

Community perspective on Rutherford Avenue and Sullivan Square Design Project



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Rutherford Avenue and Sullivan Square today...



BTD's stated project goals

1. Create balanced streets
2. Enhance community connections
3. Improve pedestrian and bicycle environment
4. Create flexible framework for desirable redevelopment
5. Create attractive public open spaces
6. Establish community gateways
7. Ensure public/private coordination

City Square to Austin Street – Surface Option

Open Space

36' wide at narrowest point

75' wide at widest point

65' wide at Austin Street

May 2017

PROPOSED RUTHERFORD AVENUE
AT GRADE OPTION
CHARLESTOWN, MASSACHUSETTS

FEBRUARY 28, 2017

1"=60'



www.tetra-tech.com
2017 February 28, 2017
RUTHERFORD AVENUE
AT GRADE OPTION
CHARLESTOWN, MASSACHUSETTS



DR

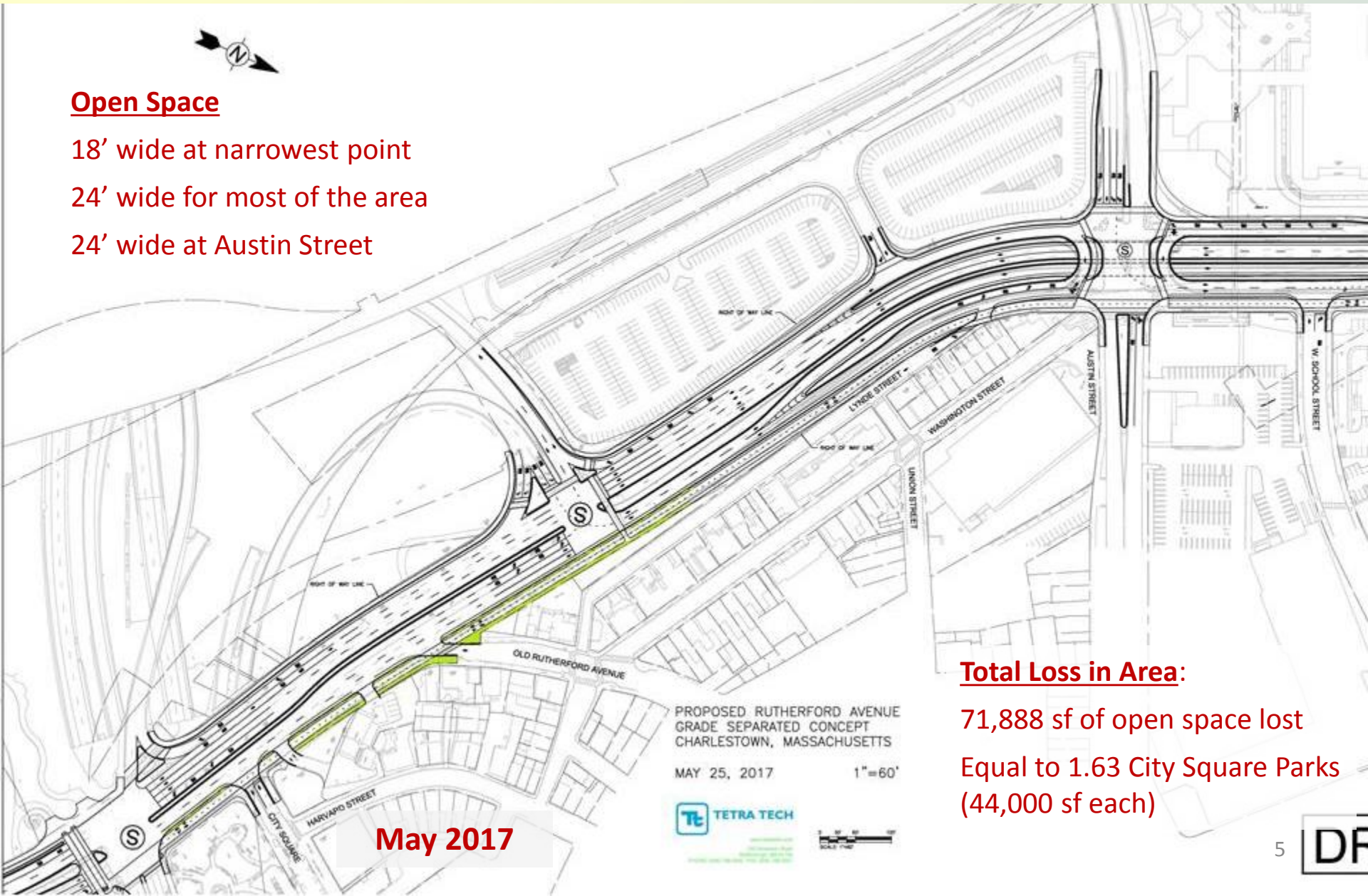
City Square to Austin Street – Underpass Option

Open Space

18' wide at narrowest point

24' wide for most of the area

24' wide at Austin Street



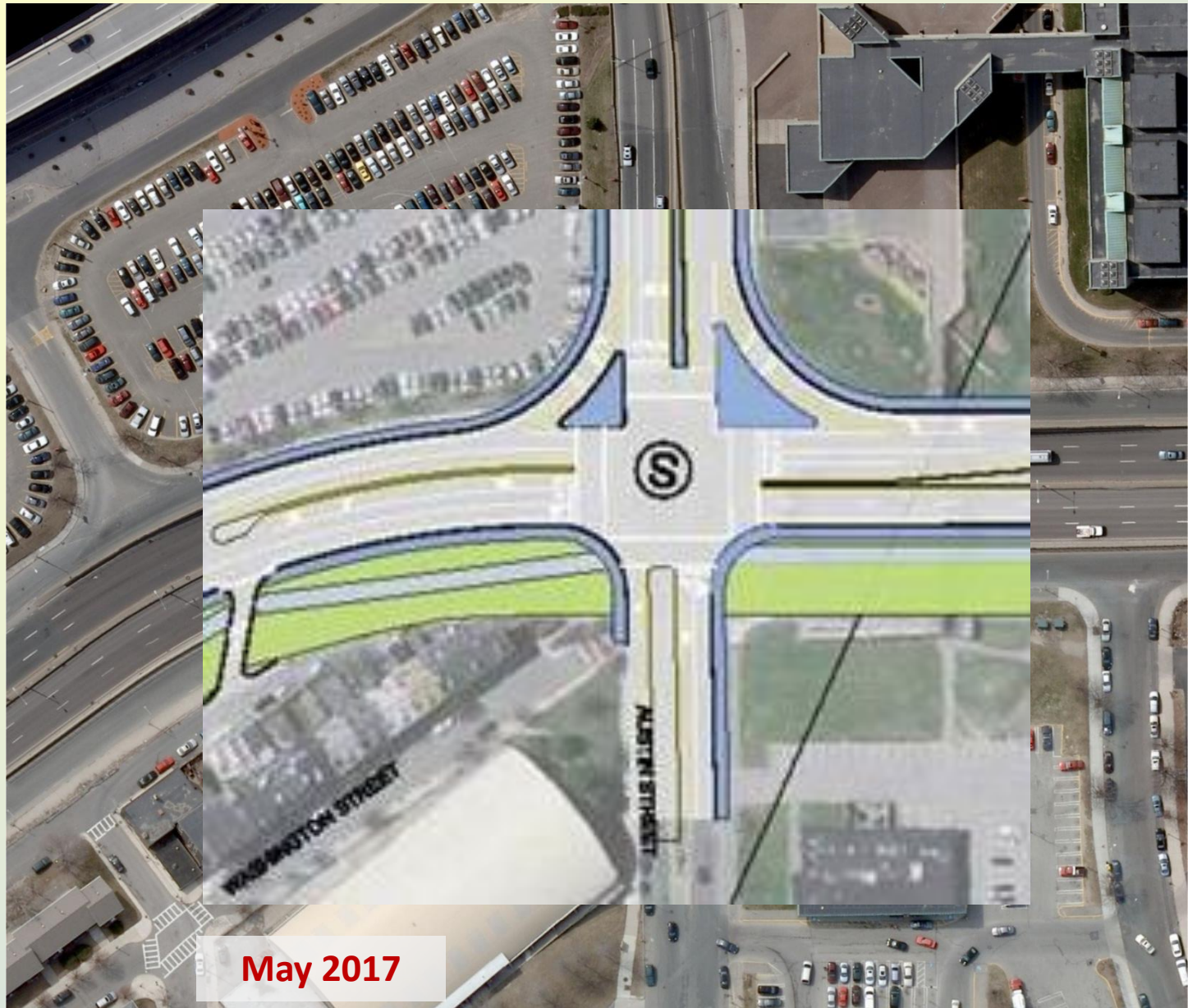
Total Loss in Area:

71,888 sf of open space lost

Equal to 1.63 City Square Parks
(44,000 sf each)

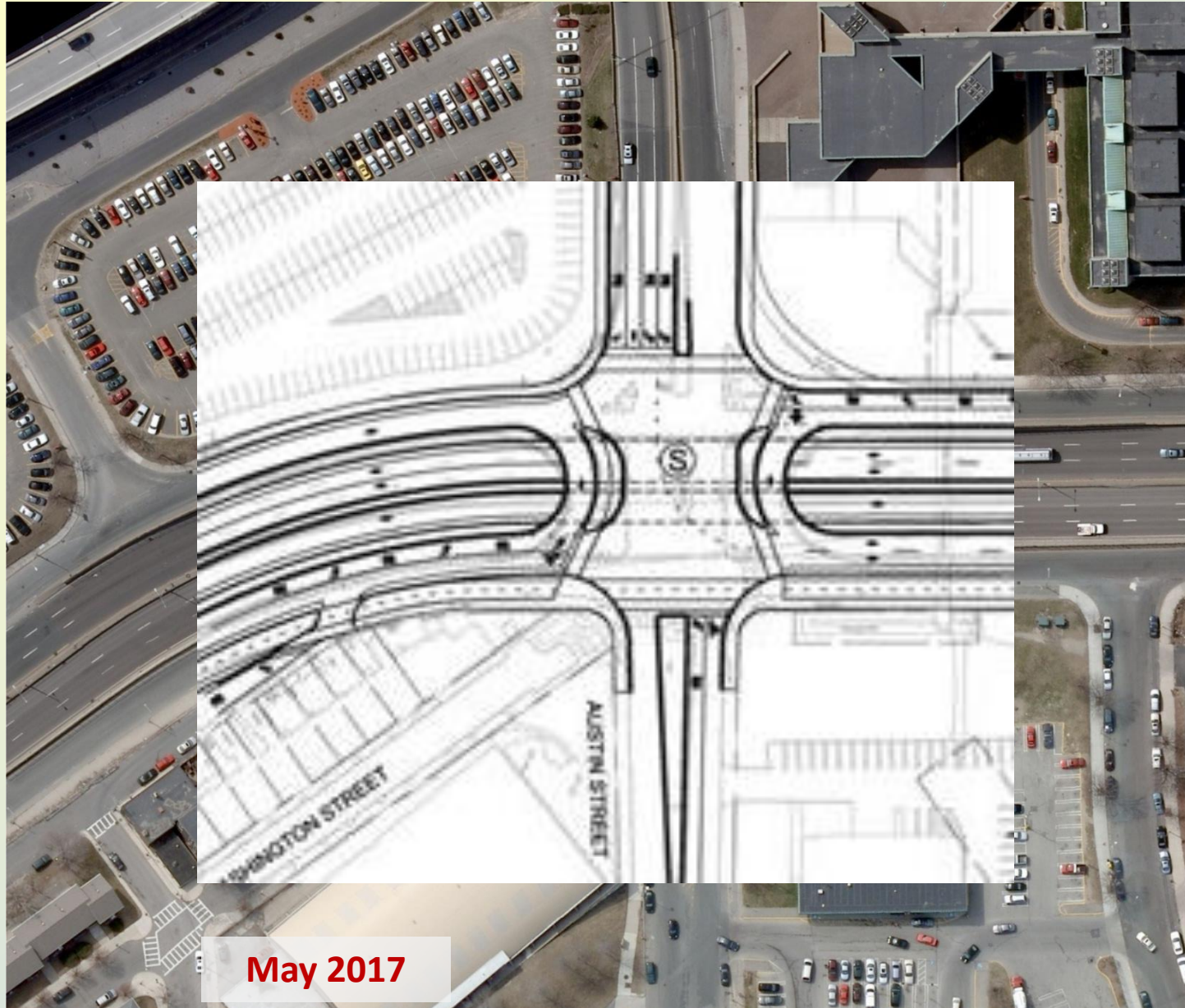
May 2017

Austin Street – Surface Option



May 2017

Austin Street – Underpass Option

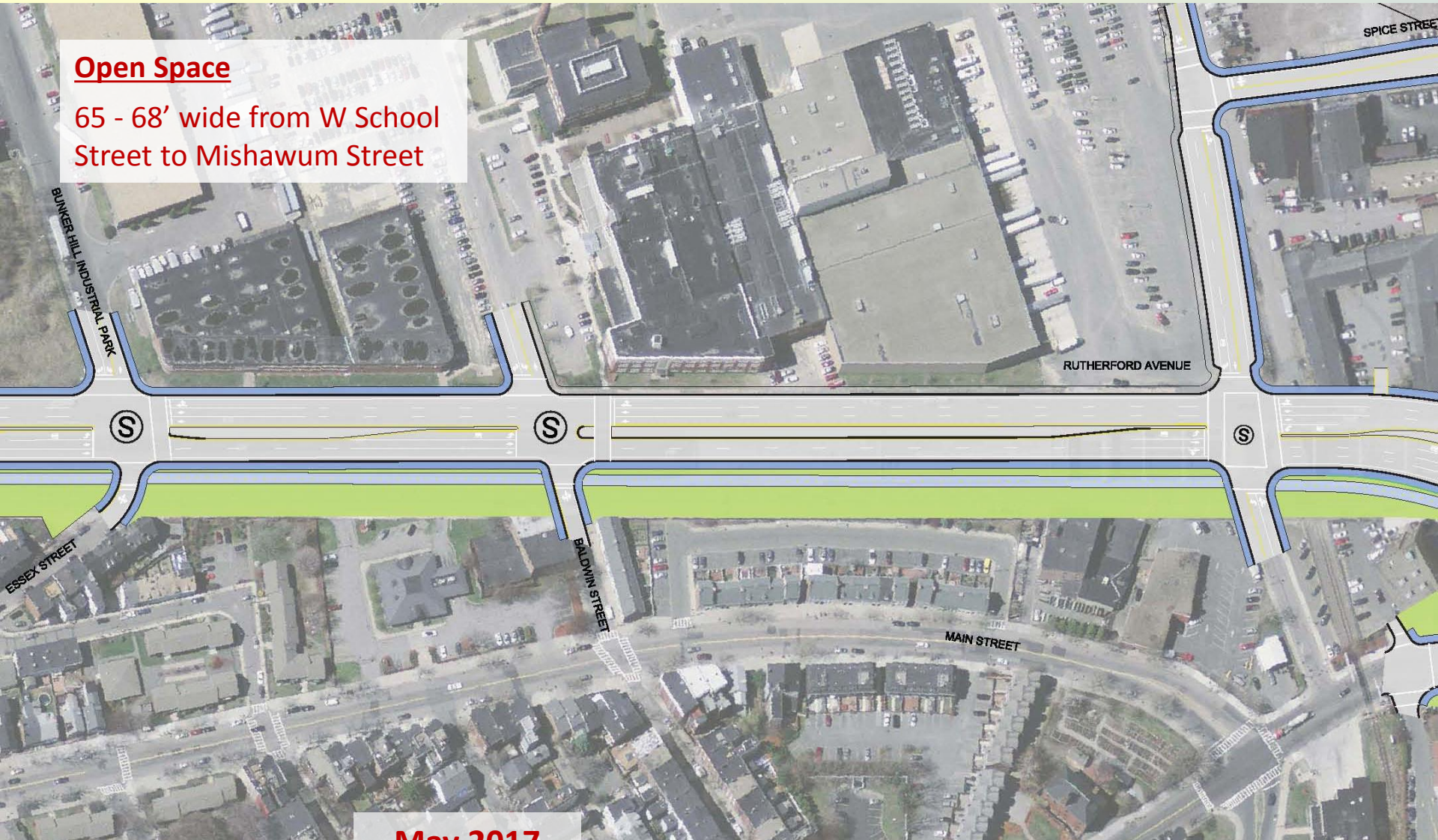


May 2017

Essex to Mishawum Street – Surface Option

Open Space

65 - 68' wide from W School Street to Mishawum Street



May 2017

Essex to Mishawum Street – Underpass Option

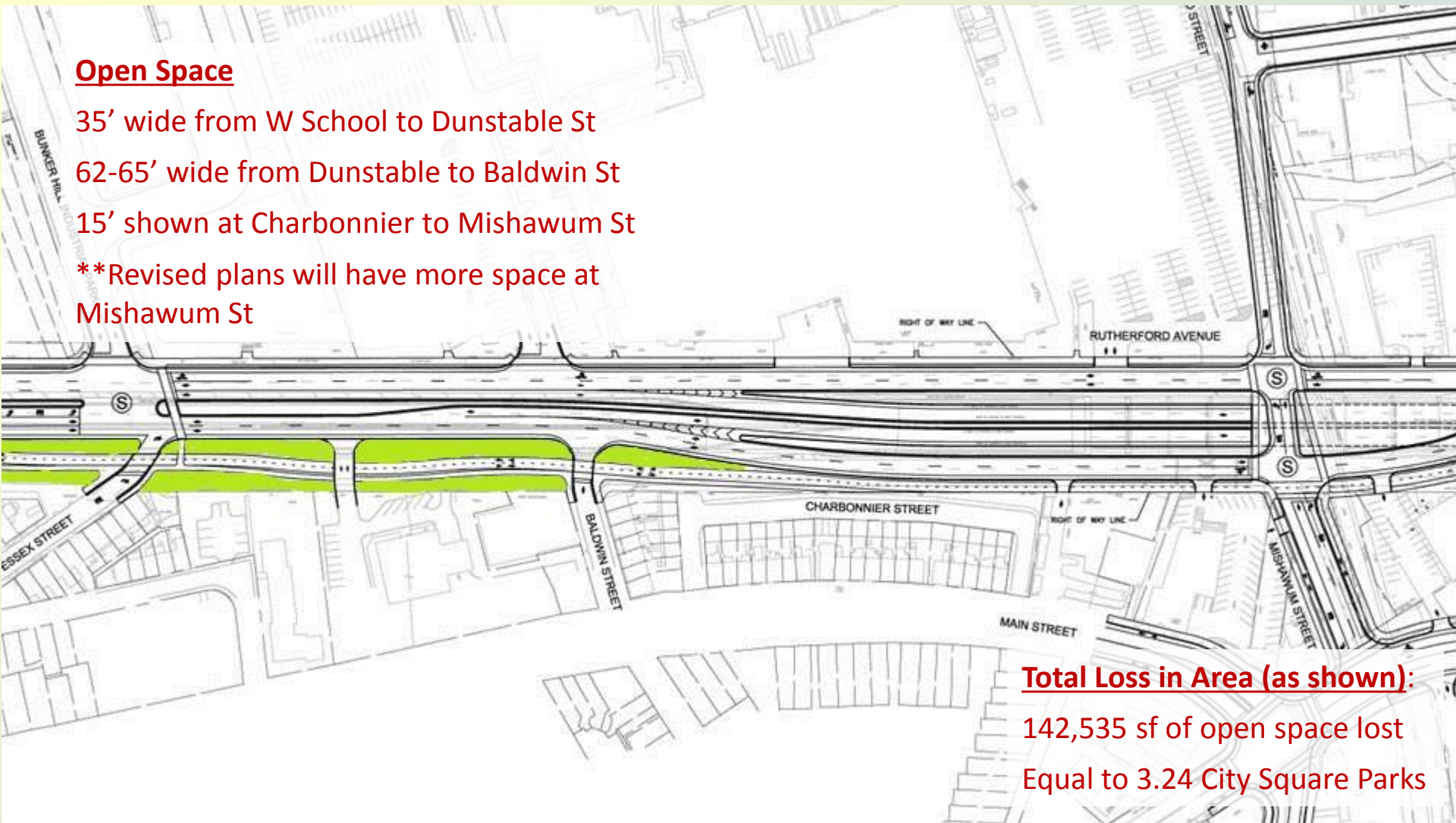
Open Space

35' wide from W School to Dunstable St

62-65' wide from Dunstable to Baldwin St

15' shown at Charbonnier to Mishawum St

**Revised plans will have more space at
Mishawum St



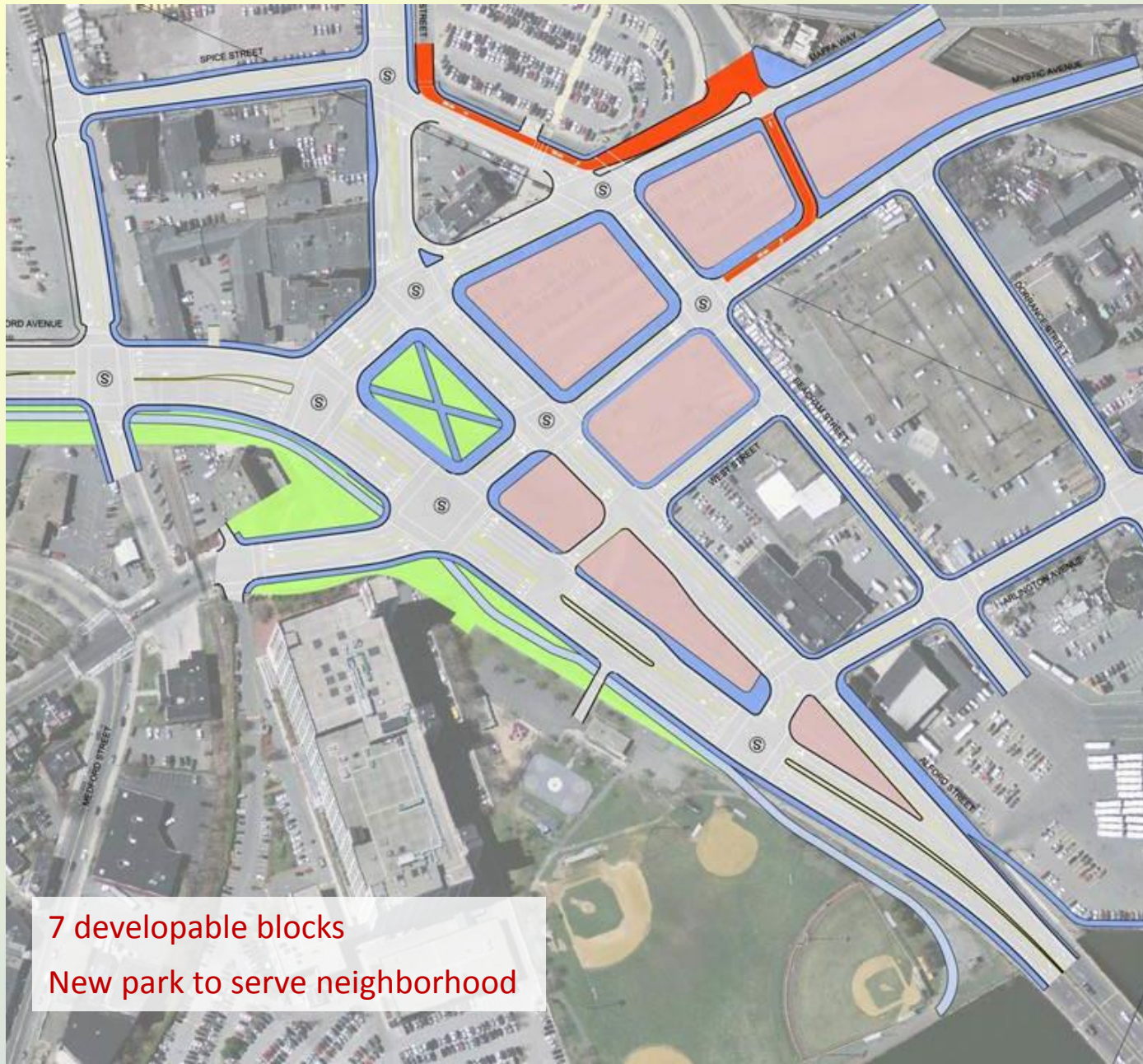
Total Loss in Area (as shown):

142,535 sf of open space lost

Equal to 3.24 City Square Parks

May 2017

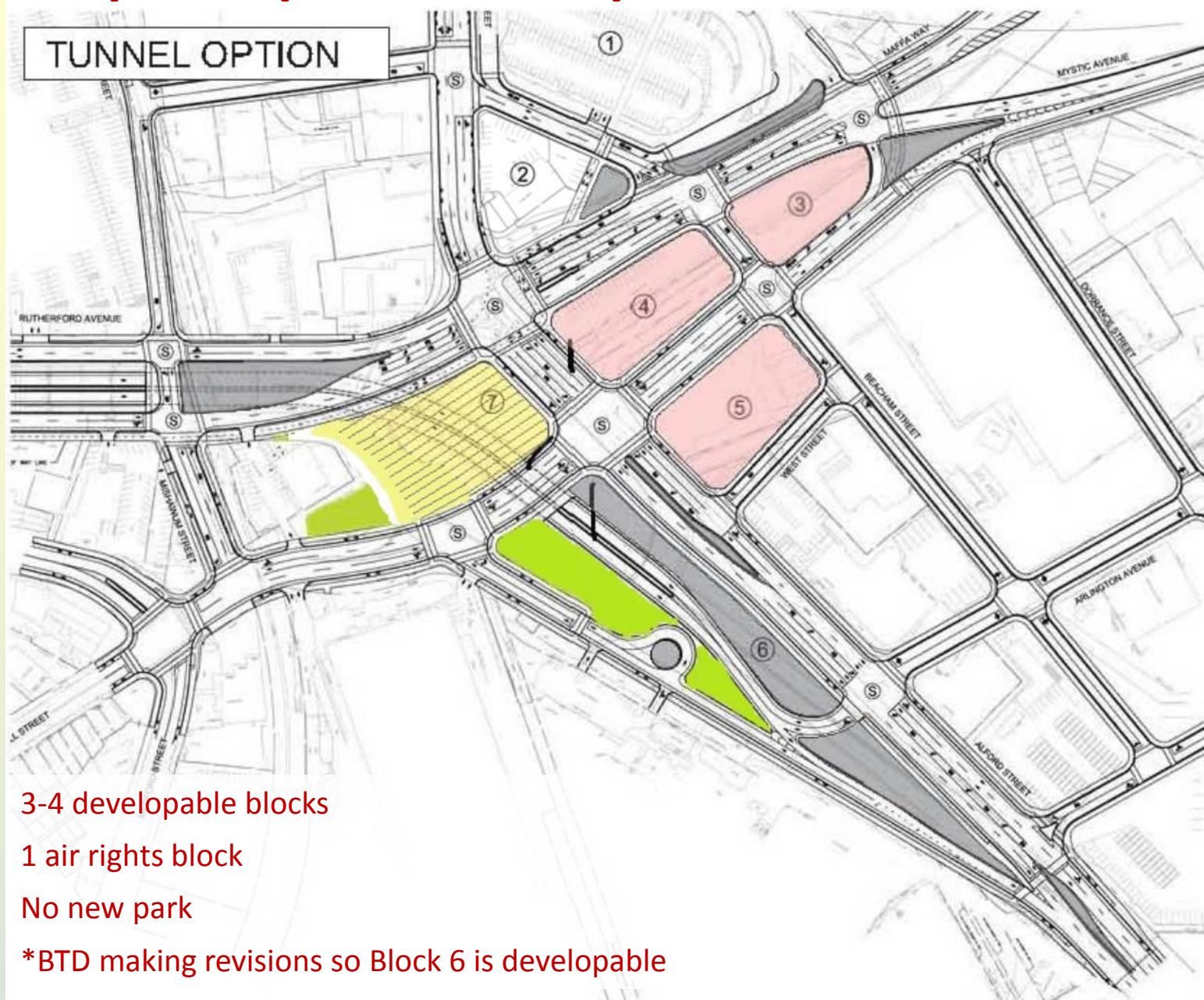
Sullivan Square – Surface Option



7 developable blocks

New park to serve neighborhood

Underpass Option Developable Sites



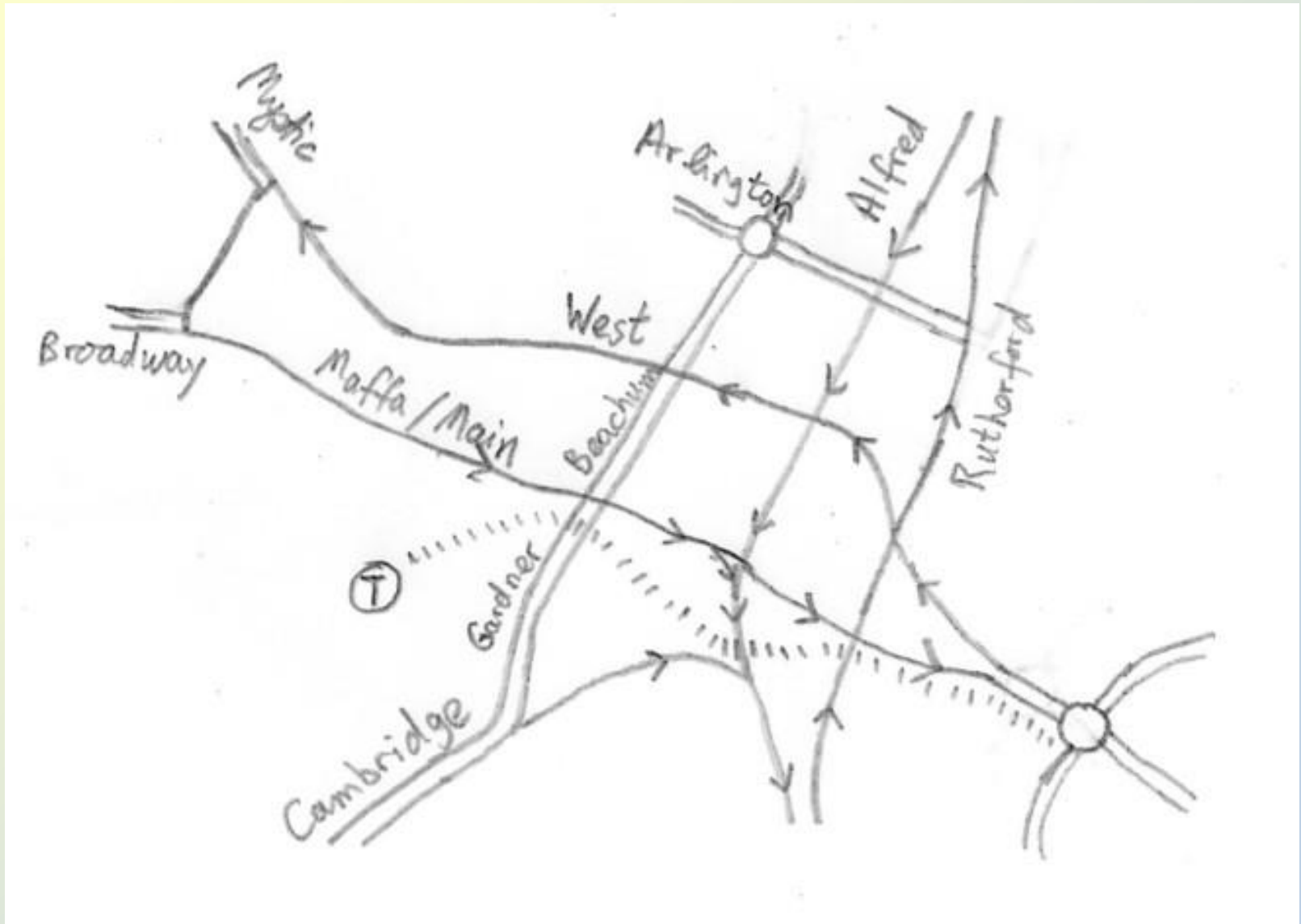
3-4 developable blocks

1 air rights block

No new park

*BTD making revisions so Block 6 is developable

One-way Grid Concept (RCIC proposal)



We petitioners believe that:

- The City of Boston has not completed its alternatives analysis. BTD has not:
 - Developed a surface alternative that works
 - Prepared cost estimates for comparison
 - Used state-of-the-art modeling software
 - Used same methodology as McGrath Blvd project
- Funding cannot proceed without full alternatives analysis

We further believe that:

- A surface solution:
 - Is feasible and will prove less costly in terms of construction and maintenance
 - Will facilitate development along the corridor, financially benefitting the Commonwealth
 - Is more environmentally resilient
- Community tradeoffs are too substantial for modest vehicular time savings in 2040
- The community should be provided with equal information for both alternatives, and be given time to develop a consensus solution



TODAY



TOMORROW?