity for wider landscape zones along the dual path (Melnea Cass Boulevard)



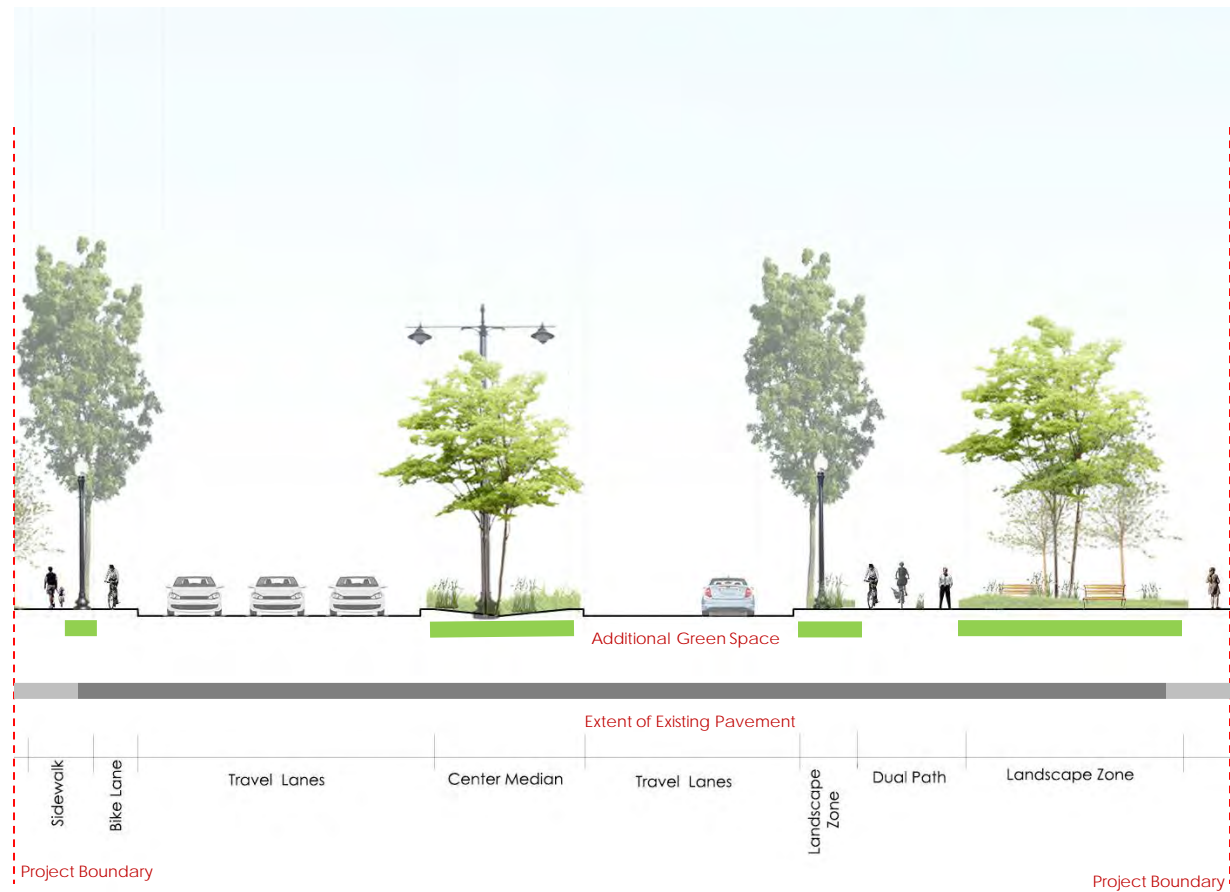
Opportunity for pocket parks and playgrounds (Boston neighborhood)

SCHOOL STREET TO ESSEX STREET – DETAIL AREA OPTION

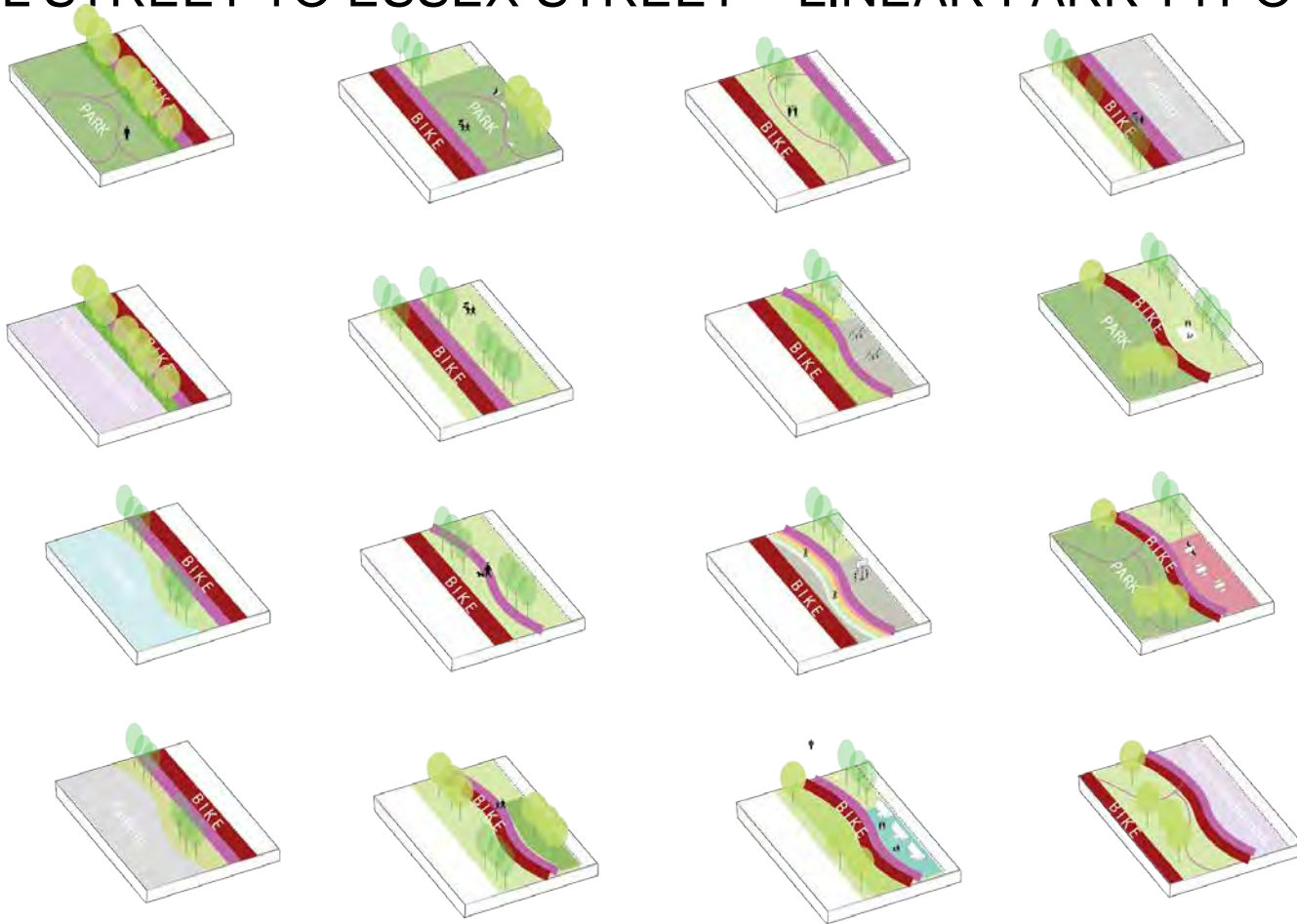
Illustrative Option for Separate Bike and Pedestrian Paths



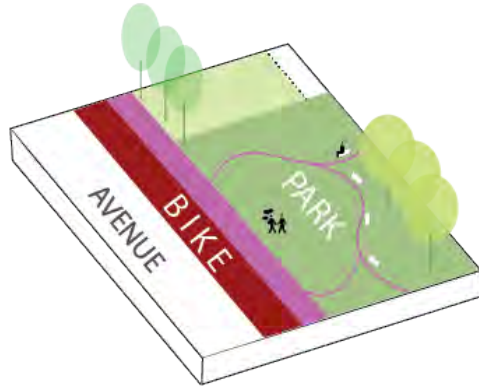
BOULEVARD SECTION A-A, ILLUSTRATING LINEAR PARK OPPORTUNITY



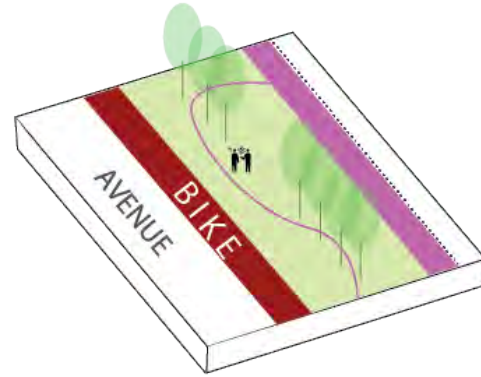
SCHOOL STREET TO ESSEX STREET – LINEAR PARK TYPOLOGIES



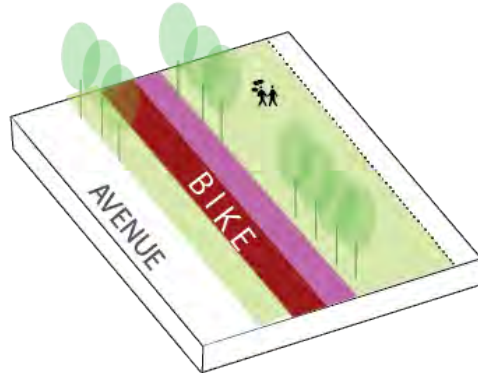
SCHOOL STREET TO ESSEX STREET – LINEAR PARK TYPOLOGIES



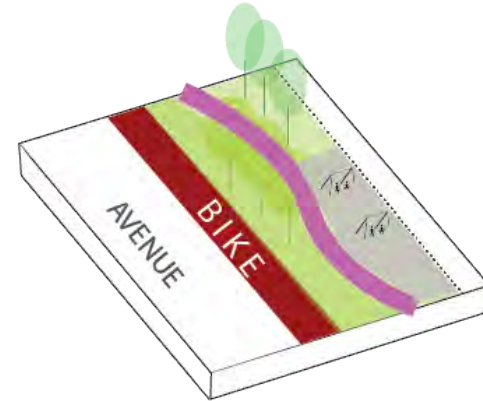
Wide Landscape/ Park



Landscape Between Paths



Dual Path in a Boulevard Landscape



Park with Middle Path



OPPORTUNITIES FOR REFINEMENTS

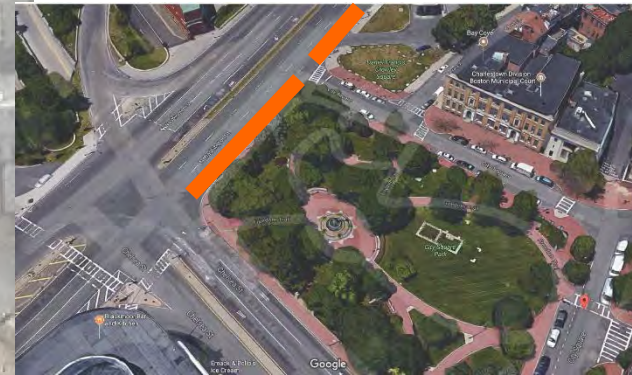
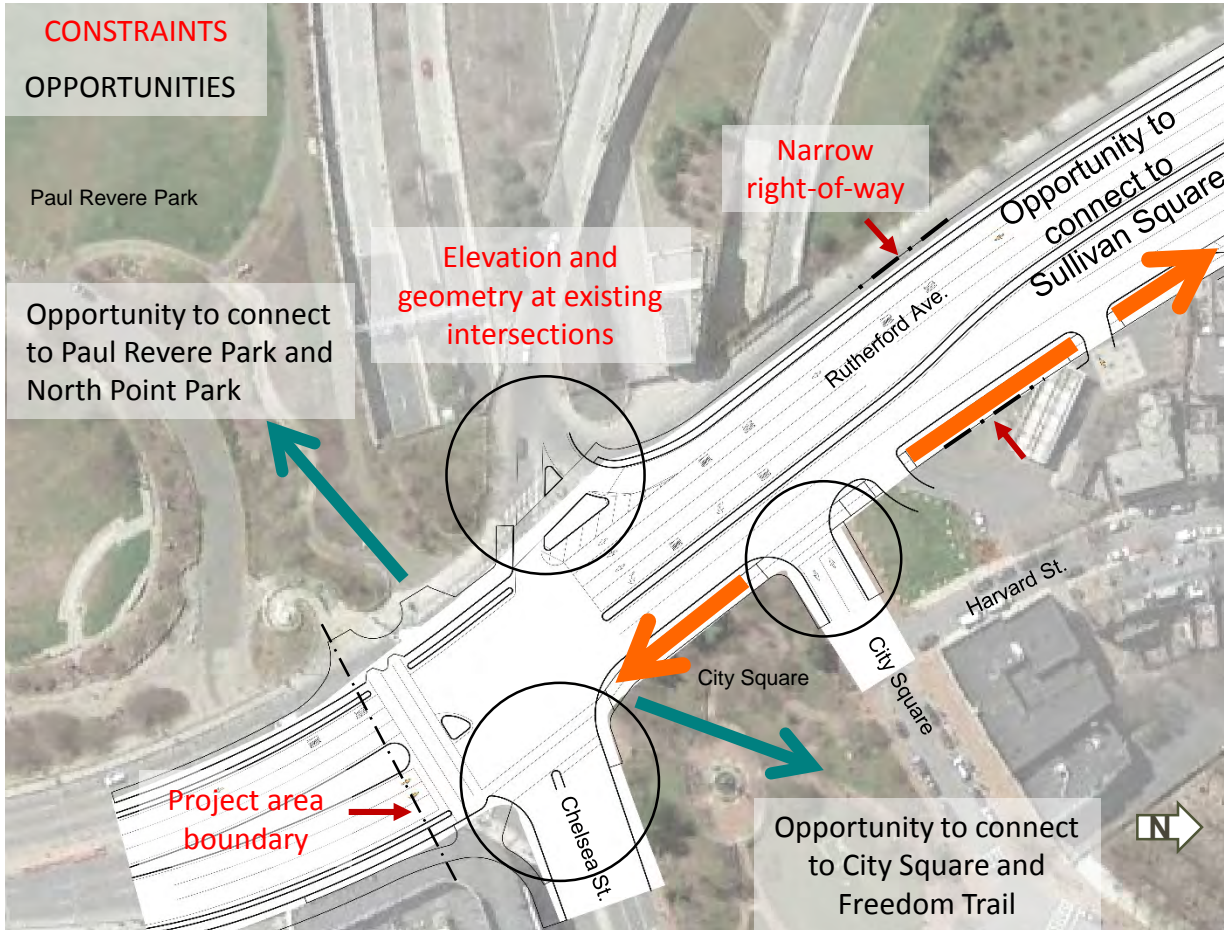


CITY SQUARE TO AUSTIN STREET – NARROW SEGMENT

RUTHERFORD AVENUE 25% - URBAN DESIGN

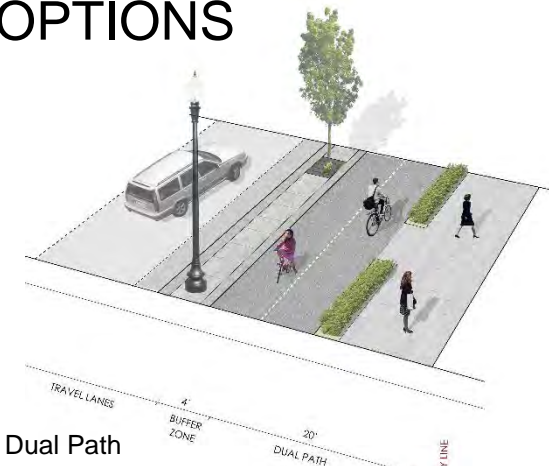
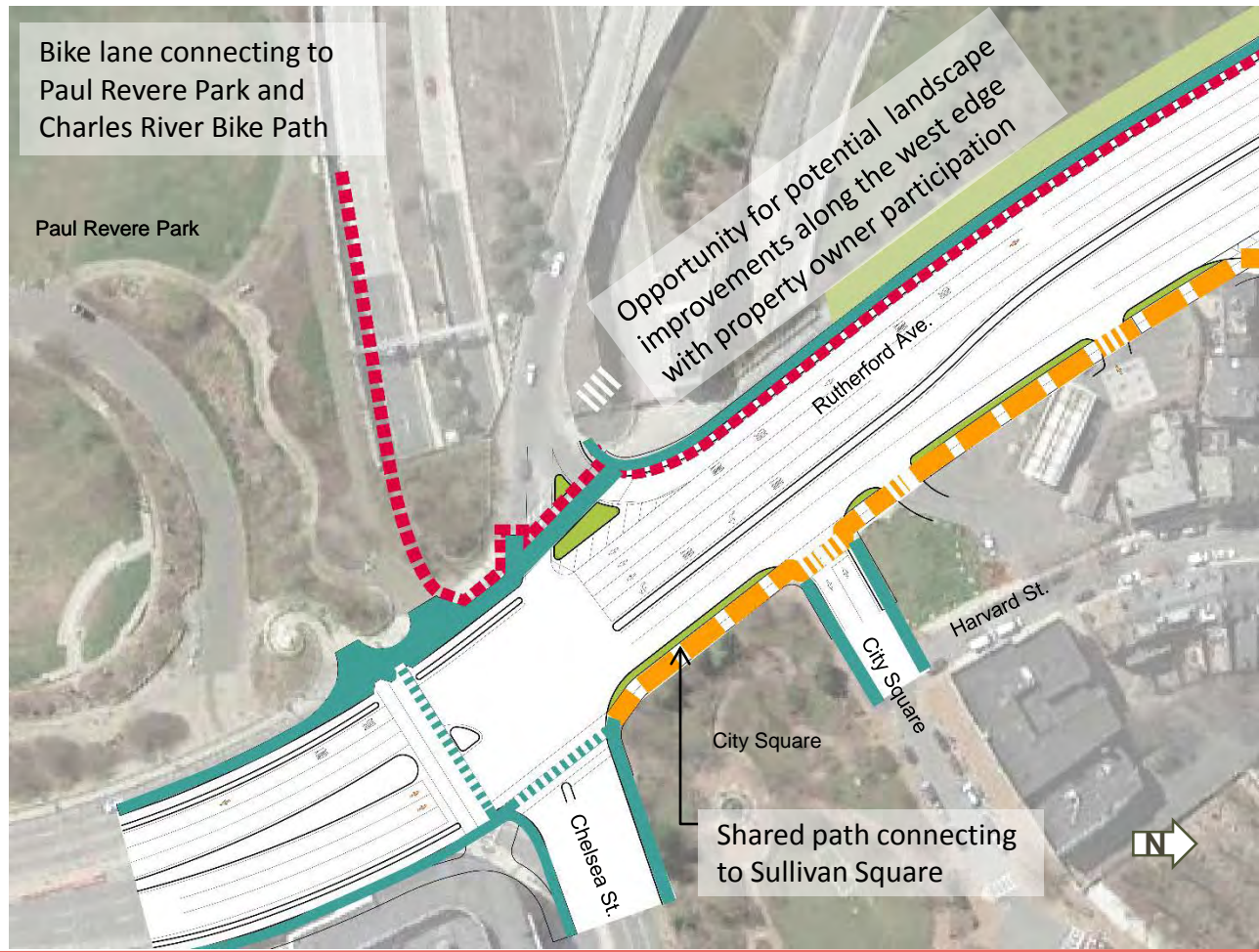


CITY SQUARE TO AUSTIN STREET – DETAIL AREA

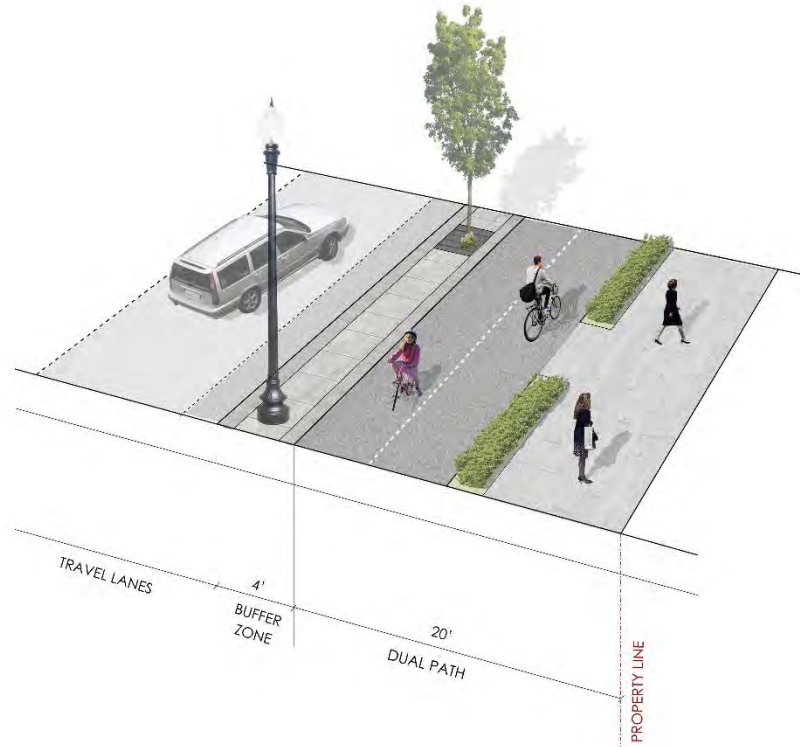


CITY SQUARE TO AUSTIN STREET – DETAIL AREA OPTIONS

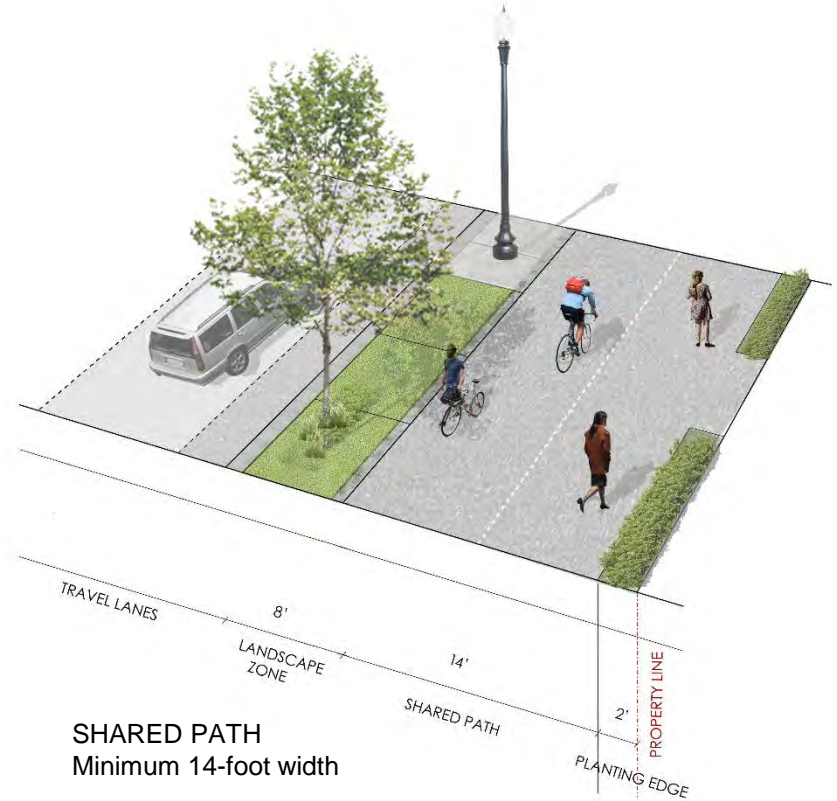
RUTHERFORD AVENUE 25% - URBAN DESIGN



CITY SQUARE TO AUSTIN STREET – DUAL PATH OR SHARED PATH?



DUAL PATH
Minimum 20-foot width



SHARED PATH
Minimum 14-foot width

BIKE PATH EXAMPLES



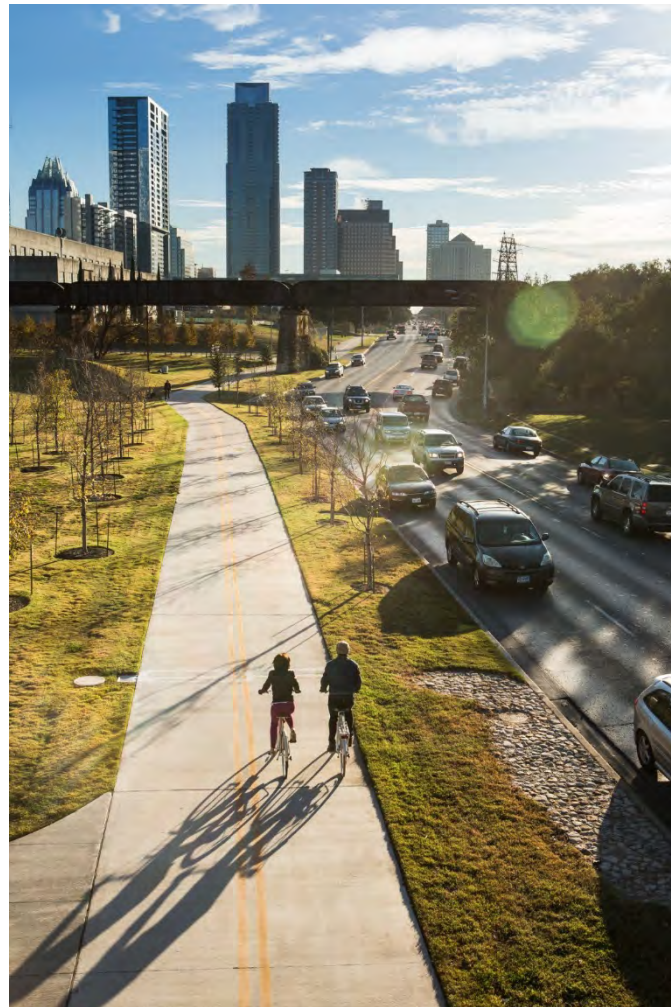
Dual Path (Western Avenue, Cambridge)



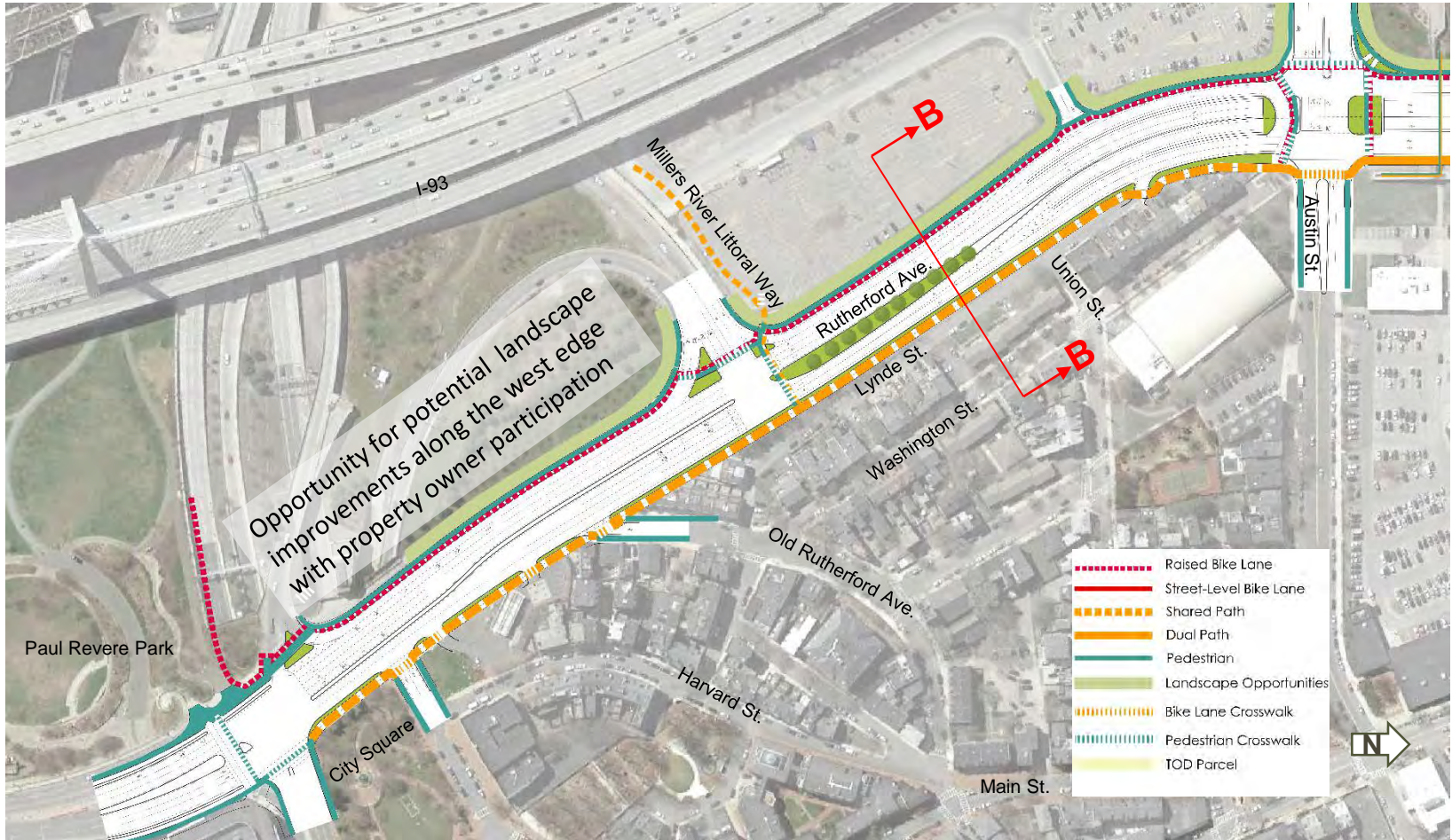
Shared Path (Indianapolis Cultural Trail)
Source: Indyculturaltrail.org

BIKE PATH EXAMPLES

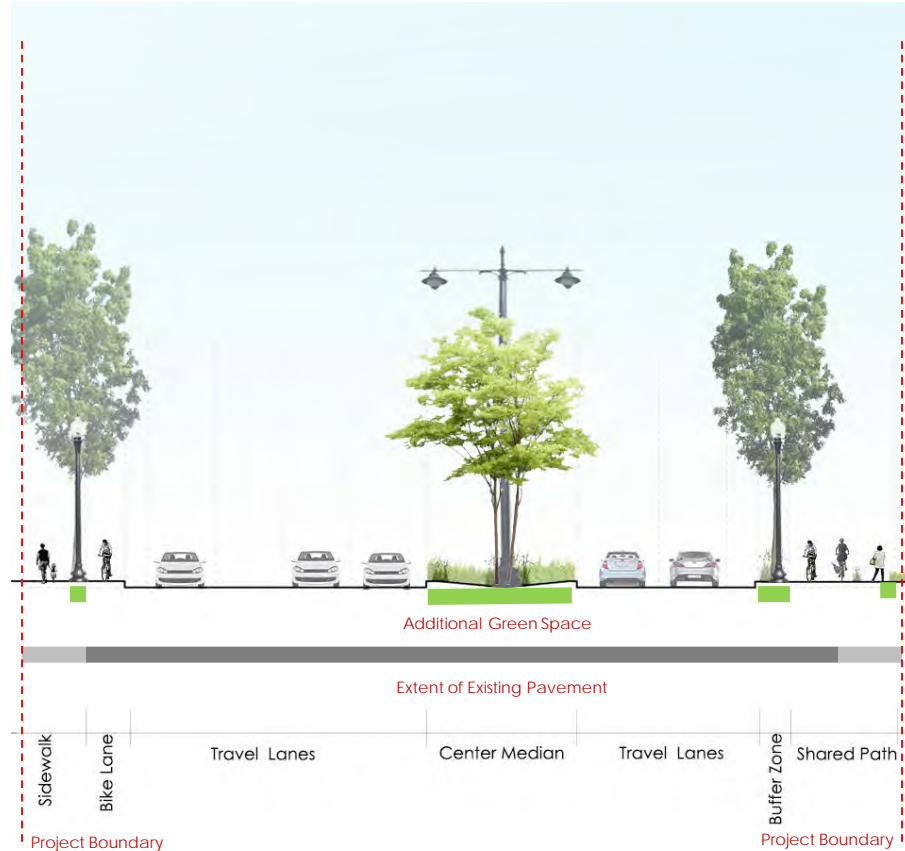
Lance Armstrong Path (Austin, Texas)
Photo Credit: Adam Coppola Photography



CITY SQUARE TO AUSTIN STREET – NARROW SEGMENT

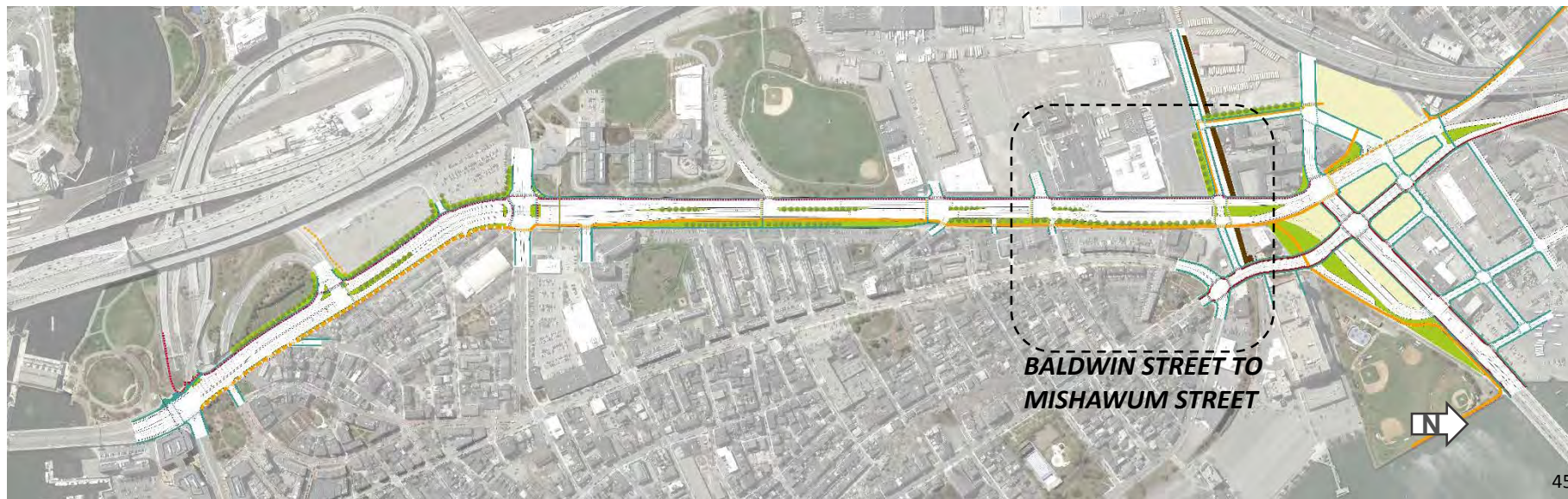


BOULEVARD SECTION B-B, ILLUSTRATING CENTER MEDIAN

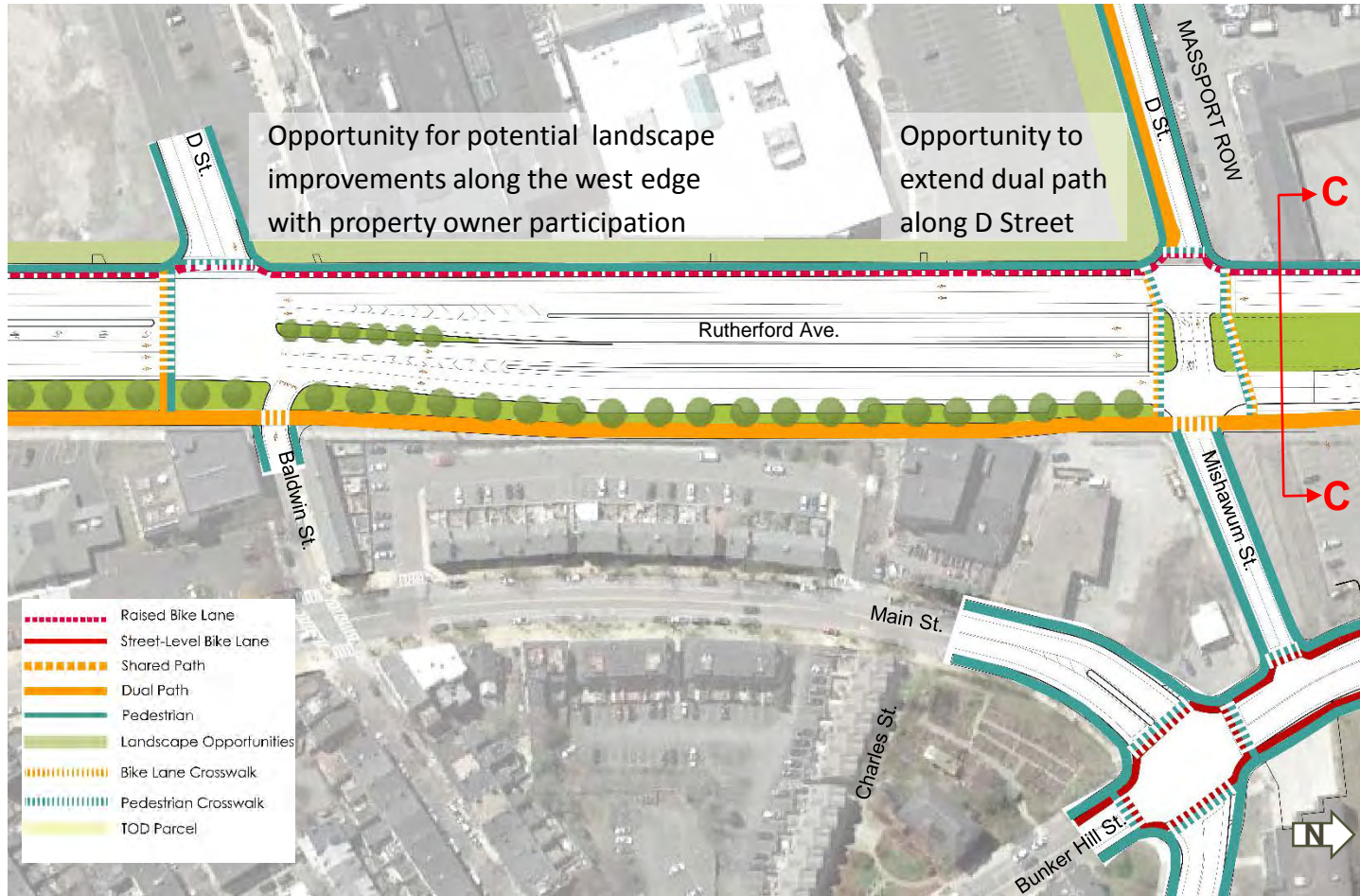


OPPORTUNITIES FOR REFINEMENTS

3. Baldwin Street to Mishawum Street/ D Street

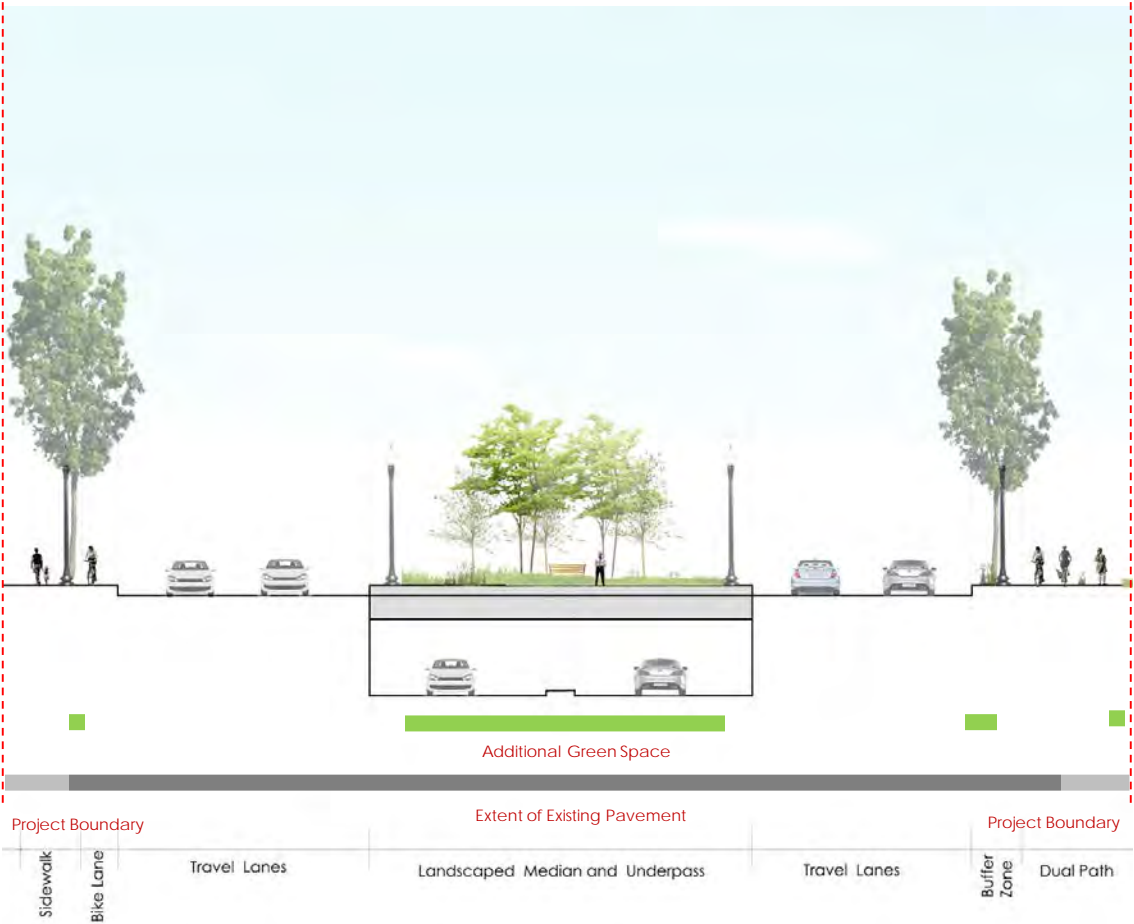


BALDWIN STREET TO MISHAWUM STREET – UNDERPASS



BOULEVARD SECTION C-C, ILLUSTRATING DECK OVER UNDERPASS

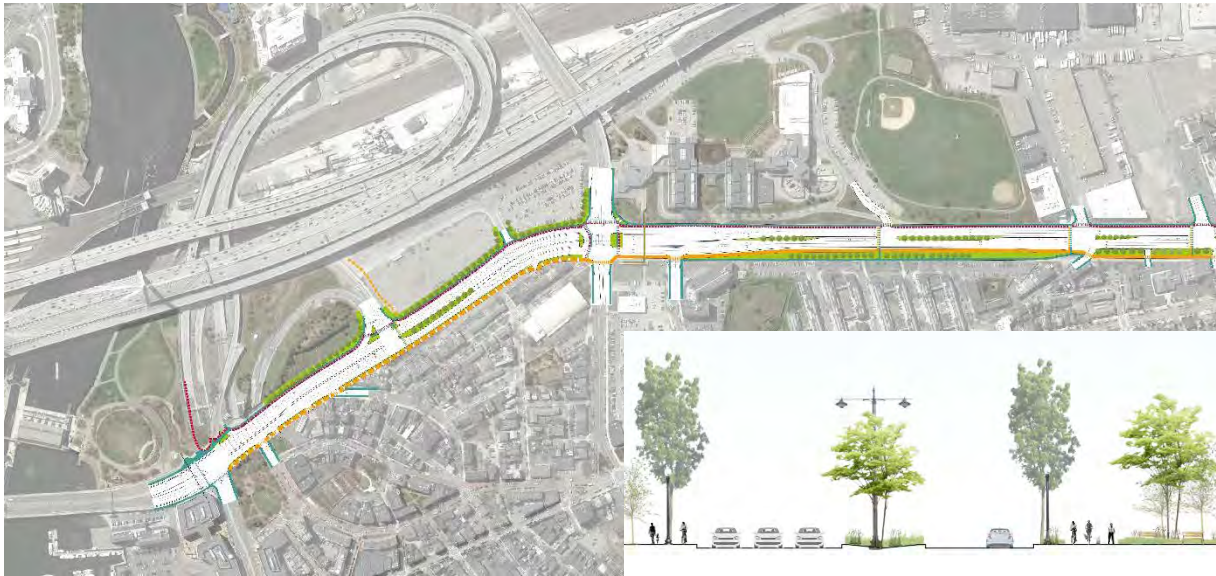
RUTHERFORD AVENUE 25% - URBAN DESIGN





OPPORTUNITIES FOR REFINEMENTS

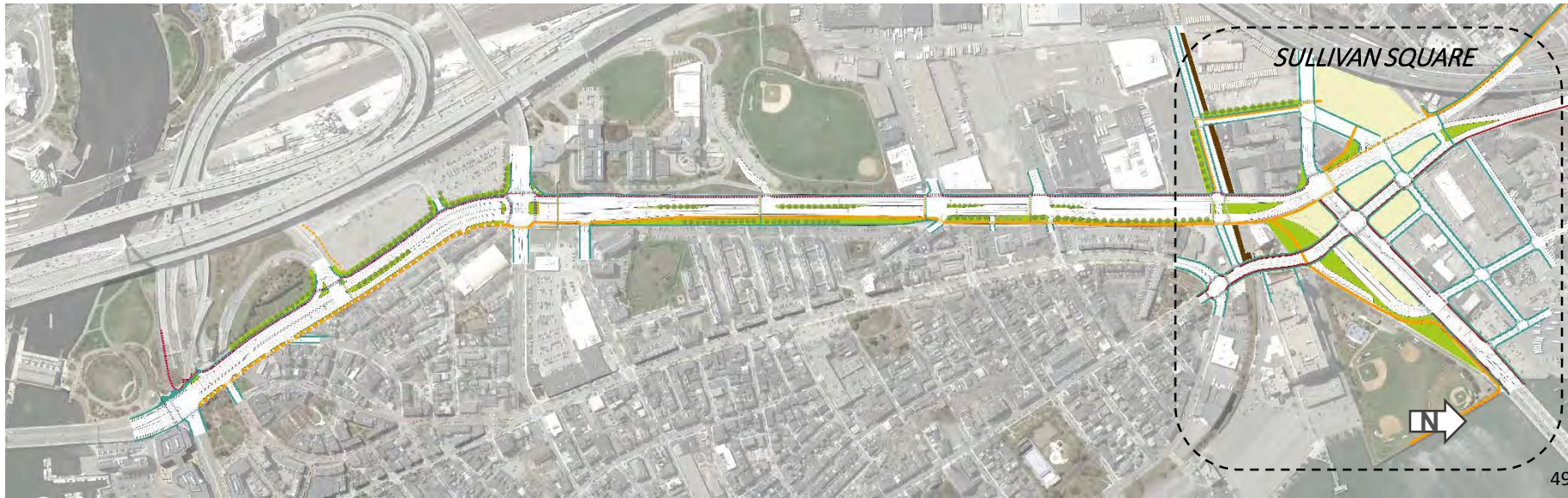
We would like to get your input



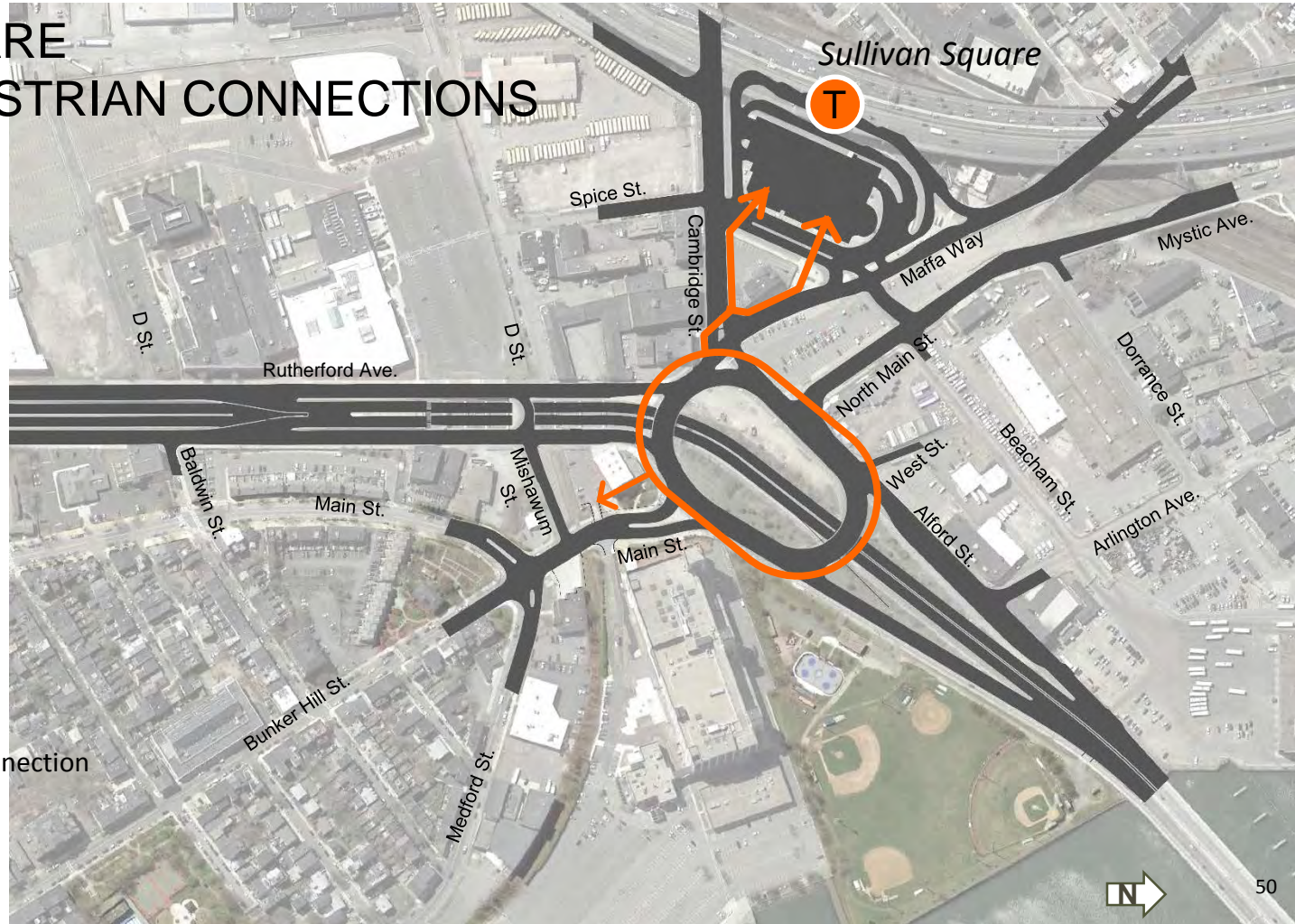


OPPORTUNITIES FOR REFINEMENTS

4. Sullivan Square

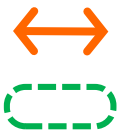


SULLIVAN SQUARE EXISTING PEDESTRIAN CONNECTIONS



Existing Lines of Connection

SULLIVAN SQUARE PEDESTRIAN CONNECTION OPPORTUNITIES

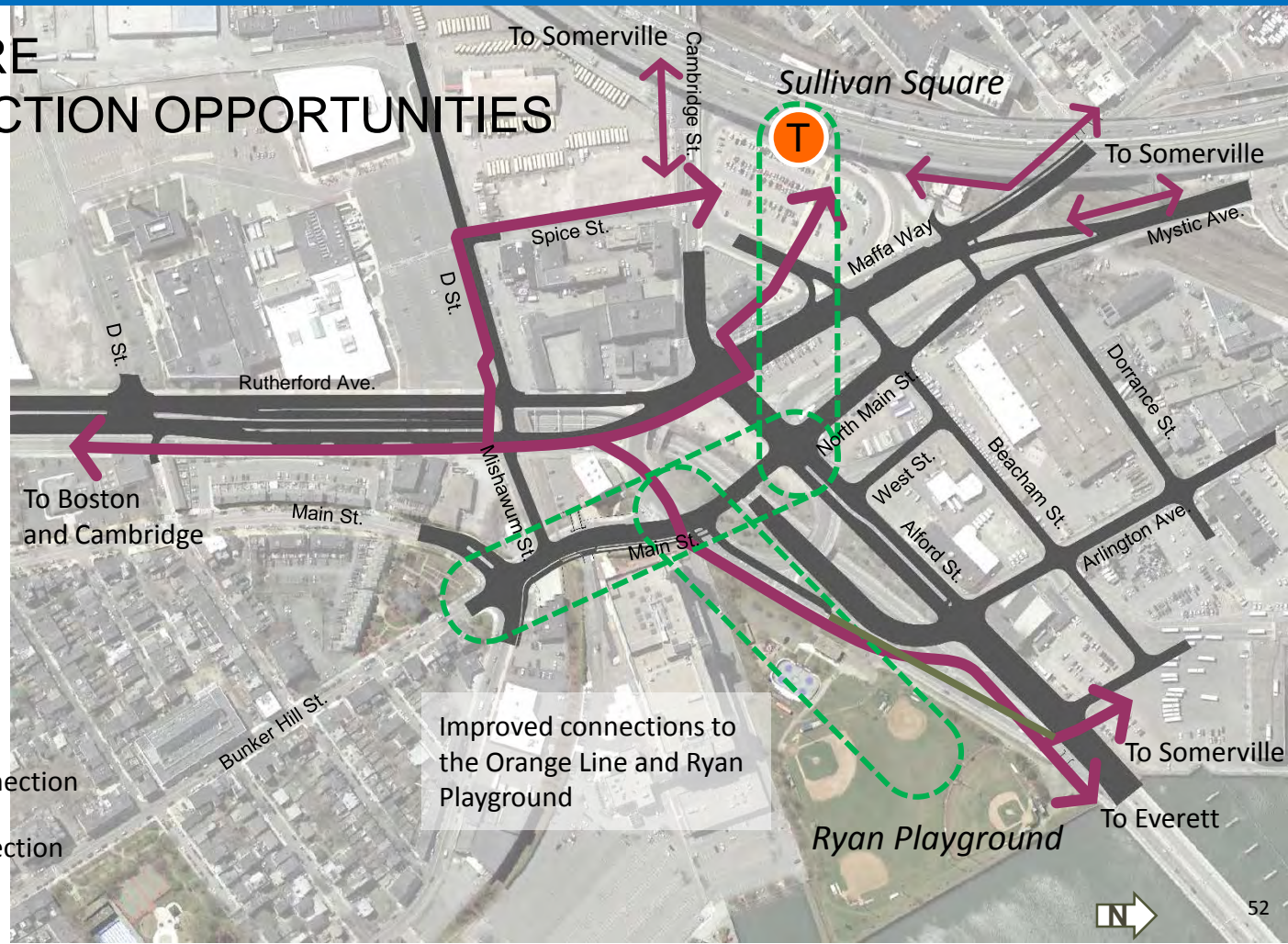




Potential Lines of Connection
Desired Lines of Connection

Improved connections to the Orange Line and Ryan Playground



SULLIVAN SQUARE BICYCLE CONNECTION OPPORTUNITIES

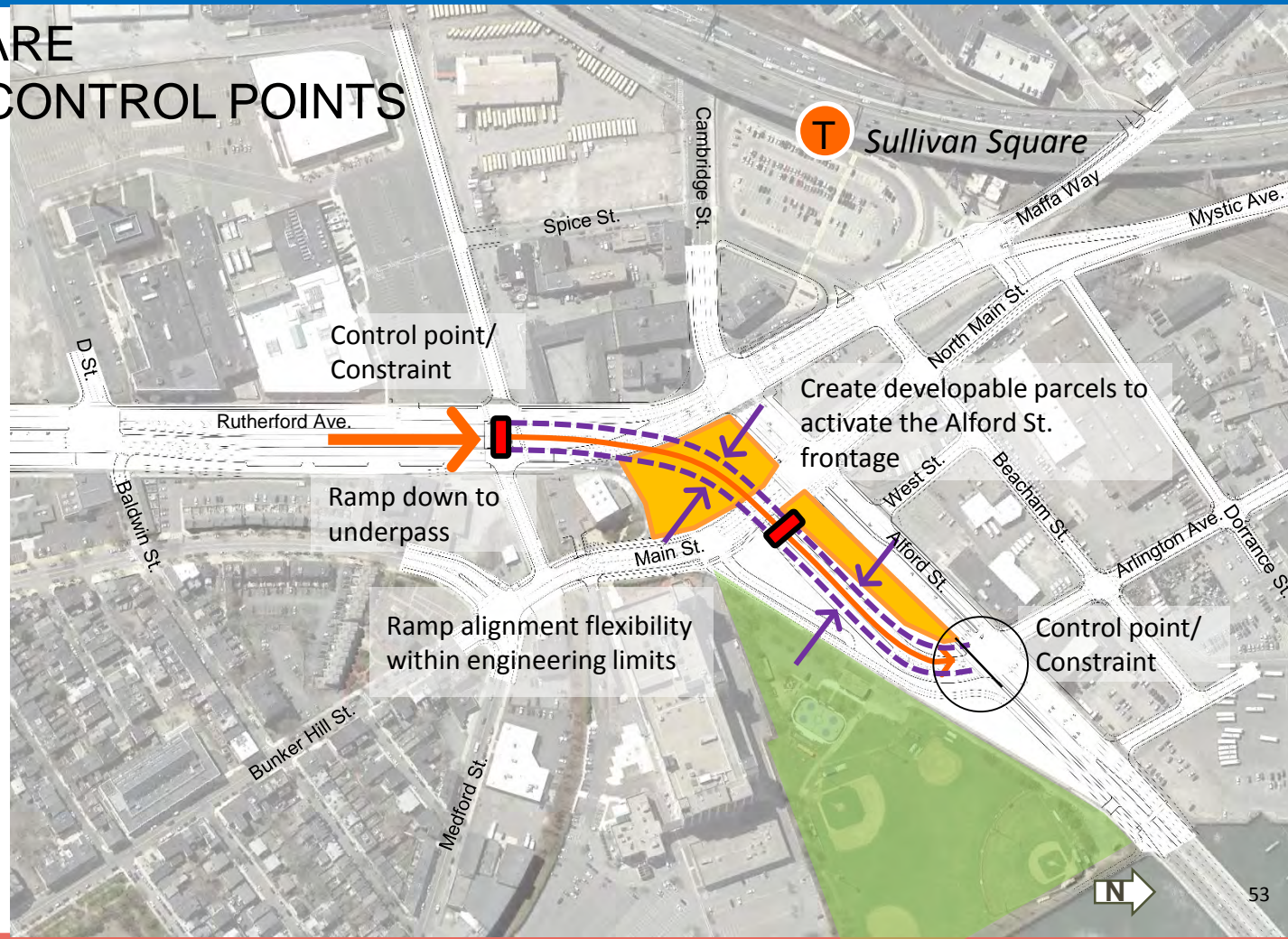


-  Potential Lines of Connection
-  Desired Lines of Connection

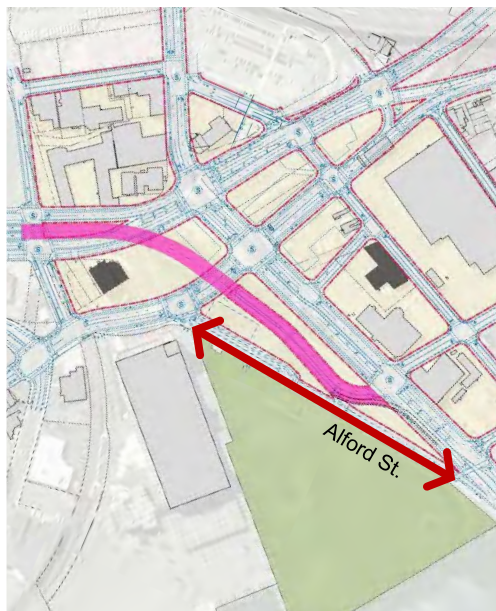
Improved connections to the Orange Line and Ryan Playground



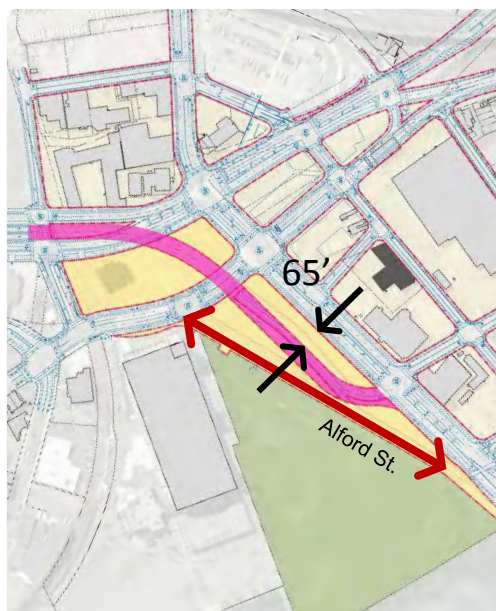
SULLIVAN SQUARE ENGINEERING CONTROL POINTS



SULLIVAN SQUARE OPPORTUNITIES ACTIVATING THE ALFORD ST. EDGE



Previous underpass alignment and Main Street/Alford Street through connector



Realigning the underpass ramp creates an opportunity for development of narrow buildings along Alford St.

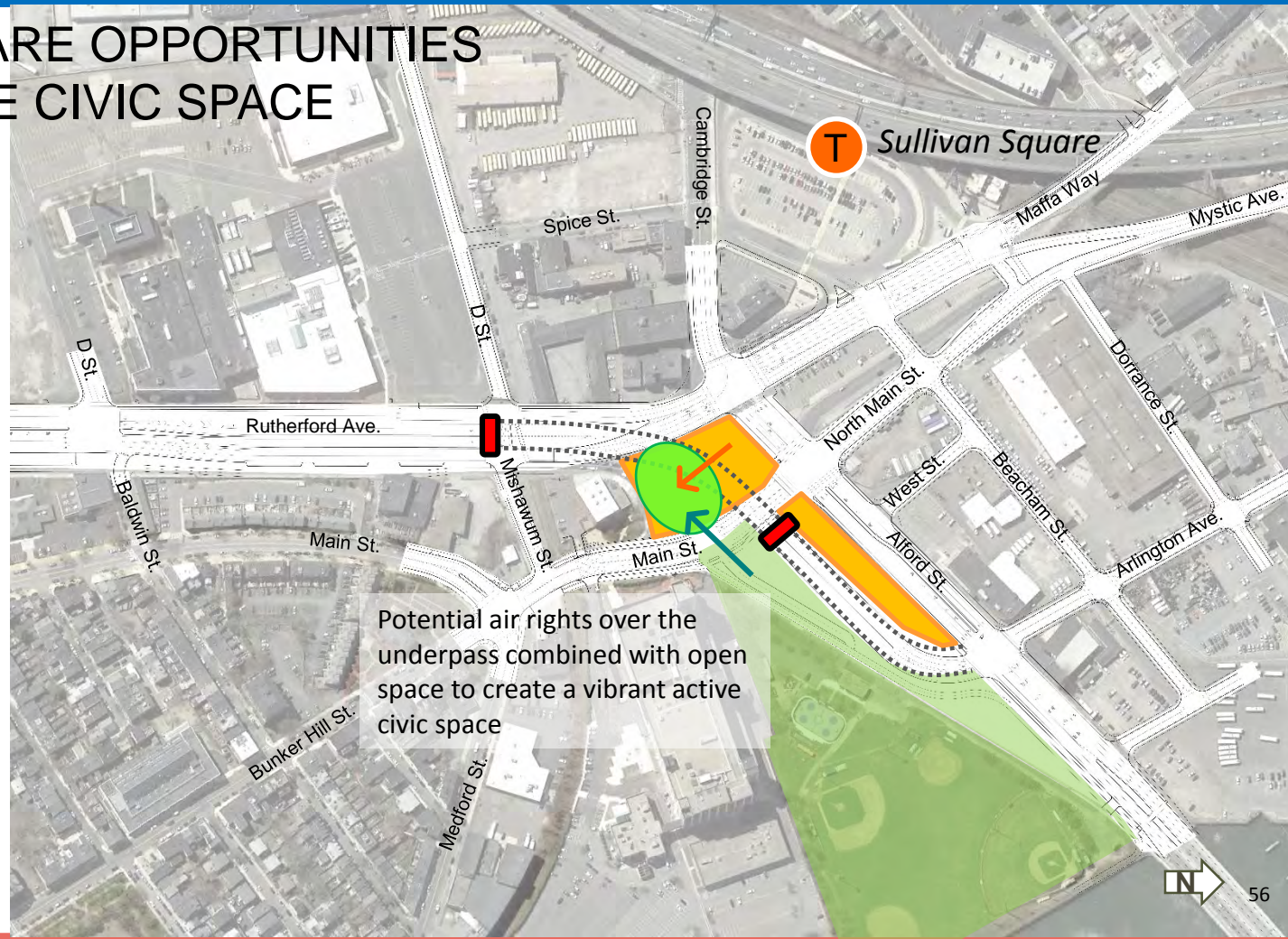


Eliminating the Alford Street through connector expands Ryan Playground, creates an opportunity for new access and additional open space

SULLIVAN SQUARE OPPORTUNITIES EXPANDING RYAN PLAYGROUND



SULLIVAN SQUARE OPPORTUNITIES ACTIVATING THE CIVIC SPACE



Potential air rights over the underpass combined with open space to create a vibrant active civic space



SULLIVAN SQUARE OPPORTUNITIES FUTURE DEVELOPMENT BLOCKS



Urban block framework from the Disposition Study

Urban block framework with narrow streets
Active street level pedestrian environment
Future land disposition parcels

Privately-owned parcels

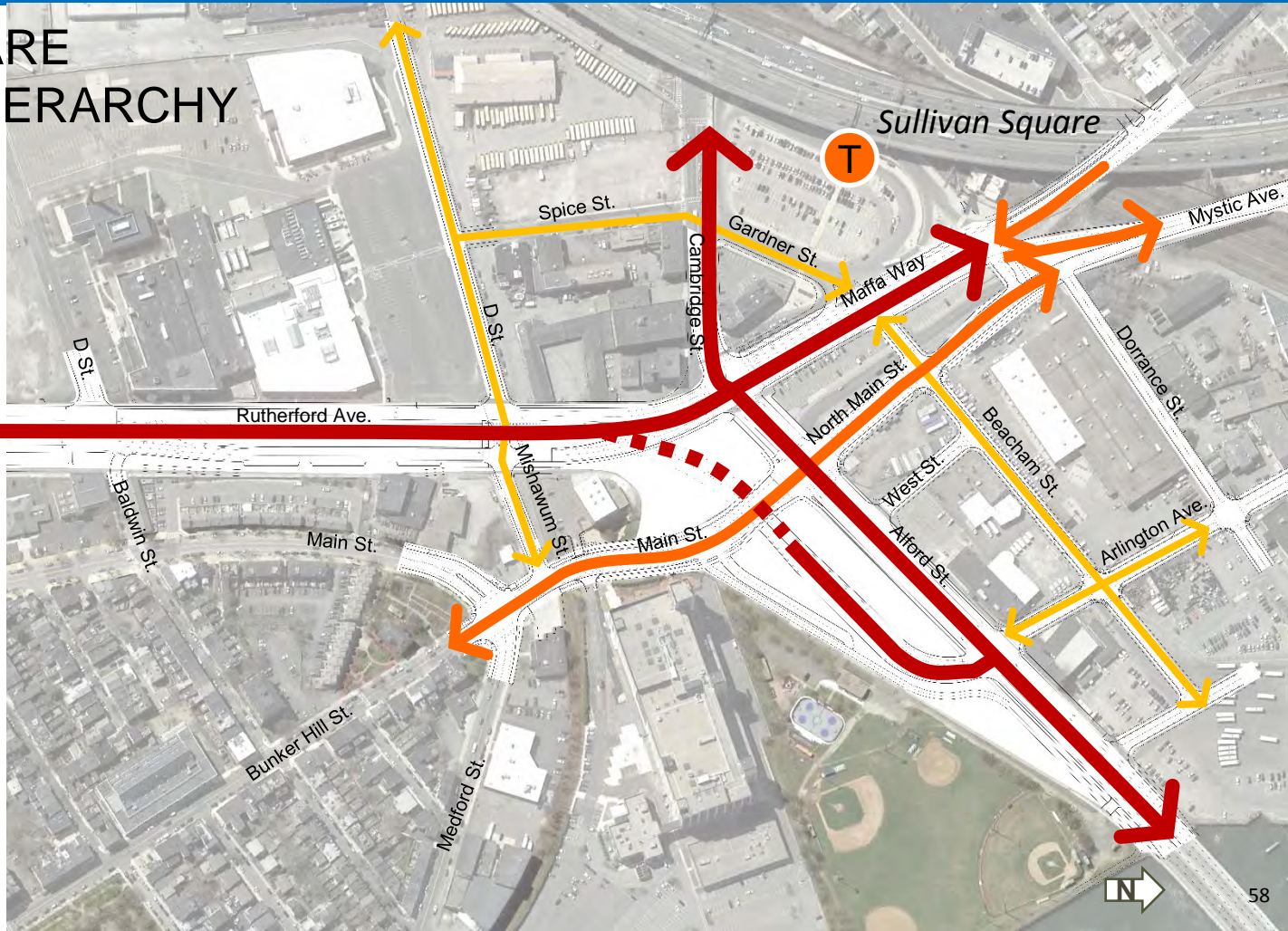
MBTA-owned parcels

Sullivan Square

Transit Oriented Development



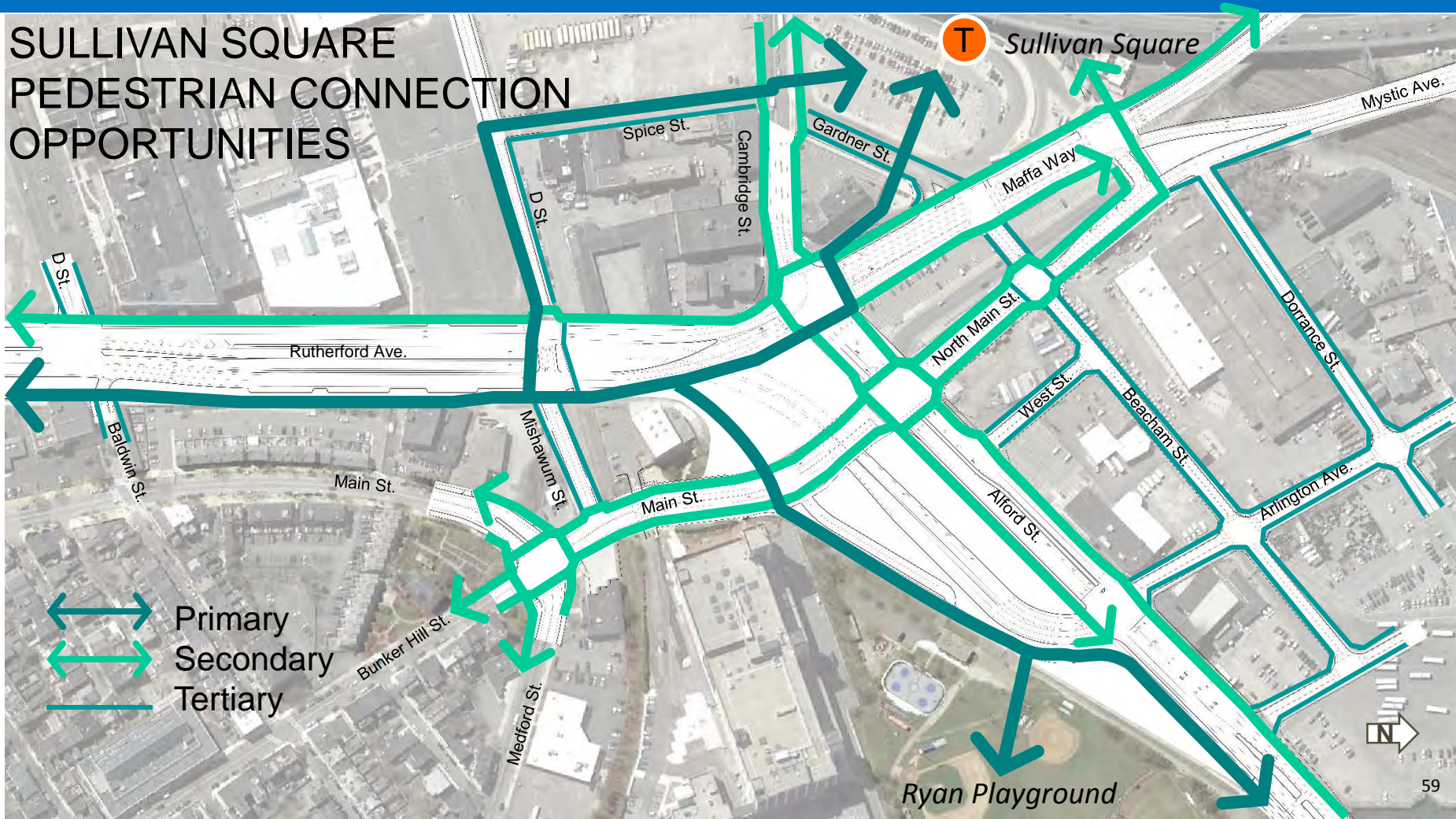
SULLIVAN SQUARE NEW STREET HIERARCHY



- Primary
- Secondary
- Tertiary



SULLIVAN SQUARE PEDESTRIAN CONNECTION OPPORTUNITIES



SULLIVAN SQUARE BICYCLE CONNECTION OPPORTUNITIES

Connections to
Cambridge and
Downtown Boston

Connects to
Cambridge St.

T Sullivan Square

Connects to
Broadway

Connects to
Assembly Row

Connections to
Somerville, Everett,
and the regional bike
network

Rutherford Ave.

Spice St.

Gardner St.

Maffa Way

North Main St.

West St.

Beacham St.

Arlington Ave.

Dorrance St.

Connections to
Charlestown

Connects to
City Square

Connects to Everett
along Alford Street,
and to the Harborwalk

Connects to
Draw 7
Park

Baldwin St.
Main St.

Primary
(Dual Path/ Shared Path)
Secondary (Bike Lane)

Main St.

Alford St.

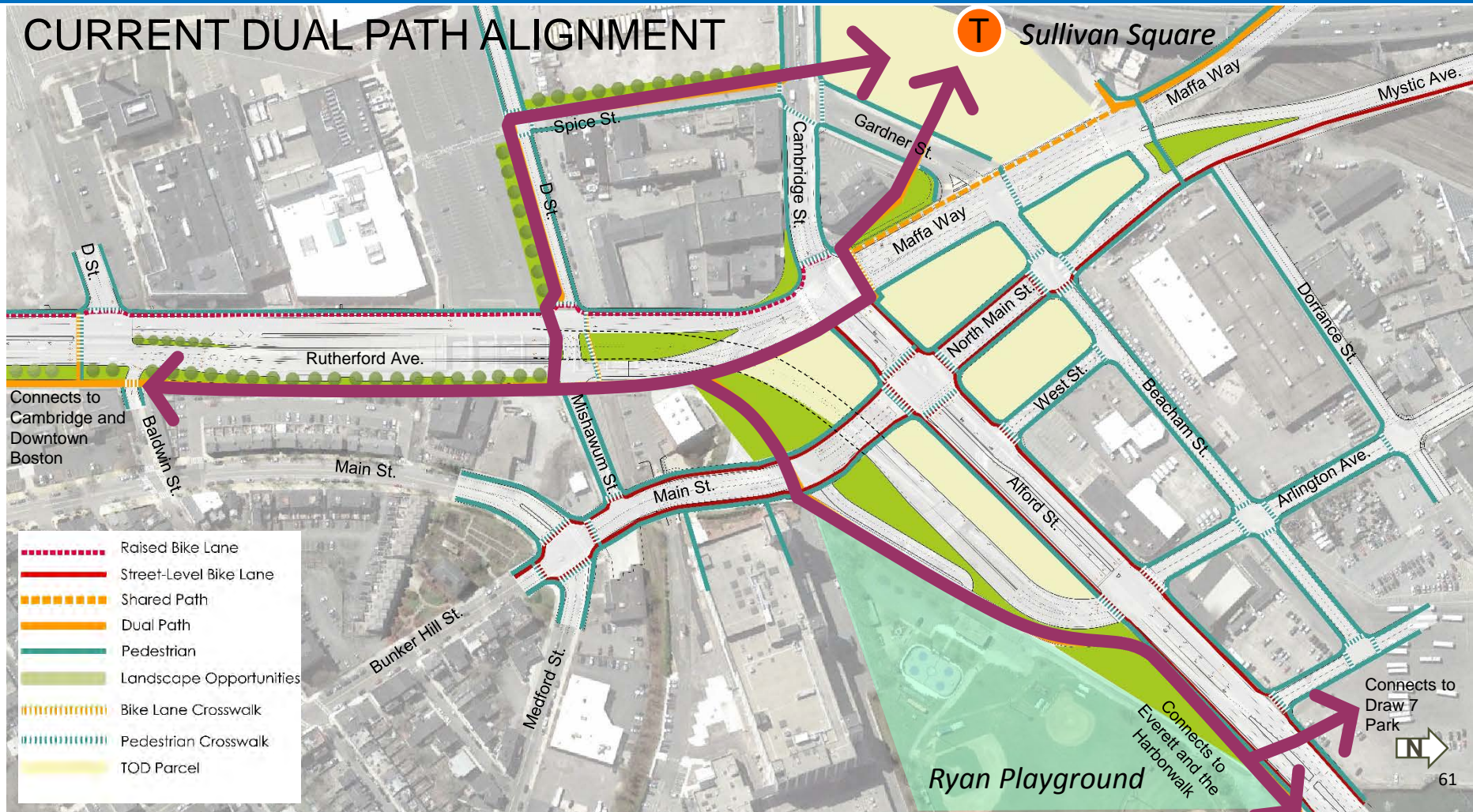
Bunker Hill St.

Medford St.

Ryan Playground

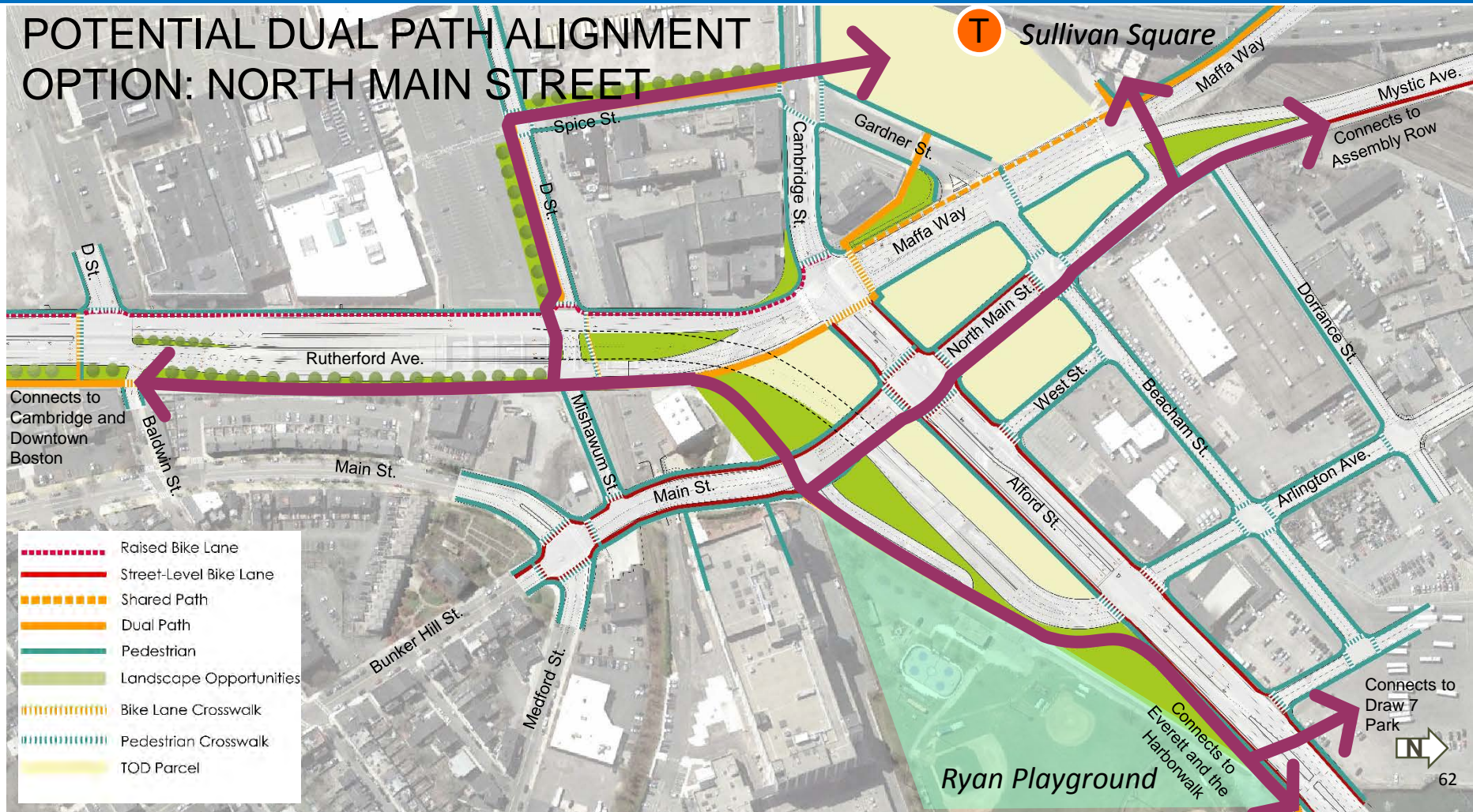


CURRENT DUAL PATH ALIGNMENT



-  Raised Bike Lane
-  Street-Level Bike Lane
-  Shared Path
-  Dual Path
-  Pedestrian
-  Landscape Opportunities
-  Bike Lane Crosswalk
-  Pedestrian Crosswalk
-  TOD Parcel

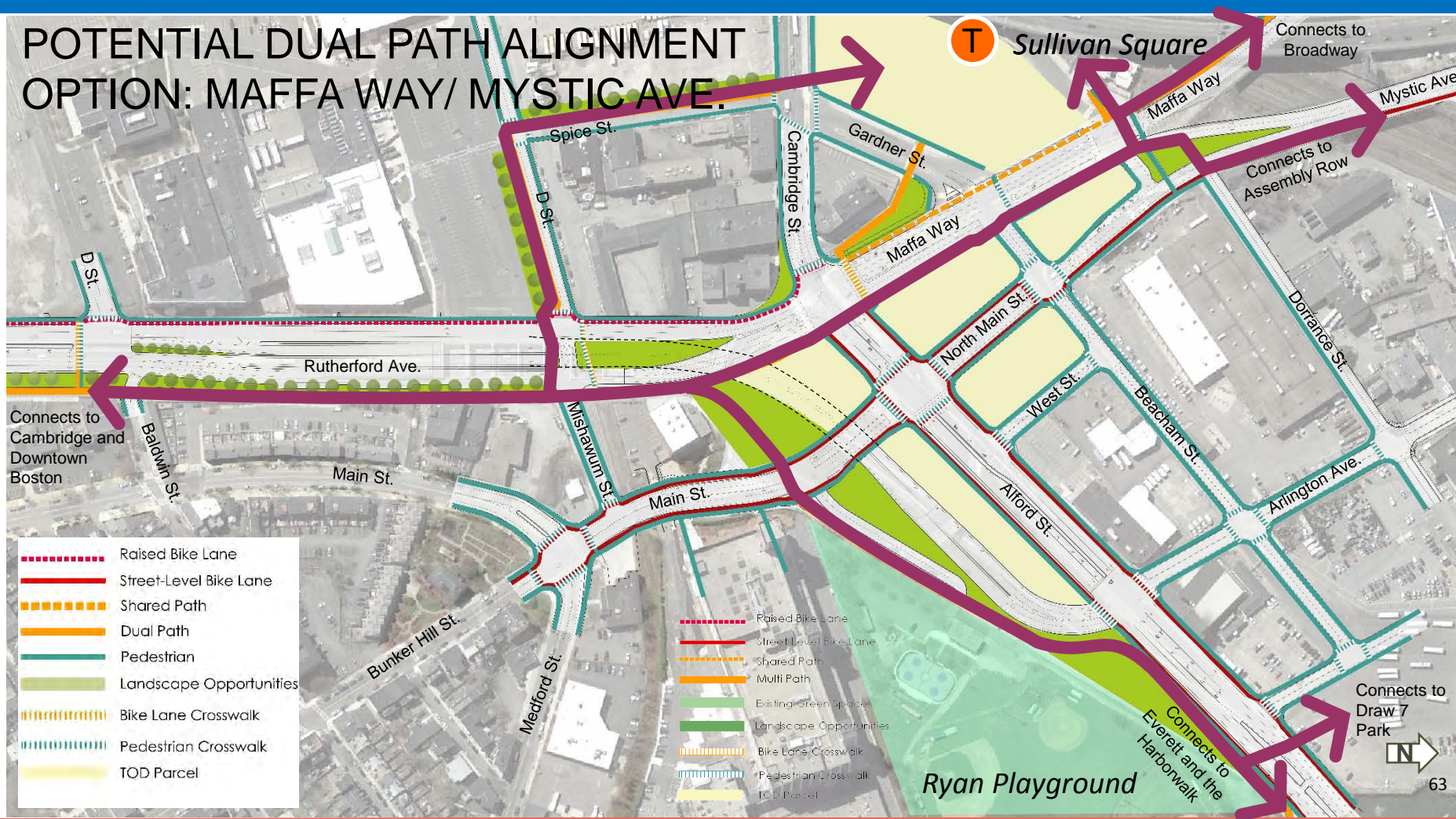
POTENTIAL DUAL PATH ALIGNMENT OPTION: NORTH MAIN STREET



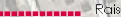








- Red dashed line: Raised Bike Lane
- Red solid line: Street-Level Bike Lane
- Orange dashed line: Shared Path
- Orange solid line: Dual Path
- Teal solid line: Pedestrian
- Light green area: Landscape Opportunities
- Yellow dashed line: Bike Lane Crosswalk
- Teal dashed line: Pedestrian Crosswalk
- Yellow solid area: TOD Parcel



POTENTIAL DUAL PATH ALIGNMENT OPTION: MAFFA WAY/ MYSTIC AVE.



-  Raised Bike Lane
-  Street-Level Bike Lane
-  Shared Path
-  Dual Path
-  Pedestrian
-  Landscape Opportunities
-  Bike Lane Crosswalk
-  Pedestrian Crosswalk
-  TOD Parcel

-  Raised Bike Lane
-  Street-Level Bike Lane
-  Shared Path
-  Multi Path
-  Existing Green Space
-  Landscape Opportunities
-  Bike Lane Crosswalk
-  Pedestrian Crosswalk
-  TOD Parcel





OPPORTUNITIES FOR REFINEMENTS

We would like to get your input





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PUBLIC MEETING

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