

An architectural rendering of a parkway project. The scene shows a wide, paved path with a grassy area to the right. People are walking, including a woman in a red shirt holding a child's hand. A dog is on a leash. Bicycles are parked along the path. In the background, there are trees, a street with a car, and a building. The sky is overcast.

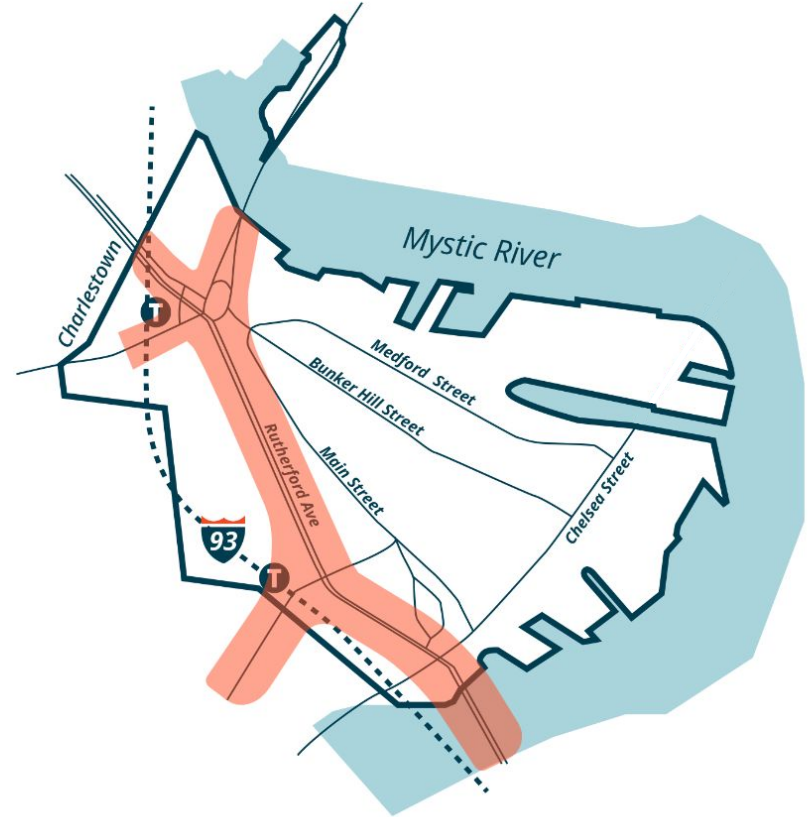
RUTHERFORD AVENUE & SULLIVAN SQUARE

Community Meeting and Project Update

February 11, 2026

AGENDA

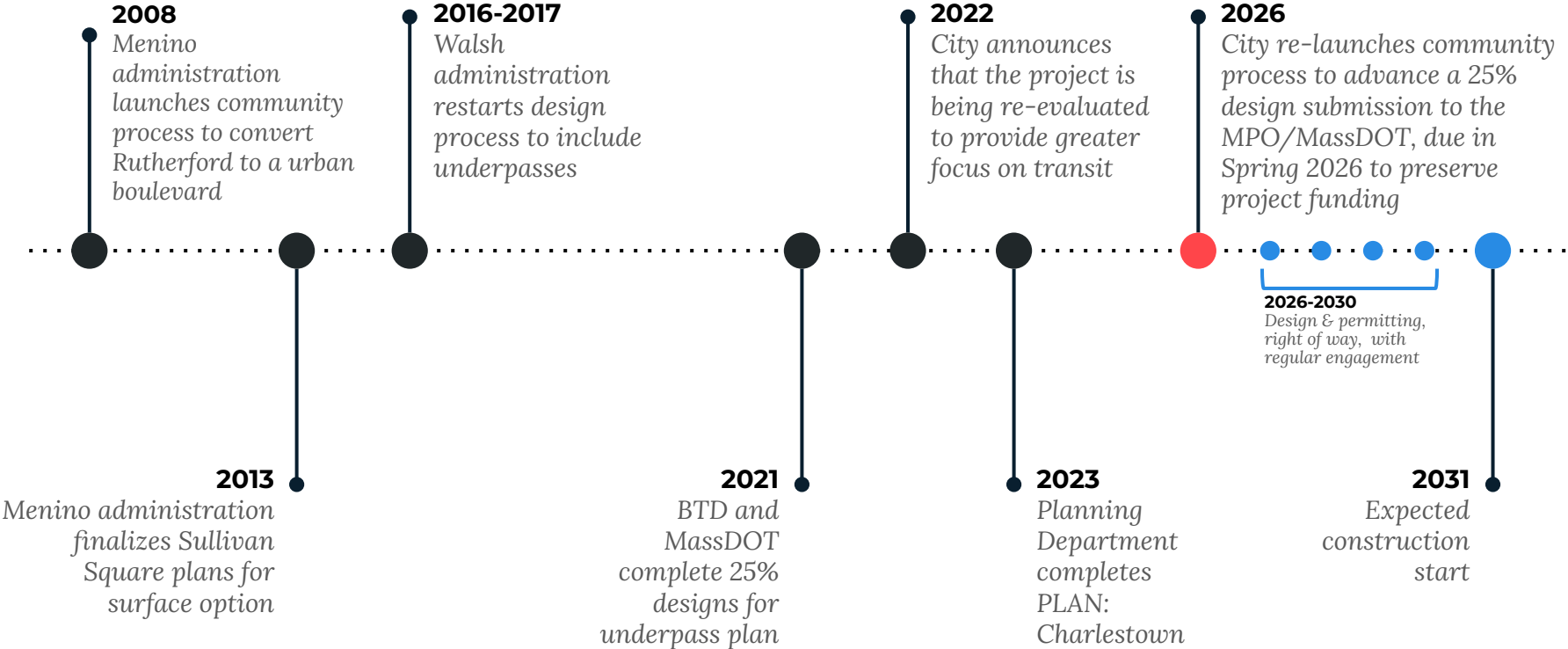
1. PROJECT HISTORY, CONTEXT, & SCHEDULE
2. PROJECT DESIGN & ANALYSIS
3. Q&A
4. OPEN REVIEW SESSION



PROJECT HISTORY, CONTEXT, & SCHEDULE

Project timeline and forward-looking engagement schedule

PROJECT HISTORY & TIMELINE



ENGAGEMENT SCHEDULE

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

Meeting #1: General Update & Rutherford Ave

Focus on project background, major elements of the design, and share design approach options for Rutherford Ave

Meeting #2: Sullivan Square & Public Realm

Review feedback from meeting #1 and gather feedback on public realm opportunities for Sullivan Square, Rutherford Ave, and new linear park.

Meeting #3: Traffic Analysis

Share the results of traffic analysis and the proposed design for the 25% design submission.

PROJECT OVERVIEW



PROJECT OVERVIEW

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.

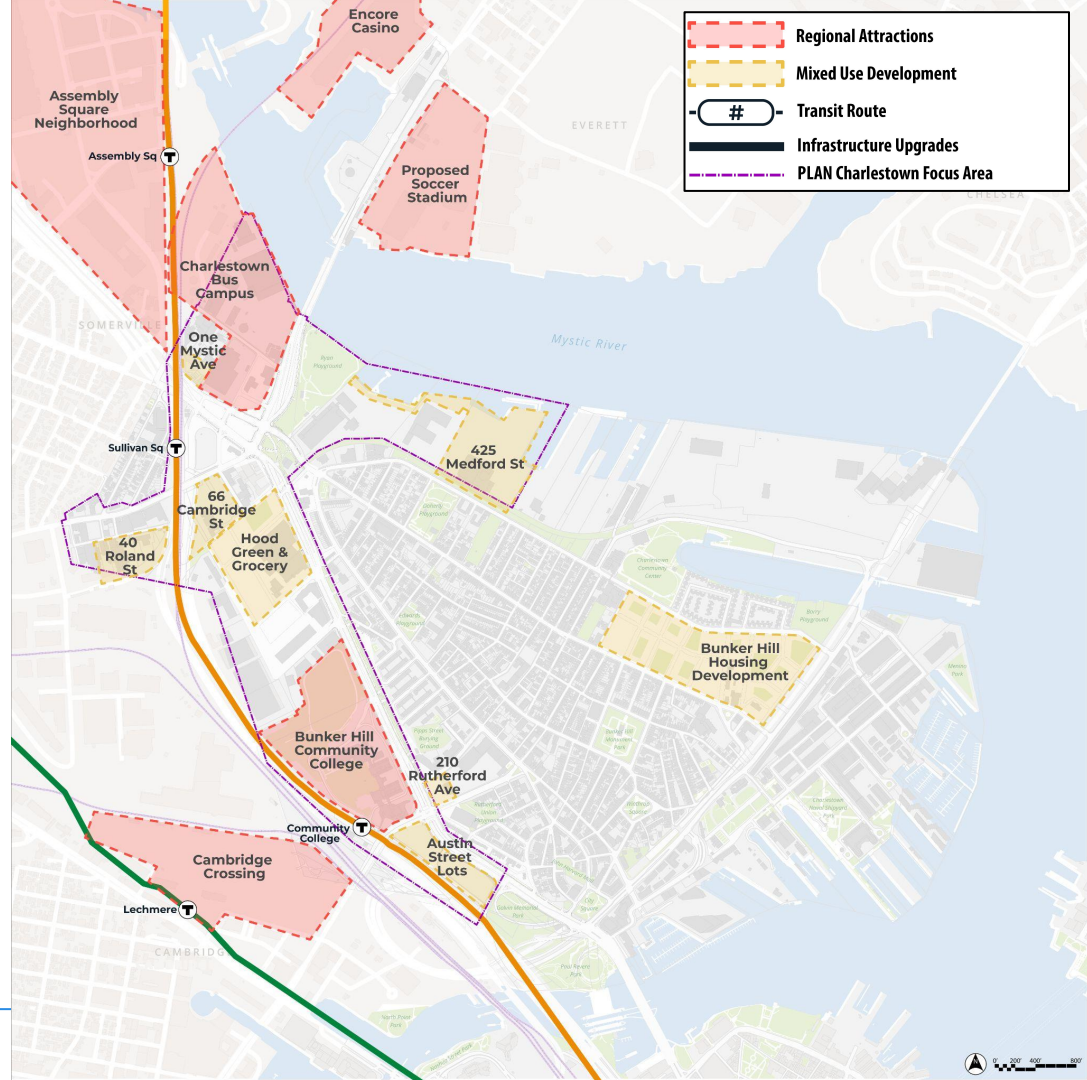
PROJECT	STATUS	COST
Bill Russell Bridge	Complete	\$177M
Mystic/Maffa Bridges	In Construction	\$65M



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

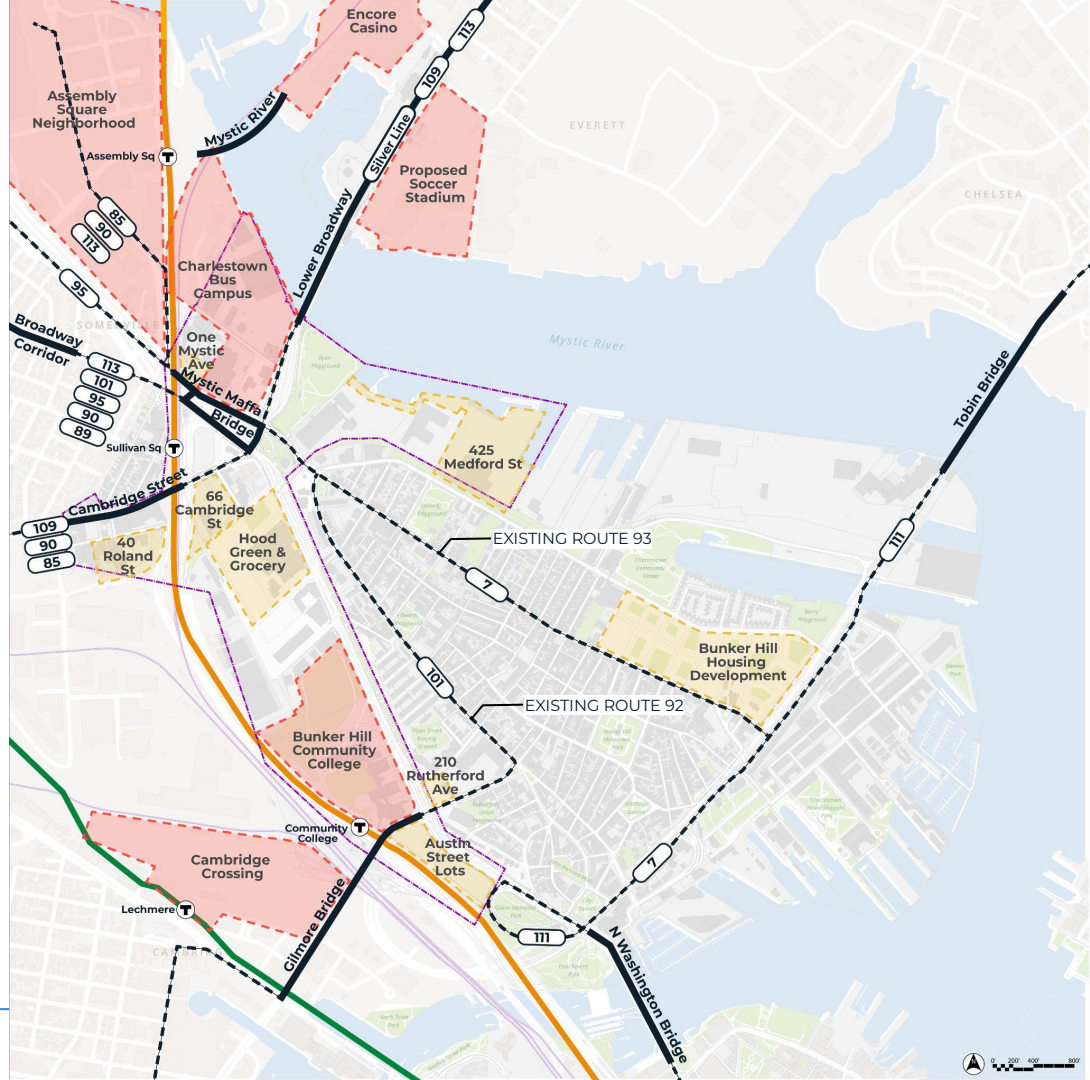
TRANSPORTATION PROJECTS

Near- to mid- term

- Lost Village Safety Improvements
- Cambridge Street Bridge
- Better Bus Network (MBTA)
- Lower Broadway - Alford St (MBTA)
- Mystic River Ped Bridge (MassDOT)

Long-term

- MassDOT Gilmore Bridge
- Possible Future Transit Services and extensions



PROJECT DESIGN & ANALYSIS

MAJOR PROJECT ELEMENTS

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

1. An at-grade design design that eliminates flood-prone, space-intensive, and costly underpasses
2. Reorientation of the project area to serve local residents, with more comfortable sidewalks, more places to cross Rutherford Ave, and a 5+ acre linear park
3. Replacement of the existing crash-prone Sullivan Square Circle with a more neighborhood-scaled street grid
4. Opportunities for improved transit access and service including bus priority lanes

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AT-GRADE DESIGN

Safety & Mobility: Space required for an underpass complicates pedestrian crossings, eliminates space for a continuous linear path, creates pinch points that eliminate turn lanes, and would continue to look and feel like a highway.

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



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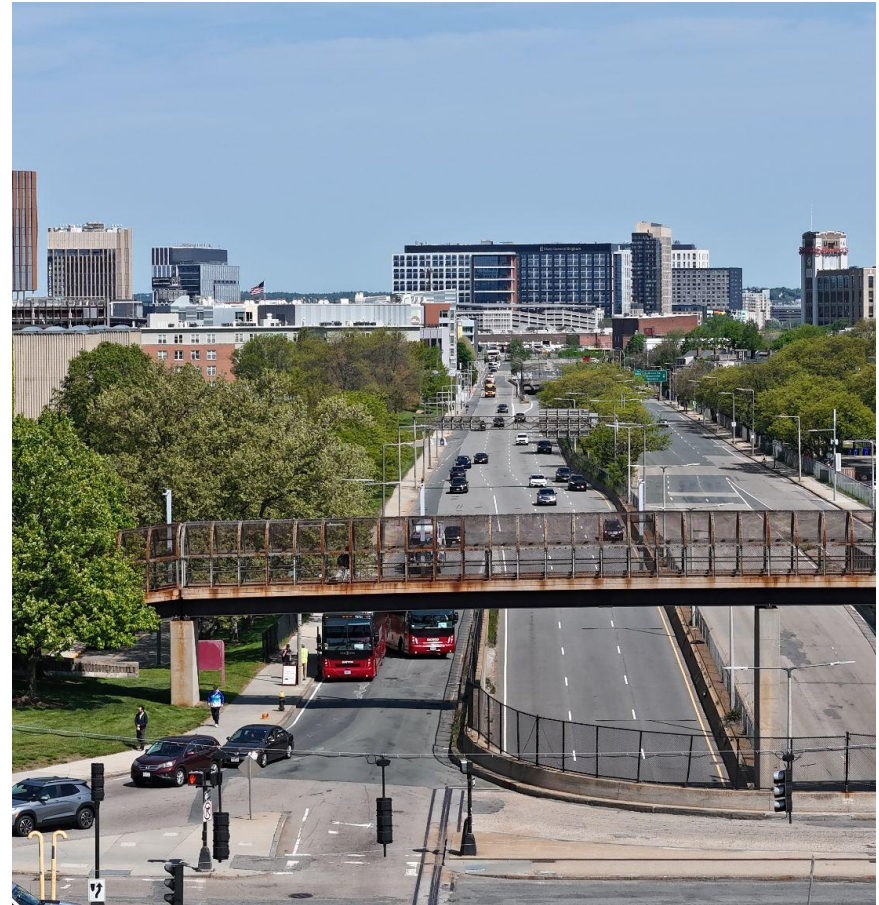
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AT-GRADE DESIGN

Project Risk: An underpass design would introduce significant delay, resulting in loss of existing project funding and critical failure and closure of the existing underpass structure prior to a replacement

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



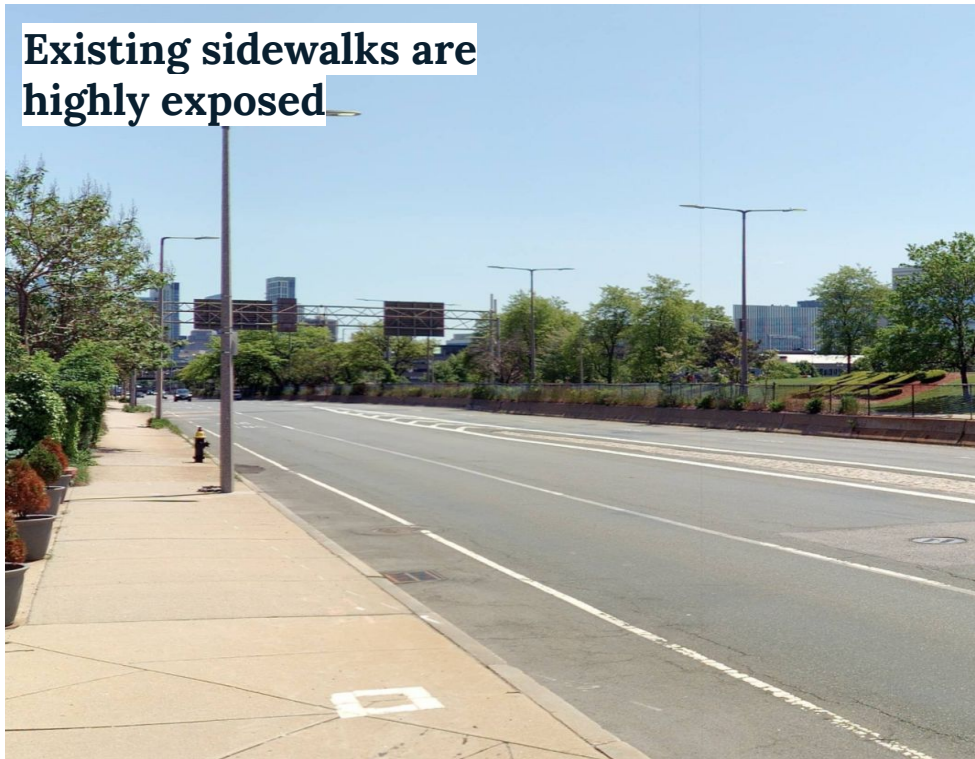
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SIDEWALKS

Existing sidewalks are highly exposed



SIDEWALK & LINEAR PARK

On the east side of Rutherford Ave, future sidewalks will be contained within a roughly 40' wide, 5+ acre linear park with a generous buffer space and separate walking and biking paths



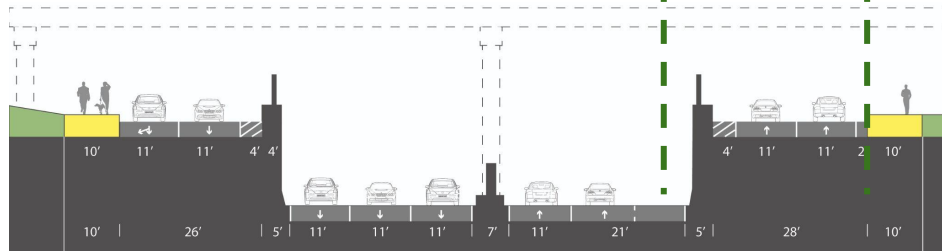
On the west side of Rutherford Ave, new buffer space will be added



LINEAR PARK

EXISTING RUTHERFORD
AVE ROADWAY
CONFIGURATION

NEW SPACE FOR
LINEAR PARK



Ricardo Lara Park, Los Angeles CA



Parc de la Senne, Brussels Belgium



Willingdon Linear Path, Burnaby BC



Willingdon Linear Path, Burnaby BC

Community College 

0.16 mile
4 min walk

0.5 mile
13 min walk

0.17 mile
4.5 min walk

0.1 mile
2.5 min walk

Sullivan Square

T
Sullivan Sc
Station



Community College 

0.16 mile
4 min walk

0.18 mile
4.5 min walk

0.15 mile
4 min walk

0.1 mile
2.5 min walk

0.15 mile
3.5 min walk

0.01-0.04 mile
<1 min walk

0.11 mile
2.5 min walk

Sullivan Square

T
Sullivan S



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SULLIVAN SQ

EXISTING TRAFFIC CIRCLE



SULLIVAN SQ

FUTURE STREET GRID AND PARCELS

-  Transit Oriented Development Parcels
-  Active New Open Space
-  Passive New Open Space

 Sullivan Sq Station

I-93

Dorrance Street

Arlington Avenue

Beacham Street

West Street

Alford Street

Alford Street Busway

Mishawum St

Main Street

Ryan
Playground



SULLIVAN SQ

EXISTING PEDESTRIAN CIRCULATION



Main Pedestrian Crossings

Sullivan Sq Station

I-93

Cambridge Street

Spice Street

D Street

Rutherford Avenue Underpass

Rutherford Avenue

Main Street

Mishawum St

Main Street

Underpass

Maffa Way

Main Street

Maffa Way

Mystic Avenue

Dorrance Street

Beacham Street

West Street

Arlington Avenue

Alford Street

Alford Street

2,680 ft -
12.7 min walk to
next crossing



SULLIVAN SQ

FUTURE PEDESTRIAN CIRCULATION



Main Pedestrian Crossings

T
Sullivan Sq
Station

I-93

Cambridge Street

Spice Street

D Street

Rutherford Avenue

Main Street

Mishawum St

Main Street

Maffa Way

Main Street

Alford Street

Beacham Street

Maffa Way

Mystic Avenue

Dorrance Street

Arlington Avenue

Alford Street Busway

Ryan
Playground





2,680 ft -
12.7 min walk to
next crossing

300 ft -
4 min walk



SULLIVAN SQ

FUTURE TRANSIT ROUTING

-  7 Bus Route (Existing 93)
-  101 Bus Route (Existing 92)
-  109/113/SL Bus Routes
-  89/95 Bus Routes



SULLIVAN SQ

BIKE CIRCULATION



Bike Connections

Sullivan Sq
Station

I-93

Cambridge Street

Spice Street

Maffa Way

Main Street

Beacham Street

West Street

Dorrance Street

Arlington Avenue

Alford Street

Alford Street Busway

Rutherford Avenue

Mishawum St

Main Street

Ryan
Playground



SULLIVAN SQ

VEHICULAR CIRCULATION



Vehicular Path

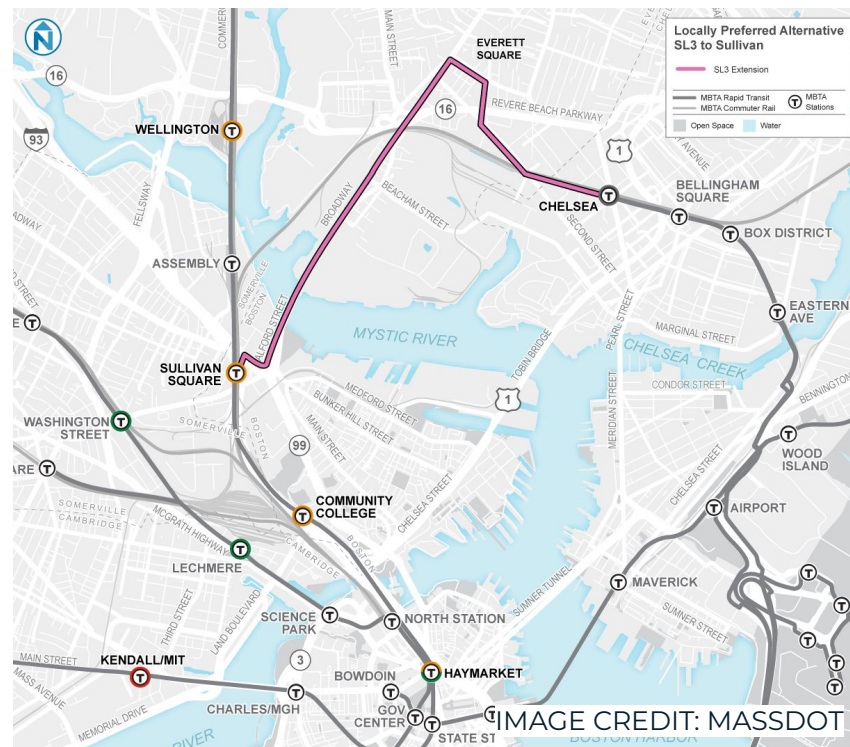
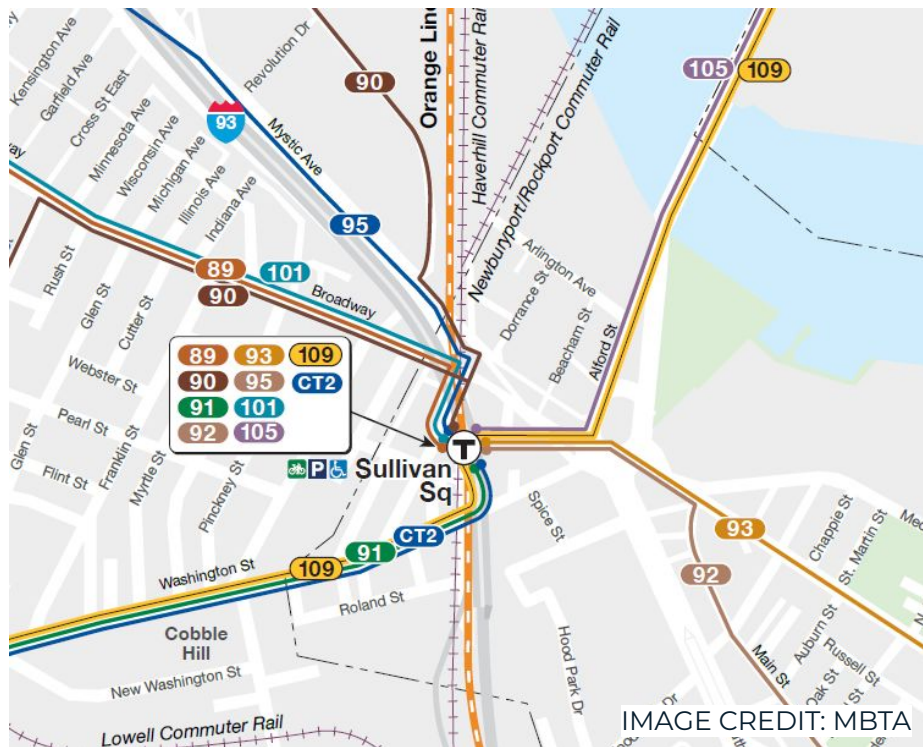


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TRANSIT PRIORITY



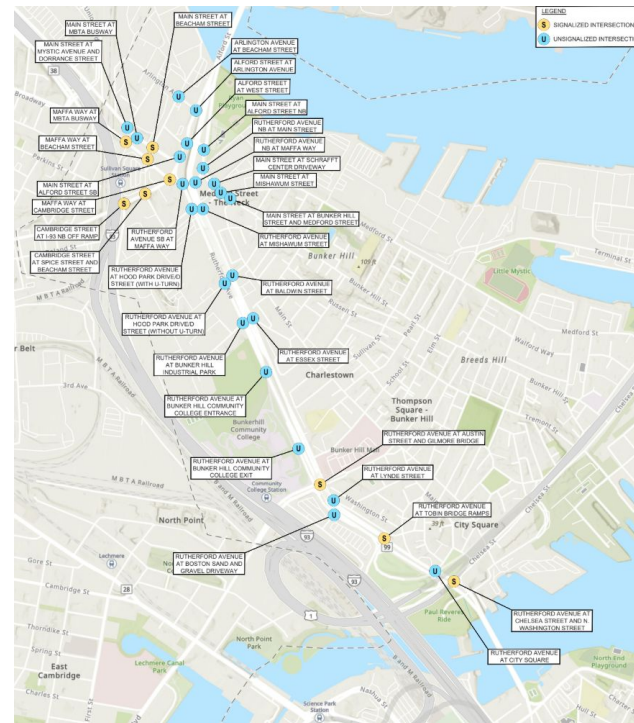
CURRENT DESIGN STATUS

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)

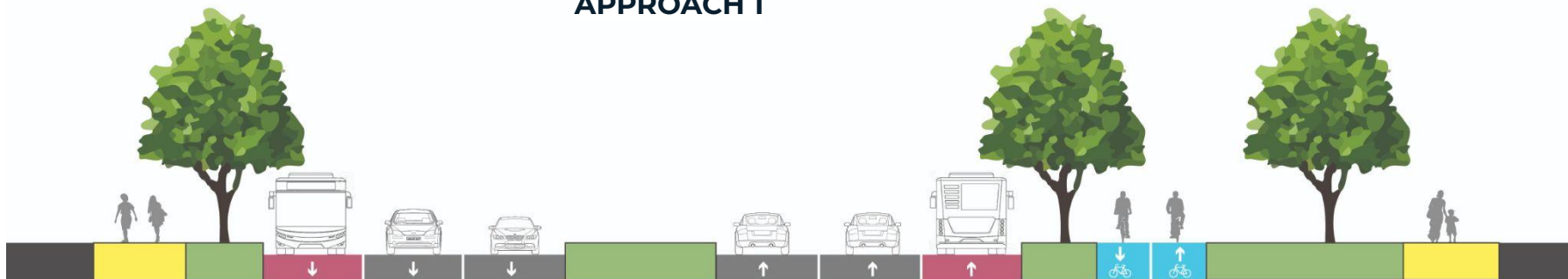
ONGOING OPERATIONAL ANALYSIS

- We are currently modeling the project at the corridor and intersection level to evaluate how different design approaches work for all modes
- The analysis includes projected volumes for planned development and will demonstrate how each design approach operates
- Results of the analysis will be used to refine a traffic scheme that most effectively and safely manages demand while allowing for necessary flexibility
- The outcome and comparison of this analysis will be the subject of our 3rd planned community engagement

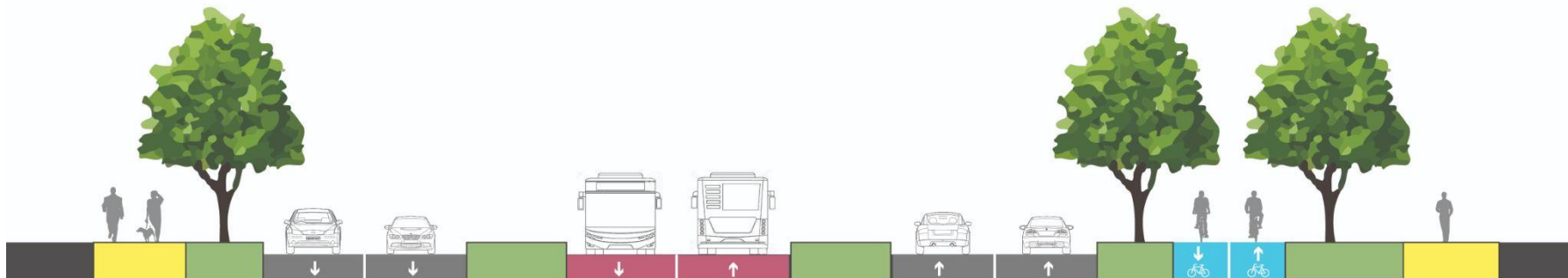


DESIGN APPROACHES

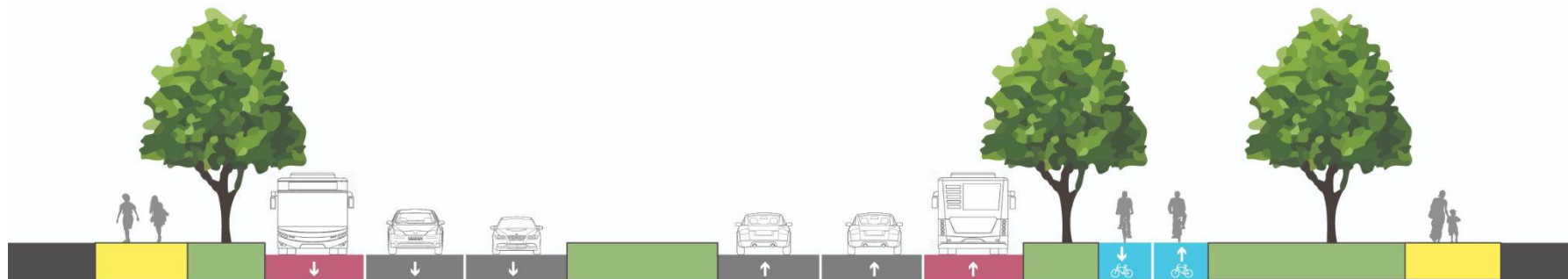
APPROACH 1



APPROACH 2



DESIGN 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

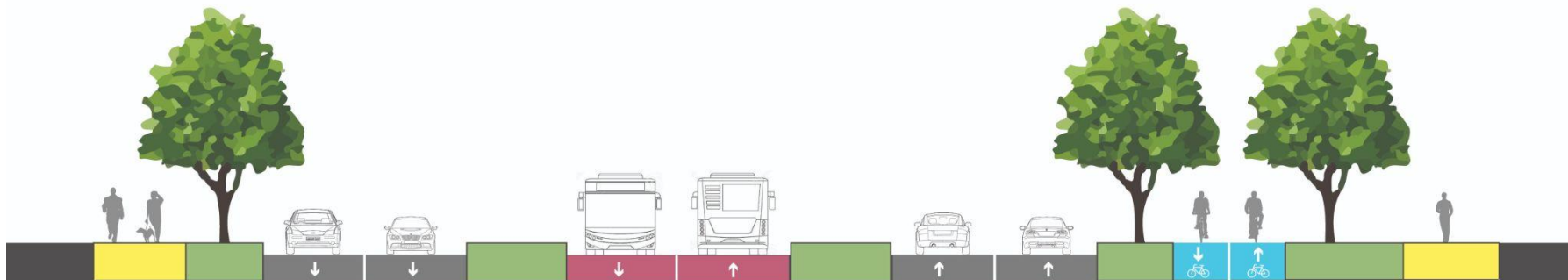


(Credit: Brookline Department of Public Works)



(Credit: Igor Studenkov)

DESIGN 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



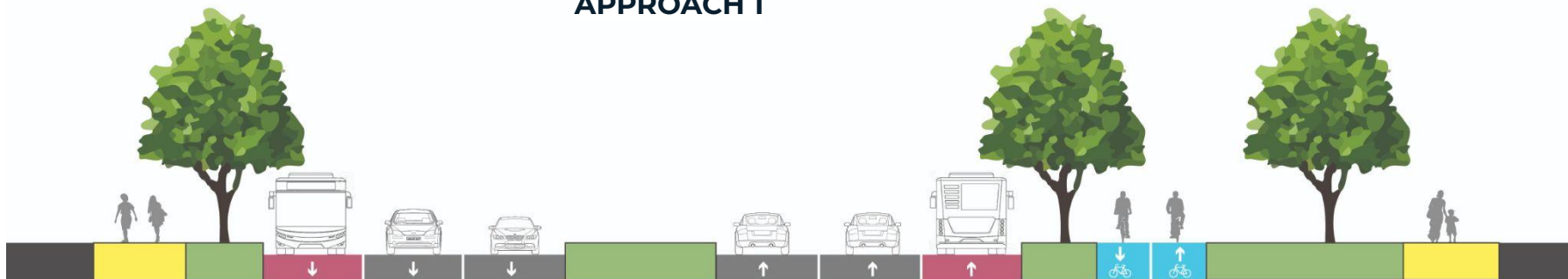
(Credit: Boston Globe)



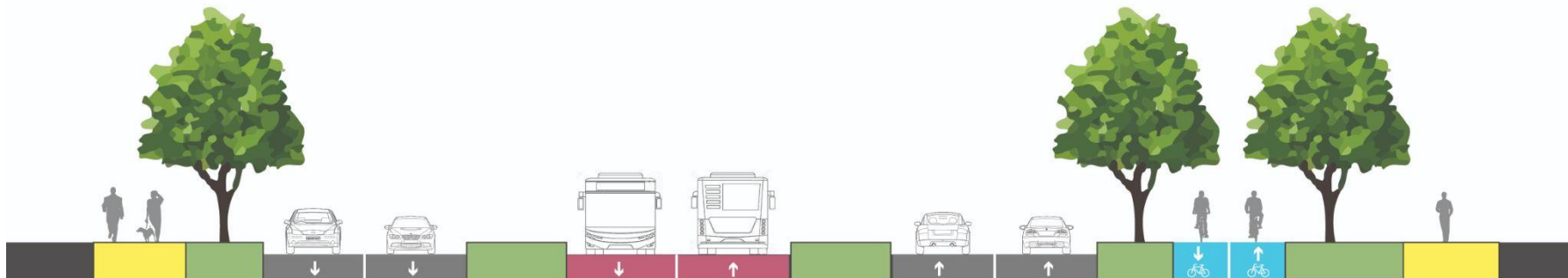
(Credit: MBTA)

DESIGN APPROACHES

APPROACH 1



APPROACH 2



UPCOMING MEETINGS

Community meeting #1 (TODAY):

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

*Share your questions
about the design
approach*

Community meeting #2 (mid-Mar):

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

*Help shape public
realm design for
Sullivan Square and
the Charlestown
Linear Park*

Community meeting #3 (mid-Apr):

Share the results of traffic analysis and the proposed design for the 25% design submission.

Q&A

Thank you

www.boston.gov/rutherford

