

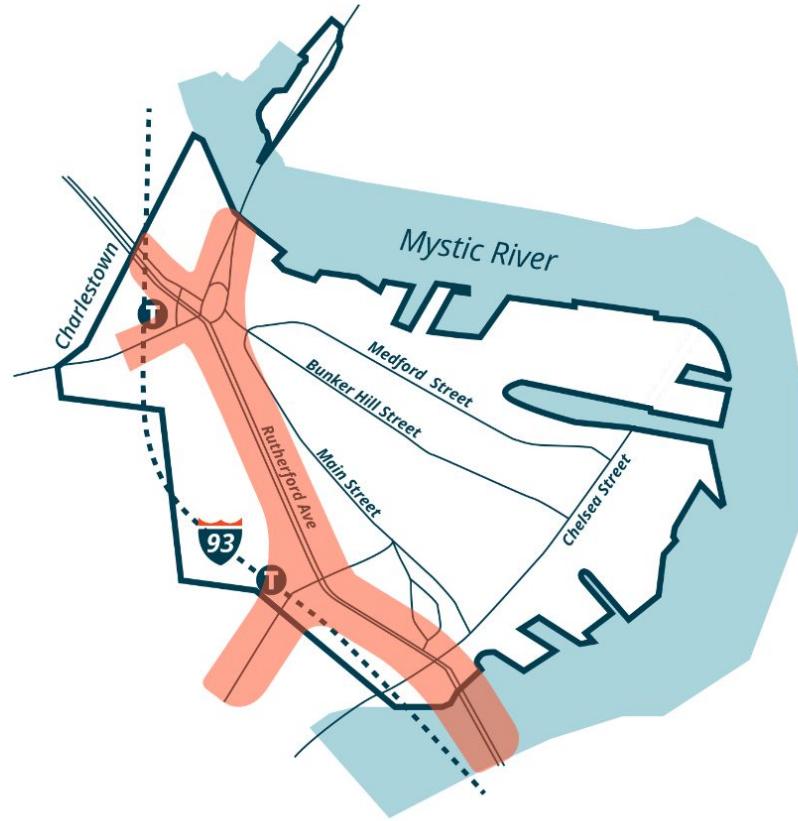
RUTHERFORD AVENUE & SULLIVAN SQUARE

Community Meeting and Project Update

February 2026

AGENDA

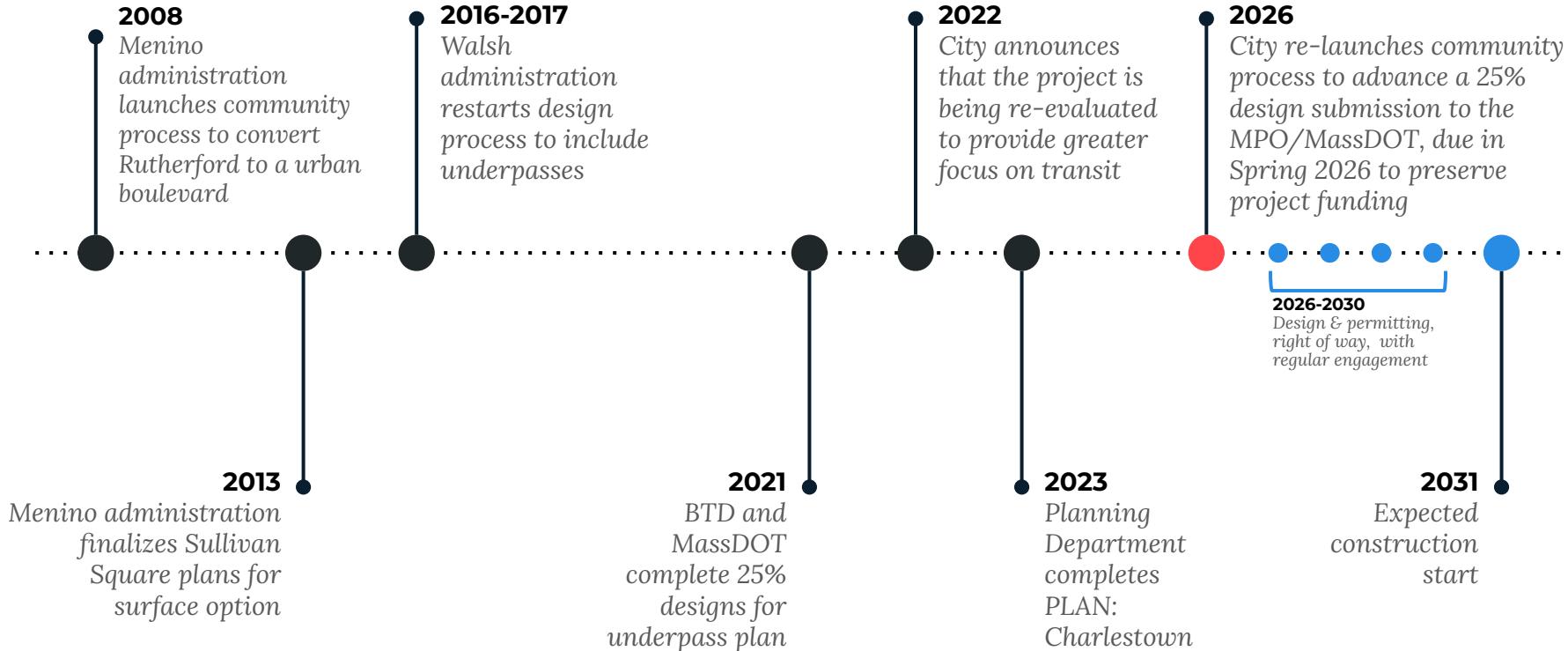
1. PROJECT HISTORY, CONTEXT, & SCHEDULE
2. PROJECT DESIGN & ANALYSIS
3. DISCUSSION



PROJECT HISTORY, CONTEXT, & SCHEDULE

Project timeline and forward-looking engagement schedule

PROJECT HISTORY & TIMELINE



ENGAGEMENT SCHEDULE

- Ongoing coordination with MassDOT and MBTA
- Charlestown Neighborhood Council (CNC) on 2/3/26
- **Community meeting #1 on 2/11/26**
- **Community meeting #2 Mid March (date TBD)**
- **Community meeting #3 Mid April (date TBD)**
- Submit 25% Design to the MassDOT in May 2026
- MassDOT to host 25% Design Public Hearing late 2026
- Additional regular engagement and updates to be provided between 25% and design completion

Community meeting #1: Focus on project background, why we are choosing the at-grade design, review major elements of the design, and share design approach options for transit

Community meeting #2 Provide update on feedback from meeting #1 and review public realm opportunities for Sullivan Square, Rutherford Ave, and new linear park.

Community meeting #3: Share the results of traffic analysis and the proposed design for the 25% design submission.

PROJECT OVERVIEW



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The Rutherford Ave/Sullivan Square Design Project is a \$200M [Boston Region Metropolitan Planning Organization \(MPO\) Transportation Improvement Program \(TIP\)](#) project that will reconstruct Sullivan Square and convert Rutherford Ave into multimodal boulevard with a linear park. It is the largest fully-funded, municipally-led roadway project in the Commonwealth.



DESIGN CONTEXT

MAJOR INFRASTRUCTURE PROJECTS

Since project planning began in 2008, major nearby transportation projects have been completed that will support and influence design.

PROJECT	STATUS	COST
Bill Russell Bridge	Complete	\$177M
Mystic/Maffa Bridges	In Construction	\$65M



DESIGN CONTEXT

FUTURE LAND USES

- PLAN: Charlestown provides a vision and ceiling for growth, but an uncertain timeline
- Approved and in-progress development
- Completed and planned regional attractors (e.g., Everett Stadium)



DESIGN CONTEXT

TRANSPORTATION PROJECTS

- Near- to mid- term
 - Lost Village Safety Improvements (2026)
 - Cambridge Street Bridge
- Long-term
 - MassDOT Gilmore Bridge
 - Possible future MBTA transit services or extensions



PROJECT DESIGN & ANALYSIS

MAJOR PROJECT ELEMENTS

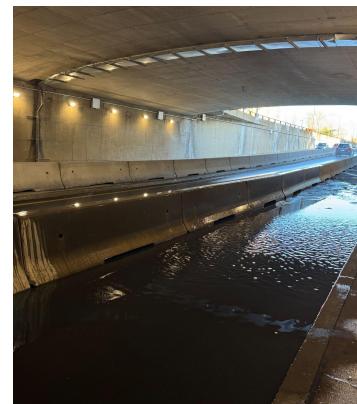
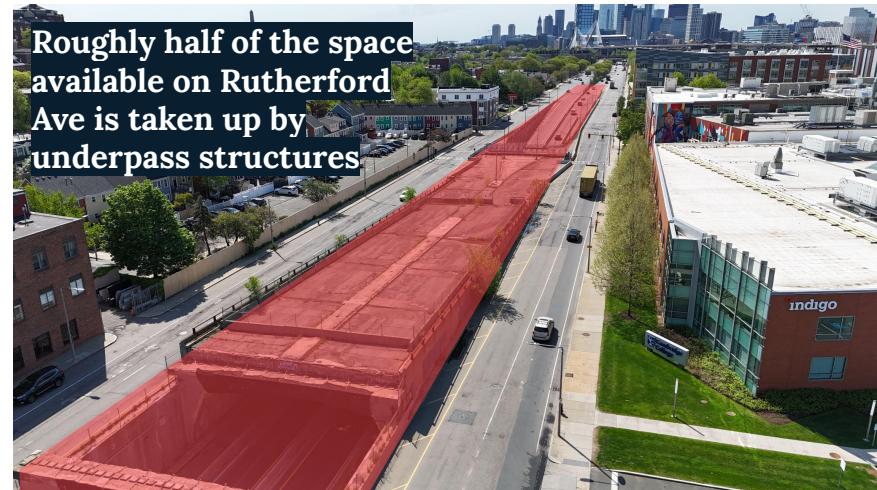
The project will address fundamental safety, accessibility, and mobility issues within the existing corridor. The project includes:

- An at-grade design that eliminates flood-prone, space-intensive, and costly underpasses
- Reorientation of the project area to serve pedestrians, with expansion of sidewalks, more crosswalks, and a linear park
- Replacement of the existing crash-prone Sullivan Square Circle with a more neighborhood-scaled street grid
- Opportunities for improved transit access and service including bus priority lanes

AT-GRADE DESIGN

Safety & Quality of Life: Space required for an underpass complicates pedestrian crossings, eliminates space for a continuous linear path, eliminates space needed for neighborhood-serving turn lanes, and would continue to look and feel like a highway.

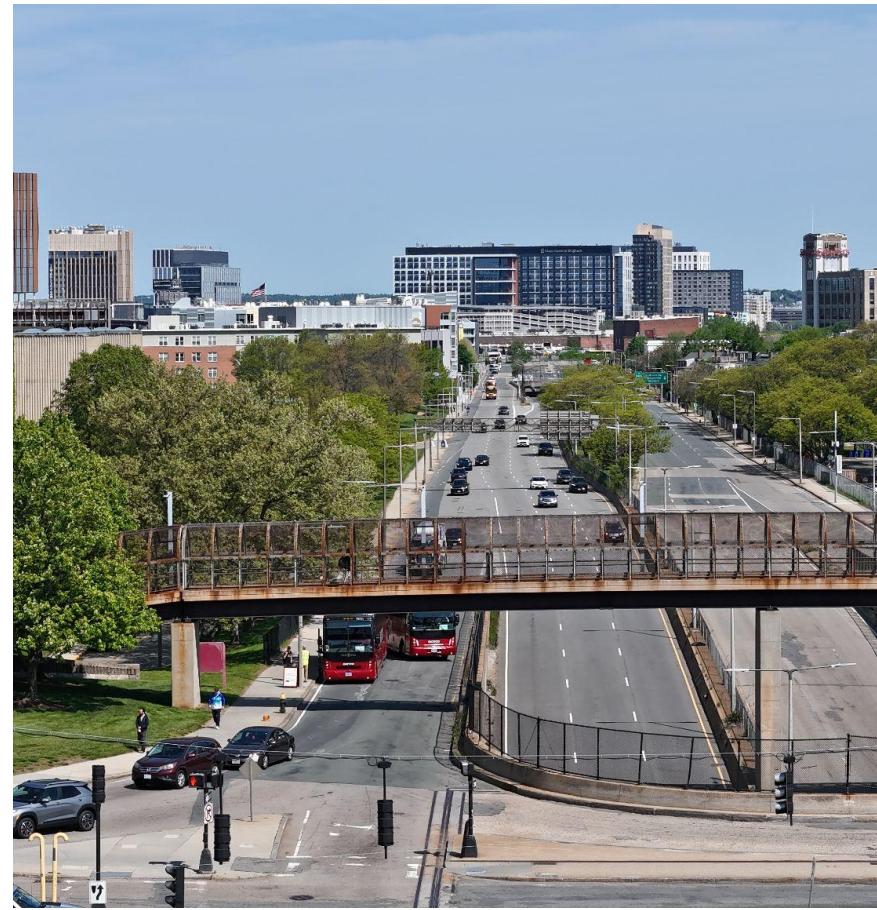
Resiliency & Reliability: We cannot design an underpass that would be above the water table, creating cost, maintenance, and reliability issues. Flooding and freezing that occurs today would continue, resulting in continued unexpected detours and delays.



AT-GRADE DESIGN

Schedule and Grant Funding: An underpass design would introduce significant design and permitting delay, resulting in loss of existing project funding and uncertain schedule to address the existing, aging underpass.

Overall Cost: Constructing new underpasses would add roughly \$200M to the estimated total project construction cost, in addition to flood control elements such as pump stations.



CURRENT DESIGN STATUS

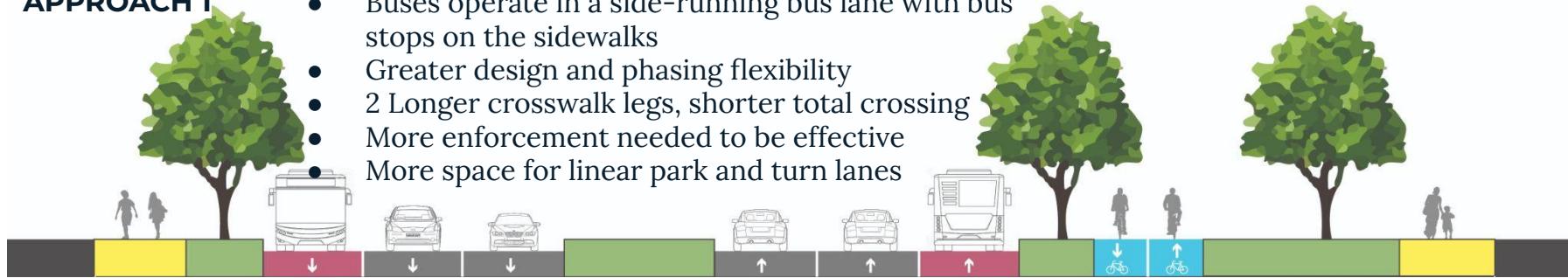
For a full 25% design submission this spring, which is required to maintain MPO TIP funding, significant design work has been completed:

- Establishment of the project area limits and layout without the Sullivan Square or Austin Street underpasses
- Design of Sullivan Square as a gridded street network
- Design of a new linear park with sidewalks and a multi-use path running from City Square to and through Sullivan Square
- Preliminary design of all major structures and utility systems
- Completing design of Rutherford Ave as a multi-modal boulevard
- Final right-of-way and land agreements with State agencies (MassDOT, MBTA, Massport)

DESIGN APPROACHES

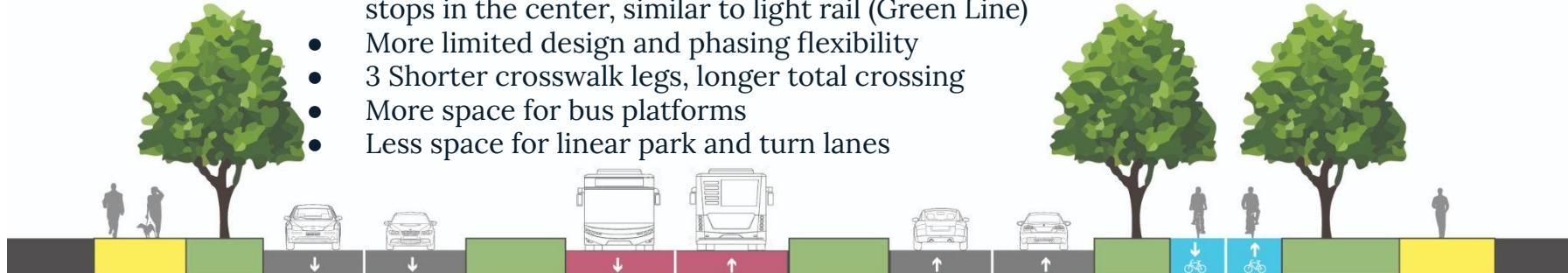
APPROACH 1

- Buses operate in a side-running bus lane with bus stops on the sidewalks
- Greater design and phasing flexibility
- 2 Longer crosswalk legs, shorter total crossing
- More enforcement needed to be effective
- More space for linear park and turn lanes



APPROACH 2

- Buses operate in a protected transitway with bus stops in the center, similar to light rail (Green Line)
- More limited design and phasing flexibility
- 3 Shorter crosswalk legs, longer total crossing
- More space for bus platforms
- Less space for linear park and turn lanes



OPERATIONAL ANALYSIS

- We are currently modeling the project at the corridor and intersection level to evaluate how the various design approaches and planned development work for all modes
- The analysis will demonstrate the implications of each design approach, especially at major intersections
- The results of the analysis will be used to develop a traffic scheme that most effectively manages demand while allowing for necessary flexibility
- This analysis will be the subject of our 3rd meeting in April



NEXT STEPS

- Ongoing coordination with MassDOT and MBTA
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FEEDBACK, DISCUSSION & QUESTIONS

Thank you

