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:

TETRA TECH
Urban Design

Brown, Richardson + Rowe, Inc.
Landscape Architects and Planners

Boston Transportation Department

boston planning & development agency
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 PRECEDEMTS

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

Community College
Sullivan Square

Existing Neighborhood

Existing Pedestrian Connections
Desired Lines of Connection
URBAN DESIGN CONTEXT
PEDESTRIAN CONNECTION OPPORTUNITIES: CROSS CORRIDOR

Improved connections of future development to neighborhood

Improved connections to the Orange Line from neighborhood

Improved connections to the Orange Line and Ryan Playground

Existing and potential pedestrian connections
Desired lines of connection

Existing and future uses

Community College
Sullivan Square

Future development parcels

RUTHERFORD AVENUE 25% - URBAN DESIGN
URBAN DESIGN CONTEXT
EXISTING URBAN EDGES

Community College

BHCC

Phipps Street
Burying Ground

Galvin Memorial Park

Ryan Playground

City Square Park

Sullivan Square

I-93

Main St.

Main St.

Main St.

Alford St.

Mystic Ave.

Matta Way

Existing Neighborhood
URBAN DESIGN CONTEXT
ACTIVE FRONTAGE AND BUILDING ACCESS

- Existing
- Potential Future
- Building Backs and Sides
**URBAN DESIGN CONTEXT**

**RUTHERFORD AVENUE – BOULEVARD CHARACTER**

Design Option: Continuous Landscape Character

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

Street trees and landscaping would require coordination and improvements by property owners along the west edge of Rutherford Ave.
Design Option: Different Landscape Segments

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

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

“Park” edge boulevard

Activated tree-lined boulevard

Community College

Sullivan Square

I-93
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
• The new bicycle network should facilitate many new connections to existing bikeways and bike lanes.
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

- Narrow right-of-way
- Existing utility bridge
- Massport rail right-of-way
- Underpass portal locations

- Highway ramp location and width
- Existing bridges elevation
- Community College
- Sullivan Square
- MBTA operational needs
- Resiliency requirements/flood elevations
- Portal location and underpass structure
- T
- T
- Project area boundaries
- Highway ramps location
- U-turn lane
- Pedestrian overpass
- 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
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

Existing

Proposed

±145 feet

±97 feet

±50 feet

Reclaimed open space for pedestrians and bikes
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

Existing Proposed

±50 feet

±97 feet

Reclaimed open space for pedestrians

Proposed

±50 feet
Rutherford Avenue 25% - Urban Design

SCHOOL STREET TO ESSEX STREET – CURRENT ALIGNMENT

- Landscaped area
- Dual path along avenue’s edge
- Sidewalk
SCHOOL STREET TO ESSEX STREET – WIDE SEGMENT

Opportunity for potential landscape improvements along the edge with property owner participation
SCHOOL STREET TO ESSEX STREET – DETAIL AREA

Illustrative Option for Path, Sidewalk and Landscaping

Opportunity for wider landscape zones along the dual path, pocket parks and playgrounds

Winding dual path through the “park”

Separate sidewalk along neighborhood edge

Opportunity for potential landscape improvements along the west edge with property owner participation
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

- Straight bike path near the avenue edge
- Street trees separated from street edge
- Separate pedestrian path through the “park”
- Opportunity for potential landscape improvements along the west edge with property owner participation
BOULEVARD SECTION A-A, ILLUSTRATING LINEAR PARK OPPORTUNITY

- Project Boundary
- Extent of Existing Pavement
- Additional Green Space
- Project Boundary
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
CITY SQUARE TO AUSTIN STREET – NARROW SEGMENT

Detail Area
CITY SQUARE TO AUSTIN STREET – DETAIL AREA

CONTRAINTS

OPPORTUNITIES

Paul Revere Park

Opportunity to connect to Paul Revere Park and North Point Park

Narrow right-of-way

Elevation and geometry at existing intersections

Opportunity to connect to City Square and Freedom Trail

Extended Area for Pedestrians/Bikes

Existing Conditions

Project area boundary

City Square

Harvard St.
CITY SQUARE TO AUSTIN STREET – DETAIL AREA OPTIONS

Bike lane connecting to Paul Revere Park and Charles River Bike Path

Opportunity for potential landscape improvements along the west edge with property owner participation

Shared path connecting to Sullivan Square
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
Opportunity for potential landscape improvements along the west edge with property owner participation.
BOULEVARD SECTION B-B, ILLUSTRATING CENTER MEDIAN
3. Baldwin Street to Mishawum Street/ D Street
Opportunity for potential landscape improvements along the west edge with property owner participation

Opportunity to extend dual path along D Street
BOULEVARD SECTION C-C, ILLUSTRATING DECK OVER UNDERPASS
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

To Boston and Cambridge

To Somerville

To Somerville

To Everett

To Somerville

Mafia Way

Alford St.

Bunker Hill St.

To Cambridge

Ryan Playground

Main St.

Spice St.

North Main St.

Mafal Way

Mafal Way

D St.

D St.

Bunker Hill St.

Bunker Hill St.

D St.

D St.

Bunker Hill St.

D St.

D St.
RUTHERFORD AVENUE 25% - URBAN DESIGN

SULLIVAN SQUARE ENGINEERING CONTROL POINTS

Create developable parcels to activate the Alford St. frontage

Ramp down to underpass

Ramp alignment flexibility within engineering limits

Control point/
Constraint

Control point/
Constraint

Create developable parcels to activate the Alford St. frontage

Ramp down to underpass

Ramp alignment flexibility within engineering limits

Control point/
Constraint
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

Creating a front door for Ryan Playground on Main Street

Expanding Ryan Playground and adding parking

Schrafft Building Service Access

Cambridge St.
Spice St.
North Main St.
West St.
Alford St.
Matta Way
Dorrance St.
Dexter St.
D St.
Rutherford Ave.
Bunker Hill St.
Medford St.
Baldwin St.
SULLIVAN SQUARE OPPORTUNITIES
ACTIVATING THE CIVIC SPACE

Potential air rights over the underpass combined with open space to create a vibrant active civic space.
RUTHERFORD AVENUE 25% - URBAN DESIGN

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

Transit Oriented Development
SULLIVAN SQUARE PEDESTRIAN CONNECTION OPPORTUNITIES

Primary
Secondary
Tertiary
SULLIVAN SQUARE BICYCLE CONNECTION OPPORTUNITIES

Connections to Cambridge and Downtown Boston

Connections to Charlestown

Connections to Somerville, Everett, and the regional bike network

Primary (Dual Path/Shared Path)

Secondary (Bike Lane)

Ryan Playground
CURRENT DUAL PATH ALIGNMENT

Rutherford Ave.

Connects to Cambridge and Downtown Boston

Bunker Hill St.

Meadford St.

Main St.

Baldwin St.

Spice St.

Cambridge St.

Gardner St.

Maffa Way

North Main St.

West St.

Beach St.

Alford St.

Connects to Draw 7 Park

Ryan Playground

Connects to Everett and the Harborwalk

Sullivan Square

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POTENTIAL DUAL PATH ALIGNMENT
OPTION: NORTH MAIN STREET

Rutherford Ave.
Connects to Cambridge and Downtown Boston

Baldwin St.

Malden St.

Main St.

Spice St.

Cambridge St.

Gardner St.

West St.

Alford St.

Mall Way

Boston Mall

Spice St.

Cambridge St.

Gardner St.

North Main St.

Arlington Ave.

Mystic Ave.

Connects to Assembly Row

Connects to Draw 7 Park

Ryan Playground
POTENTIAL DUAL PATH ALIGNMENT
OPTION: MAFFA WAY/ MYSTIC AVE.
OPPORTUNITIES FOR REFINEMENTS

We would like to get your input
RUTHERFORD AVE/ SULLIVAN SQUARE DESIGN PROJECT

PUBLIC MEETING

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