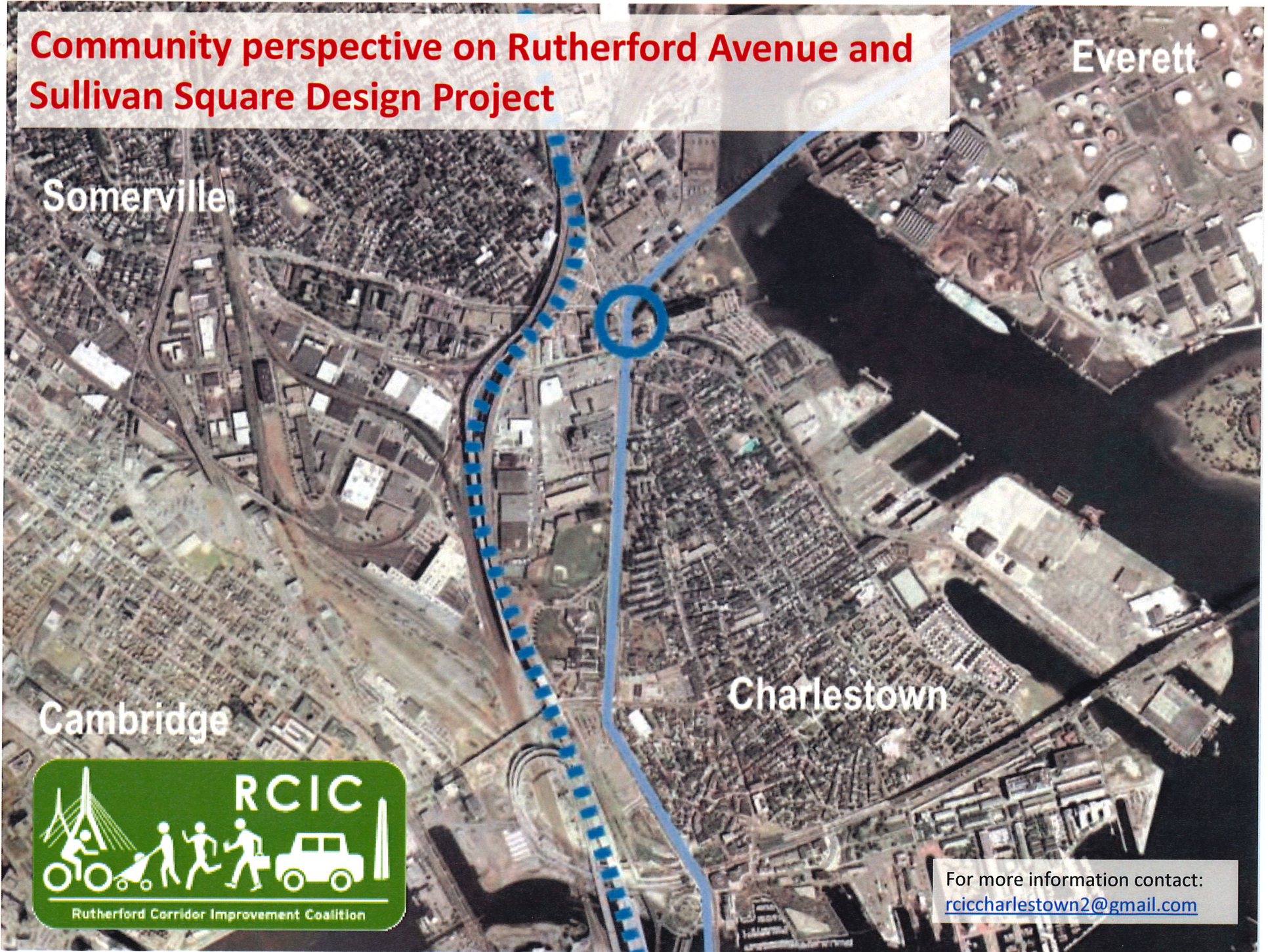


Community perspective on Rutherford Avenue and Sullivan Square Design Project



For more information contact:
rciccharlestown2@gmail.com

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

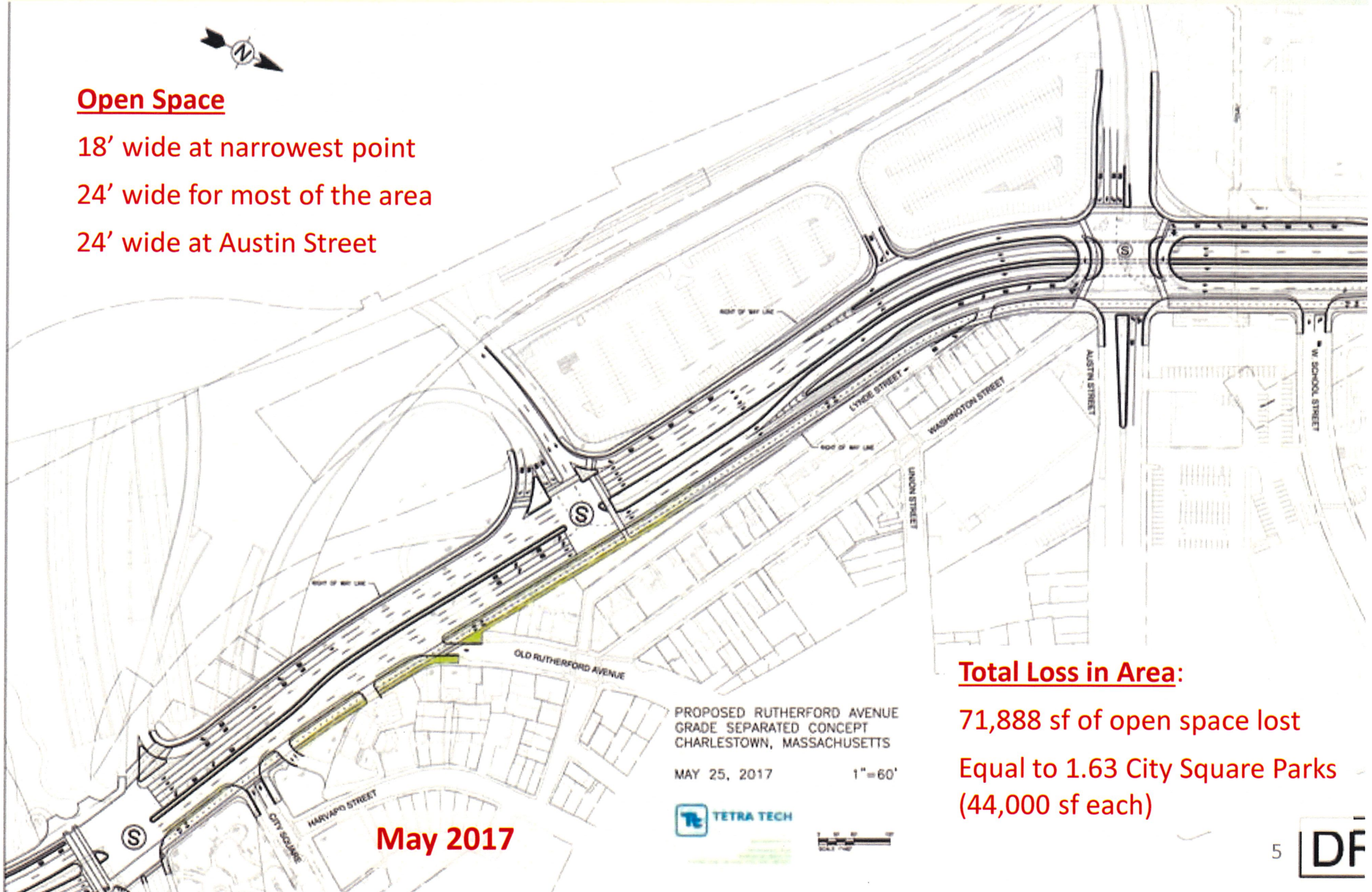
65' wide at Austin Street



City Square to Austin Street – Underpass Option

Open Space

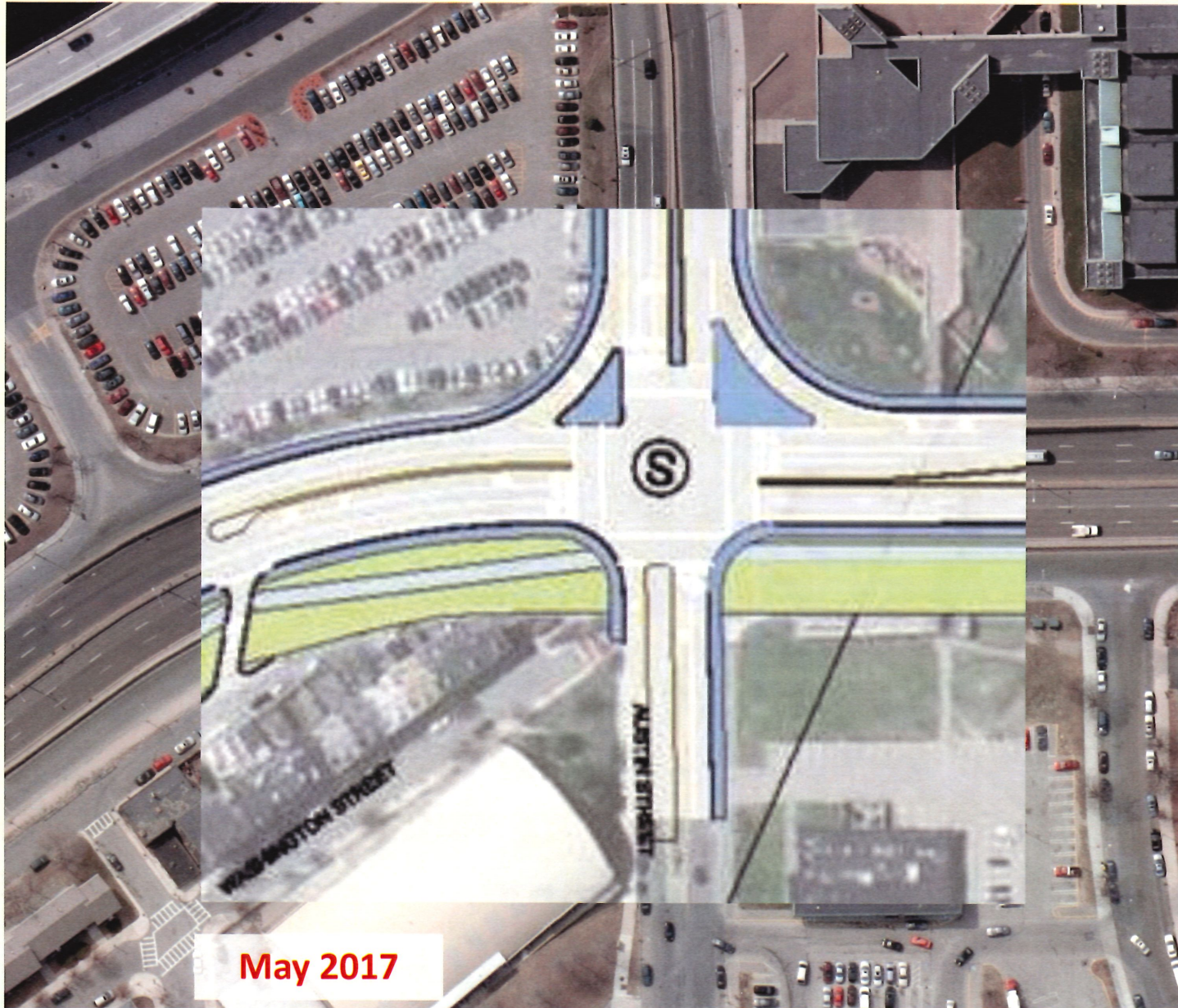
- 18' wide at narrowest point
- 24' wide for most of the area
- 24' wide at Austin Street



Total Loss in Area:

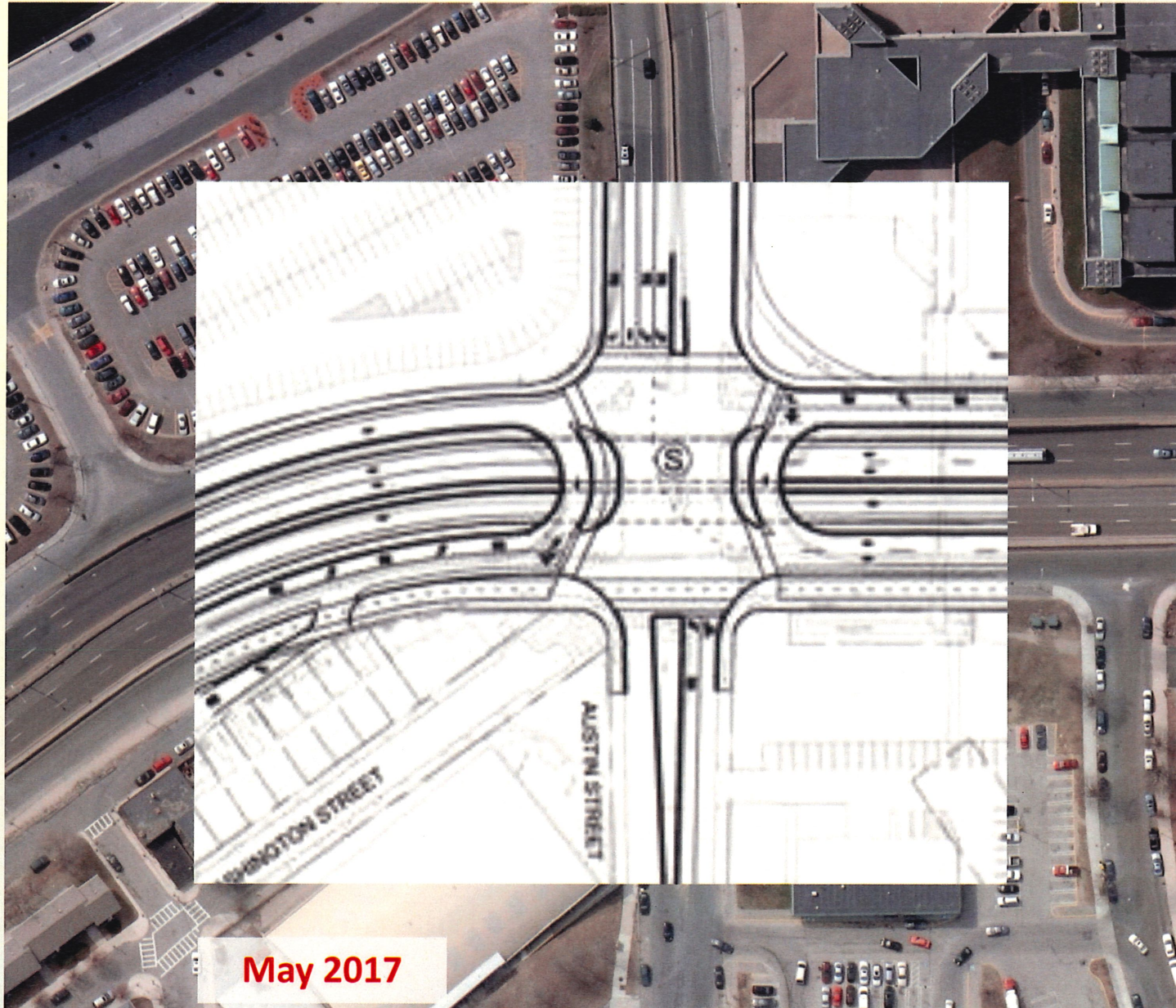
71,888 sf of open space lost
Equal to 1.63 City Square Parks
(44,000 sf each)

Austin Street – Surface Option



May 2017

Austin Street – Underpass Option

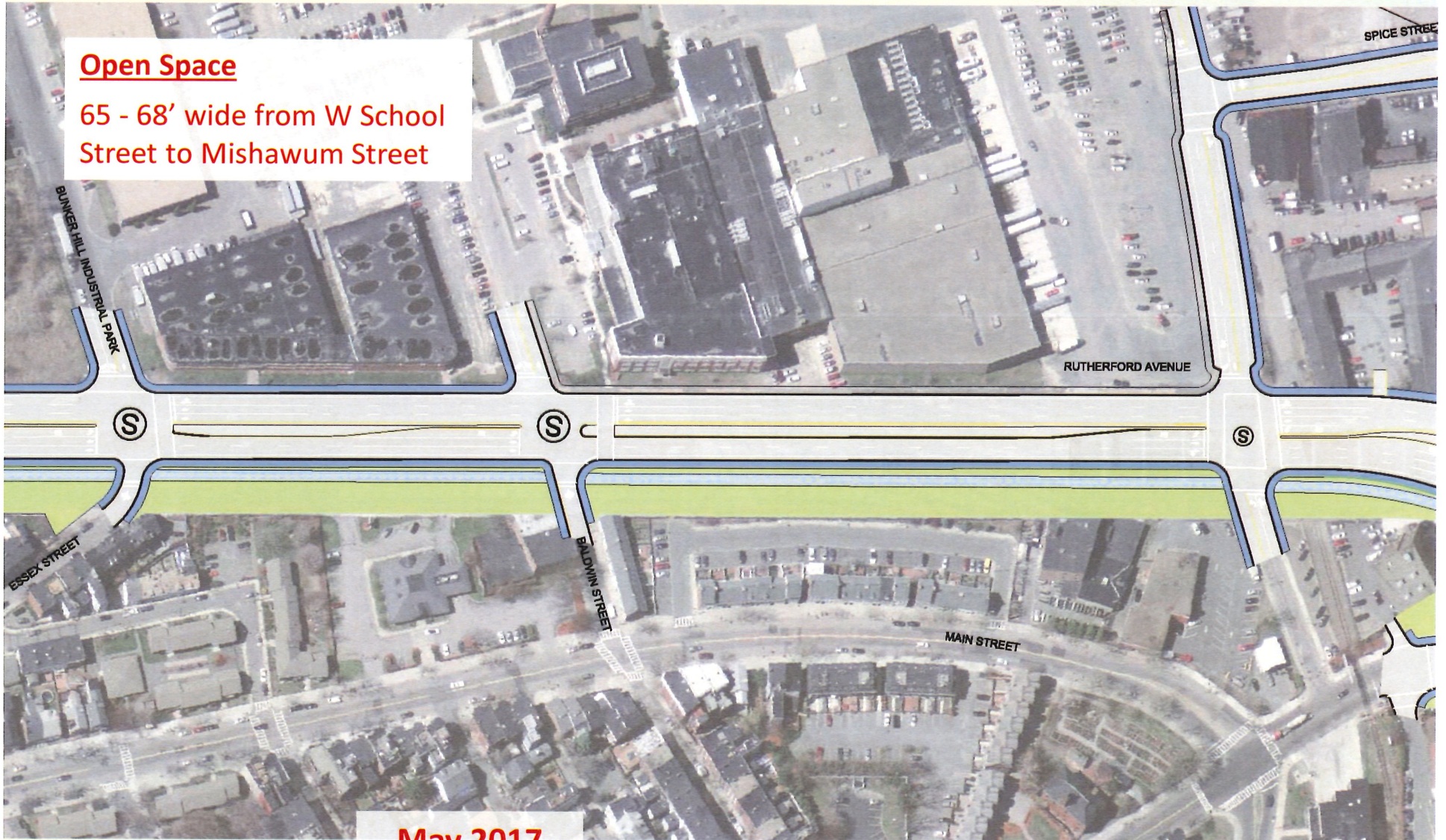


May 2017

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

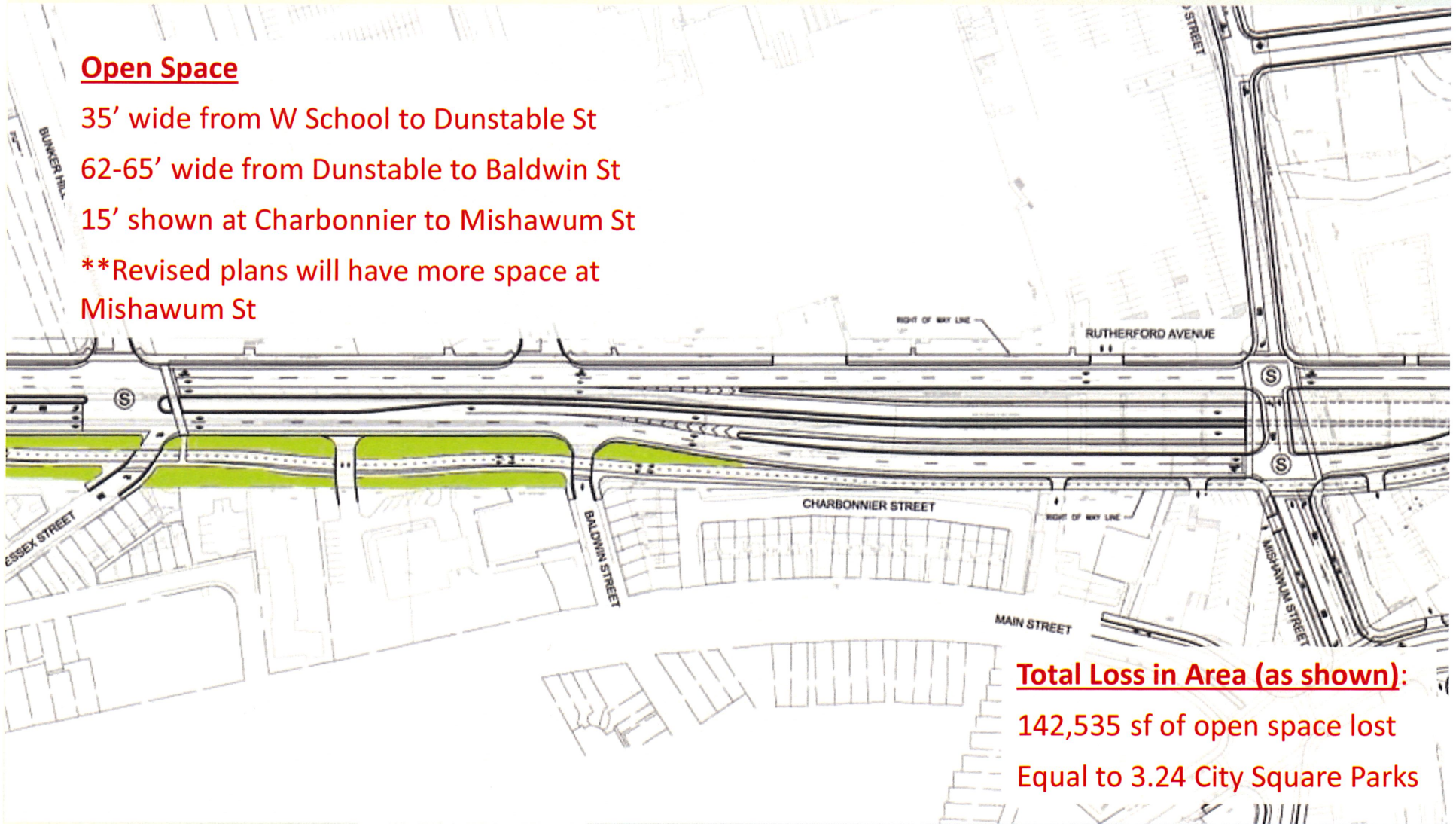
Open Space

35' wide from W School to Dunstable St

62-65' wide from Dunstable to Baldwin St

15' shown at Charbonnier to Mishawum St

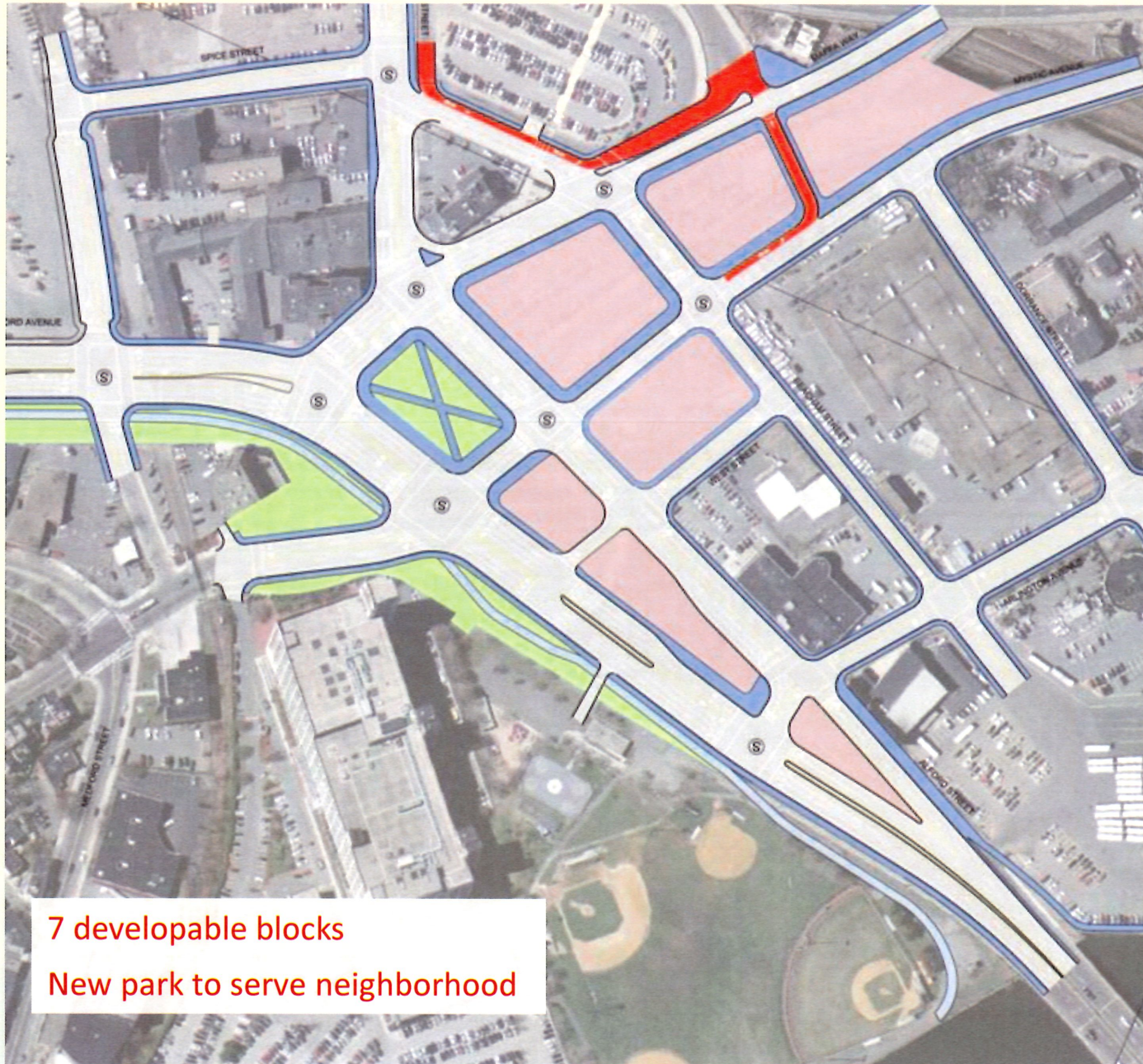
**Revised plans will have more space at
Mishawum St



Total Loss in Area (as shown):
142,535 sf of open space lost
Equal to 3.24 City Square Parks

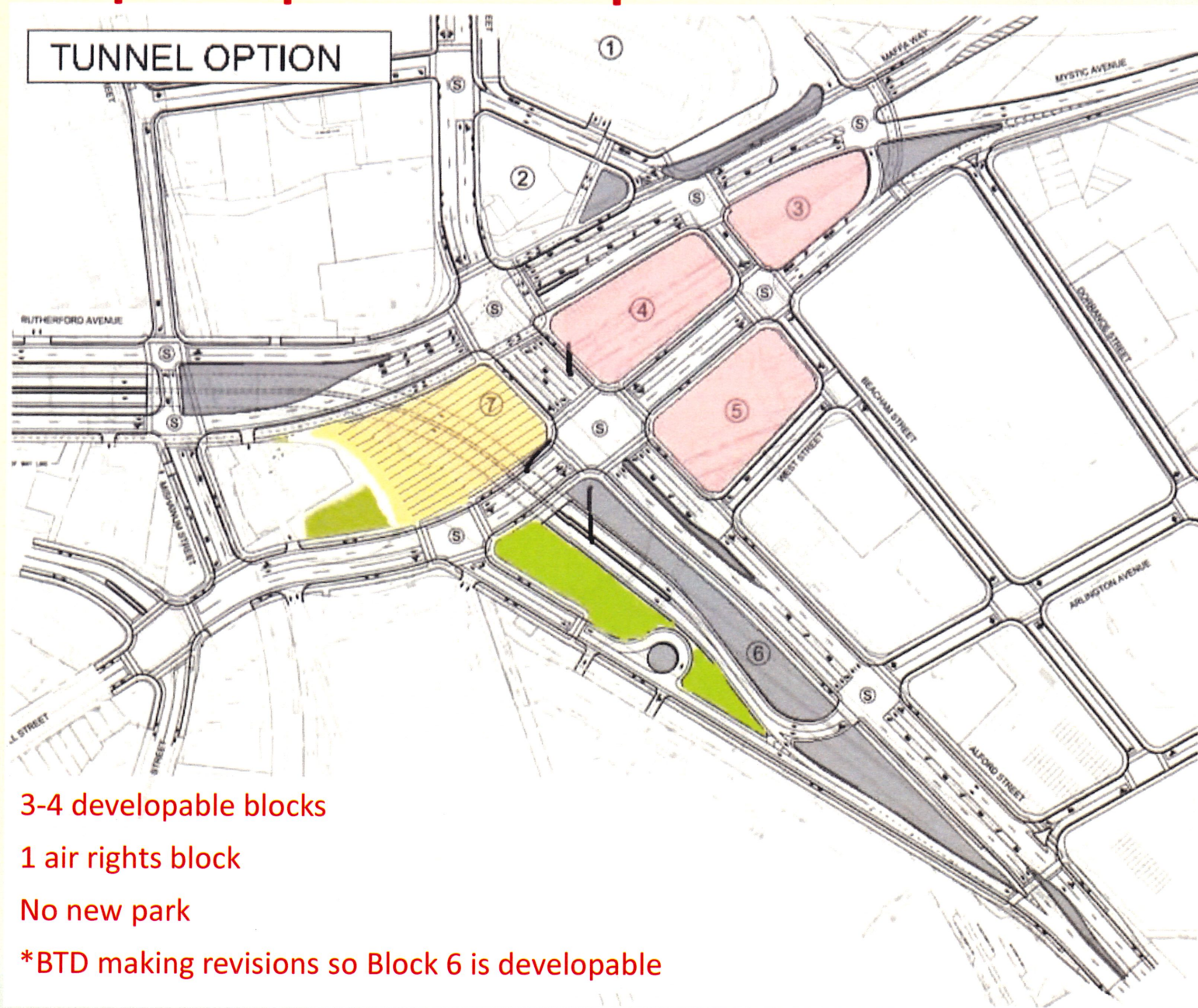
May 2017

Sullivan Square – Surface Option



7 developable blocks
New park to serve neighborhood

Underpass Option Developable Sites



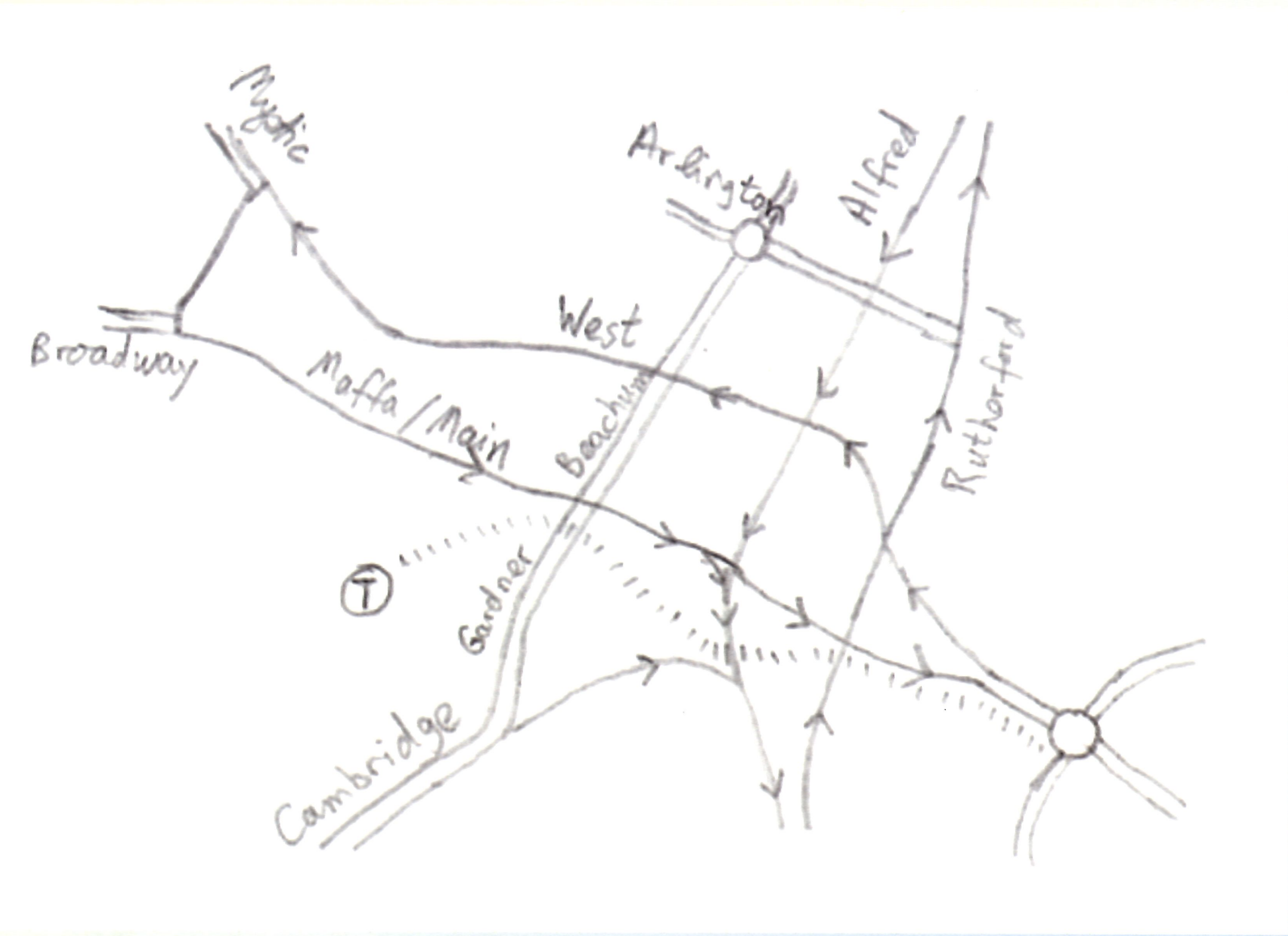
3-4 developable blocks

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?