



Rutherford Avenue/ Sullivan Square (Route 99)






Safety Improvements Project

Zoom Webinar | June 23, 2021, at 6:00 PM

Project File No. 606226



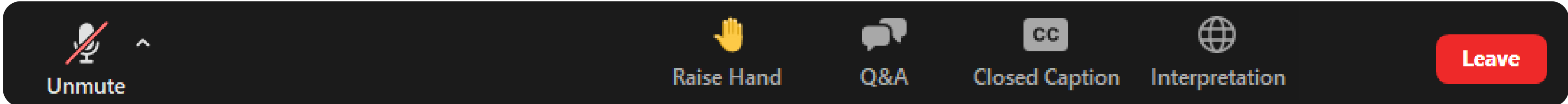
Zoom Controls

-  Listen in Spanish (español), Portuguese (português), Chinese Mandarin (汉语), Cantonese (广东话), and Haitian Creole (Kreyòl ayisyen)
-  Drop down menu to check microphone and speakers
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-  If you are unable to access the internet or are having technical problems, please call into the webinar at 1-301-715-8592, **Webinar ID:** 933 319 4 5695 **passcode:** 279150
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If you have trouble with the meeting technology during the presentation, please call/text Jeff at:

508-873-5988



Public meeting notes and procedures

Notification of Recording

- This virtual public meeting will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, still images, audio, and/or chat transcript. By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
- If you are not comfortable being recorded, please turn off your camera, keep your microphone muted, and refrain from chatting in the transcript box. Else you may choose to excuse yourself from the meeting.

Other Important Notes

- Your microphone and webcam are automatically disabled upon entering this meeting.
- The meeting will be open to questions and answers at the end of the formal presentation.
- Please take time to respond to our survey! Your feedback is important. Email: sullivan sq@boston.gov

IT questions throughout this presentation: Please call or text Jeff (from HSH) at **508-873-5988**

It is important to note all comments are welcome and appreciated, however we do request that you refrain from any disrespectful comments.

Agenda

- 1 Background
- 2 Project Goals
- 3 Existing Challenges
- 4 Design Elements
- 5 Corridor Segments
- 6 Traffic
- 7 Resiliency
- 8 Construction
- 9 Public Comments



Existing 8-lane Rutherford Avenue

Public Hearing Notification Process

MassDOT is committed to providing multiple options for members of the public to learn about public hearings to increase participation.

- This hearing was noticed by the following means:
 - Inclusion on the MassDOT hearing calendar website
 - City of Boston – Rutherford Avenue Project Website
- Notice run in the following newspapers:
 - *Charlestown Patriot Bridge*
 - *Boston Globe*

PAGE 20 THE CHARLESTOWN PATRIOT-BRIDGE JUNE 17, 2021

Upcoming Rutherford/Sullivan design meeting a major milestone

By Seth Daniel

The Boston Transportation Department (BTD) and MassDOT Highway Department have scheduled the long-awaited 25 percent design online meeting for the Rutherford Avenue/Sullivan Square Re-Design project for June 23, and indications are that the project is a priority and will not turn back.

Many had anticipated the meeting to take place in early January, but it got delayed for many reasons, and then the funding schedule was moved back in favor of a bus rapid transit project in Jamaica Plain. Some had questioned if the departure of former Mayor Martin Walsh, and the movements with funding, signaled a departure from the priority list. Now, however, the meeting is said to signify the absolute commitment and the march towards being built.

“We’ve been at it 10 years or more, but the Rutherford/Sullivan Square project is finally at the threshold of being built and the 25 percent milestone will take us to 100 percent design and then into construction for the spring of 2023,” said Bill Conroy, project manager at the BTD. “This project will provide a new gateway into

Charlestown. With all the development and parcels at Bunker Hill Community College, this project sets the footprint where everything else comes together. This is tied to all the nuances that will come into the public realm in Charlestown.

“The important thing is this is a mayoral priority,” he continued. “It’s a big project for the City of Boston and the residents of Charlestown...We’re all fully on board to make it happen.”

The 25 percent design phase in a local, state and/or federal roadway project is perhaps the biggest hurdle to get over, and the public hearing on that milestone signifies more public input and a commitment by the government to get any such project off the drawing board and into construction. The next phase would be the 100 percent design milestone, likely to come in June 2022, and then the groundbreaking phase in spring 2023. Those last two also include public meetings and input, but the meeting on June 23 signifies the major milestone.

“It is a big milestone we’re at,” Conroy said. “This is real now. The project isn’t going backward.”

The 25 percent designs do include underpasses at Sullivan Square and at Austin Street, but there is a significant road diet along the entire corridor to create new green space and a shared path. The meeting will probably also touch on development at Hood Park, as well as the renovations of Ryan Playground that could be happening at the same time as the Rutherford project. Resiliency will also be addressed, and that is part of a larger project that is currently ongoing and in Phase 2 within Charlestown.

The meeting will feature about a 45 minute presentation of the designs, and there will be ample time for questions and for the public to be heard.

Happy Bunker Hill Day!

Celebrate the Spirits of Bunker Hill with “We’re Still Here” by MaryLee Trettenero

Pick up your copy at:
Charlestown Ace Hardware,
Bunker Hill Mall
Also, available on Amazon and Barnes & Noble



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Happy Bunker Hill Day!

From Everyone “Up at the Club!”



BOYS & GIRLS CLUBS
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CHARLESTOWN CLUB
128 YEARS OF SERVICE

Right of Way (ROW) discussion

- Affected property owners will be contacted by personnel from the City of Boston or consultants representing the City
- Majority of the permanent easements are with institutional landowners
- The City of Boston is responsible for acquiring all necessary rights in public land for design, construction, and implementation of a project.
- Procedures must comply with state and federal regulations governing the acquisition process.
 - Property owners are protected under Massachusetts General Laws, primarily Chapter 79.
 - If project receives federal funds, property owners are further protected under Title III of the Real Property Act of 1970, as amended.

Project website:

RUTHERFORD AVENUE / SULLIVAN SQUARE DESIGN PROJECT

We aim to complete preliminary design for the Rutherford Avenue corridor and Sullivan Square in Charlestown.

<https://www.boston.gov/departments/transportation/rutherford-avenue-sullivan-square-design-project>

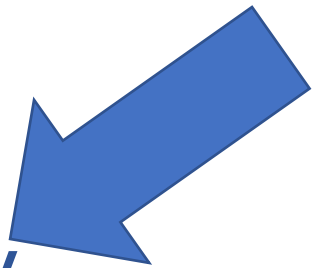
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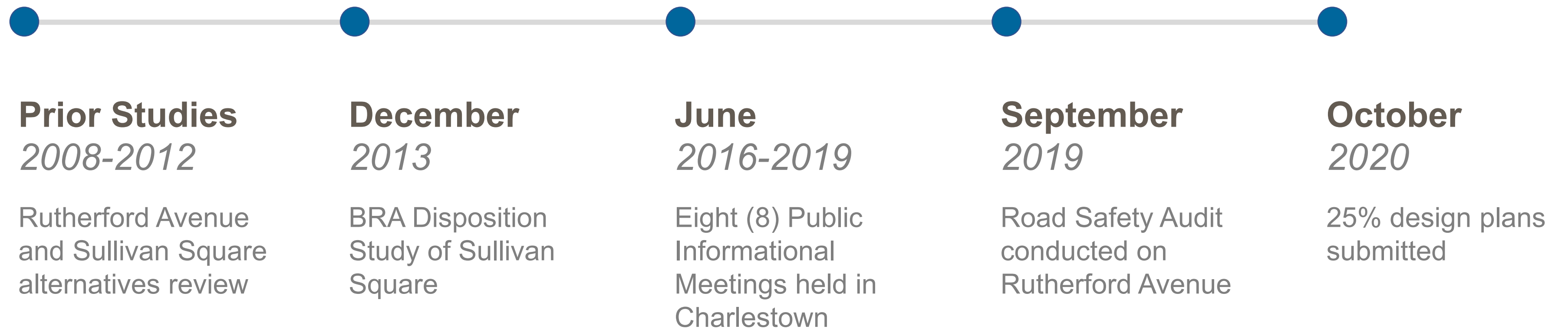
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PROJECT GOALS 2019 MEETINGS 2018 MEETINGS 2017 MEETINGS 2016 MEETINGS 2012 MEETING

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Background: How did we get here?



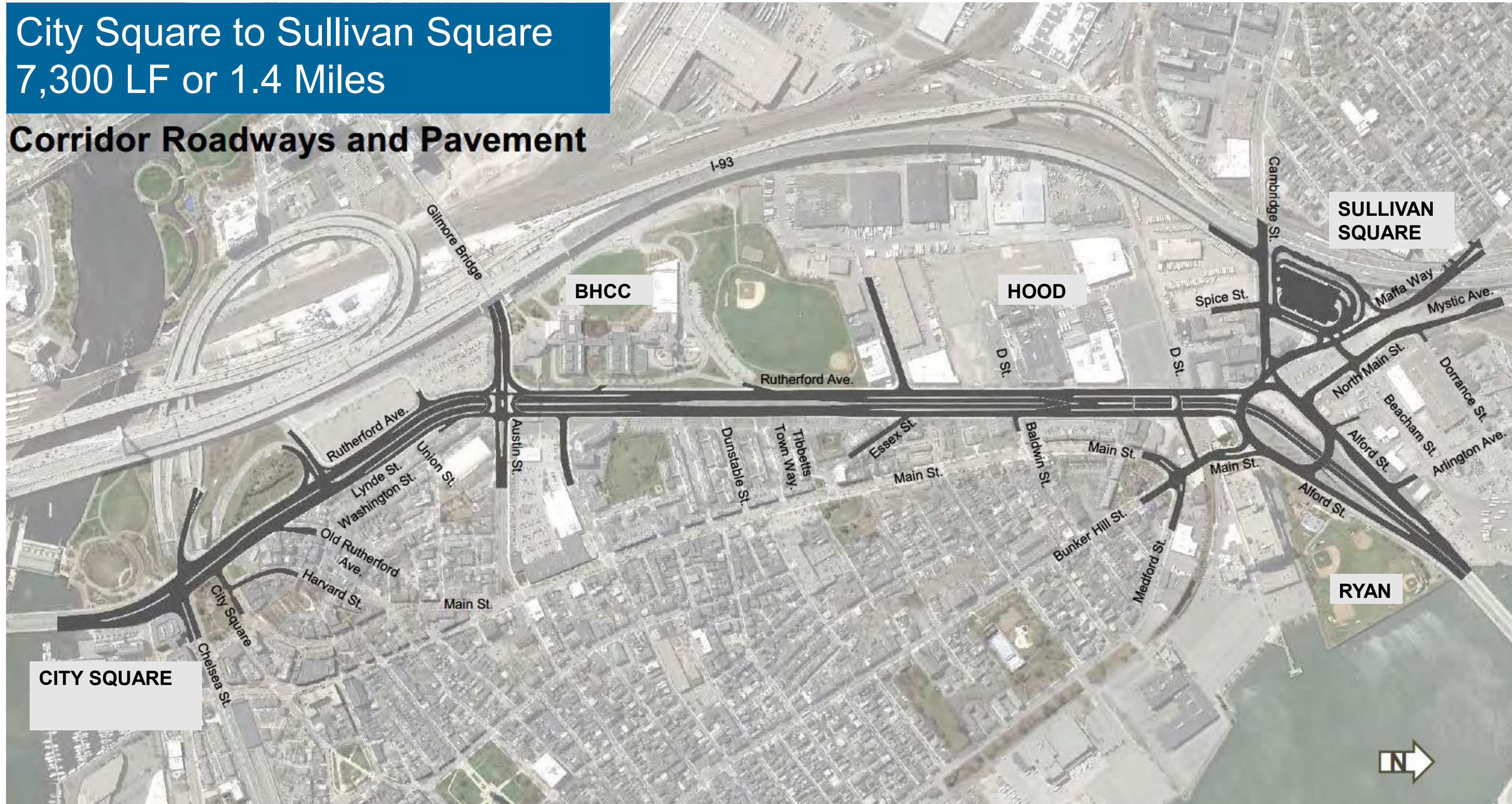
Stakeholder Meetings to date:

FHWA, MassPort, MBTA, BWSC, Cities of Everett and Somerville, Bunker Hill Community College, Hood Park, Schrafft's Center, Friends of City Square Park, Residents at Mishawum Park, RCIC, Eversource, ITDP, Climate Ready Charlestown, MassDOT Road Safety Audit (WalkBoston, Boston Cyclists Union), Lower Mystic Regional Working Group

Project Limits

City Square to Sullivan Square
7,300 LF or 1.4 Miles

Corridor Roadways and Pavement





**What do we
want to
accomplish?**

Project Goals

- Improve **SAFETY** for all users;
- Improve pedestrian, bicycle and transit mobility;
- Decrease traffic congestion, protect from cut-through traffic;
- Create public/open space;
- Provide for transit-oriented development;
- Provide separated bicycle paths;
- Remove Sullivan Square rotary and convert to a grid system to provide safer traffic flow
- Structural elements to state of good repair



Conceptual rendering of open space and path system at a mixing zone.



What are the Existing Challenges?

Existing Challenges – Road Safety Audit

The independent audit noted the following general traffic challenges on the corridor:

- Traffic Congestion, Lane Designations
- Pavement and Surface Condition
- Signal Equipment
- Pedestrian Accommodations
- Bicycle Accommodations
- Speed
- Transit
- Lighting
- Signage



Existing Conditions – Traffic data (2017*)

*Additional count data was collected in 2019, post casino opening, confirming the 2017 data.

*New traffic count data will be collected post-pandemic, in the Fall/Winter 2021

Rutherford Avenue (North of Austin Street) Combined underpass and surface ramps – Total Daily Volume 58,500

- Truck Percentage; 4% peak hour and 7% daily
- Design Hourly Volume; 4,000 (total); 2,500 (Directional)

Alford Street Bridge, north of Sullivan Square – Total Daily Volume 52,000

- Southbound 27,169 SB (52%)
- Northbound 25,065 NB (48%)

Route 99 – Sullivan Square Underpass – Total Daily Volume 26,000

- Southbound 19,340 (74%)
- Northbound 6,800 (26%)

Route 99 – Austin Street Underpass – Total Daily Volume 33,500

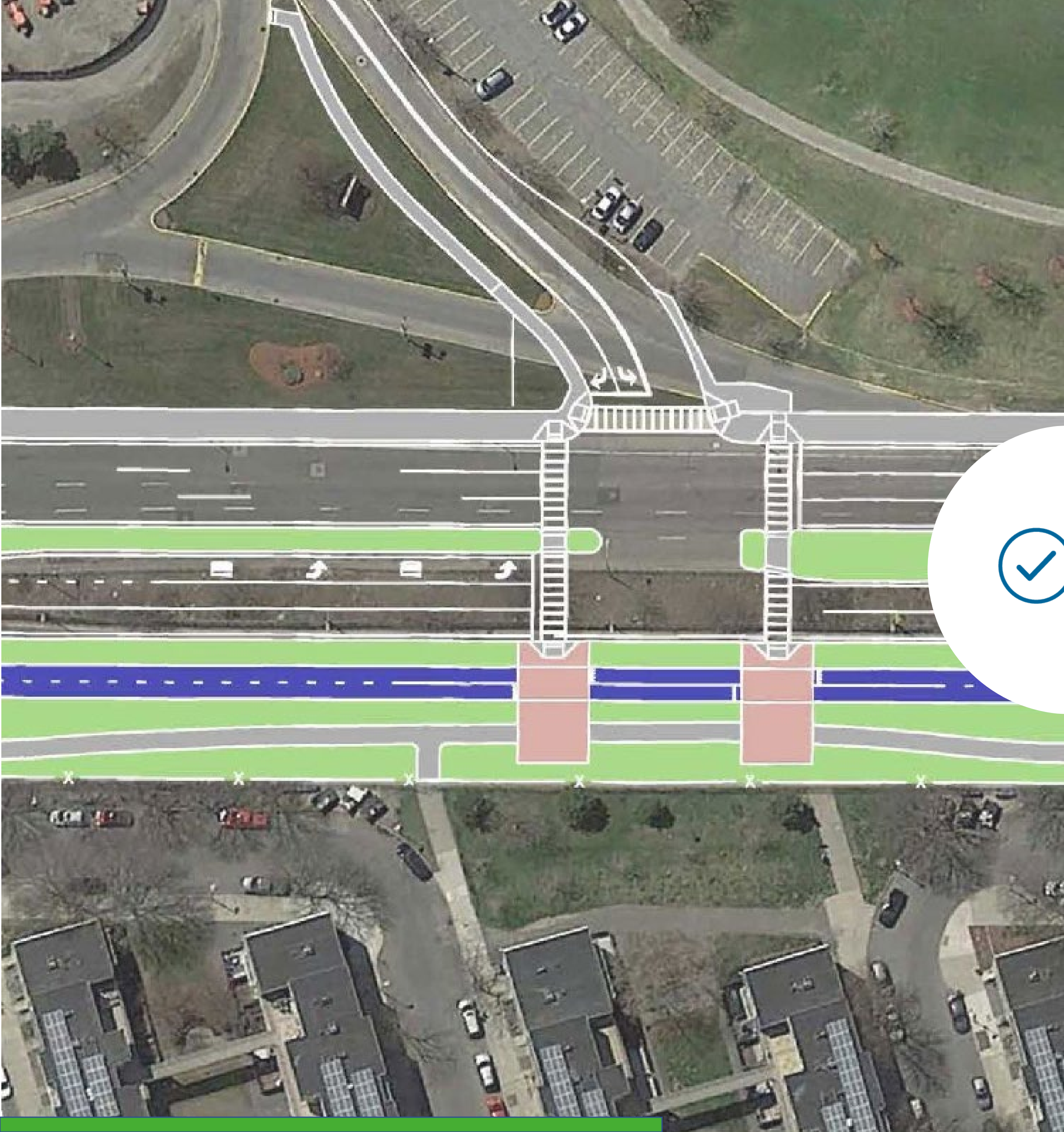
- Southbound 25,895 (77%)
- Northbound 7,660 (23%)

State officials say traffic has returned to pre-pandemic levels

"Traffic, for all intents and purposes, is back to about 2019 levels on most roadways in Massachusetts at this point."



Traffic on the Tobin Bridge heading north ahead of the Memorial Day Weekend. Suzanne Kreiter/Globe Staff



**What are the
Project Design
Elements?**

Overview- Design Elements

Safety improvements for all users, including:

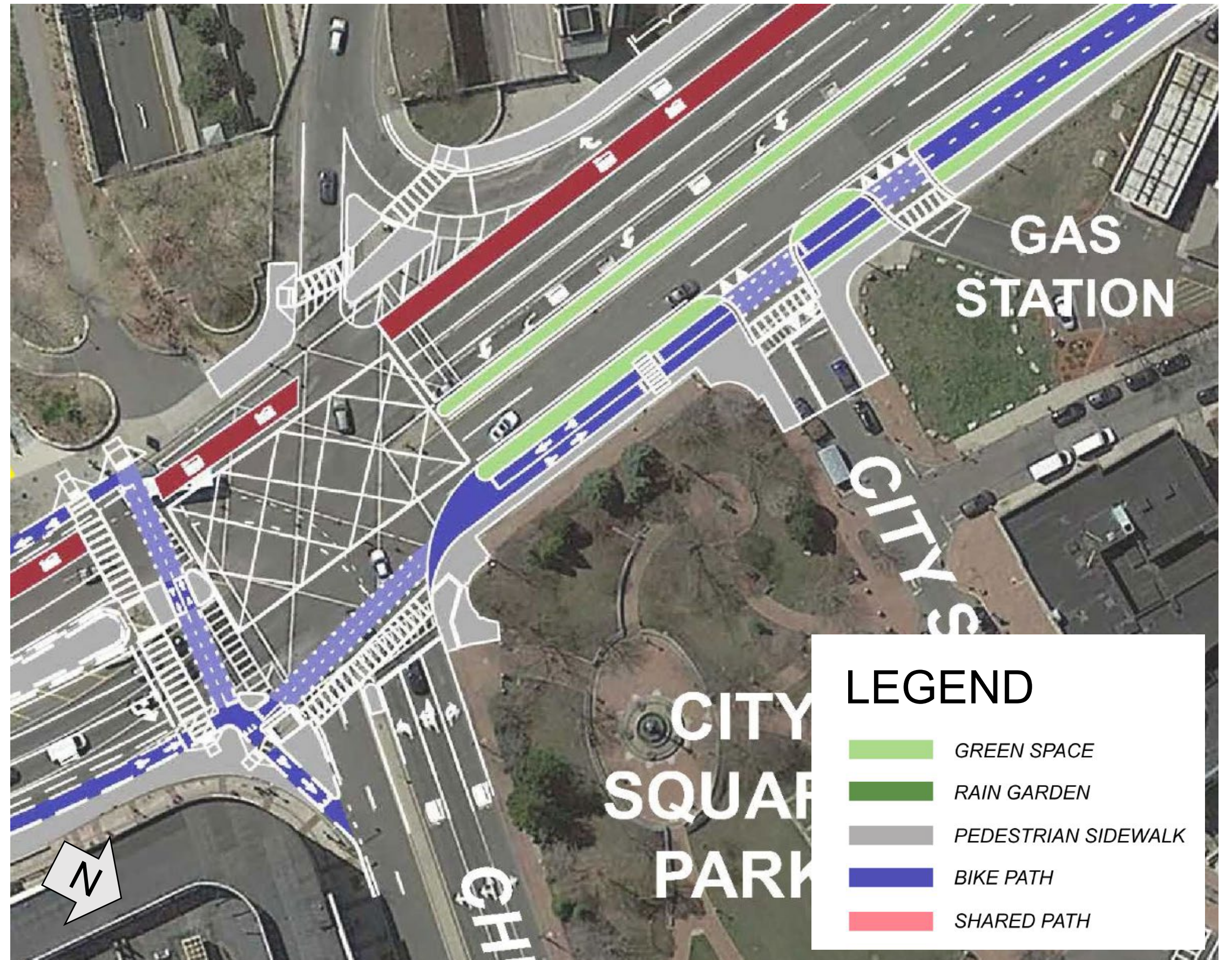
- “Right-size” the road; control speeds
- Roadway, Bridge & Underpass reconstruction
- Separated Bike Lanes/Paths
- Expanded pedestrian realm
 - More space/comfort
 - Raised crossings at side streets
- Road diet with open space
- New Traffic control signals
- Transit Improvements
- Resiliency



Corridor Segments:

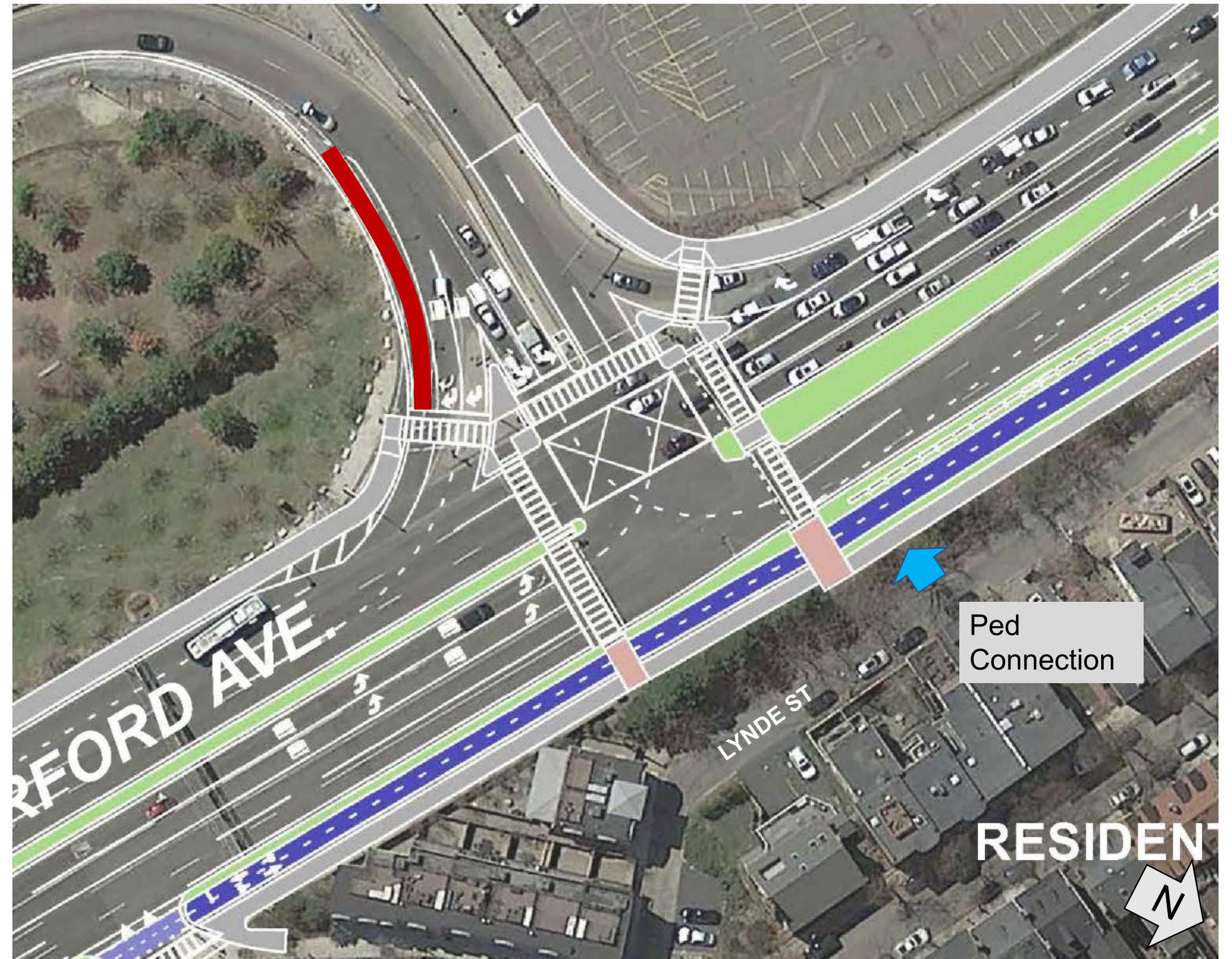
City Square

- Match to North Washington Street Bridge Project
- Road diet: street buffer, two-way separated bike path & sidewalk
- Traffic calming at side streets
 - Raised crosswalks/bike path
- Bus queue-jump lane
- Regional connection to I-93 SB
 - Squeeze ramp for larger pedestrian island
- Respect City Square Park



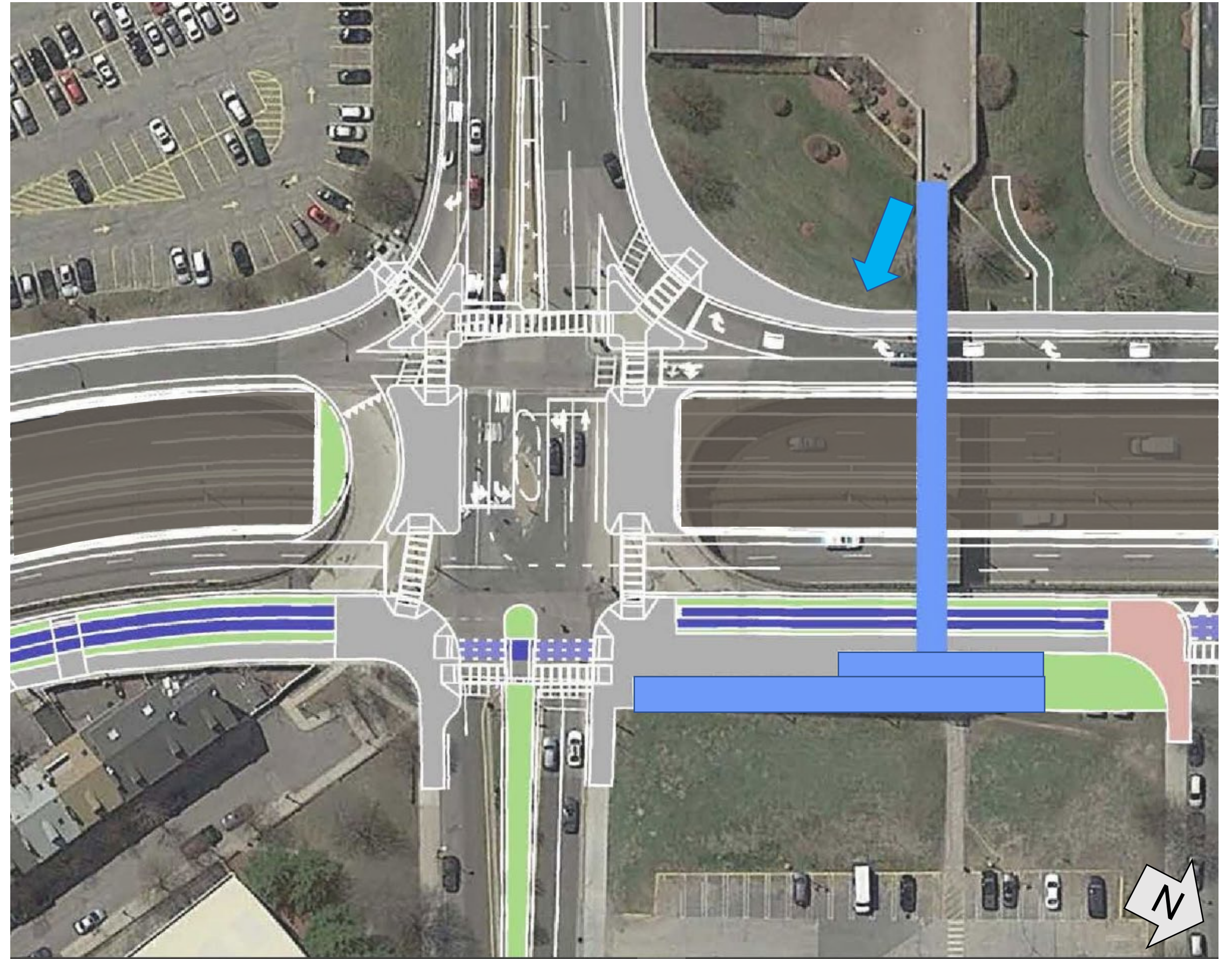
Tobin Bridge Ramps

- New crosswalk added
 - Concurrent, protected/safe
 - Miller's River path
- Added left turn lane
 - Benefits MBTA 111 bus
- Road diet: street buffer, two-way separated bike path & sidewalk
- Potential pedestrian connection from Lynde Street
- Tobin ramp realignment
 - Added bus queue-jump lane



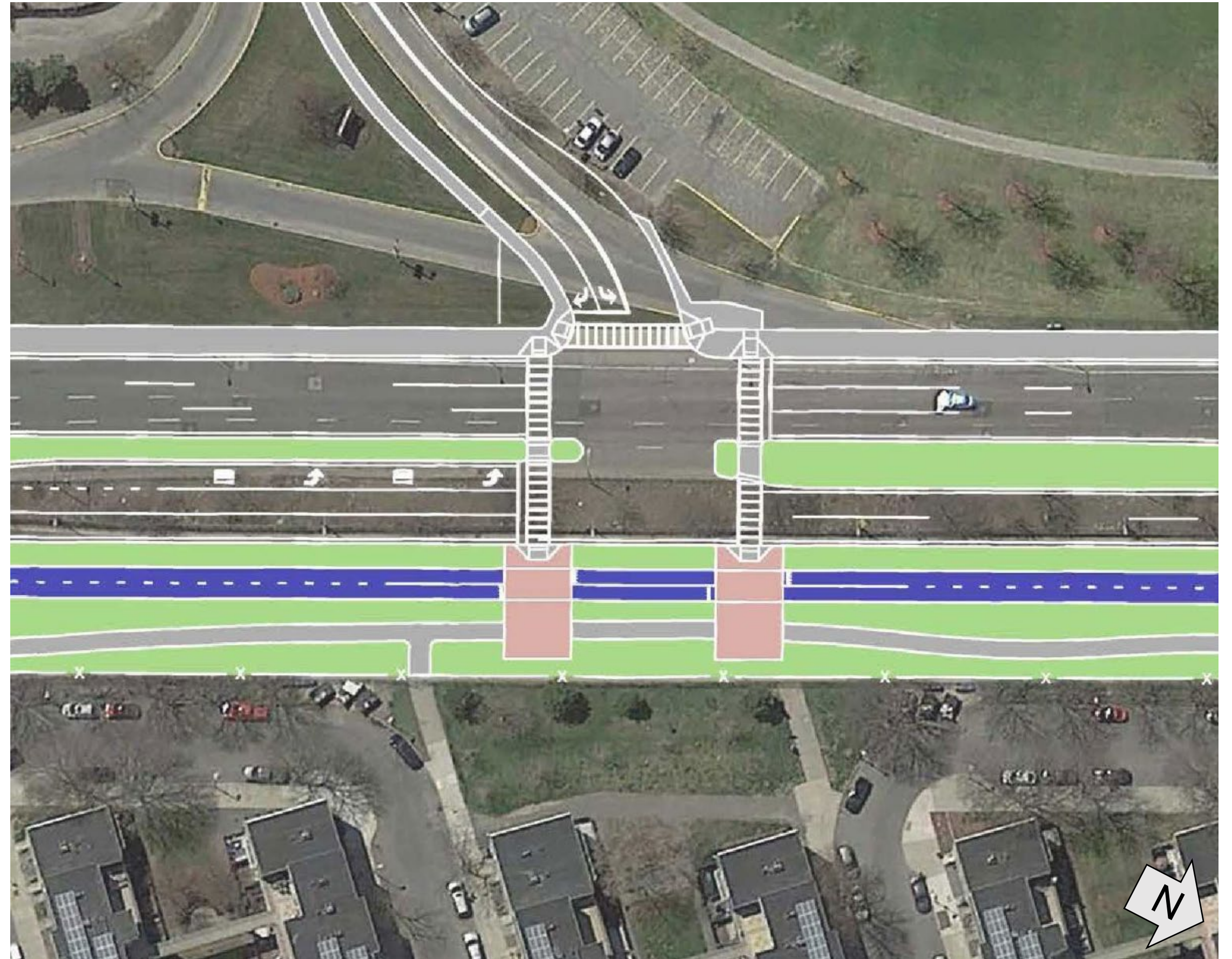
Austin Street

- Neighborhood gateway
- Narrow underpass from 6 to 3 lanes
 - 2 lanes SB, 1 lane NB
- Reconstruct Bridge deck
 - Remove SB U-turn
- New Pedestrian Bridge and ramp system (ADA compliant)
 - Connection to city sidewalk
- Expanded pedestrian realm
 - Traffic calming, slow speeds
- Road diet: street buffer, two-way separated bike path & sidewalk
- Gilmore bridge connection
 - Squeeze ramps for larger pedestrian islands



Bunker Hill Community College

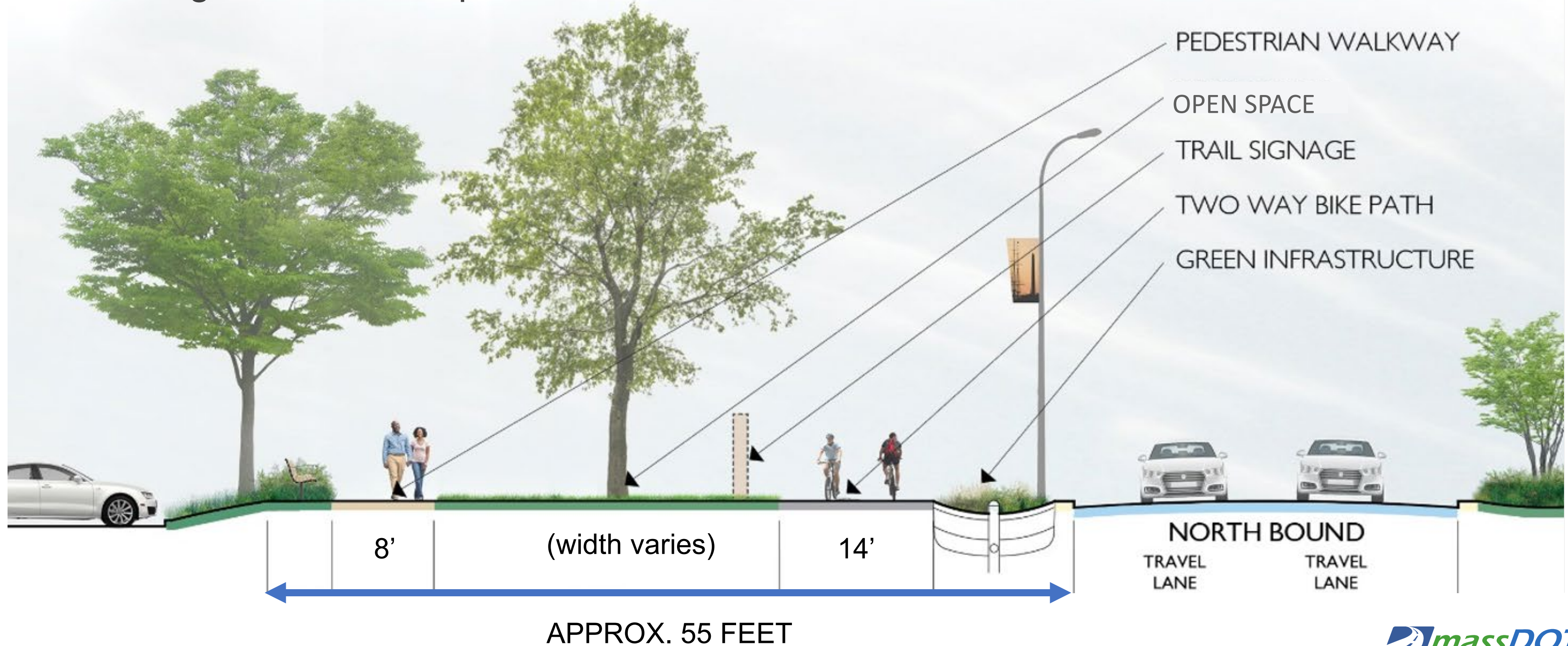
- Stitching the neighborhood together
 - New signalized intersection with crosswalks
 - Connection to the College
- Realign BHCC driveway
 - Full entry/exit
- Road diet: street buffer, two-way separated bike path & sidewalk
- Open Space and pathway:
 - Landscaping and amenities (TBD)
 - Coordination with Ryan Park master planning effort (underway)



Mid-Corridor: Cross section example

Road diet: sidewalk, open space, two-way separated bike path & street buffer

- Encourages health transportation choices



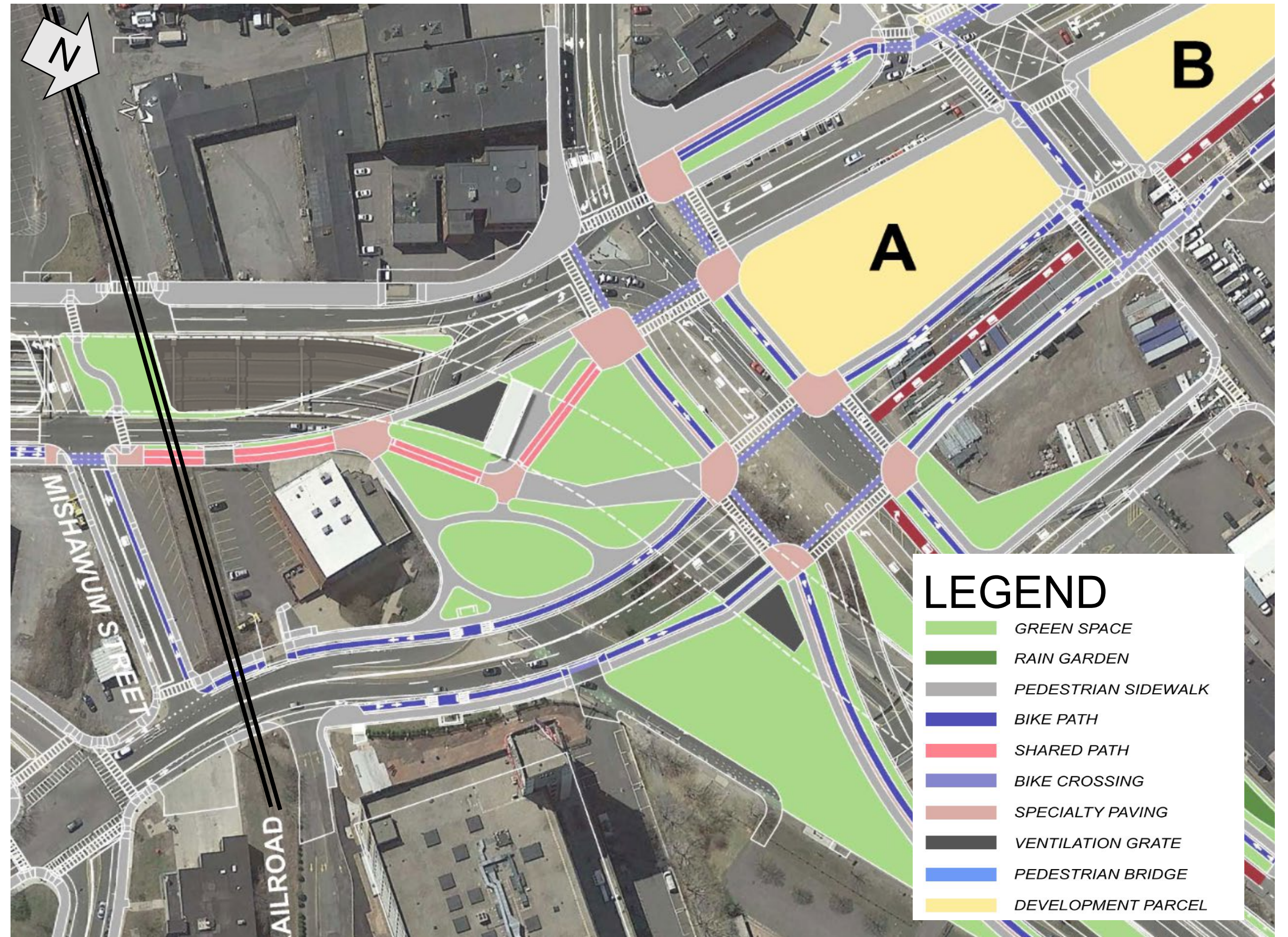
Mid-Corridor

- Two new signalized intersections
 - Essex & Baldwin
- Pedestrian crosswalks
- Road diet: street buffer, two-way separated bike path & sidewalk
- Approx. 2.75 Acre pathway
- Possible green Infrastructure
 - Rain gardens; bioswales
- Utility reconstruction
 - BWSC sewer separation
- Modified underpass
 - Reduced footprint by 800ft
 - 2 lanes SB at signal
 - 1 lane NB



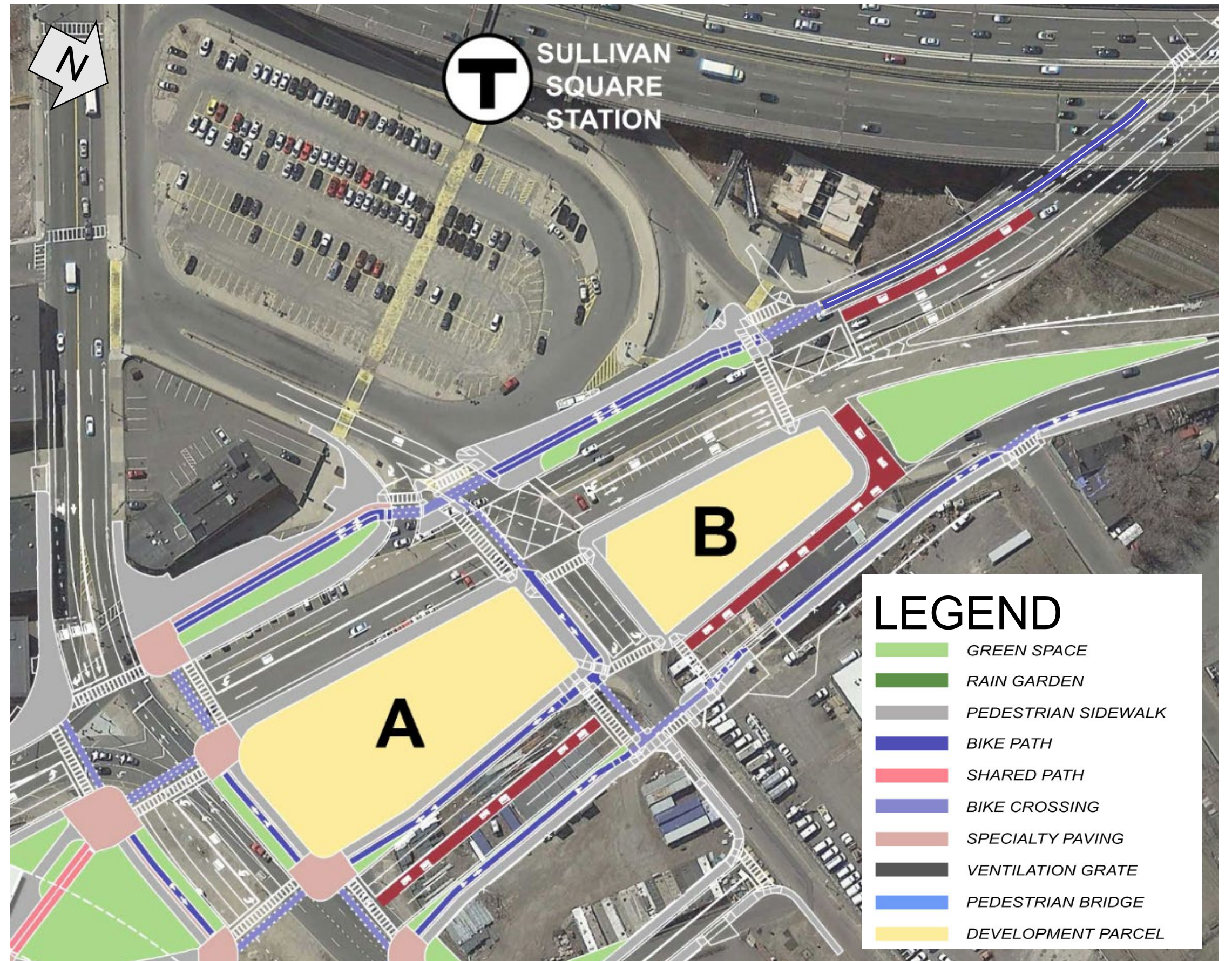
Sullivan Square

- New street grid
 - Remove rotary
 - Two-way Maffa/Rutherford Ave
 - Main Street to Mystic Avenue
- 1.5 Acre Open Space
- Major Utility work
- TOD parcels (A + B)
- Underpass
 - Decking on top; 540' tunnel
 - 1 lane each direction
 - Passive ventilation
- Pedestrian & bicycle connections
 - MBTA to neighborhood
 - Mishawum crossing signal
- MassPort Railroad work



Maffa Way- MBTA

- Realigned with Rutherford Avenue
 - Two-way operation
 - Circulation around A+B parcels
- Expanded pedestrian realm
- Park-n-ride drop-off
- Dedicated bus lane from Everett to Sullivan Station with Transit bus priority at signals
- Two-way separated bike path to Broadway in Somerville
- Coordinated with MassDOT bridge reconstruction
 - Maffa & Mystic bridges
- Major utility relocations



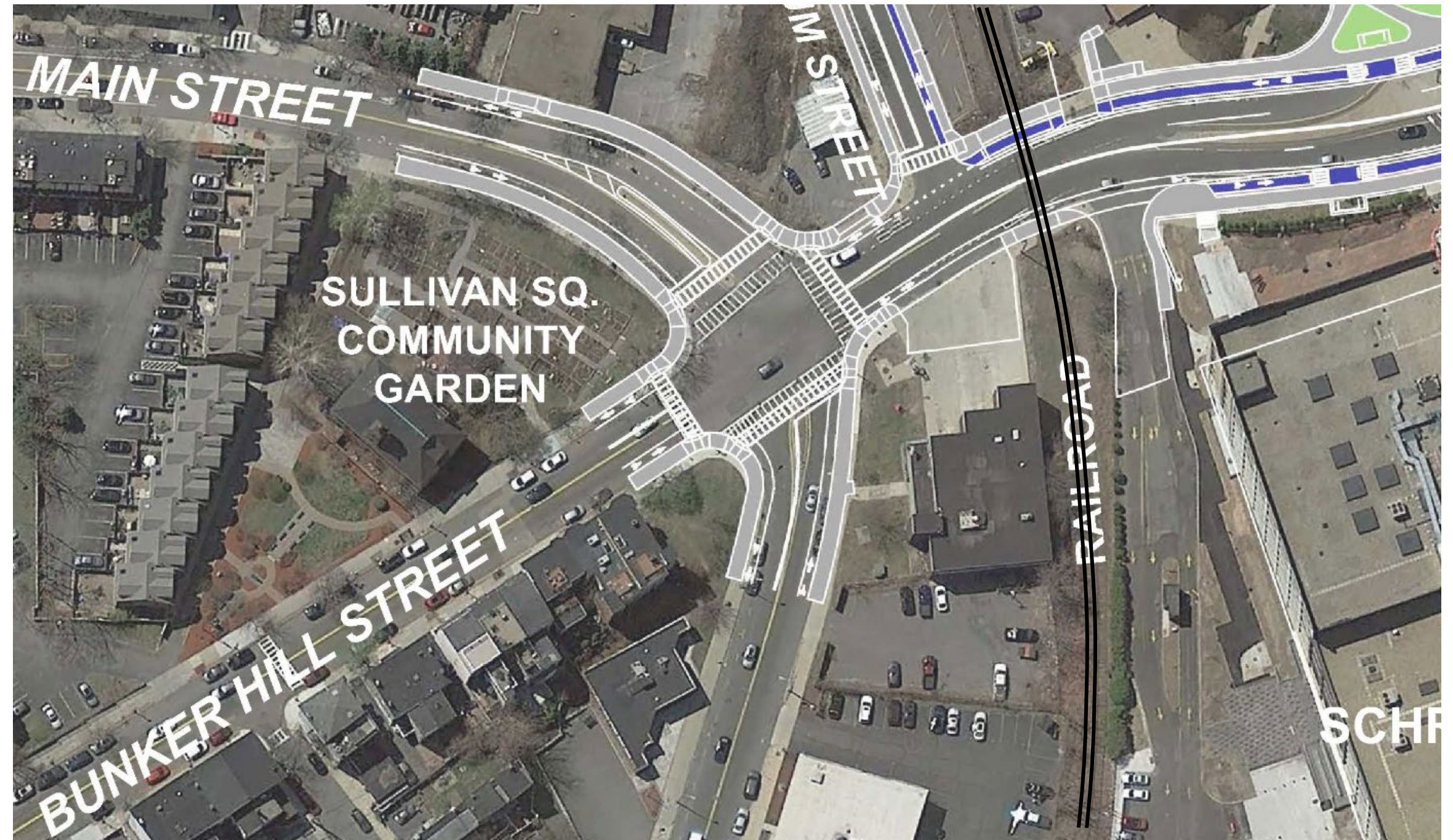
Alford Street at Ryan Playground

- Maintain underpass alignment
 - Squeeze Alford Street to middle
 - Expand pedestrian realm
 - Landscaping opportunities
- Dedicated bus lane from Bridge
- Ryan Playground
 - Added land area from rotary, about 0.75 Acres
 - Two driveways
 - Coordinate with Master plan
- Relocate MBTA bus stops
- Consider Harbor Trail Crossing
- Utility work; sewer separation and new storm drain line



Main Street at Railroad

- Reconstruct Main Street for Resiliency:
 - Raise roadway by 3 feet
 - Raise railroad tracks
 - Fire station pad
 - Schrafft's driveway
 - Relocate MBTA bus stops
- Limited work needed on:
 - Medford Street
 - Bunker Hill Street
 - Main Street



Pedestrian & Bicycle Pathways

Pedestrians:

- Over 22,000 ft rebuilt sidewalks
- New ADA ramps and signal equipment
- Four new intersections making neighborhood connections

Bicyclists:

New Separated Bike Lanes (SBL) with buffers:

- 6,000 ft two-way path
- 6,000 ft one-way lanes
- 400 ft shared use path
- Connections to Everett and Somerville



Landscaping Opportunities – Connecting Open Space

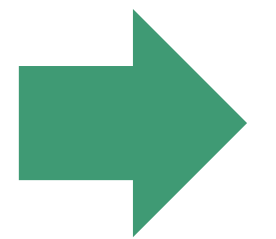
- Sullivan Park Concept
 - Approx. 1.5 Acre open space
 - Direct walking route from the neighborhood to MBTA
- Landscaping
 - Trees, benches, lighting, walkways, etc. currently under discussion with City Departments
 - Actively seeking funding for maintenance
- Ryan Playground
 - Master Plan underway by Parks Dept.

Total Open Space added to the Project 5 Acres

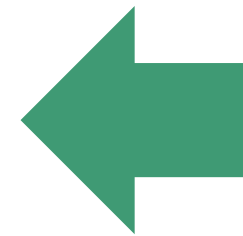
Sullivan Park



To Ryan Playground



To Hood Park green



Conceptual Renderings – Sullivan Square Park



Conceptual Renderings – Sullivan Square Park cont.



Transit Elements

- Prioritize transit mobility
 - Sullivan Station: bus hub, Orange line stations
- Queue jump lanes
 - City Square
 - Tobin Ramps (111 bus)
 - Sullivan Square (12 routes)
- Transit bus priority at traffic signals (TSP)
- Relocate bus stops as needed
- “Future Proof”; design for new stops at key locations:
 - City Square
 - Gilmore Bridge/Community College
 - Hood Park



Traffic operations – Model Simulation results

A traffic model was created to simulate the existing and future roadway networks.

The results indicate that the future (Build) roadway network will operate more efficiently than the existing configuration.

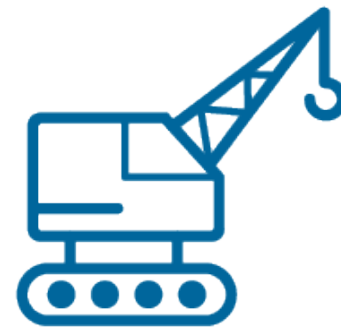
The overall vehicle delay and time to travel through the network is less, and fuel usage is also less.



Resiliency

- Climate Ready Charlestown report guidance
- Interim Solution:
 - Raise Main Street at railroad by 3-feet to elevation 11.5'
- Link to climate report:
<https://www.boston.gov/departments/environment/climate-ready-charlestown>





**What is the
construction
approach?**

Proposed construction approach:

Staged Construction

Approx. 4-year construction duration advertised to start in 2023

Major Phases:

- Utility relocations
- Underpass renovations
- Bridges, railroad
- Roadway reconstruction
- Sidewalks & Landscaping

Additional meetings to be scheduled in the future to discuss construction related impacts





**How will we
keep you
informed?**

**How can I
submit
comments?**

We want to hear from you!

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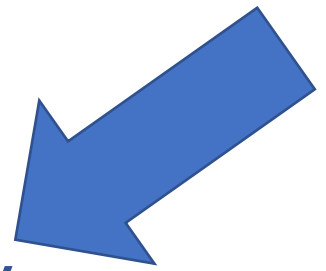
<https://www.boston.gov/departments/transportation/rutherford-avenue-sullivan-square-design-project>

Still have questions? Contact:

TRANSPORTATION

617-635-4680

sullivansq@boston.gov



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PROJECT GOALS 2019 MEETINGS 2018 MEETINGS 2017 MEETINGS 2016 MEETINGS 2012 MEETING

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Further inquiries to MassDOT on this project:

Written statements and other exhibits regarding the proposed undertaking may be submitted to:

Carrie E. Lavalley, PE

Acting Chief Engineer

Via email: dot.feedback.highway@state.ma.us

Or US Mail: 10 Park Plaza, Suite 6340, Boston, MA 02110

Attention: Major Projects, Project File No. 606226

Note: Statements and exhibits intended for inclusion in the public hearing/meeting transcript must be emailed or postmarked no later than ten (10) business days after the hearing/meeting is posted to the City of Boston's project website.



Questions and discussion

Share Your Questions and Comments



- “Raise your hand” to be unmuted for verbal questions



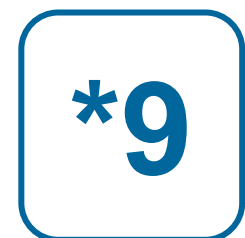
- Submit your questions and comments using the Q&A panel



- Please state your name before your question



- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate.



- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn.

Please be advised that all Q&A text is subject to disclosure for public records, therefore use this function for project related business only



Thank You

*Rutherford Avenue/ Sullivan
Square (Route 99)*

Safety Improvements Project

Zoom Meeting | June 23, 2021, at 6:00 PM

Project File No. 606226

Alwin Ramirez, MassDOT Project Manager

