TOWN OF SUDBURY
FIRE DEPARTMENT
77 HUDSON ROAD
SUDBURY, MASSACHUSETTS 01776

WILLIAM L. MILES
CHIEF OF DEPARTMENT

TEL: 978-443-2239
FAX: 978-440-5305

July 31, 2017

To Whom It May Concern,

I am writing to bring attention to the dangerous intersection at the corner of Boston Post Road and Landham Road in Sudbury, Massachusetts.

Over the years the Sudbury Fire Department has responded to many serious accidents at this intersection, including a fatal accident in May of 2011.

The Town has seen a sharp increase in both residential and commercial growth along the Boston Post Road corridor. The resulting increase in traffic can only raise the probability of more serious accidents in the future.

I strongly urge the completion of the re-design and signalization at the intersection of Boston Post Road and Landham Road.

Sincerely,

William L. Miles
Fire Chief
Sudbury, Massachusetts

Sudbury Police Department
Office of the Chief of Police

75 Hudson Road
Sudbury, MA 01776
Business (978) 443-1042
Fax (978) 443-1045
nixs@sudbury.ma.us

Scott Nix
Chief of Police

August 17, 2017

To: Melissa Rodrigues, Town Manager
From: Scott Nix, Chief of Police
RE: Boston Post Road (RTE 20) at Landham Road

Melissa,

The intersection of Boston Post Road and Landham Road has been problematic for as long as I can remember. I have personally responded to numerous accidents at the intersection involving injuries as well a fatality. Several reports have been provided over the years surrounding the accident volume in the area. The area has become increasingly dangerous as traffic is ever increasing as well as two housing developments having been constructed in recent years. With the sidewalk across Boston Post Road from Coolidge at Sudbury, a 55 and better community, pedestrians have difficulty crossing the road safely.

I was recently asked to review a bus stop location where it would require students to traverse the sidewalk past the intersection. My immediate reaction was to find an alternative route given safety concerns of vehicles or parts of vehicles having ended up on the sidewalk following an accident. When an accident does occur it can affect the flow of traffic tremendously, particularly during commuting hours.

It was my understanding several years ago the traffic light project had been accepted by the Department of Transportation and they had begun design of same. Director of Planning, Jody Kablack, Department of Public Works Director, Bill Place, myself and others had a site meeting several years ago in preparation for the project. If it is not in the que for the near future I would strongly recommend the Department of Transportation reconsider. I would be more than happy to speak with anyone whom you thought would be appropriate to express the importance of moving forward with the traffic light. Thank you for the opportunity to convey my thoughts.

Respectfully,

Scott Nix
Chief of Police

Town of Sudbury

Planning Board

Flynn Building
278 Old Sudbury Rd
Sudbury, MA 01776
978-639-3387
Fax: 978-443-0756

planningboard@sudbury.ma.us
https://sudbury.ma.us/planning

February 6, 2018

Ms. Alexandra Kleyman
TIP Manager
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Programming Sudbury Intersection Improvements at Route 20 and Landham Road Project (#607249)

Dear Ms. Kleyman,

On behalf of the Planning Board of the Town of Sudbury, I enthusiastically endorse the inclusion of the Intersection Improvement Project at Route 20 and Landham Road (MassDOT Project #607249) on the Transportation Improvement Program (TIP) for FY2019-2023. The Board considers this project the greatest roadway safety concern in Sudbury. With MassDOT as the project proponent, we would like confirmation that this is a priority project for them with an anticipated advertising date as early as FFY 2019.

The Town has prioritized the Intersection Improvements to Route 20 and Landham Road project. This dangerous intersection has experienced 170 reported accidents in the past 10 years and in May 2011 there was an accident involving a fatality. Sudbury has been advocating for improvements to this intersection for many years. MassDOT's Project Review Committee approved the project for potential funding in July 2013, the 25% design was submitted in October 2015, and the 75/100% design was submitted this fall.

At the 25% Design Public Hearing in Sudbury on May 17, 2016, Joe Johnson the Design Engineer from GPI indicated the crash data for the preceding five years indicated the crash rate at this intersection is nearly double that of an average intersection of this type in District 3 (1.11 compared to 0.6 collisions per million vehicles).

Please do not hesitate to contact Beth Suedmeyer in the Planning and Community Development Office at suedmeyerb@sudbury.ma.us or 978-639-3363, if you have any questions or seek additional information.

Sincerely,

Stephen Garvin
Chairman

cc: Sudbury Board of Selectmen
MassDOT, District 3
MassDOT, OTP

February 20, 2018

David J. Mohler, Chair
Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: SWAP comments on the draft FFY 2019-2023 Transportation Improvement Program

Dear Mr. Mohler and members of the MPO:

The SouthWest Advisory Planning (SWAP) subregion of the Metropolitan Area Planning Council (MAPC) wishes to present its comments and priorities regarding the 2019-2023 Transportation Improvement Program.

SWAP members understand that transportation funds in the Commonwealth are extremely constrained and that distributing those funds on a fair and equitable basis is a daunting task. We very much appreciate that the MPO has programmed funding for the reconstruction of **Route 109** in **Medway** in FFY 2016. We also appreciate that the signal and intersection improvements on **Route 135** in **Hopkinton** and Resurfacing & the intersection improvements on **Route 16 (Main Street)**, from Water Street to the Hopedale town line in **Milford** are programmed for 2019.

SWAP members would like to continue to advocate for investment in regional transportation infrastructure, and write in support of two projects that have been evaluated this year for inclusion on the 2019-2023 TIP:

1. TIP ID 608887: South Main Street (Route 126)- Douglas Drive to Mechanic Street Reconstruction (Route 140) (Bellingham)

In addition to much needed pavement rehabilitation, this project will improve pedestrian and bicycle connections to Bellingham Center as well as Bellingham Middle and High School.

2. TIP ID 608045: Rehabilitation on Route 16, from Route 109 to Beaver Street in (Milford)

This project would enhance the improvements already programmed for 2019 by reconstructing sidewalks, delineating preferred bicycle routes, and making roadway safety improvements on another segment of the Main Street corridor.

In addition to these two projects, SWAP members would like to continue to voice support for the construction of **I-495/Route 1A ramps** in **Wrentham** (TIP ID 603739), which has not yet been programmed. The Wrentham Premium Outlet Mall attracts approximately 13 million visitors each year, well beyond the interchange's intended capacity. Further, perennial congestion at this interchange has hindered economic development in this area, where prime commercial properties exist.

We will continue to monitor and support these projects are they are further developed. Thank you for the opportunity to provide comments. If you have any questions, please contact Kasia Hart, MAPC's SWAP coordinator, at khart@mapc.org, or 617-933-0745.

Sincerely,

Susy Affleck-Childs
Planning and Economic Development Coordinator and SWAP co-chair
Town of Medway

TOWN OF SHERBORN
19 Washington Street
Sherborn, MA 01770
508-651-7850

February 20, 2018

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Project 604123: Ashland - Reconstruction of Route 126/Pond Street

Dear Mr. Mohler,

I am writing in support of the Route 126 reconstruction project programmed on the Transportation Improvement Program (TIP) for FY2020.

Route 126/Pond Street is an important two-mile regional corridor in Ashland connecting the communities of Ashland, Holliston, Sherborn and Framingham. Approximately 20,000 vehicles travel the road each day. Residents from the four communities rely on the roadway for daily errands such as food shopping and other professional services as well as commuting to work and school. The road is particularly useful connecting the three towns with the City of Framingham's commuter rail station. Its current status discourages alternative transportation methods such as bicycle and pedestrian travel. This project with its Complete Streets design, roadway and safety improvements will support these increasingly important ways of travel.

Additionally, the project is vital to Ashland's and the region's economic development programs. I expect the improved roadway will attract more businesses to the region.

Residents from all four communities are very much looking forward to a safer, more efficient and more pleasant roadway experience for drivers, pedestrians, and bicyclists. As our roadways are getting more and more crowded Complete Street such as this project are vitally important to our resident's quality of life.

I fully support the reconstruction of Route 126 and look forward to the project commencing in FY2020.

Sincerely,

David R. Williams
Town Administrator

cc: Senator Karen Spilka
Representative Jack Lewis
Dennis Giombetti, City of Framingham MPO Designee
Ali Kleyman, CTPS TIP Manager

TOWN OF HOLLISTON
BOARD OF SELECTMEN

703 Washington Street **508-429-0608**
Holliston, MA 01746

February 26, 2018

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Project 604123: Ashland - Reconstruction of Route 126/Pond Street

Dear Mr. Mohler:

I am writing in support of the Route 126 reconstruction project programmed on the Transportation Improvement Program (TIP) for FY2020.

Route 126/Pond Street is an important two-mile regional corridor in Ashland connecting the communities of Ashland, Holliston, Sherborn and Framingham. Approximately 20,000 vehicles travel the road each day. Residents from the four communities rely on the roadway for daily errands such as food shopping and other professional services as well as commuting to work and school. The road is particularly useful connecting the three towns with the City of Framingham's commuter rail station. Its current status discourages alternative transportation methods such as bicycle and pedestrian travel. This project with its Complete Streets design, roadway and safety improvements will support these increasingly important ways of travel.

Additionally the project is vital to Ashland's and the region's economic development programs. I expect the improved roadway will attract more businesses to the region.

Residents from all four communities are very much looking forward to a safer, more efficient and more pleasant roadway experience for drivers, pedestrians, and bicyclists. As our roadways are getting more and more crowded Complete Street such as this project are vitally important to our resident's quality of life.

We fully support the reconstruction of Route 126 and look forward to the project commencing in FY2020.

Sincerely,

Kevin Conley, Chairman

Jay Marsden, Vice Chairman

Mark Ahronian, Clerk

cc: Senator Karen Spilka
Representative Jack Lewis
Dennis Giombetti, City of Framingham MPO Designee
Ali Kleyman, CTPS TIP Manager

MAGIC
MINUTEMAN ADVISORY GROUP ON INTERLOCAL COORDINATION

February 27, 2018

David J. Mohler, Chair
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: MAGIC regional transportation priorities and comments for the FFY 2019-2023 Transportation Improvement Program

Dear Mr. Mohler,

I am submitting these comments on behalf of the Minuteman Advisory Group on Interlocal Coordination (MAGIC) subregion of the Metropolitan Area Planning Council (MAPC). MAGIC consists of 13 communities in the northwest area of the MAPC region: Acton, Bedford, Bolton, Boxborough, Carlisle, Concord, Hudson, Lexington, Lincoln, Littleton, Maynard, Stow, and Sudbury. In February 2018, MAGIC members provided input on two First-Tier projects for consideration in the FFY 2019-2023 Transportation Improvement Program (TIP) as well as three existing projects on the FFY 2018-2022 TIP.

We appreciate the inclusion of the Route 20 and Landham Road intersection improvements (#607249, Sudbury) and intersection improvements on Route 2A at Willow Road and Bruce Street (#608443, Littleton, Ayer) in the list of First-Tier projects and strongly advocate for them to be programmed in the in FFY 2019-2023 TIP.

The Route 20 and Landham Road intersection improvements (#607249, Sudbury) will improve traffic flow through widening the roadway and introducing turning lanes. These improvements address a serious safety concern: this un-signalized intersection has been the scene of 170 accidents over a recent 10 year period, one of them fatal. The project design is at 100%, anticipated to be ready to advertise in 2019. Further, it is based on the results of a Traffic Safety Audit and CTPS study of the intersection. The project has been Sudbury's highest transportation priority since 2009, and increased development along Route 20 renders action yet more urgent. MAGIC believes this project to be important to the region, and we encourage its inclusion and funding.

The intersection of Ayer Road at Willow Road and Bruce Street is a high traffic, high speed intersection which has seen a steady increase in accidents and traffic over the last five (5) years. Route 2A at Willow Road and Bruce Street (#608443, Littleton, Ayer) intersection improvements will improve traffic flow, safety, and facilitate commerce both locally and regionally.

MAGIC Priorities for FFYs 2019-2023 TIP				
Project	**ID #**	**Municipalities**	**Estimated Cost**	**Design Status**
Intersection improvements at Route 20 and Landham Road	607249	Sudbury (MassDOT)	$2,100,000	100%
Intersection improvements on Route 2A at Willow Road and Bruce Street	608443	Littleton, Ayer (MassDOT)	$2,200,000	Project Review Committee: approved

c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
http://mapc.org/magic

MAPC

Heidi Stucker, Subregional Coordinator
Phone: 617-933-0739
Email: hstucker@mapc.org

In addition to our support for these two First-Tier projects, we are also appreciative of the MPO's support for the three transportation projects listed in the following table that were included in the FFYs 2018-2022 TIP. These are important regional projects that facilitate local commerce, easier regional commuting, and opportunities for recreation and physical activity. Going forward, we ask for the continued inclusion of these regional projects and request accommodations with project budget adjustments.

MAGIC Priorities for FFYs 2018-2022 TIP			
Project	**ID #**	**Municipalities**	**FFY**
Minuteman Bikeway Extension, from Loomis Street to the Concord Town Line	607738	Bedford	2022
Bruce Freeman Rail Trail, Phase 2D	608164	Sudbury	2022
Intersection Improvements at Massachusetts Avenue (Route 11) and Main Street (Route 27) (Kelley's Corner)	608229	Acton	2022

Thank you for your continued support and for this opportunity to comment.

Sincerely,

Jennifer L Burney

Jennifer Burney, MAGIC Chair and Lincoln Director of Land Use

c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
http://www.mapc.org/magic

Heidi Stucker, Subregional Coordinator
Phone: 617-933-0739
Email: hstucker@mapc.org

495/MetroWest Partnership
Leaders for Regional Prosperity

200 Friberg Parkway
Westborough, MA 01581
774-760-0495
495partnership.org

February 28, 2018

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Project 604123, Reconstruction of Route 126 (Pond Street) in Ashland

Dear Mr. Mohler:

On behalf of the 495/MetroWest Partnership, we are writing to express our strong support for the Route 126 Reconstruction Project programmed on the Transportation Improvement Program (TIP) for FY2020. The Partnership greatly appreciates the inclusion of this project on the Boston MPO's TIP and we are eager to see the project move forward in the scheduled TIP year of 2020.

The 495/MetroWest Partnership is a unique public-private non-profit economic development organization serving thirty-five communities, over half a million residents, and an employment base of over $23 billion annually. The Partnership has been a leader, providing a common voice for the region on economic development, environmental, energy, and transportation issues. The Partnership was founded in 2003 by a group of visionary leaders from the Legislature, municipal government, environmental organizations, higher education institutions, real estate, and regional employers. The 495/MetroWest region's success depends upon towns like Ashland, with our transit and transportation system playing a crucial role.

Route 126 is a vital economic corridor; this project includes a portion of Route 126 running from the Holliston Town Line through Ashland to Framingham and has approximately 20,000 vehicles travelling on the road each day. Regional residents rely on the roadway for daily errands such as food shopping and other professional services as well as commuting to work and school. This project with its Complete Streets design, roadway and safety improvements is vital to Ashland's and the region's economic development. We expect the improved roadway will create opportunities to expand economic development in the region.

Residents are very much looking forward to a safer, more efficient and more pleasant roadway for drivers, pedestrians, and cyclists. As our roadways are getting more congested, Complete Streets projects such as this one are vitally important to our communities' quality of life.For these reasons, we fully support the reconstruction of Route 126 in Ashland and look forward to the project commencing in FY2020.

Sincerely,

Paul F. Matthews
Executive Director

Jessica Strunkin
Deputy Director

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>
Date: Wed, Feb 28, 2018 at 4:57 PM
Subject: [Transportation Improvement Program (TIP)] Route 20 and Landham Road Intersection Project #607269 (Sent by Ann M Bischoff, annb58@gmail.com)
To: tip@ctps.org

Ann M Bischoff (annb58@gmail.com) sent a message using the contact form at http://ctps.org/contact.

This intersection needs traffic control, visibility is not good as there are curves on rte 20 and multiple side roads near Landham Road.

Please look at prioritizing this intersection.
Ann Bischoff

ZIP code: 01776

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>
Date: Wed, Feb 28, 2018 at 5:17 PM
Subject: [Transportation Improvement Program (TIP)] Route 20 and Landham Road Intersection Project #607269 (Sent by Christine Barrett, clegge@gmail.com)
To: tip@ctps.org

Christine Barrett (clegge@gmail.com) sent a message using the contact form at http://ctps.org/contact.

The people of Sudbury are desperate for improvements to be made to this dangerous intersection. Death and injury has occurred in the past, and near-misses occur on a daily basis. Many travel more residential streets, including one past an elementary school, just to avoid this intersection. We have been waiting far too long for this project to be put as a priority. Please, please, put this project at a high priority and get it fixed sooner rather than later! Lives could be saved.
Thank you for your time,
Christine Barrett

ZIP code: 01776-2700

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>
Date: Wed, Feb 28, 2018 at 5:55 PM
Subject: [Transportation Improvement Program (TIP)] Route 20 and Landham Road Intersection Project #607269 (Sent by Renata Aylward, renata00@mac.com)
To: tip@ctps.org

Renata Aylward (renata00@mac.com) sent a message using the contact form at http://ctps.org/contact.

Please put this intersection improvement plan as a top priority. It is a real hazard in our town. Thank you.

ZIP code: 01776

From: drupaluser@ctps.org [mailto:drupaluser@ctps.org]

Sent: Thursday, March 01, 2018 7:31 AM

To: publicinfo@ctps.org

Subject: [General Comment] Dangerous intersection (Sent by Margaret Landry, peglandry@gmail.com)

Margaret Landry (peglandry@gmail.com) sent a message using the contact form at http://ctps.org/contact.

Inersection Landham Rd and Rte 20 Boston Post Rd, Sudbury, MA is lethal.

Please please please address this! Stoplights!!!

ZIP code: 01776

Public Comments Received After MPO Meeting on March 1, 2018

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>
Date: Thu, Mar 1, 2018 at 1:02 PM
Subject: [Transportation Improvement Program (TIP)] Route 20 and Landham Road Intersection Project #607269 (Sent by Ellen Gitelman, elleng@americangraphiti.com)
To: tip@ctps.org

Ellen Gitelman (elleng@americangraphiti.com) sent a message using the contact form at http://ctps.org/contact.

Hello,
The intersection of Route 20 at Landham Road in Sudbury is a very troubling one. If one is coming from Landham Road and trying to make a left hand turn it sometimes takes an eternity to be able to do that, and out of frustration, many people just swerve out onto Route 20 and hope for the best. The fact that there is a gas station at the corner of these two streets only adds to the traffic and frustration, as people make very sharp turns. I personally have seen accidents happen at this intersection.

I don't necessarily want another traffic light on Route 20, but something must be done to manage the intersection better. Signage (including ones for reducing the speed limit, yielding and left hand turn lanes) would go a long way, although I'm sure it won't eliminate the problem entirely. Even a traffic cop at that intersection during rush hour would help.

Thank you for looking into this situation that is a menace to our community.

ZIP code: 01776

The South Shore Coalition is a subregion of MAPC representing Braintree, Cohasset, Duxbury, Hanover, Hingham, Holbrook, Hull, Marshfield, Norwell, Pembroke, Rockland, Scituate, and Weymouth.

February 27, 2017

Alexandra Kleyman, Transportation Improvement Program Manager
Boston MPO c/o Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: South Shore Coalition Comments on the Transportation Improvement Program (TIP)

Dear Ms. Kleyman,

On behalf of the South Shore Coalition (SSC), we would like to express our appreciation for the presentation you made at our October meeting. The discussion was informative and helpful as we consider important transportation initiatives and priorities on the South Shore. As a follow-up, please accept our comments on evaluated projects being considered for the Transportation Improvement Program (TIP).

The Coalition recognizes the fiscal constraints currently facing the Commonwealth and the MPO. As a region ourselves, we also understand the importance of prioritizing scarce resources for the continued growth of the region. The South Shore Coalition and our partners, including the South Shore Chamber of Commerce, believe investments in existing transportation infrastructure will improve access to the South Shore, helping to grow the local housing market and create economic development opportunities.

After reviewing the evaluated, unfunded projects on the 2019-2023 TIP, we wish to offer our support for the corridor improvements and related work on Justice Cushing Highway (Route 3A) in Cohasset, from Beechwood Street to the Scituate Town Line (TIP ID# 608007), and the Summer Street/Rockland Street roadway and streetscape improvements in Hingham (TIP ID# 605168). The project in Cohasset, which was re-evaluated in FFY 2018, would provide much needed safety improvements to this section of Route 3A—including improving the safety of the Route 3A and Beechwood Street intersection—and add bike lanes and sidewalks to a main commercial route that currently only accommodates vehicles. Further, Route 3A is an important regional corridor for the South Shore that warrants more options for safe walking and biking. The project in Hingham, which was evaluated in the first time for FFY 2018, would not only improve roadway and traffic control operations, but also greatly improve bicycle and pedestrian safety in the area. This project, which received one of the highest project evaluation scores, will also provide much needed ADA accessibility improvements.

SSC towns continue to devote resources to design and advance the projects that are included in this letter, and the South Shore Coalition has engaged in a discussion to identify our top priorities based on project status, project rating, and community priority. We would appreciate the MPO giving strong consideration to the subregion's priority projects both in the early and later years of the program. Both the Cohasset and Hingham projects advance regional goals of the South Shore Coalition around pedestrian, bicycle, and vehicular safety and providing better access to the South Shore.

Thank you for considering these projects for funding as they all represent key improvements to the livability of the South Shore and the Greater Boston Region. If you need further information, please feel free to contact Emma Schnur, MAPC South Shore Coalition Subregional Coordinator, at eschnur@mapc.org or 617-933-0758.

Respectfully submitted,

Peter Matchak, Town of Cohasset
Co-Chair, South Shore Coalition

Marcia Birmingham, Town of Rockland
Co-Chair, South Shore Coalition

CC: South Shore Coalition (electronic version)
Christine Stickney, Town of Braintree, Director of Planning and Community Development/SSC MPO Representative
Eric Bourassa, MAPC Transportation Manager

-----Original Message-----

From: drupaluser@ctps.org [mailto:drupaluser@ctps.org]

Sent: Sunday, March 04, 2018 5:13 PM

To: publicinfo@ctps.org

Subject: [General Comment] Land ham Rd Sudbury (Sent by LAura Fisher, lauraafisher@comcast.ner)

LAura Fisher (lauraafisher@comcast.ner) sent a message using the contact form at http://ctps.org/contact.

Please fix the Landham Rd intersection in Sudbury ASAP. So dangerous. Huge accident rate. Put a light there immediately or there will be more fatalities.

ZIP code: 01775

---------- Forwarded message ----------
From: **Adam Duchesneau** <aduchesneau@boxborough-ma.gov>
Date: Thu, Jan 11, 2018 at 9:09 AM
Subject: Comments on Amendment Two
To: publicinfo@ctps.org, akleyman@ctps.org

Hello Ali,

This may be a bit off base from the direct comments the MPO was seeking on Amendment Two to the federal fiscal years (FFYs) 2018–22 Transportation Improvement Program, however, I wanted to take this opportunity to provide comments on MassDOT Project ID # 608009 in Boxborough (Bridge Replacement, B-18-002, Route 111 over I-495).

The Town of Boxborough is striving to improve town-wide pedestrian access and, as part of this, the Town's main focus is completing a sidewalk along the entire length of Route 111 from the Harvard Town line to the Acton Town line. Approximately 3,000 feet of sidewalk have already been completed along Route 111 and the Town received a MassWorks Grant in 2017 to extend this sidewalk another 2,500 feet. As we continue to move forward to realize the goal of having a sidewalk along the entire length of Route 111, we feel that every project along Route 111 should be assisting in some way with this objective.

Therefore, the Town of Boxborough STRONGLY prefers and recommends that when the Route 111 bridge over Interstate 495 is replaced in the coming years, a sidewalk be included on at least one side, if not both, of the new bridge. There is already daily pedestrian traffic which uses this bridge to travel from the numerous residences we have west of Interstate 495 to the business center in West Acton, as well as other destinations. Route 111 is a very dangerous roadway for both pedestrians and cyclists, especially along this portion of Route 111 where there is virtually no shoulder and no sidewalk.

As the state moves forward with its plans to replace the Route 111 bridge over Interstate 495, the Town of Boxborough would greatly appreciate the accommodation of our request to have a sidewalk included as part of the bridge replacement project.

Please let me know if I can be of further assistance or provide any additional information. Thank you.

Adam

Adam L. Duchesneau, AICP
Town Planner
Town of Boxborough | 29 Middle Road | Boxborough, MA 01719
t 978-264-1723 | f 978-264-3127 | ADuchesneau@Boxborough-MA.gov
Boxborough: A Rural, Engaged Community for All
www.boxborough-ma.gov

Inner Core Committee

A subregion of the Metropolitan Area Planning Council including 21 cities and towns:
Arlington • Belmont • Boston • Brookline • Cambridge • Chelsea • Everett • Lynn • Malden • Medford • Melrose • Milton • Needham • Newton • Quincy • Revere • Saugus • Somerville • Waltham • Watertown • Winthrop

March 2, 2018

David Mohler, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968

Re. Inner Core Committee comments for the Transportation Improvement Program (TIP)

Dear Mr. Mohler:

I write on behalf of the Inner Core Committee (ICC) of the Metropolitan Area Planning Council (MAPC). This subregion consists of 21 cities and towns within the metropolitan Boston area and serves as a forum to explore issues of mutual concern and foster collective action. The ICC has reviewed the Draft FFY 2019-2023 Transportation Improvement Program (TIP) evaluations. We appreciate the opportunity to offer our comments in continued support of the projects located in our subregion.

- The Boston Commonwealth Avenue project (608449), phases 3 and 4, will bring much needed improvements to the corridor from Alcorn Street to Warren/Kelton Streets, including roadway pavement, sidewalks, and a separated bike lane. These efforts will increase safety and comfort for motorists, pedestrians, and bicyclists alike in an area of rapid development and growth.

- The Malden Exchange Street Downtown Improvement project (608275) will improve vehicular, bicyclist, and pedestrian connections in the downtown. These complete street roadway and streetscape improvements are needed to enhance the function of new mixed-use retail, housing, and office development, and provide safer bicyclist and pedestrian access through downtown and to the Malden Center MBTA Station.

- Newton Reconstruction and Signal Improvements on Walnut St. (601704) will bring complete streets to the area, making it safer for pedestrians and bicyclists and improving traffic flow.

- The Quincy Reconstruction of Sea Street (608707) will introduce complete streets to the area, including new bicycle accommodations with five-foot bike lanes in each direction, improved traffic operations with video detection for bicycles, and pedestrian safety enhancements including sidewalks and wheelchair ramps where none currently exist. Substandard traffic signal equipment will be installed to meet current standards and to comply with ADA regulations. The two MBTA bus routes will have bus stops lengthened with ADA landing requirements to meet current MBTA guidelines. Traffic signals will

www.mapc.org/innercore
Karina Milchman, AICP, Inner Core Committee Coordinator
kmilchman@mapc.org · 617-933-0738

improve bus operations and reduce delays on the MBTA bus routes. This will help improve intermodal accommodations with ADA access from bus routes to the Red Line and Commuter Rail Station at Quincy Center. Emergency response for first responders will be improved with better access to Hough's Neck and Germantown. Sea Street is critical infrastructure because it is the only emergency evacuation route to/from Hough's Neck and Germantown. The Project will help reduce CO2 emissions by reducing vehicle congestion and delays with an improved traffic responsive and coordinated traffic signal network. Sea Street provides the only access to the Quincy Youth Arena skating rink, and access/egress to the skating rink will be improved. This project improves truck access, pedestrian access and MBTA access to/from Quincy Center businesses and improves access to/from the Germantown Community Center.

- The Somerville McGrath Boulevard project (607981) builds on the MassDOT study recommending replacement of the McCarthy Overpass with a grounded boulevard. It will enhance access for a range of travel modes, improve connections along the corridor, and potentially facilitate development in the area.

- Winthrop Revere Street Roadway Improvements (607244) include reconstructing pavement and sidewalks, updating pedestrian signage and delineating bicycle travel ways, improving traffic signal performance at two pivotal intersections, reconstructing sidewalks with ADA-compliant wheelchair ramps, improving bus stops, and enhancing the streetscape. The goal is improved safety of all roadway users and a more comfortable and pleasant complete street. Revere Street is also a major thoroughfare in the town of Winthrop, connecting the town to the city of Revere to the north and to Main Street and East Boston to the west.

In addition to our support for these projects on FFY 2019-2023 TIP, we wish to highlight the following projects from FFY18-2022 TIP:

- The Watertown Rehabilitation of Mount Auburn St. (Route 16) (607777) will redesign and reconstruct this important connection between Watertown and Cambridge to support all users, including pedestrians, bicyclists, transit riders, and vehicular drivers.

Finally, the ICC would like to note its support for an additional project, not identified on the TIP:

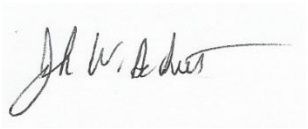
- The Milton Intersection Improvement at Squantum Street and Adams Street (608955) will install a much needed signal at a very busy and dangerous un-signalized intersection. The Town submitted the PIF to MassDOT in 2016 and is currently appropriating design funds. The estimated preliminary construction cost is just under $1 million and is a perfect candidate for advertisement in any of the upcoming TIP years should a funding gap be identified.

We thank the MPO for its support of these projects, which represent key improvements that will

www.mapc.org/innercore
Karina Milchman, AICP, Inner Core Committee Coordinator
kmilchman@mapc.org · 617-933-0738

enhance the condition of the region's transportation network and thereby its livability. Should you have any questions about the ICC's comments, please contact Karina Milchman, ICC Subregional Coordinator, at kmilchman@mapc.org. We look forward to a Long Range Plan that puts our region on a path to greater sustainability and equity.

Sincerely,



John DePriest
Co-chair, Inner Core Committee
Director
Planning + Development
City of Chelsea

Dan Bartman
Co-chair, Inner Core Committee
Senior Planner
Strategic Planning + Community Development
City of Somerville

From: drupaluser@ctps.org [mailto:drupaluser@ctps.org]

Sent: Tuesday, March 06, 2018 6:27 AM

To: publicinfo@ctps.org

Subject: [Public Participation Plan] Landham rd intersection (Sent by Regina letteri, rletteri@icloud.com)

Regina letteri (rletteri@icloud.com) sent a message using the contact form at http://ctps.org/contact.

Landham rd is a very Dangerous interception needs to have lights sooner than later.

ZIP code: 01776

From: drupaluser@ctps.org [mailto:drupaluser@ctps.org]
Sent: Tuesday, March 06, 2018 10:15 AM
To: publicinfo@ctps.org
Subject: [General Comment] Landham Rd./Rt. 20 intersection (Sent by Patricia Conboy, triciawilson@msn.com)

Patricia Conboy (triciawilson@msn.com) sent a message using the contact form at http://ctps.org/contact.

Hi,

Please consider improving the Landham Rd./Route 20 intersection in Sudbury sooner rather than later, I use this every day and it's very treacherous.

Thank you,
Tricia Conboy

ZIP code: 01776

TOWN OF ACTON
472 Main Street
Acton, Massachusetts 01720
Telephone (978) 929-6611
Fax (978) 929-6350
bos@acton-ma.gov
www.acton-ma.gov

Board of Selectmen

March 5, 2018

David Mohler, Chairman
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Kelley's Corner Intersection Improvements - Acton
TIP ID# 608229

Dear Mr. Mohler:

The Acton Board of Selectmen is pleased to see that the early draft documents for the 2019-2023 TIP provide for FY 2022 funding of the Kelley's Corner Intersection Improvement project. The Selectmen are aware that the infrastructure project has become more complex and the resulting projected cost has increased significantly since the Boston MPO programmed the project in the 2018-2022 TIP.

The changes in the project are the result of additional public input sessions that the Town held during the 25% design process; those sessions led the Town to reconsider earlier assumptions and parameters, do additional analysis and make changes in the 25% design plan. The Selectmen believe that the modified 25% plan provides significant safety and capacity advantages over the earlier preliminary plans. For example, the plan now projects that by 2036, capacity at the Massachusetts Avenue/Route 111 and Main Street/Route 27 intersection will improve to 45% from 42% during the weekday morning peak hour, and to 58% from 36% during the weekday afternoon-evening peak hour. The modified 25% plan also is more effective in addressing significant safety and capacity problems at the adjacent intersections of Massachusetts Avenue with Charter Road and Community Lane. The more comprehensive project scope has increased the Town's engineering design cost by $350,000 to a total of $1.1 million.

We greatly appreciate the continued commitment of the Boston MPO and MassDOT to improving Acton's local and regional roadway networks. The proposed improvements in Kelley's Corner will not only address longstanding regional vehicular congestion but also create a foundation for a walkable town center and economic growth anticipated in the next five years.

Final design plans should be completed by 2019. The Selectmen are confident that the Town will complete the necessary right-of-way acquisitions for construction in FY 2022; the Town's FY 2019 budget provides for the cost of the anticipated appraisal services.

Thank you again for your support.

Very truly yours,

Janet K. Adachi, Chairman

cc: Alexandra Kleyman, TIP Manager
Arthur Frost, MassDOT Highway – District 3
Kelley's Corner Steering Committee
Lindsey Barbee, GPI

From: drupaluser@ctps.org [mailto:drupaluser@ctps.org]

Sent: Tuesday, March 06, 2018 2:26 PM

To: publicinfo@ctps.org

Subject: [General Comment] Sudbury Landham Road/Route 20 intersection (Sent by Jennifer O'Keefe, jlokeefe@comcast.net)

Jennifer O'Keefe (jlokeefe@comcast.net) sent a message using the contact form at http://ctps.org/contact.

I am writing to urge you to expedite a plan to make the Landham Rd./Route 20 intersection in Sudbury safer. The statistics prove that this intersection is far more dangerous than other intersections in town. Because I live in close proximity to this intersection, I travel it several times a day. I would estimate that about 3-4 times per week I witness a near accident. I have also been involved in an accident at this intersection with my husband and two young children in the car. This intersection is incredibly dangerous and has already claimed a life (2011 accident). I urge you to prioritize making the Landham Rd./Route 20 intersection safer for the wellbeing of our community.

Respectfully,

Jennifer O'Keefe

ZIP code: 01776

Ashland Business Association
PO Box 510
Ashland, MA 01721

February 28, 2018

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Project 604123: Ashland - Reconstruction of Route 126/Pond Street

Dear Mr. Mohler,

I am writing on behalf of the Ashland Business Association in support of the Route 126 reconstruction project programmed on the Transportation Improvement Program (TIP) for FY2020.

We are very much looking forward to the project starting in FY2020. This project with its Complete Streets design, roadway and safety improvements is vital to Ashland's and the region's economic development. The Complete Street design will make the road inviting to all types of users which will make this corridor attractive to new businesses looking to relocate to Ashland and will help stimulate economic activity for the current businesses.

We are looking forward to FY2020 when construction begins.

Sincerely,

Adam Sachs
President, Ashland Business Association

cc: Dennis Giombetti, Town of Framingham
Ali Kleyman, CTPS TIP Manager

Ashland's 126 Self Storage, Inc.
162 Pond Street • Rte. 126 • Ashland, MA 01721-2061 • (508) 881-8550 • Fax (508) 231-5038

March 7, 2018

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Project 604123: Ashland - Reconstruction of Route 126/Pond Street

Dear Mr. Mohler,

I own several businesses and properties on Pond Street (Rte. 126) in Ashland. I was born here in 1951. Unfortunately, the condition of Rte. 126 is pretty much the same now as it was in the 50's, with the exception of adding turning lanes at the two plazas. I very much support the Route 126 reconstruction project scheduled on the Transportation Improvement Program (TIP) for FY2020.

This project, with its Complete Streets design, roadway and safety improvements is vital to Ashland's and the region's economic development. The Complete Street design will make the road inviting to all types of users, which will make this corridor attractive for my tenants. I am looking forward to this work beginning in 2020. I am hearing rumors that this project is possibly being pushed back because "higher ups" have different priorities. If Mass DOT can spend $315M on one "Salt & Pepper" bridge between Boston and Cambridge, they can keep us on schedule. The most recent cost overrun announced a few days ago of $12M would probably pay the entire bill in Ashland! Please do the right thing and keep us on for 2020.

Sincerely,

Michael G. Kane, President
126 Self Storage, Inc.

cc:
Governor Charlie Baker
Dennis Giombetti, City Councilor Chair - Framingham
Ali Kleyman, CTPS TIP Manager

From: drupaluser@ctps.org [mailto:drupaluser@ctps.org]
Sent: Monday, March 12, 2018 10:42 AM
To: publicinfo@ctps.org
Subject: [General Comment] Landham Road Intersection (Sent by Colette Reagan, colettereagan@gmail.com)

Colette Reagan (colettereagan@gmail.com) sent a message using the contact form at http://ctps.org/contact.

To Whom it may concern,

I am writing as a Sudbury citizen concerned about the unsafe intersection at Landham Road and Route 20. This intersection is very difficult to navigate and incredibly dangerous. It is the best access from my home to Framingham shopping so in order to avoid it I have to go out of my way. As a parent with teen drivers it also worries me and seems wrong that this has not been improved. It is my understanding this project is on the docket for 2019 and it truly is an urgent need in our town. Thank you.

ZIP code: 01776

From: drupaluser@ctps.org [mailto:drupaluser@ctps.org]
Sent: Monday, March 12, 2018 6:36 AM
To: publicinfo@ctps.org
Subject: [General Comment] Landham Road Intersection (Sent by Barbara Nahoumi, Msstubbs@aol.com)

Barbara Nahoumi (Msstubbs@aol.com) sent a message using the contact form at http://ctps.org/contact.

The intersection of Landham Rd, and Rt.20 in Sudbury is very dangerous, and needs to have a traffic light installed ASAP.

ZIP code: 01752

NORTH SUBURBAN PLANNING COUNCIL
c/o Metropolitan Area Planning Council, 60 Temple Place, Boston, MA 02111 / www.mapc.org/nspc

February 27, 2018

David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: North Suburban Planning Council comments for the Transportation Improvement Program (TIP)

Dear Mr. Mohler:

The North Suburban Planning Council has reviewed the Draft FFY 2019-2023 Transportation Improvement Program (TIP) evaluations. We appreciate the opportunity to review the evaluation and projects being considered. Below we offer our comments in continued support of the project contained in one of our subregion communities.

After reviewing the 2019-2023 TIP evaluated, unfunded projects we wish to offer our support for the intersection signalization at Route 28 and Hopkins Street in Reading (607305). This project is important to improving vehicular and pedestrian safety, improving traffic operations, and providing greater pedestrian mobility, particularly for those with impaired mobility as the proposal would include AAB/ADA compliant wheelchair ramps.

We note that there are other active projects, some of which have progressed in design and others which have not. Our communities put a lot of time and money into getting projects to 25% design, and would benefit greatly from any help and resources the MPO can provide to have such projects included on the TIP and funded. As such, we encourage the MPO to assess how it may help communities find the resources to start the design of priority local projects.

We appreciate your consideration of these projects, which represent key improvements that will enhance the condition of the region's transportation facilities and will enhance the Greater Boston region's livability.

Should you have any questions about NSPC's comments, please contact Sarah Philbrick, NSPC Subregional Coordinator, at sphilbrick@mapc.org. Thank you for this opportunity to provide comments to the Boston MPO.

Sincerely,

Danielle McKnight, Brian Szekely, and Julie Mercier
North Suburban Planning Council

Cc: North Suburban Planning Council municipal membership (electronic version)
Eric Bourassa, Manager, Transportation Planning, MAPC

MetroWest Regional Collaborative
Fostering Sustainable Communities

March 14, 2018

Mr. David Mohler, Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza, Room 4150
Boston, MA 02116-3969

RE: MetroWest Regional Collaborative (MWRC) Comments on the Draft FFY2018-2022 Transportation Improvement Program

Dear Mr. Mohler and Members of the MPO,

The MetroWest Regional Collaborative, the Metropolitan Area Planning Council subregional organization that serves MetroWest, wishes to comment on the Draft TIP for the Federal Fiscal Years 2017-2020.

MWRC members strongly support the following projects, and ask that they be kept on the TIP in their present years. All of the municipalities agree that each is of regional importance.

1. **TIP ID 604123: Resurfacing of Route 126**
   Ashland
   Reconstruction of Route 126 from Framingham town line to Holliston Town Line. Ashland, Holliston, and Framingham urgently need this project, which addresses design, roadway, and safety improvements on a corridor used for 20,000 vehicles daily. The project is important for economic development and quality-of-life goals on which the region places priority. We ask that the project stay scheduled for FY2020.

2. **TIP ID 604989: Reconstruction of Main Street (Route 30)**
   Southborough

3. **TIP ID 605034: Reconstruction of Route 27 (North Main Street), from North Avenue to the Wayland Town Line**
   Natick

4. **TIP ID 607732: Cochituate Rail Trail Phase II**
   Framingham and Natick
   Construction of 2.4 miles of rail trail will Connect Natick and Framingham, Natick Mall, housing developments, US Army Natick Soldier Systems Center, the TJX campus, Natick center, MBTA, Cochituate State Park, multiple jobs. We ask that it stay an urgent priority.

5. **TIP ID 608228: Reconstruction of Union Avenue**
   Framingham
   Reconstruction of Union Avenue, a main corridor in a regional urban center will improve access to

critical locations as the MetroWest Regional Transit Authority, Framingham Union Hospital, Framingham State University, The Framingham police station, and multiple jobs.

Thank you for this opportunity to comment. If you have any questions, please don't hesitate to contact me at kadelman@mapc.org.

Yours truly,

Karen Adelman, Coordinator
MetroWest Regional Collaborative

PARSONS COMMERCIAL
GROUP | BOSTON
1881 Worcester Road, Suite 200
Framingham, MA
01701

March 14, 2018

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Project 604123: Ashland - Reconstruction of Route 126/Pond Street

Dear Mr. Mohler,

We own properties at 240 – 300 Eliot Street and 310 and 320 Pond Street, and we are writing in support of the Route 126 reconstruction project programmed on the Transportation Improvement Program (TIP) for FY2020. We currently purchased 310 and 320 Pond Street at the end of January 2018 and we are looking forward to being a part of the revitalization of Route 126.

We are very much looking forward to the project starting in FY2020. This project with its Complete Streets design, roadway and safety improvements is vital to Ashland's and the region's economic development. The Complete Street design will make the road inviting to all types of users which will make this corridor attractive for our customers.

We are looking forward to FY2020 when construction begins.

Sincerely,

David Cannon, President
Parsons Commercial Group, Inc

cc: Dennis Giombetti, Town of Framingham
Ali Kleyman, CTPS TIP Manager

Beverly Crossing

March 14, 2018

City of Beverly, Planning Department
191 Cabot Street
Beverly, MA 01915

RE: Proposed McKay/Balch Intersection Improvements

Dear Mr. Clausen:

We have reviewed the drawings for the proposed ROW and easements related to proposed intersection improvements at McKay and Balch. As owners of McKay Apartments, we are in full support of the plan and the city's efforts to improve this intersection. The easement/ROW portion depicted to overlay our existing land is minor in nature and we both see and support the larger public benefits that the improvements will serve to provide, particularly those of pedestrian and vehicular safety.

Thank you.

Regards,

Chris Koeplin, President
Beverly Crossing
Windover McKay, LLC

15 Rantoul Street
Beverly, MA 01915
978.867.0401 / tel
www.beverlycrossing.com

THE RESIDENCE at Valley Farm

369 Pond Street
Ashland, MA 01721
T 508-532-3197
F 508-532-3199
MA Relay: 711

March 14, 2018

Mr. David Mohler
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Project 604123: Ashland - Reconstruction of Route 126/Pond Street

Dear Mr. Mohler,

We/I own a business and/or property on Pond Street on Pond Street and am writing in support of the Route 126 reconstruction project programmed on the Transportation Improvement Program (TIP) for FY2020.

We/I are very much looking forward to the project starting in FY2020. This project with its Complete Streets design, roadway and safety improvements is vital to Ashland's and the region's economic development. The Complete Street design will make the road inviting to all types of users which will make this corridor attractive for my customers.

We/I are looking forward to FY2020 when construction begins.

Sincerely,

Brian Patterson

cc: Dennis Giombetti, Town of Framingham
Ali Kleyman, CTPS TIP Manager

TOWN OF SUDBURY
Office of the Town Manager
www.sudbury.ma.us

278 Old Sudbury Road
Sudbury, MA 01776-1843
978-639-3381
Fax: 978-443-0756
Email: townmanager@sudbury.ma.us

Melissa Murphy-Rodrigues, Esq.
Town Manager

March 14, 2018

Ms. Alexandra Kleyman
TIP Manager
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Programming the Sudbury Route 20 and Landham Road Intersection Improvement Project on the 2019-2023 TIP

Dear Ms. Kleyman,

On behalf of the Town of Sudbury, I am pleased to present this letter to request the inclusion of the Intersection Improvements Project for Route 20 and Landham Road (MassDOT Project 607249) in the Transportation Improvement Program (TIP) for FY2019-2023. Specifically, the Town respectfully requests it be programmed for FY2019 in order to utilize some of the funding surplus in that budget year and resolve a significant safety concern as soon as possible. The project is at 100% design and the Town was informed prior to the last MPO meeting the project would be ready for construction in FY2019. MassDOT is the project proponent and has designed a project addressing the concerns identified in a Traffic Safety Audit and CTPS study. MassDOT's Project Review Committee approved the project for potential funding in July 2013 and the 25-percent design was submitted in October 2015.

The Town has long prioritized the reconstruction of this dangerous intersection, which has experienced 170 reported accidents in the past 10 years. The intersection experiences a crash rate nearly two times that of the district average (1.11 per million vehicles vs. 0.6 per million). In May 2011 there was an accident involving a fatality. The congestion and stress experienced by drivers affects livability and economic vitality in the region. A expansion of the 40B project on the southeast corner of the intersection has been permitted. Increased traffic associated with this development is an additional concern for the intersection.

The Town would also like to request continued support from the MPO for the Bruce Freeman Rail Trail, Phase 2D in Sudbury (MassDOT Project 608164). The Town has been working for years to advance the construction of the BFRT and has substantially completed the 25% Design for MassDOT review. The construction of 4.4 miles of rail trail will improve pedestrian facilities, provide bicycle accommodation, and offer healthy transportation options to reduce greenhouse gas emissions. We are happy to answer questions regarding the minor cost increase following the detailed 25% design estimate and any concerns about the project advancing by 2022. The Town has been and remains committed to this important regional project

Please do not hesitate to contact me at rodriguesm@sudbury.ma.us or 978-639-3385 or Beth Suedmeyer in our Planning and Community Development Department at suedmeyerb@sudbury.ma.us or 978-639-3363, if you have any questions or seek additional information.

Sincerely,

Melissa Murphy-Rodrigues, Esq.

Melissa Murphy-Rodrigues, Esq.
Town Manager

cc: Sudbury Board of Selectmen
Senator Jamie Eldridge
Senator Michael Barrett
Representative Carmine Gentile
Secretary Stephanie Pollack, MassDOT
David Mohler, MassDOT OTP, Director
Barry Lorion, District 3, Acting District Highway Director
Paul Steadman, District 4, District Highway Director

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

STEVEN R. ULTRINO, Ed.D
STATE REPRESENTATIVE
33rd MIDDLESEX DISTRICT

STATE HOUSE ROOM 446
TEL. (617) 722-2460
Steven.Ultrino@MAhouse.gov

March 15, 2018

To the Boston Metropolitan Planning Organization,

I write to urge the Boston Metropolitan Planning Organization to include the Malden Exchange Street Downtown Improvement Project on the FY2019-23 Transportation Improvement Plan. The project was previously known as the Exchange Street Lighting and Sidewalk Improvement Project (MassDOT Project # 608275). Malden has not received any MPO TIP funding for ten years.

Exchange Street connects downtown Malden to the Malden Center MBTA Station, with more than 11,000 daily riders of public transit. As Malden continues to grow and the new mixed-use development comes online in downtown Malden, the need for significant safety upgrades has never been clearer. Unfortunately, Exchange Street is a top location of pedestrian-involved crashes as identified by the MassDOT Highway Safety Improvement Program. New developments, the reopening of neighboring Pleasant Street, and the opening of the Everett-based casino will drive more pedestrians into this location whether these safety improvements are made or not.

Exchange Street is heavily traveled, both by pedestrians and by vehicular traffic. With a wide one-way cartway, limited pedestrian crossing distances and inefficient street lighting, the street encourages high speed vehicular traffic and poses a safety risk to pedestrians, bicyclists and drivers. Narrow and damaged sidewalks, many of which are not ADA compliant, exacerbate this problem.

I join my colleagues in the Malden legislative delegation, together with the City of Malden, the Malden Redevelopment Authority and members of the Malden business community, to strongly support this important project. I urge the MPO to include this project in the FY2019-23 Transportation Improvement Plan.

Sincerely,

Steve Ultrino
State Representative
33rd Middlesex District

RCIC

Rutherford Corridor Improvement Coalition

www.RCIC-Charlestown.org

March 13, 2018

Boston Metropolitan Planning Organization (MPO)
c/o Alexandra Kleyman AICP
TIP Manager
Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Request for Comment on Ten Year Transportation Improvement Plan: Deferment of Boston - Reconstruction of Rutherford Avenue, From City Square to Sullivan Square (FY2021 and FY2022) (606226)

Members of the Boston MPO,

We are submitting this letter to respectfully request that the above referenced project, the reconstruction of Rutherford Avenue from City Square to Sullivan Square, be deferred one year within the TIP plan to allow a more comprehensive examination of possible alternatives to take place. As you are aware, at the MPO's November 2017 meeting, members of RCIC provided an overview of neighborhood concerns about the City of Boston's preferred design, one which proposes to rebuild underpasses on Rutherford Avenue at Austin Street and at Sullivan Square at significant federal, state, and local cost. We presently have nearly 560 signatures from area residents and businesspersons who seek a solution to the Rutherford Corridor that will provide the greatest benefit for Charlestown residents and local businesses (see Attachment A). As mentioned in our October correspondence, in its most recent design process for this project, the City of Boston did not provide the community with a viable surface design for its consideration, nor has the City provided cost estimates by which an underpass design and a surface design can be compared.

Since the October meeting, a viable surface design for Austin Street has been prepared by Professor Peter Furth of Northeastern University. As can be seen from the attached materials (see Attachments B and C), not only is this design better than the underpass design for traffic movement, it offers tangible benefits to the neighborhood including a continuous linear park that relocates moving traffic away from nearby homes. This surface design has not been analyzed and compared to the underpass design by the City, and, importantly, no community meeting has been held to discuss the merits of each. (In addition, the City has revised its concept plans for Austin Street and Sullivan Square in significant ways which further diminish neighborhood benefits, as seen in drawings provided to two City Council members on February 22, 2018. The City has not yet presented those revisions to the community for review and discussion.)

The Rutherford Corridor Improvement Coalition believes it is inappropriate to proceed with an unduly expensive and perhaps flawed dual underpass design when a potentially less costly alternative, that provides safer walking and bicycling and comparable traffic operations may be feasible. Please note that Professor Furth is also preparing an improved underpass design for Sullivan Square that also warrants

review and consideration. In addition, two graduate-level classes at Harvard University and MIT are reviewing the project from transportation, land use, and process perspectives and their analyses and insights will be available later this spring.

We strongly urge the MPO to defer the reconstruction of Rutherford Avenue from City Square to Sullivan Square for one year to provide time for a thorough examination of design alternatives and cost estimates for Austin Street and Sullivan Square, and to allow for full consideration by the MPO and the Charlestown community.

Sincerely,

Ivey St John for

the Rutherford Corridor Improvement Coalition (RCIC)

RCIC is a coalition of advocates supporting the rebuilding Rutherford Avenue & Sullivan Square to reflect goals and objectives of Imagine Boston 2030 and Go Boston 2030. We seek to return these streets to urban residential & commercial use, reflecting conditions in the other parts of Charlestown.

Attachments:

A1 Surface Option Petition Signers (two 2017 petitions combined)
A2 May 2017 Petition to Mayor Martin Walsh & City staff
A3 October 2017 Petition to LMRWG & MPO
B A Viable Surface Alternative for Rutherford Avenue at Austin Street, Professor Peter Furth, Northeastern University, February 26, 2017
C The Underpass Option at Austin Street: Impacts and Comparison Against the 7-Lane Surface Option, Professor Peter Furth, Northeastern University, February 26, 2017
D RCIC letter to MPO, October 19, 2017
E RCIC presentation to MPO, November 14, 2017
F RCIC letter to MPO, June 15, 2017
G RCIC letter to LMRGW, October 2, 2017 (with attachments A-E)

Attachment A1

Who We Are

We are Charlestown residents, workers, and friends with a common cause - a solution to the Rutherford Corridor that will provide the greatest benefit for Charlestown residents and local businesses.

Our coalition includes representatives from the Charlestown Waterfront Coalition, Charlestown Preservation Society, Chamber of Commerce, Charlestown Cycles, the Friends of Doherty Park, the Mystic River Watershed Association, and many other Surface Option Supporters.

Together, we support the Surface Option for Rutherford Avenue.

Jeff Aaron (Baldwin St, Charlestown)
John Adams (Jamaica Plain)
Michelle Adams (Jamaica Plain)
Clare Afdhal (Pier 7, Charlestown)
Kyla Alterman (Somerville)
David C. Anderson (Winchester)
Michael Anderson (Chappie St, Charlestown)
Nancy Armstrong (Mason Ct, Charlestown)
Brooke Ashleigh (High St, Charlestown)
Regina Ashodian (Washington St, Charlestown)
Nancy Aucoin (Somerville)
Rob Auffrey (Somerville)
Barbara Babin (Eighth St, Charlestown)
Emile Baker (Rutherford Ave, Charlestown)
Chris Baldwin (Hancock St, Charlestown)
Cat Bartash (Somerville)
Amy Battisi-Ashe (Jamaica Plain)
Ben Bearnot (Oak St, Charlestown)
Margaret Beck (Cambridge)
Tiffany Beck (Winthrop)
Adam Beerman (Cambridge)
Annette Belobokova (Soley St, Charlestown)
Jen Bennett (Jamaica Plain)
Joel Bennett (Somerville)
John Benson (Cedar St, Charlestown)
Penny Benson (Cedar St, Charlestown)
Jake Berman (Jamaica Plain)
Jessica Bethune (Somerville)
Dwight Biddle (Somerville)
Jeff Bill (Sackville St, Charlestown)
Shantel Bill (Sackville St, Charlestown)
Colleen Bixby (Harvard St, Charlestown)
Andrew Bjonnes (Arlington)
Mike Blackwell (Milton)
Ethan Blackwood (Somerville)
August Blake (Revere)
Gitte Blanchet (Elm St, Charlestown)
Nathan Blanchet (Elm St, Charlestown)
Tom Blazej (Melrose)
Carl Blesius (Cordis St, Charlestown)
Robin Blesius (Cordis St, Charlestown)
Sarah Boardman (Bartlett St, Charlestown)
Alida Bográn-Acosta (Boston)
Joseph Kurtz (Essex St, Charlestown)
Kristel Kurtz (Essex St, Charlestown)
Rosemary Kverek (Main St, Charlestown)
James Labeck (Russell St, Charlestown)
Michael Lalli (Somerville)
James Lally (Wall St, Charlestown)
Tera Lally (Wall St, Charlestown)
Tom Lamar (Somerville)
William Lamb (Preservation Society/Pleasant St Ct, Charlestown)
Monica Lamboy (Pearl St, Charlestown)
Theodore Lanman (Somerville)
Carl Larson (Medford)
Maureen Lavely (Devens St, Charlestown)
Margaret Lavin (Harvard St, Charlestown)
Matthew Lawlor (Roslindale)
Kevin Leahy (Cambridge)
Jaime Lederer (Medford)
David Lee (Cordis St, Charlestown)
Scott Leeman (Bunker Hill St, Charlestown)
Tricia Lemon (Jefferson Ave, Charlestown)
Lynne Levesque (Lawrence St, Charlestown)
Charles Levin (Bunker Hill St, Charlestown)
Liz Levin (Bunker Hill St, Charlestown)
Pauline Lim (Somerville)
Ian Lippincott (Medford)
Ana Lotharius (Union St, Charlestown)
Meghan Luce (Spice St, Charlestown)
Nancy Ludwig (Winthrop St, Charlestown)
Claire Lupton (Tremont St, Charlestown)
Tim Mackey (Cambridge)
Colleen MacLeod (Soley St, Charlestown)
Christie MacLetchie (Chestnut St, Charlestown)
John Gray MacLetchie (Spice St, Charlestown)
Susan Madden (Shipway Pl, Charlestown)
Erin Maloney (Payson Pl, Charlestown)
Georgette Maloof (First Ave, Charlestown)
David Maltzan (Cambridge)
Jeff Mancuso (Henley St, Charlestown)
Palavi Mande (Brookline)
David Marcus (Somerville)
Erica Mattison (Dorcester)
James Matsoukas (Monument Sq, Charlestown)

Kristin Bolt (Rutherford Ave, Charlestown)
Tamara Bonn (Somerville)
Claire Borger (Boston)
Heather Bornhorst (Elm St, Charlestown)
Mark Boswell (Cambridge)
Will Bosworth (Somerville)
Elizabeth Boveroux (Appleton St, Charlestown)
Dolores Boyle (Eighth St, Charlestown)
Susan Boyle (Washington St, Charlestown)
Jeremy Bowman (Somerville)
Cara Bradley (Sackville St, Charlestown)
Jeanne Brady (Park St, Charlestown)
Amy Branger (Tremont St, Charlestown)
Lee Braun (Monument Sq, Charlestown)
Carol Bratley (Pleasant Street Ct, Charlestown)
Timothy Breeze-Thorndike (Medford)
Judy Brennan (Washington St, Charlestown)
Josh Bresler (Cordis St, Charlestown)
John Brigham (Pleasant St Ct, Charlestown)
Kate Brigham (Pleasant St Ct, Charlestown)
Benjamin Brown (Mead St, Charlestown)
Michael Brown (Somerville)
Morgan Brown (Mead St, Charlestown)
Rachel Brown (Mead St, Charlestown)
Helen Gallo Bryan (Pearl St, Charlestown)
Kathleen Carroll Bryson (High St, Charlestown)
Shelley Buber (Cordis St, Charlestown)
Eric Buckley (Thatcher St, Charlestown)
Sara Buckley (Boston)
Kathleen Burgener (Tremont St, Charlestown)
Luke Burkhalter (Somerville)
Liza Burkin (Somerville)
Dana Busch (Cambridge)
Jeff Bynes (Somerville)
Meghan Callahan (Somerville)
Jessica Camhi (Dorcester)
Rob Cant (Newton)
Philip Cappadona (N Mead St, Charlestown)
Natasha Carr (N Mead St, Charlestown)
Jenna Carroll (Concord St, Charlestown)
Laura Carroll (Cross St, Charlestown)
Wystan Carswell (Boston)
Matt Carty (Medford)
Christine Casalini (Somerville)
Matt Cashman (Boston)
Christopher Cassa (Cambridge)
Ron Cefail (Medford)
Cathleen Chambers (First Ave, Charlestown)
Shelby Chapman-Hale (Rutherford Ave, Charlestown)
Heather Charron (Brighton)
David Chase (Belmont)
Timothy Chen (Spice St, Charlestown)
Peter Cheung (Jamaica Plain)
Greg Chick (Boston)
Jayne Chisolm (Elm St, Charlestown)
Ryan Christman (Boston)
Lucia Matule (Monument Ave, Charlestown)
Charlotte Maynard (Sackville St, Charlestown)
Amanda McCabe (Wall St, Charlestown)
Colin McCarthy (Adams St, Charlestown)
Matthew McCloskey (Roslindale)
Matt McCourt (Pleasant St, Charlestown)
Andrew McFarland (Boston)
David McGaffin (Jamaica Plain)
James McGinnis (Somerville)
Joe McGovern (Everett)
Stephen McGoldrick (Harvard St, Charlestown)
Jack McGrath (Cambridge)
Anthony McGuinness (Warren St, Charlestown)
Kateri McGuinness (Warren St, Charlestown)
Molly McHale (Russell St, Charlestown)
Tim McKenna (Mead St, Charlestown)
Don McMillan (Warren St, Charlestown)
Sarah McMillan (Warren St, Charlestown)
Scott McNey (Brighton)
Pauline Medice (Eighth St, Charlestown)
Eli Meir (Constitution Rd, Charlestown)
Bill Mian (Rutherford Ave, Charlestown)
Chris Mian (Rutherford Ave, Charlestown)
Jon Mian (Rutherford Ave, Charlestown)
Kristin Mian (Rutherford Ave, Charlestown)
Louis Mian Jr (Rutherford Ave, Charlestown)
Chandler Miller (Kelley Ct, Charlestown)
Karen Miller (Somerville)
Steven E. Miller (Cambridge)
Jules Milner-Brage (Brookline)
Mary Mooney (High St, Charlestown)
Alan Moore (Somerville)
Jill Morelli (Harvard St, Charlestown)
PJ Morelli (Harvard St, Charlestown)
Kim Morin (Rutherford Ave, Charlestown)
Haley Mosher (Mt Vernon St, Charlestown)
Phillip Muirhead (Lexington St, Charlestown)
Adeline Mullin (Pleasant St, Charlestown)
Amy Munichiello (High St, Charlestown)
Sam Musher (Somerville)
Aleta Mustone (First Ave, Charlestown)
Gowri Nagaraj (Pearl St, Charlestown)
Monica Nakielski (Hill St, Charlestown)
Nels Nelson (Somerville)
Katherine Ness (High St, Charlestown)
Erik Neu (Somerville)
Paul Newell (Concord St, Charlestown)
Ly Nichols (Tremont St, Charlestown)
Adi Nochur (Somerville)
Henry Novak (Allston)
Steven Nutter (Somerville)
Bridgette Nyhan (Washington St, Charlestown)
Sean Nyhan (Washington St, Charlestown)
Robert O'Brien (Lexington St, Charlestown)
Cathleen Oken (Warren St, Charlestown)
Mark Older (Mt Vernon St, Charlestown)

Nina Cohen (Salem)
Christopher Collier (Franklin St, Charlestown)
Deborah Collier (Franklin St, Charlestown)
Kaitlin Collins (Jamaica Plain)
Brendan Connor (Malden)
Todd Consentino (School St, Charlestown)
Gina Consylman (Mt Vernon St, Charlestown)
Andrea Corcoran (High St, Charlestown)
Andrew Cox (Boston)
Conrad Crawford (West Roxbury)
Roberta Cross (Monument Sq, Charlestown)
Suzanne Crowther (Concord St, Charlestown)
Vernon Crowther (Concord St, Charlestown)
William Cummings (Adams St, Charlestown)
Andrew Cunningham (Somerville)
Pamela Daley (First Ave, Charlestown)
Karen Dean-Smith (Washington St, Charlestown)
Roberto de Olveira (Somerville)
Matthe De Remer (Allston)
Zack DeClerk (Jamaica Plain)
Erika DeRoche (Medford)
Jay Diengott (Somerville)
Meghan Dierks (Monument Sq, Charlestown)
Matthew B. Dill (Sherman St, Charlestown)
Alison Dinsmore (Main St, Charlestown)
Rob Dinsmore (Main St, Charlestown)
Jessica Disa (Baldwin St, Charlestown)
Duncan Donahue (Monument Sq, Charlestown)
Jessica Donaldson (Watertown)
Jamie Donelan (Pearl Street, Charlestown)
Kristin Donelan (Pearl St, Charlestown)
John Donellan (Boston)
Fay Donohue (Adams St, Boston)
Matthew Donovan (Soley St, Charlestown)
Frances Doolittle (Warren St, Charlestown)
Leonard Dorrian (Eighth St, Charlestown)
Dimitri Dountourogianni (Somerville)
Susan Driscoll (Washington St, Charlestown)
Ian Dulin (Spice St, Charlestown)
David Duncan (Boston)
Nicole Dye (Warren St, Charlestown)
Laura Dzioryn (Elm St, Charlestown)
Petra Eldh (Pearl St, Charlestown)
Ben Elgart (Somerville)
Scott Englander (Elm St, Charlestown)
Matthew Engler (First Ave, Charlestown)
Alex Epstein (Somerville)
Raul Escobar (Monument Ave, Charlestown)
Marne Esselman (Elm St, Charlestown)
Scott Esselman (Elm St, Charlestown)
Rebecca Eudy (Lawnwood Pl, Charlestown)
Brooke Evans (Mead St, Charlestown)
Darren Evans (Mead St, Charlestown)
Maura Everett (Lexington St, Charlestown)
Mary Fahey (Shipway Pl, Charlestown)
Daniel Fairchild (Everett)
Martha Ondras (Medford)
Kevin O'Neall (Boston)
Christopher O'Neill (Somerville)
Kimberly Osborne (Chestnut St, Charlestown)
Patrick Osborne (Chestnut St, Charlestown)
Steven Ozer (Medford St, Charlestown)
Henry Paik (Brookline)
Judy Palleschi (Medford St, Charlestown)
Jessica Parsons (Spice St, Charlestown)
Lydia Peabody (Cambridge)
Alicia Pegan (Boston)
Kelly Pellagrini (W School St, Charlestown)
Lora Pellagrini (Warren St, Charlestown)
Amanda Pelychaty (Washington St, Charlestown)
Robert Pelychaty (Washington St, Charlestown)
Sarah Perks (Brighton)
Mike Petty (Pearl St, Charlestown)
Eric Philippi (Monument Ave, Charlestown)
Jane Philippi (Monument Ave, Charlestown)
Nathan Phillips (Boston)
John Pielmeier (Somerville)
Kathryn Pierce (Somerville)
Mary Frances Plante (Somerville)
Rainier Plaschka (W Roxbury)
Amy Plovnick (Somerville)
Carolyn Poinelli (Boston)
Karina Polanco (Union St, Charlestown)
John Popp (Mt Vernon St, Charlestown)
Megan Popp (Mt Vernon St, Charlestown)
Sarah Porter-Braun (Monument Sq, Charlestown)
Jaclyn Powers (Short St, Charlestown)
Michael Proscia (Somerville)
Jeff Purser (Boston)
Ted Pyne (Cambridge)
Jon Ramos (W Second St, Boston)
Linda Rauch (Constitution Rd, Charlestown)
Carol Lee Rawn (Cambridge)
David Read (Topsfield)
Susan Redlich (Cambridge)
Mark Reed (Soley St, Charlestown)
Mary Regan (Dorcester)
Anthony Reidy (High St, Charlestown)
William Reilly (Cambridge)
Amanda Reinfeld (Wallace Cr, Charlestown)
Ellin Reisner (Mt Vernon St, Somerville)
Andrew Reker (Somerville)
Jason Rives (Washington St, Charlestown)
Gerald Robbins (Pearl St, Charlestown)
Jessica Robertson (Allston)
Michael Robertson, Jr (Mt Vernon St, Charlestown)
McNamara Rome (Allston)
Erik Romito (Cook St, Charlestown)
Sky Rose (Somerville)
Jennifer Rossi (Green St)
Jason Rosenman (Cambridge)
Aimee Russell (Main St)

Andrew Farnitano (Roxbury)
Joe Feloney (Auburn St, Charlestown)
Mara Ferrari-Peinl (Baldwin St, Charlestown)
Kosta Filiotis (Cambridge)
Nate Fillmore (Cambridge)
Chad Fix (Green St, Charlestown)
Elissa Fix (Green St, Charlestown)
Jessica Fjeld (Oak St, Charlestown)
Shannon Fitzgerald (Mead St, Charlestown)
Kathleen Flanagan (Everett)
MB Flanders (Cedar St, Charlestown)
Kirsten Flores (Charlestown)
Michael Fogg (Mystic St, Charlestown)
Shirley Foley (Alston St, Charlestown)
Ames Fornish (Winthrop St, Charlestown)
Kristine Forgit (Bunker Hill St, Charlestown)
Thomas Fortier (Monument Sq, Charlestown)
David Fortunato (Warren St, Charlestown)
Lauren Fortunato (Warren St, Charlestown)
Alexander Frieden (Somerville)
Sarah Fuller (Mead St, Charlestown)
William Furr (Third Ave, Charlestown)
Peter Furth (Boston)
Marc Gagnon (North Billerica)
Tom Galeazzi (Union St, Charlestown)
Tim Gallivan (Jamaica Plain)
Cindy Gamble (Cedar St, Charlestown)
Stephanie Games (Bunker Hill St, Charlestown)
Jeffrey Gang (Boston)
Nina Garfinkle (Boston)
Jason Gates (Watertown)
Ryan Gavin (Essex St, Charlestown)
Tiffany Gavin (Essex St, Charlestown)
Nancy Gentis (Russell St, Charlestown)
Marianne Gibbons (Union St, Charlestown)
Julia Gibney (Somerville)
Jack Glassman (Oak St, Charlestown)
David Goff (Main St, Charlestown)
Stephanie Goldberg (Soley St, Charlestown)
Abby Goldenfarb (Sullivan St, Charlestown)
Clifton Golz (Brighton)
Krista Gomez (Monument St, Charlestown)
Johanna Goulding (Prescott St, Charlestown)
Matthew Goulding (Prescott St, Charlestown)
Judith Grant (Jamaica Plain)
Linda Grasso (Washington St, Charlestown)
Corinne Greene (Bunker Hill St, Charlestown)
Jeffrey Greene (Bunker Hill St, Charlestown)
Matthew Greene (Jamaica Plain)
Paige Griglun (Parker St, Charlestown)
Andrew Groh (Mead St, Charlestown)
Lian Guertin (Somerville)
Tom Haley (Bunker Hill St, Charlestown)
Ashley Hamel (Sheafe St, Charlestown)
Andrew Hally (Mt Vernon St, Charlestown)
Brian Hamill (Washington St, Charlestown)
Tim Russell (Main St)
Amanda Rychel (Somerville)
Joanne Samuelson (Oak St, Charlestown)
Arun Sannuti (Watertown)
Janet Saunders (Main St, Charlestown)
Tara Savitz (Winthrop St, Charlestown)
Katherine Sawchuk (Harvard St, Charlestown)
Elaine Scadding (First Ave, Charlestown)
Ashley Schafer (Winthrop St, Charlestown)
John Schafer (Winthrop St, Charlestown)
Gerben Scherpbier (Somerville)
Nicholas Schiefer (Somerville)
Rani Schloss (Brighton)
Steven Schmitt (Beacon Hill)
George Schneeloch (Somerville)
Ian Schneider (Somerville)
Kyle Schroeckenthaler (Malden)
Evelyn Scoville (Trenton St, Charlestown)
Heather Scranton (Medford St, Charlestown)
Conor Semler (Medford)
Jay Seiter (Boston)
Jessica Seney (Mead St, Charlestown)
Ajay Sequiera (Jamaica Plain)
Robert Seto (Medford)
Basil Sharpe (Medford)
Greg Shill (Somerville)
Payam Shogi (Cambridge)
Daniel Shugrue (Somerville)
Alan Shute (Lexington)
Laurie Sigmond (Tremont St, Charlestown)
Vivek Sikri (Cambridge)
Alison Silveira (Mystic St, Charlestown)
Derek Silveira (Mystic St, Charlestown)
Amanda Sindel-Keswick (Cambridge)
Jon Skarin (Washington St, Charlestown)
Kathleen Slarin (Washington St, Charlestown)
Tom Slaman (Warren St, Charlestown)
Jason Slocum (Washington St, Charlestown)
Jennifer Smartt (Harvard Pl, Charlestown)
Brandon Smith (Auburn St, Charlestown)
Jennifer Smith (Baldwin St, Charlestown)
Kevin Smith (Somerville)
Mike Snaders (Cambridge)
Henri Soucy (Malden)
Matthew Soule (Medford)
Lynne Soutter (Bartlett St, Charlestown)
Mark Spaulding (Putnam St, Charlestown)
Stephen Spinetto (Sullivan St, Charlestown)
Michael Spinney (Forster St, Charlestown)
Ivey St. John (Waterfront Coalition / 1st Ave, Charlestown)
Scott St. Pierre (Arrow St, Charlestown)
Thomas Stachurski (Somerville)
Philip Stango (Chelsea)
Alexandra Starling (Mass Ave, South End)
Patrick Starling (Mass Ave, South End)

Charlotte Hamill (Washington St, Charlestown)
Joanna Hamilton (Somerville)
Liz Haney (Somerville)
Darci Hanna (Somerville)
Charlie Harris (Monument Sq, Charlestown)
Jill Harris (Monument Sq, Charlestown)
Pamela Harris (Monument Sq, Charlestown)
Glenn Hassan (Rutherford Ave, Charlestown)
Robert Hassell (Washington St, Charlestown)
Susannah Hatch (Medford)
Lesley Hauser (Adams St, Charlestown)
Mike Hauser (Adams St, Charlestown)
Chris Hayden (Elm St, Charlestown)
Whitney Hayden (Elm St, Charlestown)
Kathryn Henderson (Somerville)
David Hennessey (Monument Sq, Charlestown)
Carey Hennigar (Auburn St, Charlestown)
Nathaniel Hennigar (Auburn St, Charlestown)
Jenn Herlihy (Charlestown)
Eric Herot (Roxbury)
Lacey Hilliard (Baldwin St, Charlestown)
Mara Holland (Jamaina Plain)
Lynn Holmgren (Dorcester)
Sean Hooley (Jamaica Plain)
Katie Houghtaling (Chestnut St, Charlestown)
Yue Huang (Brighton)
Suzanne Hunt (Somerville)
Ian R. Hutchinson (Beacon Hill)
Carl Jaffe (Charles St, Charlestown)
Peter Jaffe (Chelsea St, Charlestown)
Carl Jahn (Pearl St, Charlestown)
Parker James (Boston)
Alison S. Johnson (Eden St, Charlestown)
Alison Jordan (Monument Ave, Charlestown)
Patricia H. Johnston (High St, Charlestown)
Frank Joyner (Chelsea St, Charlestown)
Chris Kaneb (Rutherford Ave)
Jenni Katajamaki (Boston)
Alex Kates (Watertown)
Mano Katsompenakis (Rutherford Ave, Charlestown)
Stephanie Katsompenakis (Rutherford Ave, Charlestown)
Edward Katz (Monument Ave, Charlestown)
Marcia Katz (Monument Ave, Charlestown)
Brendan Kearney (Somerville)
Kristin Keating (Warren St, Charlestown)
Edward Kelley (Bunker Hill St, Charlestown)
Scott Kelly (Roslindale)
Michael Kenneally (Ninth St, Charlestown)
Kate Kennen (Offshoots Inc, Charlestown)
Irene Kershaw (Constitution Rd, Charlestown)
Scott Kilcoyne (Cambridge)
Adham Kinawy (Rutherford Ave, Charlestown)
Dave King (Lawnwood Pl, Charlestown)
Ellen Kitzis (Monument Ave, Charlestown)
Alekesy Kliger (Somerville)
Ryan Starr (Baldwin St, Charlestown)
Benjamin Stoddard (Russell St, Charlestown)
Jason Stockman (Cambridge)
Karyl Stoia (Lynn)
Ken Stone (Warren St, Charlestown)
Ivy Stoner (East Boston)
Jim Strickland (East Boston)
Huong Strong (Short Street Pl, Charlestown)
Audrey Stuck-Girard (Adams St, Charlestown)
Chris Stuck-Girard (Adams St, Charlestown)
Deirdre Sullivan (Mt Vernon Ave, Charlestown)
Liam Sullivan (Jamaica Plain)
L. Paul Sullivan (First Ave, Charlestown)
Katie Sumi (Somerville)
Amy Sutherland (Cordis St Ave, Charlestown)
Deanna Sutton (Russell St, Charlestown)
Bruce Swanton (Chestnut St, Charlestown)
Shoji Takahashi (Arlington)
Brian Taranto (Dexter Row, Charlestown)
Chuck Taylor (Chappie St, Charlestown)
Heather Taylor (Hancock St, Charlestown)
Karen Taylor (Beacon Hill)
Annette Tece (Prescott St, Charlestown)
Rob teDuits (High St, Charlestown)
Anthony Ten Haagen (Oak St, Charlestown)
Ramu Thiruvamoor (Somerville)
Brian Thomas (Walker St, Charlestown)
Carrie Thomas (Walker St, Charlestown)
Melissa Tonachel (Cambridge)
Nate Towery (Jamaica Plain)
Jim Tozza (Saugus)
Harvey Tuch (Cambridge)
Beth Tuck (Needham)
Leigh Turner (Chelsea St, Charlestown)
Melissa Tuttman (Shipway Pl, Charlestown)
Aly Ursiny (Monument Square, Charlestown)
Michal Ursiny (Monument Square, Charlestown)
Sam Valentine (Somerville)
Diane Valle (Charlestown)
Mark Vollinger (Somerville)
Garry Waldeck (Main St, Charlestown)
Michael Walker (Cambridge)
Julie Warren (Watertown)
Sara Wasserman (Winthrop)
Lindsay Watkins (Allston)
Sette Wehbe (Harvard St, Charlestown)
Ben Weiser (Washington St, Charlestown)
Gideon Weissman (Somerville)
Elizabeth Werner (Melrose)
Benjamin Williams (Hyde Park)
Thomas Williams (Jamaica Plain)
Pace Willisson (Cambridge)
Jon Winslow (Main St, Charlestown)
Kevin Wolfson (Medford)
Adam Wójcik (Adams St, Charlestown)
Alan Wright (Roslindale)

Heather Knapp (Soley St, Charlestown)
Rose Koch (Washington St, Charlestown)
Dan Kovacevic (Prescott St, Charlestown)
James Kramer (Newton)
Alice Krapf (Sullivan St, Charlestown)
Ken Krause (Medford)
Jordan Krechmer (Melrose)
Ernest Krepelka (Eighth St, Charlestown)
Nancy Krepelka (Eighth St, Charlestown)
Robert Krivicich (Cordis St, Charlestown)
Alexandra Kulich (Union St, Charlestown)
Ascher Kulich (Union St, Charlestown)
Ronald Kulich (Union St, Charlestown)
Bekka Wright (Somerville)
Jillian Wybenga (Somerville)
David Yashar (Union St, Charlestown)
Emma Yashar (Union St, Charlestown)
Altan Daniel Yavuzkurt (Washington St, Charlestown)
Andrea Yoder (Somerville)
Benjamin Youngman (Mystic St, Charlestown)
Kaan Yuksel (Boston)
Cynthia Zaben (W Roxbury)
Mehdi Zareifar (Watertown)
Natalie Zaremba (Eighth St, Charlestown)
Steven Zeller (Everett)
Jennifer Zick (Bunker Hill St, Charlestown)
Jennifer Zinner (Pleasant St, Charlestown).

Summary: 558 names, of which 498 are listed on the RCIC website.
http://www.rcic-charlestown.org/about-us.html

PETITION TO BOSTON MAYOR MARTIN WALSH & CITY STAFF
May 2017

Dear Mayor Walsh,

I am writing to express my support for the Surface Option for the redesign of Rutherford Avenue and Sullivan Square and my opposition to any underpasses. It is clear that Rutherford Avenue is not working well for the Charlestown neighborhood. It is far wider than necessary, noisy, polluting, dangerous to cross, and economically inefficient.

Rutherford Ave should become a vibrant, surface-level city street that works for everyone, not an intimidating highway that separates us from our neighbors.

I have studied the surface and underpass options carefully using resources provided by BTD and additional information shown on the updated website, www.rcic-charlestown.org. While I understand that more detailed decisions remain for the next phase of planning, I respectfully urge you to support the Surface Option as the conceptual basis for the designs for Rutherford Avenue.

Thank you for your attention.

PERSONAL RESPONSES FROM MAY 2017 PETITION SIGNERS

Highways move us backwards and benefit the few at the expense of the many. Greenways build communities and links between them.

As a resident and father of two young kids on Washington Street, just steps from Rutherford, I want Rutherford to be a vibrant city street with good walking/biking connections to North Point Park, Bunker Hill Community College T station, and more--not a noisy highway that separates us.

Don't let Wynn and irresponsible road planning hurt Charlestown. The surface option is what the neighborhood (the people who live here) want.

Respect Charlestown residents and fulfill the 2030 vision for Boston. That is what I expect from the Walsh administration.

Please do not throw out the Surface Plan, the focus of years of community meetings and thoughtful study. Its simple grid pattern facilitates a major transformation of Sullivan Square into an attractive people-centered place to live and work. Any underpass design, particularly the poorly conceived one proposed, will reduce the potential of the Square and the environmental benefits of the linear park along Rutherford Avenue.

Having lived 45 years in Charlestown and supported many of its changes, I believe in the importance of creating the improvements for Sullivan Square that the Surface Plan will bring.

Please do not abandon the Surface Option, which is what the residents of Charlestown have voted for. I understand that the casino adds a new challenge, but that is no reason to abandon the vision that we

chose, which is a boulevard that prioritizes neighborhood residents and not those driving through, and improves bike travel and green space for our community. Thank you.

My home abuts Rutherford Avenue, our plan has always been to continue to raise our family in Boston. We are invested in Boston Schools and the Boston community. We believe the Rutherford Ave project should put Boston families and outdoor pedestrian use before high speed traffic. Both my husband and I work in the Backbay and Fenway areas and ride our bikes or take public transportation. We expect our children to also commute on public transportation as they move from elementary schools to middle and high schools outside of Charlestown. Please make the decision that is best for Charlestown residents and not the surrounding neighborhoods who bypass our community.

We worked so hard on thi and thought we had a consensus, only to see it disappear

Moreover, the Surface Option as conceptualized earlier provides developable parcels at Sullivan Square that promise to create a vibrant, pedestrian-friendly, transit-oriented district.

I live a block off of Rutherford Ave and don't think that the scale and speed of the current roadway is consistent with the historic, residential neighborhood of Charlestown, especially from City Square to Austin St. This area is home to many families and children, and more sidewalk space, dedicated bike lanes, and foliage/landscaping would all help make this section of road more consistent with the adjacent Town Hill neighborhood.

The more traffic friendly you make this corridor, the more traffic this neighborhood will have to endure. Without this surface option, Rutherford Ave will continue to be the storage area for overflow traffic and our neighborhood will remain inundated with air and noise pollution with an insurmountable physical barrier running through it. We already suffer with the central artery, please do not continue to add insult to injury by refusing to return the Rutherford Ave corridor to the vision promised upon completion of the Central Artery North Area Project.

Please keep in mind what's best not only for traffic but for this neighborhood and pedestrians, who are so often forgotten in Boston. As someone who walks through Sullivan Square, I know all too well what a nightmare it is to get through on two feet. Not to mention how ugly it is.

It is clear to me that when you compare the surface option to the new tunnel option the tunnel option fails on so many points it should have never been explored at all. It will waste up to $50,000,000 on a tunnel situated in a flood plain and that they cannot afford to maintain. That money could be more wisely spent elsewhere. It sacrifices up to 50% of the land that would be available for development and the accompanying property taxes compared to the surface plan. It does nothing to alleviate traffic since the number of lanes leaving and entering Charlestown does not change. In fact it will create congestion at the merge and cause traffic to sit on Charlestown roads causing serious air pollution for the town. This tunnel plan is a dumb idea, and should be rejected. The tunnel idea is a dated mid 20th century idea and does not belong in the thinking of urban planners in the 21st century.

Boston is our amazing city and the surface option that extends magic of the "green way" . The surface option is something that will adding value to residents for generations. So much can be done in a creative long-lasting way on the Bunker Hill Community College side of our town by building the surface option.

Thank you for your attention.

My Federal Tax dollars pay for a highway that parallels New Rutherford. There is no reason New Rutherford should be a commuting corridor - that is exactly why we have I-93. My city tax dollars would pay for the upkeep of this road; and it is not my concern as a resident of Boston whether the commuters from Winchester can get to the casino in Everett fast enough after work. My concern is for the health, walkability, and tax burden for my neighborhood. I hope yours is as well.

Furthermore, as a resident who lives at the very intersection of Essex Street and Rutherford Avenue and it the parent of two small boys (ages 6 and 8), I am most concerned with the impact that these changes will have on the residents of Charlestown. My wife and I made the decision to stay in Charlestown and raise our family here in part due to the process of the eventual Rutherford work. We have enrolled our boys in BPS, and are committed to making Charlestown a family-friendly place to live. We hope that you and your administration will support the project that places the residents first and the passer-throughs as secondary.

I work in Charlestown, and feel that the residents here deserve the features that the surface option offers.

The Surface Option contains the minimum set of design concepts needed to make this area a walkable environment, which it is not now.

"After years of meetings that the community participated in and came to a decision to support the surface option that made this area more walkable and safer, the city seems to be flip flopping to please Trump pal Steve Wynn. I know he is throwing around cash to get the design changed to make it easier to drive to his casino, but we all have to live with the changes, he will just be cashing checks in Las Vegas. Jamaica Plain was lucky enough to get the Casey Overpass approved to be demolished and replaced with the surface option at the same time, but construction actually moved forward and is coming to completion. And guess what, its much improved for the neighborhood and the world hasn't imploded and traffic still flows.

We shouldn't have to destroy our city just because it benefits Trumps pals. Walsh should stand up to Wynn and stay with the surface option, or my family will not vote for him again.

I think the Surface Option is the best design for Charlestown residents and the City and is in keeping with the effort to make Boston a more pedestrian-friendly place.

Over the last 75 years, many sections of Boston have been slashed apart by major highways & roads. While people need to get through and around Boston, we should be making choices that support street level development and making our communities more livable, and not just treating certain areas as "fly over areas" for commuters to bypass.

Thank you for recognizing the need for change in our neighbourhood. Please consider our community and support our choice of the surface option

Thank you for your attention to this matter.

Safe crosswalks on Rutherford Avenue

I STRONGLY Support the Surface Option @ Sullivan Square ! Dodie

Please consider the fact that Charlestown has 3 bridges each with 2 lanes 2 ways. Keeping that structure throughout Rutherford Ave. will avoid "merging" which is what delays movement of automobiles. There are many, many reasons NOT to do the underpass, one being it was the choice of the majority of the Charlestown Community. Thank you.

I am in full support of the Surface Option for the redesign of Rutherford Avenue and Sullivan Square.
I understand that this might be the best option for the community.

I totally support this petition and a smaller street option for Rutherford.

Mayor Walsh is taking the residents of Charlestown for granted. Sullivan Square is a nightmare for motorists and pedestrians. The Mayor should make traffic enforcement laws a priority with police manpower controlling activity where no traffic signals are present. MBTA riders cannot predict when busses will arrive when the rotary has no control points. Fix it for the future!!

I was born and raised in Cambridge/Somerville and my husband used to joke that I might need a passport to cross the Gilmore Bridge, but in the few years since we have moved to Charlestown, we have made many friends in the neighborhood - old timers who tell us stories about what our street used to look like and young families who (like us) moved here to raise their kids in an urban environment that still feels like a close-knit community, steeped in history. The majority of these people share our vision of a lively, connected, walkable, and transit-oriented neighborhood. I hope the City will make its decision based on what is best for the people of Charlestown - not the cars and trucks that drive through. To make this decision based solely on vehicle capacity and ignore factors like cost, resiliency, pedestrian/bicycle safety and sound urban design would represent outdated, 1950s-style transportation planning and would be inconsistent with the City's stated planning goals.

"Mr Mayor I am 65 male.I love biking from Medford to Boston navy yard castle island JFK library.Going thru Sullivan Sq.is scary A protected lane is a must not painted green lanes.Hope to see under pass bridge under Rt 99 as they did in Summerville on rt.28 Thank You"

Rutherford Avenue is a blight on the edge of Charlestown. As currently configured, and in the underpass plan that is being proposed, the roadway inhibits the logical development of the street into a vibrant, connected part of the town. There is an opportunity for the City of Boston to implement a visionary solution to the real problem of excessive vehicle transport through the neighborhood. I urge the City to build the surface option and support the right of the Charlestown neighborhood to a 21st Century vision and realization of a pedestrian oriented, urban street plan that promotes stronger community and economic development, better air quality, and less traffic congestion along this corridor .

The Surface Option is the best long-term vision for this Rutherford Avenue which will help bring community together and integrate Charlestown into Boston proper.

Rather then further divide Charlestown with thru traffic of commuting suburbanites, our City and State need to take this rare opportunity to knit Charlestown back together again by undoing the underpasses for thru traffic inflicted on us the last century! Calmed traffic, green space and a safer historic community can result in this core part of Boston.

I frequently walk and bike around Sullivan Square and appreciate the surface-level option to create a safe walkable and bikeable neighborhood connection.

Any redesign of Rutherford Ave that occurs should serve to reconnect Charlestown with it's surroundings and create a vibrant, walkable, multi-modal corridor with the opportunity for green infrastructure that is designed to match the charming neighborhood feel that so much of Charlestown is known for. As someone who spends most of my time in Charlestown for work and commutes to my office on Sullivan Ave via the T, I feel very strongly that the surface lot option is far superior to the underpass option which would further disconnect Charlestown from it's surroundings and is in opposition to the vision of Imagine Boston.

The surface option is a superior alternative - providing opportunities for green space and decreasing unnecessary traffic through the neighborhood. Charlestown is a vibrant community where families are increasingly staying in the city and raising their children. Increased green space and reduced traffic will help this community continue to thrive.

I have lived in Charlestown and Somerville over the past 10 years and use Sullivan Square T stop daily. I have been dismayed at the lack of progress on this plan and improvements to a largely overlooked corner of Boston. With increasing development all around Sullivan Square, there is no more time to waste.

Our city streets should not be highways! City neighborhoods depend on our main streets serving local needs. Improved public transportation and appropriate highway ramps should be designed to reduce traffic on city streets.

Please consider the good people (and voters) of Charlestown, a community that desperately needs traffic relief! Thank you.

As a resident of Winter Hill in Somerville, I often bike to and from Sullivan Square to access the Orange Line. Traffic conditions for people walking and biking in Sullivan Square are unsafe as it is and the underpass option will only maintain the status quo. Please select the surface option to promote a safer and more sustainable Sullivan Square neighborhood.

I am an employee of a business on Rutherford Ave for the last 25 years.

The easiest way for me to visit my family in Charlestown goes around through Sullivan Square. My friends and myself have sadly called it the Circle of Death, due to the danger it poses to all road users. It is poorly design for pedestrians and cyclists, but also for motorists. The condensing of lanes from the highway is clunky and the circular path can be difficult to navigate (I've seen it many times first hand as a passenger). We need a better design for this area to ensure the safety of our road users.

I bike to Boston everyday would love a safer route from this side of Somerville into the City.

We need a real workable option that makes Sullivan Square safer for both my family, kids, and commuters walking from the station. The current option is unworkable and the current state is a mess. Rutherford Ave. has a real possibility to be a gem of Boston and Charlestown and not just a pass-through

for commuters speeding down it. It is time to consider an option that makes Charlestown a real neighborhood end to end.

We already did this! Give us the bike facilities the community fought for!

I live in East Cambridge but work in Boston and often go to Charlestown because my gym is there. The overpass needs to come down! Not least because this was already shown to be what people in Charlestown want. Frustrating for this to be reopened.

"If you build it, they will come." No truer words have been spoken. Build a high-volume traffic sewer and it will soon be filled with traffic. Let the casino customers take I93 and get off in Medford. Build the surface option here so we may reclaim our neighborhood and reconnect with the rest of Boston and our neighbors in Cambridge.

I support the surface option and would like to increase the feeling of community and pedestrian friendliness in Charlestown

Ion addition, the underpass design improves regional traffic flow by only 1% or2%. What are you and BTD sacrificing Mayor Menino's design which reunites to two sections of Charlestown and assures safe passage for pedestrians and cyclists through the traffic nightmare which is the current SS.

I am disappointed that the city continues to push the tunnel option despite wide spread Charlestown support for the surface option YEAR AFTER YEAR. A major concern is the tunnel option does not make Sullivan Square more accessible or safe for pedestrians. In addition to this, the tunnel option will be: expensive to build and maintain, include transition segments that preclude connectivity, are vulnerable to flooding, occupy area that could be used for green space and flood storage with pavement and preserve undesirable roadway capacity that will continue to draw regional traffic to Charlestown which should be using nearby highways. Traffic is already flooding our streets and we are an island with only three access points in and out. Charlestown is real community that will be strangled by traffic and pollution with the tunnel option. Please reconsider the surface option and save our community; listen to the people of Charlestown they are speaking loud and clear.

The surface option was approved to unite Charlestown. Put the traffic on I-93 and not through Charlestown!

"My 3 kids and kids/adults from our very popular Town Track Club need more free space to safely run (and bike). Last summer the program was the largest in the New England at the Usatf junior olympics. Largely because of kids coming from surrounding neighborhoods and schools to our track in Charlestown and our XC course in Paul Revere Park. There is grave concern for the health of our children. Research shows kids in our city are getting far less than the minimum required aerobic exercise.

The biggest barrier for principals and parents is the fear of how to get kids safely from point A to B - without being impeded by the major highways that wall us off. So instead of allowing kids to run/bike outdoors during/after school. Bike racks remain empty. We bus kids from one constricted indoor location to another. Just to go a mere half mile. This is a waste of time, money, and resources! Please allow the formerly agreed upon surface option to proceed. Its the one gem we deserve that mirrors our love of our city and the healthiest choice for all of us who our proud to call our city ""Home!"""

It is the City's responsibility to be forward-looking and seek the solution providing the best framework for the future. The surface option for Sullivan Square and Rutherford Ave offers better resilience, better development options and better pedestrian and bicycle connectivity than the underpass option. Please address vehicular traffic improvements in context with proper perspective of the future of this important urban place ... one which the City has recognized within "Imagine Boston 2030". Don't miss the opportunity to create the most responsible plan.

Surface option is the only way to achieve what Bostonians said they wanted in your 2030 report.

People should have more votes than cars...ie neighbors should have more votes than through traffic. Since my home faces onto Austin Street, close to its intersection with Rutherford Avenue, and since I am a frequent user of the T and a walker, I am particularly concerned about the future of Rutherford Avenue and the health of our community (as well as for the environment of all of Boston). The surface option for Rutherford Avenue and Sullivan Square will bring, among its other benefits, the addition of more trees (to fight climate change as well as enhance the neighborhood), improved connections to the T, and better facilities for bicyclists and pedestrians. It is thus the best solution to improve the quality of life for residents in Charlestown and its surrounding communities.

Let's construct the surface option that is consistent with the laudable GoBoston 2030 plan. It is unwise to build an underpass in a zone that will currently flood during category 2 hurricanes at high-tide right and that is predicted to flood monthly in only 30 years with Climate Change . The surface option is additionally a much better urban design and neighborhood street for the city.

This is a key bicycle connection from the north suburbs into Boston and the urban core. The surface route will serve all users much better than the existing configuration.

"The Charlestown community has participated in this process, spent untold hours, and enormous energy to consider the best option. Please listen to The People. The struggle for the community to be heard erodes our democracy, on the local, state and federal level. We seek a responsive, representative government. Thank you. "

I own two properties on Sullivan Square, 24 Cambridge Street and 40 Cambridge Street, and I am in strong opposition to the underpass option. The surface option will greatly enhance the neighborhood and make it far more pedestrian friendly. This is a major gateway into Boston and the City of Boston should treat it as such and invest the time, energy and money to make it the best that it can be. The surface option is the only option that will create a new and vibrant area for the whole community to enjoy.

Do not take away what we in Charlestown decided we wanted versus what Wynn would want.

This is the best option for access to transportation, parkland, additional housing. It is inline with complete streets and Vision Zero—both of which you have signed onto to. And is the only option that is "resilient" as water levels rise. It's a slam dunk. People friendly streets create vibrant and economically successful cities.

A surface option supports Vision Zero. Making Charlestown safer amd more accessible for residents, those exploring the historical sites of Charlestown who have to traverse Rutherford from the T stops,

Bunker Hill students accessing the community, and those who commute on foot or bike to Kendall Square who remain without public transportation options.

The Charlestown neighbors have been planning and meeting for years to come up with a functional surface option that satisfies people. It is a really bad sign for your administration not to support Boston residents on a project that is so important to them. Bodes poorly for other ongoing projects, and for your term as Mayor. It would be helpful if you cared enough about these issues to hire new and up-to-date staffing at Public Works and BTD. It is long past time!!!

We only have one chance to do infrastructure right. Everyone who lives in and around Boston has a stake in making the city more pedestrian friendly.

no underpass, put the roads on a traffic diet and increase walkability

Please reconnect our neighborhood to the city on a human scale. Our population will soon explode (One Charlestown) and we need a safe healthy way to access the city (for work, city services, and pleasure). Feeling very underrepresented at the city and state level at the moment (when your own state rep. disregards years of work and a hard won consensus, it is frustrating). And when your city agrees to increase density from 16,000 people to 23,000 without adding park space, schools, sidewalks, bus routes, or other infrastructure for those additional 7,000 neighbors, its frustrating. (I am not opposed to increased density - it is a city after all - I am opposed to poor planning.) At least let us keep the surface green space that you promised us before you increased our density. Makes no sense to increase density and reduce green space/bike paths at the same time.

Please keep the Surface option as originally planned.

My office (Appalachian Mountain Club) will be moving to Charlestown at the end of the summer. As a bike commuter, the safety of the streets I commute on is very important to me--Boston should be emphasizing and encouraging bike commuting. That is what the city should look like in the future. Bike commuters should not be afraid for their lives en route to their offices--that is the current situation at Sullivan Sq. (Not to mention connecting the Orange Line to the wider Boston community would be hugely beneficial for local communities and economies.)

My family and I would like to remain in Boston, and specifically our home in Charlestown, but the congestion and traffic in our backyard downgrades the quality of living.

This would be very important for my safety commuting to work in City Square and for the ease of life in the area. Right now it is dangerous and unpleasant to bike in the area and there is a lack of neighborhood feel.

We want this area to be walkable and safe for users. The surface option does that.

*"A few colleagues and I need to utilize this way on our bikes for a commute. Could we use cars? Sure. But we want 1.) Better health 2.) Better city life / living 3.) To be part of the solution to congestion and health-affecting local air pollution propagated by ""car culture."" More transit, safe streets for *all* modes of transit, and the correct long-term infrastructure is an investment in the present AND the future. Let's make Boston enviable. We don't have to reinvent the wheel here, but we are a hub of innovation and I think we can do even better.*

Four years ago I started a company that, so far, puts millions into the local economy - I really don't want to have to move it somewhere else. I sold my team on Boston being a smarter, more European-like way of life that still retains that American rugged work-ethic at the same time. A perfect hybrid. I was born and raised in the area, although I've now travelled all over. I want to be proud of my home region again. I think you, Mayor Walsh, can be part of our solution. Thank you for considering these heartfelt words. "

This was already the consensus of the majority of residents in Charlestown.

As a resident of East Somerville who uses Sullivan Station and shop in Charlestown, I strongly support the surface option because it is simpler, safer, provides needed green space and should make traffic flow much better. The tunnel option only replicates a very bad road configuration.

Charlestown needs to continue as a vibrant community with more pedestrian access and people space. This option supports that need.

I participated in the community planning process around the Sullivan Square the Rutherford Avenue redesign while a resident of Charlestown, and I, along with the majority of Charlestown residents, strongly supported the surface road option both at Sullivan Square and Rutherford Avenue. It is a travesty that after so much effort and a strong community planning process the City and BTD would throw away residents' input and preference for creating a safe walking and biking experience in these two areas in favor of allowing casino traffic to move freely through our neighborhood. Casino traffic should be routed to the highway, not through our town. I urge you to reject the underpass options in favor of human safety and creating a more pleasant Charlestown.

I live on the Somerville side of Sullivan Square, and walk and bike through Sullivan regularly. It's already a loud, dangerous, unsightly mess. On the other side of me is McGrath Highway, an underpass that Somerville is desperate to turn into a surface-level street because it divides neighborhoods and is scary to walk and bike under. But grounding an underpass is incredibly expensive. You have the opportunity to do the right thing from the start, and improve Sullivan for families, pedestrians, and neighborhoods. Please, don't make a future McGrath.

It does not make economic nor neighboorhood sense to have an underpass.

Surface Option! Surface Option! Surface Option! -- Looks to be the FORWARD-THINKING way. We THANK YOU for looking out for the People!

The surface option represents the preferred option of the residents of Charlestown during the previous 4 year design period. The surface option also provides more developable area.

Please make Rutherford Ave safe for pedestrians and cyclists as well as cars. People speed too fast and the concrete barriers are ugly and cut us off from the rest of the city. Please keep the surface option!

I am a Somerville resident, but I worked for 20 years in the North End, and I rode my bike to work. Whenever I could I rode down Main Street, Charlestowon, but sometimes I had to use Rutherford Ave, which was quicker, but ugly and dangerous. Rutherford Ave has potential to be a wonderful urban road-- I strongly oppose using underpasses, and I appreciate your work for Boston and Greater Boston residents.

I walk and bus through Sullivan multiple times a week and drive through there occasionally, it's a mess, it's dangerous for pedestrians and bicyclists especially. A community so close to a major transportation hub like Sullivan should be easily connected to it, and this is a chance to do that.

I regularly go to the Somerville side of Sullivan Square, and walk and bike through Sullivan. It's already a loud, dangerous, unsightly mess. McGrath Highway is an underpass that Somerville is desperate to turn into a surface-level street because it divides neighborhoods and is scary to walk and bike under. But grounding an underpass is incredibly expensive. You have the opportunity to do the right thing from the start, and improve Sullivan for families, pedestrians, and neighborhoods. Please, don't make a future McGrath."

After thorough review of all the proposals & supporting material, the Surface Option is the only "right" urban design option for Rutherford Ave & Sullivan Square. Please help the Charlestown neighborhood stay a neighborhood!

Bicycling and walking makes people healthier

Charlestown should not have to sacrifice beautification of Rutherford ave and proper bike lanes in order to accommodate the casino traffic that we did not want and had no voice in. If it cost more to make the traffic suitable for Wynn let him or Everett pay for it.

we will be prisoners of our success between the casino and development at sullivan, northstation, assembly square-we will be walled in without a wall, not tol forget I93N&S, I95N&S, Storrow DRive, and the new Charles One development. impossible to leave Charlestown now at peak traffic hours. We need help. Charlestown once had the worst respiratory problems and soon we will have that pollution again due to congestion. thank you.

Mayor Walsh: Rutherford Avenue serves suburbanites, not residents of Boston. Charlestown is the only neighborhood that has to cross a highway off ramp (Rutherford Avenue to the Gilmore Bridge) to get to the T station. Drivers take that turn going at high speed. I know of one case where an impatient driver pulled up on to the pedestrian platform because he didn't want to wait behind a car stopped at the light and almost mowed down two pedestrians. And Sullivan Square is dangerous to everyone, but more particularly Charlestown pedestrians, as well as a waste of valuable urban space. We are a one square mile community of less than 20,000 people. We need Rutherford Avenue to be part of our community for our economic health as well as neighborhood safety. The only way that will happen is if it becomes a neighborhood boulevard, with development on either side, rather than a highway. Charlestown is a neighborhood, not a highway pass through for suburbanites driving their cars into the city. Please, Mr Mayor: petition, pressure, cajole the State into finding solutions to stop cars from coming into Boston via Charlestown. This underpass is expensive and difficult to maintain over time because of the water table. It will eventually fail as the current one has. This is a waste of money and very harmful to Charlestown.

"I'm a walker, biker, and transit rider in Somerville. I would visit Charlestown and use Sullivan Station regularly if I could get there safely. The underpass option would be an incremental improvement over the existing setup, but would not significantly change the character of the area as a large interchange for cars. The surface option would.

Boston has said that they want to prioritize walkers and bikers over cars, but has not demonstrated that here. The decision to choose the underpass was based on traffic counts and intersection level of service,

not on walkability. It seems planners asked the question ""how do we build a neighborhood around a highway"" and not ""how do we move traffic through a neighborhood safely"".

At the meeting on 5/18/17, it was clear that induced demand was not taken into account in the decision to use the underpass. It was taken as a given that there would be lots of through traffic that we need to accommodate. But it's not a given. Making driving easy through Sullivan will encourage more through driving, and prioritizing walkers over cars will decrease traffic. We can choose.

I was told that moving traffic below would make the area more walkable but I disagree. There are more important things than traffic counts that determine walkability. The underpass option would include large stretches of uncrossable road and the unpleasant enviornment of a highway that I would not want to spend time near. The surface option's denser development, slower traffic, and more complete grid would be a much better place for walkers, with or without increased traffic and wait times.

Please revisit the assumption that traffic through Sullivan Square is inevitable, and appropriately weight pedestrian walkability over driver delay. Creating a walkable neighborhood will mean slowing down traffic, and that's okay."

I also want to encourage you to make bicycle and pedestrian friendliness a high priority in this project. My daily commute from East Somerville to the Charlestown Navy Yard would be greatly aided by a convenient and safe way to cross Sullivan Square on two wheels.

Boston should be a leader in urban development that fosters pedestrian and bike traffic, not car traffic. If we are to combat climate change, build strong communities, and decrease pollution in neighborhoods, we should be working to make infrastructure better for bikes and pedestrians. Not killing any cyclists, although a good goal to have, is a low bar. Let's look forward and plan for the future of fewer cars. Let's make Boston a beacon for carbon neutral transportation!

It is especially important that Rutherford Ave x Sullivan Square are super bike-ped friendly so that pedestrians and cyclists can easily (and will want to!) make this crossing to reach the Sullivan Sq T busway and subway, and the future GLX and Community Path extension down Washington Street in Somerville (.7 mi).

I ride my bicycle through Sullivan Square and Charlestown everyday in order to commute to my job in Boston. I'm very concerned about how unsafe these areas are for cyclists and pedestrians. I would like to see this area overhauled to make it more walkable, bikable, and livable. I don't believe that the two underpass options being proposed are in the best interests of the surrounding community and would very much like to see the city stick to the original surface design.

I risk my life riding through Sullivan Square on my way to work downtown every day. Please prioritize everyone's safety.

"Rutherford Ave is one of the options for my bike route into work every day. I generally choose not to go on it because it's packed with shattered glass and I don't feel safe with the passing traffic - even though the bike lane is wide cars travel super fast on that road. The ""circle of death"" hasn't really improved much even with the new additional bike lane. I still feel like I'm going to get hit any second by a car that doesn't expect me there. Any improvements along this stretch would be great - not only for cyclists, but for anyone living in Charlestown.

Don't make a decision based on the amount of people who drive cars today. Make the kind of decision that will encourage less people to drive cars tomorrow. Thanks."

Just because one of Trumps buddies thinks easy car access to his casino is more important than walkable, safe, vibrant neighborhoods doesnt mean Walsh should. While some people want to bring back the 1950s (in many ways, including prioritizing suburban car commuters over city residents lives, I and many others do not, and I will not vote for Walsh, and will work with others to do the same, if Walsh flips to the casino friendly tunnel option.

This is a unique opportunity for Boston and Charlestown to take liveability and quality of life to a new level. The world is changing fast and we need to take action planning for a world beyond single passenger vehicles.

PETITION TO LOWER MYSTIC REGIONAL WORKING GROUP &
METROPOLITAN PLANNING ORGANIZATION
October 2017

In 2016, approximately 3 years after the Surface Option was selected for Rutherford Avenue and Sullivan Square, Mayor Walsh and the Boston Transportation Department (BTD) re-opened the planning process and reintroduced the concept of underpasses at Sullivan Square and Austin Street. In May 2017, BTD announced it was now choosing to go with a plan that rebuilt underpasses at both locations at a cost yet to be determined. This decision was made despite the fact that outside experts at the Metropolitan Area Planning Council (MAPC) found a negligible difference between the Surface Option and the Underpass Option in terms of regional traffic.

We continue to support the Surface Option for Sullivan Square and Rutherford Avenue and concur with the letter submitted by the RCIC to the Lower Mystic Regional Working Group (LMRWG) dated October 2, 2017. We find that:

- The City's analysis was flawed in numerous technical respects;
- The City clearly focused the majority of its effort on the Underpass Option and did not meaningfully attempt to refine the Surface Option (which we recognize is needed);
- City data reveals that the difference in travel time from Sullivan Square to City Square between the two options is only 3 minutes in the year 2040 at the morning and afternoon peak, assuming all worst-case-scenarios (in terms of development, investment in mass transit, etc.). Given the potential margin for error, this is an unacceptably small gain for everything Charlestown must give up;
- The Underpass Option is not consistent with regional and local goals of promoting transit use, and pedestrian and bicycle activity;
- Any underpass will be expensive to build and maintain, vulnerable to flooding, occupy land area that could be used for green space and flood storage, and will reduce the space to be made available for new development (including affordable housing), pedestrians, and bicycles.
- The City was premature in selecting the Underpass Option when it did not fully explore the Surface Option and did not have information regarding the cost of both options.

We call on the LMRWG, MassDOT, the MPO, and Mayor Walsh to consider the technical issues identified by RCIC, and to undertake the alternatives analysis requested in the RCIC letter.

If you would like more information, please visit the Rutherford Corridor Improvement Coalition web site:

http://www.rcic-charlestown.org

Please indicate below if you are willing to have your name listed as a supporter on the RCIC web site - the more names we have listed, the more seriously agencies and elected officials will take our request.

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A Viable Surface Alternative for Rutherford Avenue at Austin Street

Peter Furth

Amelia (Yanran) Chen

Northeastern University

January 29, 2018; updated Feb 26, 2018 adding p.m. peak traffic analysis results

The City of Boston is planning now for a project intended to convert Rutherford Avenue in Charlestown from a wide highway into a boulevard with a linear park. Near the Austin Street intersection, the curb to curb width is 135 ft, including two surface roadways and a 6-lane underpass. This highway-style layout dates from the 1960s, when I-93 ended in Medford and dumped all its Boston-bound traffic onto Rutherford Ave. With completion of the Zakim Bridge in 2002, we have the opportunity to downsize Rutherford Ave.

A Greenway Vision

The vision first presented to the public around 2010 was a boulevard with a wide linear park on the neighborhood side that would buffer the neighborhood from traffic, add a much-needed recreation amenity, and fill in a missing link in the regional greenway network.

Underpass Option versus a Poisoned Surface Option

But city officials and others started worrying that the underpasses might still be needed, especially after the decision to build a casino in nearby Everett. So they had their engineering consultant create two options, one with a surface layout and one that retains the underpass at Austin Street.

In the underpass option, the number of lanes in the underpass is reduced from 6 to 3 (two lanes southbound, where traffic is heavier, and one northbound). However, because of needed surface roads, shoulders, and retaining structures, the curb-to-curb width in this option is 123 ft, only 12 ft narrower than the highway we have today. That leaves no space for the promised greenway; instead, for the majority of corridor, there is only a glorified sidewalk – a single path for pedestrians and bikes to share, with a narrow strip of grass on either side.

About 900 ft north of Austin Street, the proposed road shrinks to a 5+1-lane cross section (5 through lanes and a median that is sometimes used for a turning pocket); from that point north to where a new underpass at Sullivan Square begins, there is room for a linear park. However, that amounts to only 1/3 of the corridor. For 2/3 of the corridor, the underpass option completely undercuts the original vision and goals of the project.

The surface option they analyzed looks ideal – the road has a trim 4+1-lane cross section (2 lanes per direction plus a median / left turn lane), leaving 65 ft of parkland on the neighborhood side. But it's a poisoned option, because less than a minute of calculations will show that 4 through lanes could never carry the present traffic – much less future traffic – through the intersection at Austin Street.

Sure enough, the City's analysis of the surface option shows enormous delays and queues, because that option just doesn't have enough capacity. Does that mean an underpass must be needed? Of course not. With so much land available, the designers could have tried again, adding another lane or two, which would still have left ample space for a linear park. But they didn't; instead, the surface option was simply declared a failure, and in May of 2017, the City announced that it was going with the underpass option because only it could provide the needed traffic capacity.

Charlestown residents and advocates for walking, bicycling, and safer streets are dismayed to see the vision of human-scale boulevard with a continuous linear park summarily withdrawn. They are particularly angered that the underpass option was chosen without considering a *realistic* surface option. How can anybody – residents or City officials – know whether the underpass option is better if they haven't had a chance to compare it with a realistic surface option?

To help meet that need, we offer this analysis.

Projected Traffic Volume Scenarios

The City's consultant has done counts of existing traffic and has projected future demand accounting for expected casino traffic and other growth.

For the base scenario, we use their projections. However, there are two factors built into the projections that are questionable:

- One is a 6% inflation factor that inflates the peak hour flow rates into a still-higher flow rate representing the peak 15-minute period. While this is routinely a part of intersection capacity analysis, many planners believe that sizing roads for the busiest 15-minute period of the day is a poor tradeoff that results in overly wide and dangerous roads. In a thriving city like Boston, it is more appropriate to size roads for the average peak hour flow, even if that means there will be slightly worse congestion during the busiest 15 minute period.
- The other is a 5% increase in traffic volumes projected to materialize between 2030 and 2040. The 2030 volume estimates account for the casino and other expected development; this further 5% increase is questionable. Since 2008, there has been a trend of traffic volumes decreasing, not increasing, on roads in the inner parts of the Boston urban area. Changes in technology and auto ownership patterns are likely to make this trend even stronger. To lose parkland because of traffic projected to arise in the distant future is a tradeoff that seems hard to defend.

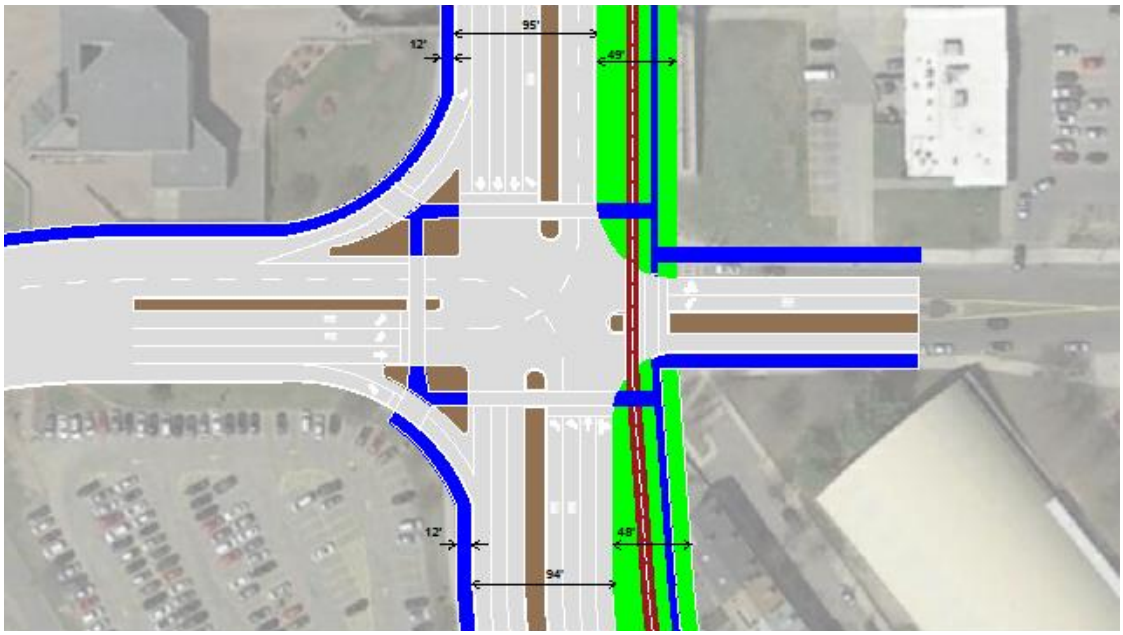
For now, we have only analyzed the base demand scenario. We hope to soon also offer an analysis of a demand scenario that omits these questionable inflation factors.

Alternative Layouts for a Surface Roadway

We have developed two surface alternatives for Rutherford Avenue at the Austin Street intersection: a 5+2-lane option and a 5+1-lane option, the difference being that the 5+2-lane option has dual left turn lanes for traffic turning left onto the Gilmore Bridge, while the 5+1-lane option has 1. The 5+2-lane

option is designed for the fully inflated volumes as projected in the City's study; the 5+1-lane option is for the uninflated volumes, as described earlier.

The 5+2-lane option is shown below. As shown in the sketch, it still leaves 48 to 49 ft on the neighborhood side for a linear park. In the two western corners, there are delta islands and slip lanes for right turns, because the very high right-turning volumes make it unsafe to allow right turns concurrently with a pedestrian crossing. However, the right turn slip lanes will not run "free;" they will be controlled by traffic signals.



5+2-Lane Surface Layout

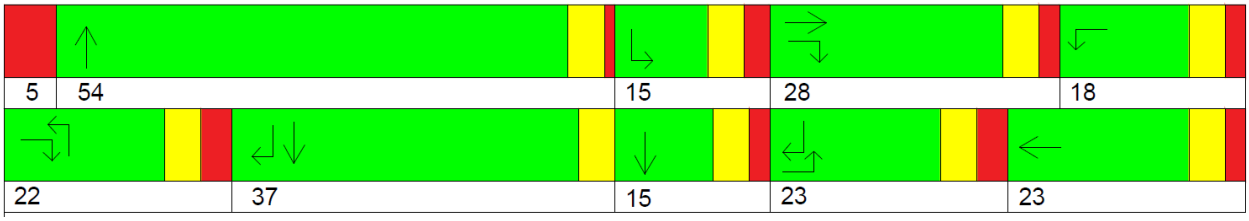
Signal Timing Design

A signal timing plan was designed using Synchro, a standard intersection analysis software. It uses a 120 s cycle (130 s in the p.m. peak) with protected-only left turns and no turn on red for the two heavy right turn movements onto and off of western leg (leading to Gilmore Bridge). It uses lead-lag phase sequencing, which improves service for the pedestrian crossings and slightly reduces the required length of some of the all-red clearance intervals. Minimum green periods are set long enough to permit pedestrian phases to be automatic.

The signal timing has multistage crossings; to complement it, the proposed layout has a 13-ft wide median for pedestrians who may have to wait in the middle. However, the pedestrian phases are coordinated so that pedestrians leaving at the right time in the cycle can cross without waiting at the median for more than a few seconds.

The traffic signals controlling the right turn slip lanes alternate twice per cycle between a right turn phase and a pedestrian phase. That means pedestrians there get two phases per cycle, which are coordinated with the other crosswalks so that most pedestrians don't have to wait on the delta islands at all.

Below is the signal timing plan for the dual-left alternative under the fully inflated demand scenario in the a.m. peak. A similar timing plan was developed for the p.m. peak.



Timing Plan for the Dual-Left Alternative with Full Projected Demand, a.m. Peak

Intersection Capacity and Pedestrian Delay Analysis

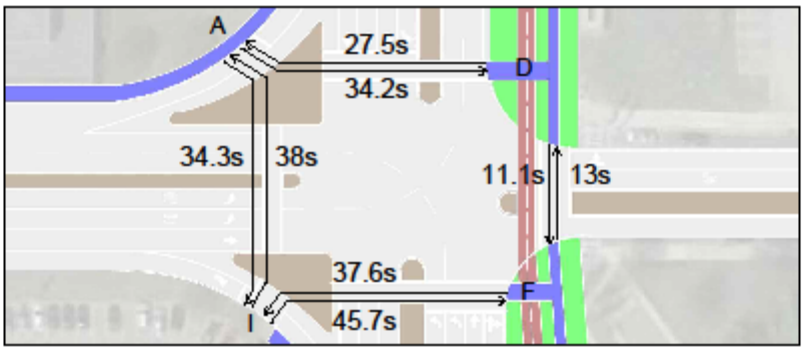
Intersection capacity analysis was done using Synchro. Pedestrian crossing delay was determined using the Northeastern University Ped/Bike Crossing Delay Calculator. Key results are given in the table below. For vehicular traffic, no approach has a volume / capacity ratio greater than 0.95; that is, there is enough capacity for every traffic movement. Average vehicular delay (48-50 s, resulting in Level of Service D) is a reasonable value for a busy urban intersection. Pedestrian delay, averaging 30 s, is also reasonable. "Average pedestrian delay" is a simple average over the 8 possible crossings (4 legs to be crossed in 2 directions each). Average delay by crossing is given in the figure that follows.

Maximum volume/capacity ratio	**a.m. peak 15 minutes**	**p.m. peak 15 minutes**
Maximum volume/capacity ratio	0.93	0.95
Average vehicular delay (s)	48	50
Level of Service	D	D
Pedestrians' average crossing delay (s)	30	*
Worst crossing delay (s)	45.7	*

Summary Performance Measures: 5+2-lane Surface Option with Fully Inflated Demand. (* = not yet analyzed)

Detailed results on pedestrian crossings are shown in the following figure. Crossing times shown are for full crossings, and include any waiting that pedestrians might have to do at an intermediate island.

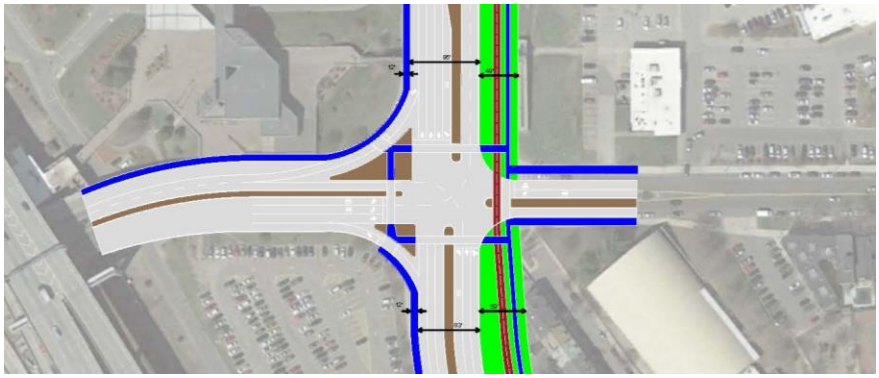
Calculating crossing delay is not a routine task in the industry. An appendix to this report shows the timing for all of the pedestrian phases in the a.m., and sample output from the program used to determine average pedestrian delay was calculated. The Synchro report showing vehicular performance measures is also provided in an appendix.



Crossing Delay for Each of the 8 Crossings, a.m. peak hour, 5+2-lane Surface Option

The 5+1-Lane Surface Option: A Smaller Footprint Intersection for Non-Inflated Demand Values

Omitting the questionable inflation factors mentioned earlier – and thus providing sufficient capacity for traffic projected in 2030 for the peak hour – it becomes possible to carry the traffic with a smaller footprint road, shown below. This option has only one left turn lane, and the linear park south of Austin Street is 11 ft wider. (North of Austin Street, the road footprint is unchanged.) In the a.m. peak, the most congested approach has a volume/capacity ratio of 0.94, and average delay is 52 s.



Smaller footprint layout that could be used if volumes with uninflated 2030 volumes

Conclusion

A surface option can, indeed, provide sufficient capacity for the projected traffic volumes while still leaving ample space for a linear park and offering reasonable service for crossing pedestrians.

This report is based on results for the a.m. peak. Because traffic volumes in the p.m. peak are less, the surface option will work then, too.

The table below compares how much space each option leaves for a linear park and green space on the neighborhood side of Rutherford Ave. The measurement is made just north of Austin Street, where the

right of way is 156 ft wide. The existing road has only a 10’ sidewalk on the neighborhood side. The underpass option leaves 21’ available on the neighborhood side; allowing 12’ for a paved shared use path, that leaves two 4.5 ft strips of grass on either side, or perhaps a 6 ft strip with trees on one side and 3-ft grass strip on the other. The 7-lane surface option leaves 49 ft for a linear park that can host separate walking and bicycling paths, rows of trees, and whatever else the neighborhood wants to put there.

	existing	underpass option	7-lane surface option
Road width, curb-to-curb	135 ft	123 ft	95 ft
Width on the neighborhood side from curb to edge of right-of-way, allowing for 12' path on Community College side	9 ft	21 ft	49 ft
green space on neighborhood side, allowing for 14' of combined sidewalk and path on the neighborhood side (ft)	0 ft	7 ft	35 ft

Right-of-Way Remaining for Green Space in Different Alternatives

The underpass option has been analyzed in a separate document, which also includes a more thorough comparison of impacts between the underpass option and the 7-lane surface option.

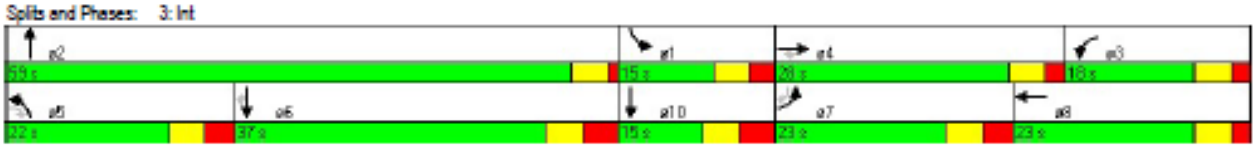
Appendix A: Synchro output for the 5+2-lane Surface Option

Intersection Capacity Analysis **a.m. peak** At grade concept
Rutherford Ave@Austin St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	ø6	ø10
Lane Configurations														
Volume (vph)	336	239	353	138	180	35	370	609	100	59	1801	630		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11		
Storage Length (ft)	220		0	0		0	220		0	120		0		
Storage Lanes	1		1	1		0	1		0	1		1		
Taper Length (ft)	25		25	25		25	25		25	25		25		
Lane Util. Factor	*0.97	1.00	1.00	1.00	1.00	1.00	0.97	*1.00	0.95	1.00	*1.00	1.00		
Frt			0.850		0.976			0.979				*0.920		
Flt Protected	0.950			0.950			0.950			0.950				
Satd. Flow (prot)	3319	1801	1531	1711	1757	0	3319	3526	0	1711	5402	1657		
Flt Permitted	0.950			0.950			0.950			0.950				
Satd. Flow (perm)	3319	1801	1531	1711	1757	0	3319	3526	0	1711	5402	1657		
Right Turn on Red			No			No			No			No		
Satd. Flow (RTOR)														
Link Speed (mph)		30			30			30			30			
Link Distance (ft)		616			871			366			531			
Travel Time (s)		14.0			19.8			8.3			12.1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Adj. Flow (vph)	357	254	376	147	191	37	394	648	106	63	1916	670		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	357	254	376	147	228	0	394	754	0	63	1916	670		
Turn Type	Prot		custom	Prot			custom			Prot		custom		
Protected Phases	7	4		3	8		5	2		1	6 10		6	10
Permitted Phases			4 5				5					6 7		
Minimum Split (s)	11.0	23.5		12.0	24.0		11.0	23.0		11.0			23.0	23.0
Total Split (s)	23.0	28.0	50.0	18.0	23.0	0.0	22.0	59.0	0.0	15.0	52.0	60.0	37.0	15.0
Total Split (%)	19.2%	23.3%	41.7%	15.0%	19.2%	0.0%	18.3%	49.2%	0.0%	12.5%	43.3%	50.0%	31%	13%
Maximum Green (s)	16.5	22.5		12.5	17.5		15.5	54.5		9.0			30.0	8.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5			3.5	3.5
All-Red Time (s)	3.0	2.0		2.0	2.0		3.0	1.0		2.5			3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-1.5	-3.0		
Total Lost Time (s)	6.5	5.5	5.5	5.5	5.5	4.0	6.5	4.5	4.0	6.0	5.5	4.0		
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag			Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes			Yes	
Walk Time (s)		5.0			5.0			5.0					5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0			0					0	0
Act Effct Green (s)	16.5	22.5	39.0	12.5	17.5		15.5	54.5		9.0	46.5	52.0		
Actuated g/C Ratio	0.14	0.19	0.32	0.10	0.15		0.13	0.45		0.08	0.39	0.43		
v/c Ratio	0.78	0.75	0.76	0.83	0.89		0.92	0.47		0.49	0.92	0.93		
Control Delay	63.0	61.2	33.1	86.9	84.8		79.1	24.0		66.9	42.9	42.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		
Total Delay	63.0	61.2	33.1	86.9	84.8		79.1	24.0		66.9	42.9	42.4		
LOS	E	E	C	F	F		E	C		E	D	D		
Approach Delay		51.1			85.6			42.9			43.4			
Approach LOS		D			F			D			D			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 125			
Control Type: Pretimed			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 47.8		Intersection LOS: D	
Intersection Capacity Utilization 86.5%		ICU Level of Service E	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: Int



p.m. peak

Intersection Capacity Analysis
Rutherford Ave@Austin St

At grade concept
PM Peak Hour

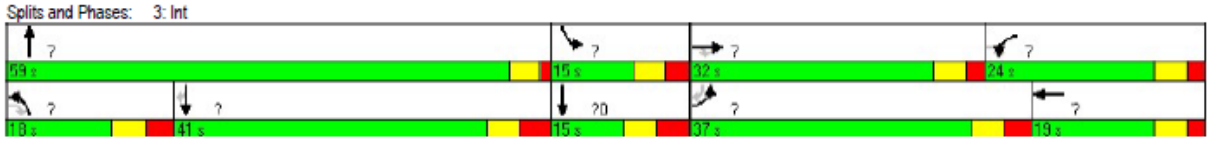
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	?	?0
Lane Configurations														
Volume (vph)	695	300	566	144	58	75	240	969	170	63	1879	490		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11		
Storage Length (ft)	220		0	0		0	220		0	120		0		
Storage Lanes	1		1	1		0	1		0	1		1		
Taper Length (ft)	25		25	25		25	25		25	25		25		
Lane Util. Factor	*0.97	1.00	1.00	1.00	1.00	1.00	0.97	*1.00	0.95	1.00	*1.00	1.00		
Frt			0.850		0.915			0.978				*0.920		
Flt Protected	0.950			0.950			0.950			0.950				
Satd. Flow (prot)	3319	1801	1531	1711	1648	0	3319	3522	0	1711	5402	1657		
Flt Permitted	0.950			0.950			0.950			0.950				
Satd. Flow (perm)	3319	1801	1531	1711	1648	0	3319	3522	0	1711	5402	1657		
Right Turn on Red			No			No			No			No		
Satd. Flow (RTOR)														
Link Speed (mph)		30			30			30			30			
Link Distance (ft)		616			871			366			531			
Travel Time (s)		14.0			19.8			8.3			12.1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Adj. Flow (vph)	739	319	602	153	62	80	255	1031	181	67	1999	521		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	739	319	602	153	142	0	255	1212	0	67	1999	521		
Turn Type	Prot		custom	Prot			custom			Prot		custom		
Protected Phases	7	4		3	8		5	2		1	6 10		6	10
Permitted Phases			3 4 5				5					6 7		
Minimum Split (s)	11.0	23.5		12.0	24.0		11.0	23.0		11.0			23.0	23.0
Total Split (s)	37.0	32.0	74.0	24.0	19.0	0.0	18.0	59.0	0.0	15.0	56.0	78.0	41.0	15.0
Total Split (%)	28.5%	24.6%	56.9%	18.5%	14.6%	0.0%	13.8%	45.4%	0.0%	11.5%	43.1%	60.0%	32%	12%
Maximum Green (s)	30.5	26.5		18.5	13.5		11.5	54.5		9.0			34.0	8.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5			3.5	3.5
All-Red Time (s)	3.0	2.0		2.0	2.0		3.0	1.0		2.5			3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-1.5	-3.0		
Total Lost Time (s)	6.5	5.5	5.5	5.5	5.5	4.0	6.5	4.5	4.0	6.0	5.5	4.0		
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag			Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes			Yes	
Walk Time (s)		5.0			5.0			5.0					5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0			0					0	0
Act Effct Green (s)	30.5	26.5	68.5	18.5	13.5		11.5	54.5		9.0	50.5	70.0		
Actuated g/C Ratio	0.23	0.20	0.53	0.14	0.10		0.09	0.42		0.07	0.39	0.54		
v/c Ratio	0.95	0.87	0.75	0.63	0.83		0.87	0.82		0.57	0.95	0.58		
Control Delay	71.0	73.9	31.1	65.0	92.7		86.0	39.1		77.6	50.1	14.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		
Total Delay	71.0	73.9	31.1	65.0	92.7		86.0	39.1		77.6	50.1	14.6		
LOS	E	E	C	E	F		F	D		E	D	B		
Approach Delay		57.1			78.3			47.3			43.6			
Approach LOS		E			E			D			D			

Intersection Summary

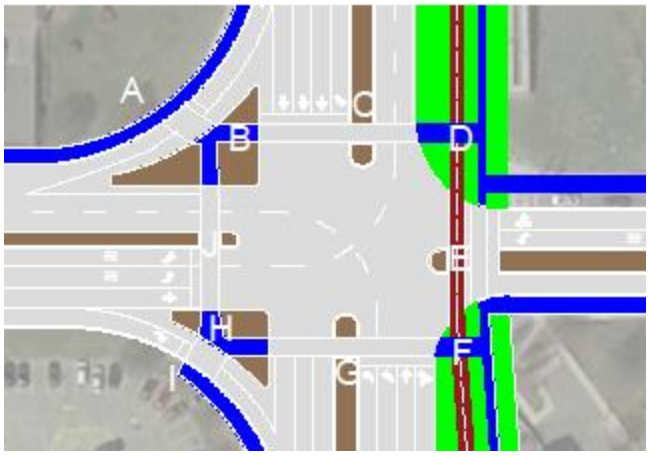
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 125			
Control Type: Pretimed			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 49.9		Intersection LOS: D	
Intersection Capacity Utilization 93.1%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 3: Int

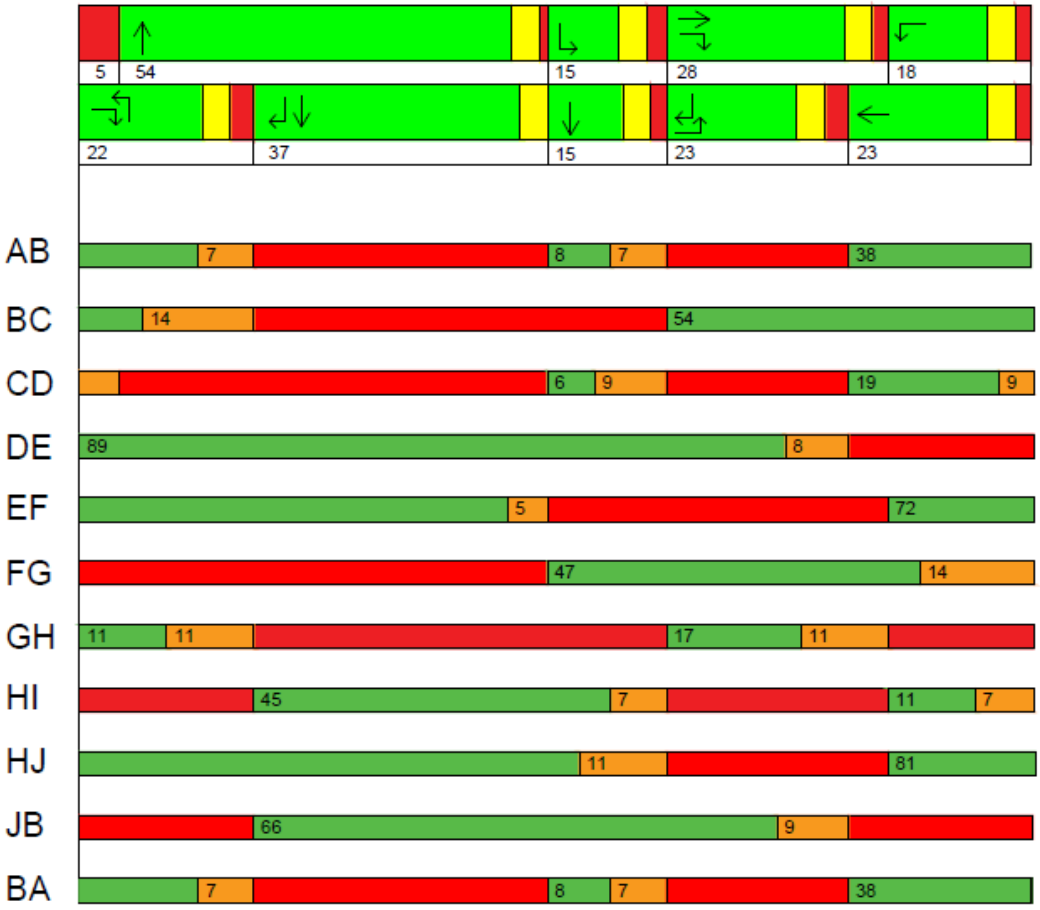


Appendix B: Pedestrian Phase Timing and Example Pedestrian Delay Calculation (a.m. peak)

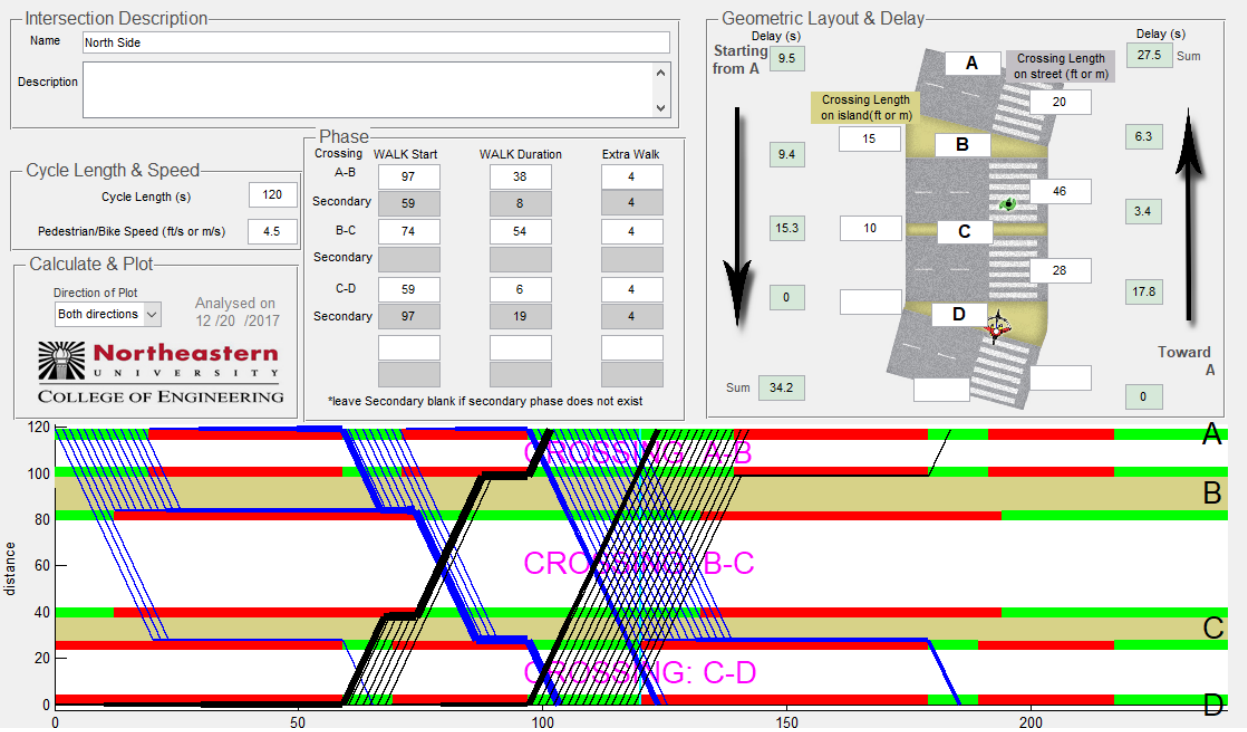


Above: Intersection layout with corners and islands labeled A, B, …, J

Below: Timing plan for each vehicular movement and each crosswalk



Average delay for all the crossings is shown in the body of the report. Here is an example output from the program used to determine pedestrian delay, applied to crossing the north leg of the intersection.



Report from the Northeastern University Ped/Bike Crossing Delay Calculator for the north leg crossing. When crossing from A-D, average delay is 34.2 s; crossing from D-A, average delay is 27.5 s. Blue lines indicate pedestrians walking from A toward D; black lines, pedestrians walking from D toward A.

The Underpass Option at Austin Street: Impacts and Comparison Against the 7-Lane Surface Option

An analysis of the City's proposed "Underpass Option" for the intersection of Rutherford Ave and Austin Street.

Peter Furth

Amelia (Yanran) Chen

Northeastern University

January 29, 2018

City officials have stressed that the underpass option is bound to be more pedestrian-friendly than a surface option because it removes so much traffic from the intersection. And it's natural to think that an underpass option must be better for cars. And some people worry that if there isn't an underpass, the neighborhood might be run over with traffic trying to avoid the congestion on Rutherford Ave.

However, an analysis of the underpass option reveals exactly the opposite:

- Three of its four pedestrian crossings are unsafe – that is, they involve conflicts with right turning traffic with traffic volumes nearly triple the limit allowed by MassDOT.
- While cars that can use the underpass will fly through unimpeded, the surface streets will face delays of 2 to 2.5 minutes, with queues on the Rutherford Ave surface roads growing to almost 500 ft in both directions.
- Far from protecting the neighborhood from cut-through traffic, the underpass option will actually create serious congestion that gives traffic heading to the Gilmore Bridge an incentive to cut through the neighborhood.

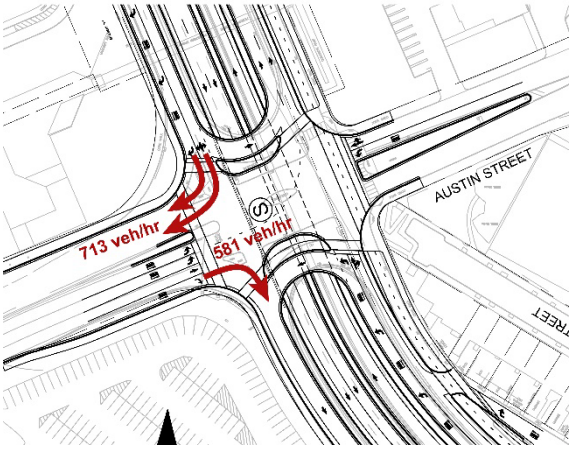
The layout for the City's underpass option can be found at the project website. The City provided us with their proposed signal timing plan and capacity / delay analysis made using Synchro.

For Pedestrians: Crossings with Unacceptable Right-Turn Conflicts

The layout of the underpass option (see figure below) looks pedestrian-friendly – there are crosswalks across all four legs of the intersection, there are no delta islands with slip lanes for right turning traffic, and the Austin Street crosswalks are drawn in a way that shows that pedestrians there will have simple, one-stage crossings.

But when one considers the interaction of traffic and crossing pedestrians, it turns out that three of the crossings are unsafe because they involve conflicts with unacceptably large volumes of right-turning traffic.

Consider first crossing Austin Street on the Gilmore Bridge side. The way the intersection is laid out, the only time its WALK interval could run is concurrently with the southbound traffic on Rutherford Ave. Concurrent pedestrian phases are normal and acceptable when the right-turning volume is small; MassDOT allows concurrent pedestrian phases when the right turning volume is up to 250 vehicles per hour. But the right-turning volume here is more than 700 vehicles per hour! And what's more, cars will be allowed to turn right from two lanes! Clearly, it would not be safe to have pedestrians cross in the face of this massive conflict.



Heavy right-turn flows that conflict with pedestrians in the Underpass Option

The southern crossing of the southbound surface road has the same kind of conflict. It will be concurrent with the eastbound traffic leaving the Gilmore Bridge, presenting a conflict with 310 vehicles per hour turning right in the a.m. peak, and 550 turning right in the p.m. peak, more than double the MassDOT limits for conflicting right turns.

One might ask, Couldn't there be an all-pedestrian phase? In principle, yes; but because the intersection in the underpass option is overcapacity already, adding an all-ped phase would result in such an enormous capacity shortfall that the intersection would be jammed in all four directions.

For the northern crossing of the southbound surface road, the conflict that makes the crossing unsafe is with right turns on red. Right turn on red can be a small, acceptable conflict when the right turn volume is low; but in this case, it's 710 vehicles per hour, turning from two lanes!

Again, one could ask, Couldn't they prohibit right turn on red? Yes, in principle – but, again, that would lead to unacceptable traffic performance because in the underpass option, the intersection design relies on right-turn-on-red to relieve congestion.

The table below compares average pedestrian delay in the underpass option versus the 7-lane surface option (a.m. peak period). Results are for a full crossing, not a single stage.

Average pedestrian delay for the underpass and 7-lane surface options (Rutherford Ave. at Austin Street, a.m. peak hour)

	underpass option	7-lane surface option
East leg, heading north	45 s	13 s
East leg, heading south	45 s	11 s
North leg, heading west	Not safe	28 s
North leg, heading east	Not safe	34 s
South leg, heading west	Not safe	38 s
South leg, heading east	Not safe	46 s
West leg, heading north	Not safe	38 s
West leg, heading south	Not safe	34 s

Other Ways the Underpass Option Fails to Serve Pedestrians

Consider other dimensions of pedestrian-friendliness – how does the underpass option measure up, compared to the 7-lane surface option?

1. Does the underpass option leave as much space for pedestrians walking in the linear park? Not at all. It leaves only 21 ft for a linear park, most which will be paved with a shared use path. Bikes and pedestrians will have to share a 12-ft path, instead of each having their own path, which is preferred. At the Austin Street intersection, pedestrians waiting at the light to cross Rutherford Ave will crowd the path, blocking people on foot or on bike who are trying to get by.

In contrast, the 7-lane surface option leaves 49 ft for a linear park – that's enough space for an 11 ft path for bikes, a 7 ft path for pedestrians, and 31 ft of green space separating them from the road and each other.

2. Does the underpass option mean a shorter signal cycle? Remarkably, while the underpass option has 40% less traffic to process through the intersection, it needs a longer cycle – 130 seconds, versus 120 seconds for the 7-lane surface option. So with an underpass, pedestrians (and motorists, too!) have to wait longer for the next cycle.

3. At least the underpass option doesn't have delta islands and slip lanes on the western corners. In drawings presented to the public, the underpass option indeed looks pedestrian-friendly because, unlike the surface option, it lacks delta islands with slip lanes for right-turning traffic in the two western corners of the intersection. But this is deceptive. The absence of those delta islands is exactly what forces the pedestrian phases to have unacceptable conflicts with heavy right turning traffic. As the underpass option is refined, expect those delta islands and slip lanes to be added – it's the only way to resolve the conflict between heavy right turns and pedestrians.

4. The 7-lane surface option has multistage crossings. Doesn't the underpass option avoid multistage crossings? No. The underpass layout presented to the public has 2-stage crossings across the north and south legs. And once they add the delta islands that are needed in the western corners, there will be 3-stage crossings. Across the east leg only, the underpass option offers a true single stage crossing, but

then so can the surface option – but in the surface option, pedestrian delay will be less because the signal cycle will be shorter and the WALK interval will be longer.

For Cars: Insufficient Traffic Capacity and Severe Congestion

For cars that can use the underpass, the underpass option offers an obvious advantage.

However, the majority of traffic will still have to pass through the intersection. Three traffic movements, affecting more than 1000 vehicles per hour, won't have enough capacity in the a.m. peak hour to keep up with demand (see table below), resulting in long delays and long queues. On Rutherford Ave's two surface roads, average delay will be more than 2.5 minutes and queues extend back nearly 500 ft (on average). Austin Street, leaving the neighborhood, will also be overcapacity, with 2 minute delays and queues longer than 200 ft. These long queues and delays will give drivers an incentive to find alternative routes, cutting through the neighborhood instead of using Rutherford Ave and Austin Street.

Traffic movements with capacity shortfalls in the underpass option (a.m. peak hour)

	a.m. peak hour volume	capacity shortfall	average delay	50th percentile queue length
Northbound surface road, left turn	370	18%	152 s	475 ft
Southbound surface road, thru & left	427	19%	152 s	472 ft
Westbound thru	209	5%	122 s	229 ft
Total	**1006**			

By comparison, in the 7-lane surface option, none of the traffic movements are overcapacity; each has at least 7% slack capacity.

The table below summarizes average vehicular delay for the two options in the morning peak. Averaging all vehicles together, the two options offer a similar level of service: 40 s of delay for one option, 48 s of delay for the other. In the surface option, average delay to thru traffic on Rutherford Ave. is not large – only about 40 s – and the most congested movement has an average delay of less than 90 s.

The underpass option, however, is a tale of two extremes, with zero delay for the two traffic movements that use the underpass and large delays for other traffic movements.

Vehicular delay for the two options

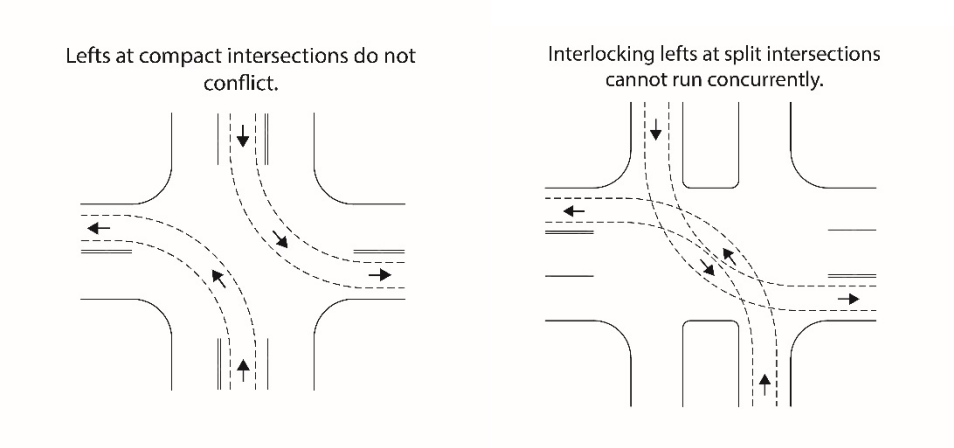
	underpass option	7-lane surface option
Thru traffic on Rutherford Ave		
- Southbound thru average delay (s)	0	43
- Northbound thru average delay (s)	0	24
All other movements		
- Average delay (s)	74	59
- Average delay for most congested movement (s)	152	87
Average delay, all traffic (s)	**40**	**48**

The Inherent Inefficiency of an Underpass Layout

The underpass option removes 40 percent of the traffic from the intersection, yet it performs poorly compared to a surface option. How can this be? It turns out that there are three aspects of an underpass that makes it an inherently inefficient solution.

First, ***the underpass consumes an inordinate amount of space, leaving insufficient space for the surface roads*****.** One might think that, because the City's underpass option cuts the number of travel lanes from 6 (existing) to 3 (proposed, with 2 lanes southbound and 1 lane northbound), the space consumed by the underpass will shrink a lot. But no – the overall space consumed by the underpass shrinks by only 10 ft, because an underpass – with unavoidably high speed traffic – requires wide shoulders, as well as space for structural walls. As a result, the surface roads are limited to 2 lanes each, which isn't enough to serve the heavy traffic trying to turn onto the Gilmore Bridge.

Second, ***an underpass creates a split intersection.*** The northbound and southbound surface roads will be separated from one another by about 60 ft. As a result, left turns cannot run concurrently, because they interlock, as illustrated in the figure below. The traffic signal plan is therefore forced to follow an arrangement called "split phasing," in which each of the four legs has a turn in sequence. Split phasing is both less flexible and less efficient than the normal phase sequence in which opposite directions (e.g., northbound and southbound) run concurrently. One can observe this inefficiency at other intersections with underpasses, such as Mass Ave @ Commonwealth Ave and Mass Ave @ Huntington Ave in Boston, where traffic on the surface roads is often backed up.



Split intersections result in interlocking lefts, which prevent left turns from running concurrently

Third, ***the underpass removes only through traffic, leaving all the turning traffic, which intersections can't process efficiently.*** Traffic signals can process thru traffic efficiently by spreading it over multiple lanes, running opposite directions concurrently, and running it concurrently with pedestrians. Turning traffic, in contrast, can be processed only at low capacity, can't run concurrently with most pedestrian crossings, and (due to the interlocking mentioned earlier) cannot run concurrently with each other.

It's understandable to expect that removing 40% of an intersection's traffic would make it more efficient. However, because the only traffic removed is through traffic, and because the remaining traffic has to be served with a split intersection and without the space it needs for turning lanes, the underpass option actually results in longer delays and longer queues than the surface option.

A Comparison of Impacts

At first glance, the prospect of making a lot of traffic "disappear" by putting it in an underpass seems to offer the promise of better service for everybody. However, it turns out that only underpass users will be better off; everybody else will be worse off, including both pedestrians, motorists who can't use the underpass, and local residents. Below is a list of important impacts, comparing the underpass option against the 7-lane surface option.

1. ***Space for a linear park.*** The surface option leaves 49 ft for a linear park – enough for a walking path, a bicycle path, and 30 feet of green space separating them from traffic and from each other. The underpass option leaves only enough only for a path that pedestrians and bikes have to share, with only a narrow strip of green space separating them from the road.
2. ***Traffic delay.*** Averaged over all vehicles, including those in the underpass, there is only an 8 s difference in average delay between the two alternatives. Of course, the underpass option offers an obvious advantage for long-distance through traffic using Rutherford Ave.; however, this advantage isn't large, because in the surface option, delay to Rutherford's through traffic is only about 40 s. Meanwhile, for traffic that has can't use the underpass, the underpass option has serious capacity shortfalls that affect more than 1000 cars per hour and that result in delays greater than 2.5 minutes and queues almost 500 ft long on Rutherford Ave.'s two surface roads. The surface option has no capacity shortfalls, no long queues, and no long delays.

3. ***Protecting the neighborhood from cut-through traffic by limiting traffic congestion.*** The underpass option results in serious congestion for traffic turning onto the Gilmore Bridge, with backups of almost 500 ft predicted on both surface roads. That will give traffic an incentive to divert to neighborhood streets. In the surface option, there is no such congestion. The delay to through traffic on Rutherford Ave is only 40 s, creating little incentive for people to divert to neighborhood streets.
4. ***Access into and out of the neighborhood.*** With the underpass option, turns into the neighborhood and the traffic movement leaving the neighborhood on Austin Street are overcapacity, with long queues and long delays, while in the 7-lane surface option, all traffic movements into and out of the neighborhood have sufficient capacity. And the surface option creates additional intersections where neighborhood traffic can turn left onto Rutherford Ave (Lynde Street and Baldwin Street), easing the pressure on Austin Street and eliminating the need for U-turns at Austin Street.
5. ***Pedestrian safety and convenience.*** With the underpass option, three out of the four legs of the intersection have crossings with unacceptably high right-turn conflicts, making them unsafe. At the same time, the long signal cycle results in long pedestrian delays. With the surface option, all pedestrian crossings are safe from heavy turn conflicts and pedestrian delays are reasonable. And for people walking along Rutherford Ave., the surface option gives them a path separate from bicycles and far removed from the streets, while the underpass option puts them in a path shared with bicycles and far closer to the street.
6. ***Flood control.*** The underpass option has far more impervious space than the surface option, increasing runoff that can lead to neighborhood flooding. During storm surges and heavy thunderstorms, the underpass is vulnerable to flooding.
7. ***Noise and air pollution.*** With the surface option, the neighborhood is buffered from the street by a wide linear park, with ample space for trees that help capture particulates. With the underpass option, that buffer is only 21 ft wide, with limited green space for vegetation.
8. ***Flexibility to adapt to future needs.*** The future is going to bring vast changes to transportation that are hard to predict. With a surface option, it would easy and relatively inexpensive to add an additional lane if traffic grows more than expected, and would likewise be easy to shrink the road if traffic grows less than expected, or if technology (connected vehicles, automated vehicles) makes traffic flow so much more efficient that fewer lanes needed. With an underpass option, the road layout is locked in – there is no room for further road expansion, nor would not be possible to shrink the road without getting rid of the underpass.
9. ***Cost.*** The underpass option costs a lot more than a surface option. In any comparison of impacts, one should consider the benefits that could be obtained if MassDOT could save millions of dollars on this project and invest them elsewhere.

The table below summarizes this impact comparison.

Another interesting comparison to make is against the existing situation. The Commonwealth and City are planning to spend around $150 million for this project – what will they get for it? The underpass option essentially changes nothing, except for adding about 10 ft of green space to the neighborhood side of Rutherford Ave and converting the sidewalk into a shared use path. And it fails to provide increased capacity for traffic turning onto the Gilmore Bridge.

By contrast, the surface option creates new value – a linear park with benefits to walking, bicycling, recreation, flood control, and a buffer against noise and air pollution in the neighborhood. The flexible layout of a surface option allows for expanded capacity for traffic turning onto the Gilmore Bridge. The more compact intersection layout will serve pedestrians better, and the more efficient traffic flow will ease access to and from the neighborhood and better protect it from cut-through traffic.

Alternatives comparison indicating the more favorable alternative by impact

	underpass option	7-lane surface option
Parkland		√
Delay to long distance, north-south commuters	√	
Delay to all other traffic		√
Protect neighborhood from cut-through traffic by preventing congestion		√
Neighborhood access		√
Pedestrian safety and convenience		√
Flood control and resilience		√
Noise and air pollution		√
Flexibility		√
Cost		√

In transportation planning, rarely is a comparison of alternatives this lopsided. The underpass scores better on only one impact: less delay to some long-distance commuters, and the amount – 40 seconds – is almost trivial. The 7-lane surface option is superior on all the other impacts, costing less and providing flexibility for the future, while giving the neighborhood and the Boston region something of lasting value.

Attachment D

www.RCIC-Charlestown.org

October 19, 2017

Stephanie Pollack, MassDOT Secretary and CEO
Members of the Metropolitan Planning Organization
Suite 2150
10 Park Plaza
Boston, MA 02116

Secretary Pollack and Members of the Metropolitan Planning Organization:

We are writing to express our concerns that in planning for Rutherford Avenue/Sullivan Square (RA/SS), the City of Boston has not used state-of-the art data and modeling tools, has not explored a surface option solution, and has prematurely moved toward selecting a preferred option without adequate financial analysis. On May 18, 2017 BTD presented a "preferred" design that effectively rebuilds the current underpasses at Sullivan Square (SS) and Austin Street, and continues to place regional traffic flow above our local quality of life. In addition, the selected option is inconsistent with the City's planning goals as stated in the GoBoston 2030 Vision and Action Plan, Imagine Boston 2030, and the Citywide Resilience Strategy, which all recognize the importance of and seek to implement multiple modes of travel. Hundreds of Charlestown residents have made clear their preference for open space along a narrowed Rutherford Avenue, and for the 2013 MAPC-funded Design Study concept for Sullivan Square.

The Transportation Improvement Program (TIP) for the region requires difficult decisions regarding included projects, given current funding constraints. It is imperative, therefore, that projects included be designed efficiently and cost-effectively, and consider capacity management/mobility, clean air/clean communities, transportation equity, and economic vitality. (FY2018-FY2022 Final TIP, pg. ES-5)

In addition to the attached Lower Mystic Regional Working Group (LMRWG) letter sent out recently, which we request you consider, we note several factors which fail to meet MPO goals:

- BTD's data indicates most intersections at Sullivan Square will be at LOS A during morning and afternoon peak traffic in its Underpass Option design, a roadway capacity inconsistent with MPO goal of capacity management, and which violates clean air/clean communities goals by encouraging an increase in driver use of the corridor.
- BTD failed to use contemporary traffic assumptions exhibited in studies of McGrath Boulevard, thus effectively estimating future demand too conservatively.
- BTD did not fully explore a Surface Option design which could provide reasonable levels of service in what is a dense urban setting. The cost of such an option remains undetermined. We believe the decision to proceed with an Underpass Option is premature and presents a substantial cost risk to the TIP.

Prior to any funding decision for the Rutherford Avenue/Sullivan Square (RA/SS) project, we urge MassDOT and the MPO to request the City of Boston to carry out further analysis including:

- Use of VSSIM software to model the project, incorporating the same demand assumptions used in the nearby McGrath Boulevard project (e.g., Peak Hour Factor (PHF) of 0.98), and by incorporating traffic demand management in the region as recommended by the LMRWG; these data should be accompanied by calculations of disappearing traffic, and by consideration of induced demand generated by the design options.
- Creating a Surface Option (S/O) concept design and cost estimate, offering reasonable levels of service for a dense urban setting like that at Sullivan Square/Austin Street, and by comparing the S/O cost to the cost of an Underpass Option.
- Producing a Traffic Impact and Analysis Study (TIAS), making public its assumptions for mode split and annual traffic growth.
- Generating and publishing calculations of pedestrian delay at each intersection.

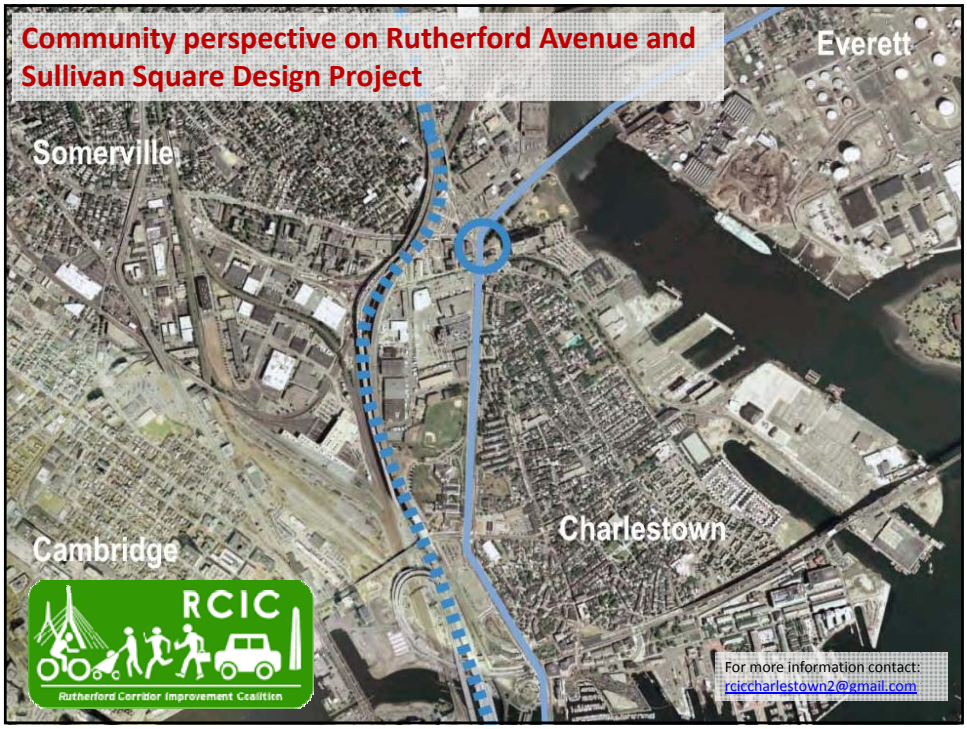
Finally, a surface design allows for significant development along Rutherford Avenue, and in a redesigned Sullivan Square. The current underpass design eliminates much of that potential. We urge MassDOT to require the City to calculate future revenue lost when comparing the Surface and Underpass Options (as is done in the State's I-Cubed program) and not just construction costs.; There are significant financial implications for loss of revenue if several of the RA/SS developable parcels are lost, revenues that cannot be replaced by highly unpredictable air right development over a relocated underpass.

In conclusion, Charlestown's long history of community engagement has contributed to superior designs which enhance our quality of life, and have lead to extraordinary redevelopment in the town. The suppressed Mystic Tobin Bridge connections and City Square Park are but two examples of this community engagement. We urge the MPO again to ask the City for further comprehensive analysis as we have described. Thank you very much for your attention and time.

Ivey St John for

the Rutherford Corridor Improvement Coalition (RCIC)

RCIC is a coalition of advocates supporting the rebuilding Rutherford Avenue & Sullivan Square to reflect goals and objectives of Imagine Boston 2030 and Go Boston 2030. We seek to return these streets to urban residential & commercial use, reflecting conditions in the other parts of Charlestown.


Community perspective on Rutherford Avenue and Sullivan Square Design Project
Everett
Somerville
Cambridge
Charlestown
RCIC
Rutherford Corridor Improvement Coalition
For more information contact:
rciccharlestown2@gmail.com


Rutherford Avenue and Sullivan Square today…
2

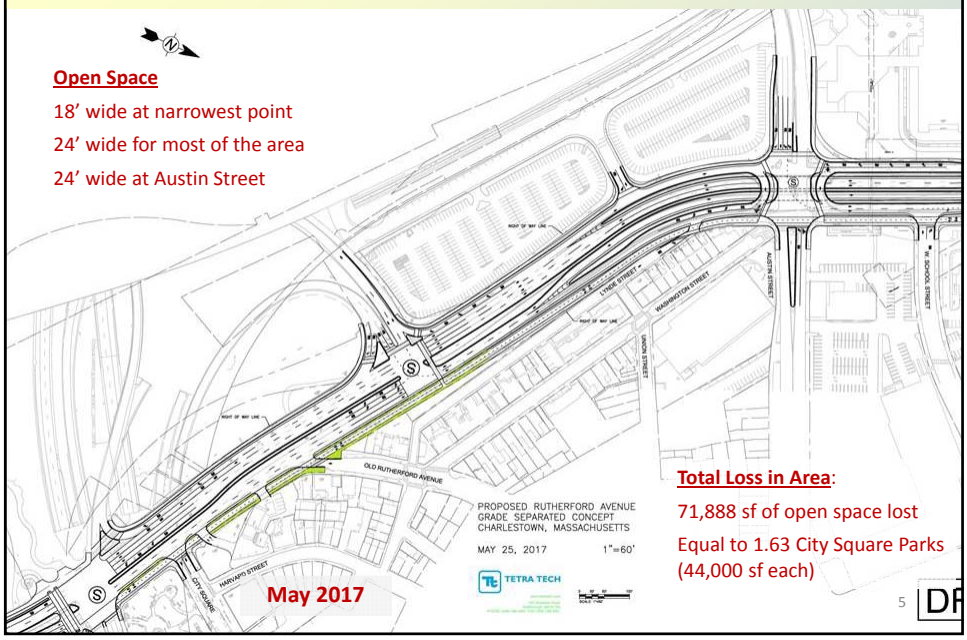
BTD's stated project goals

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

3

City Square to Austin Street – Surface Option

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:

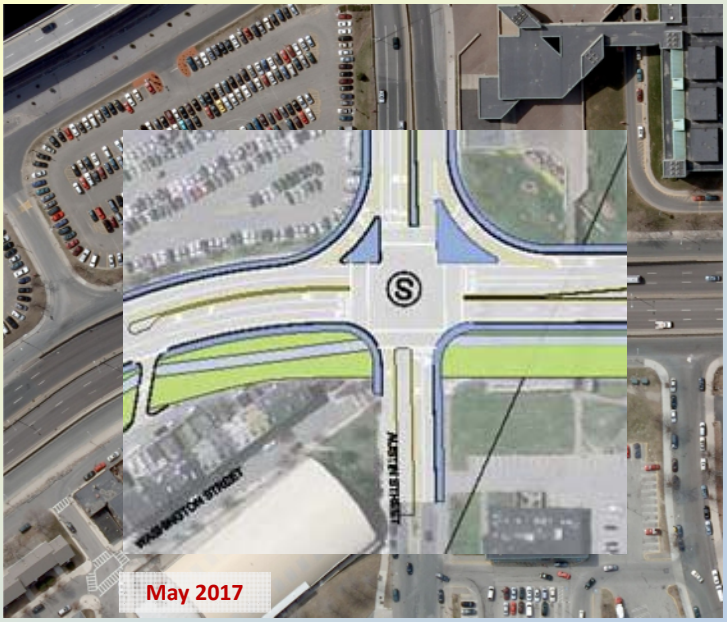
71,888 sf of open space lost

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

May 2017

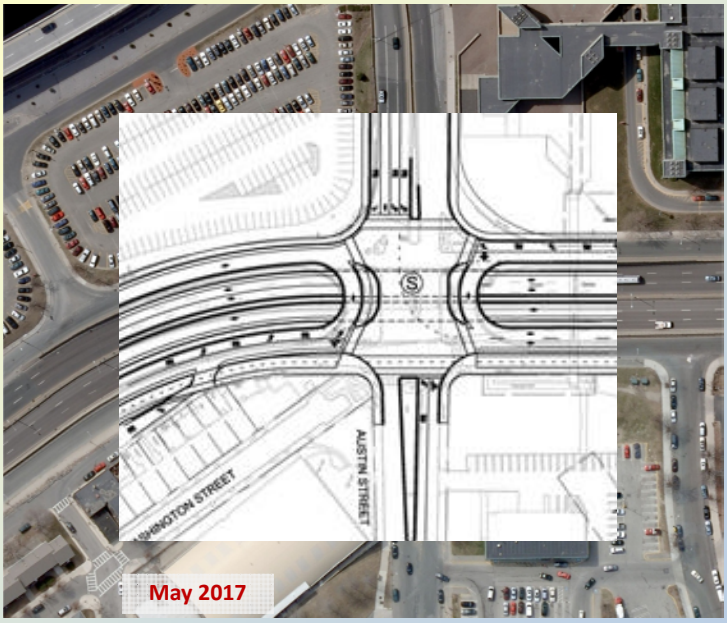
5

Austin Street – Surface Option



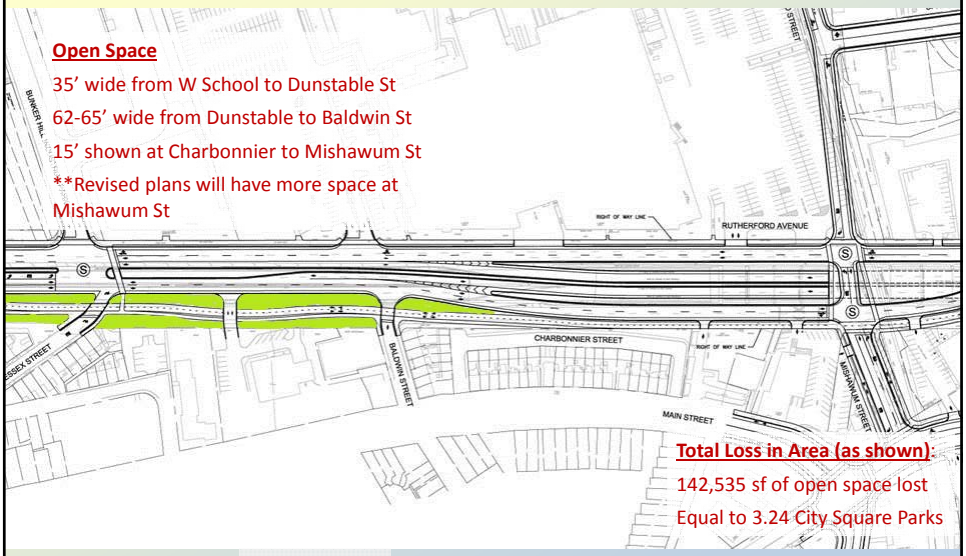
May 2017

Austin Street – Underpass Option



Essex to Mishawum Street – Surface Option

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

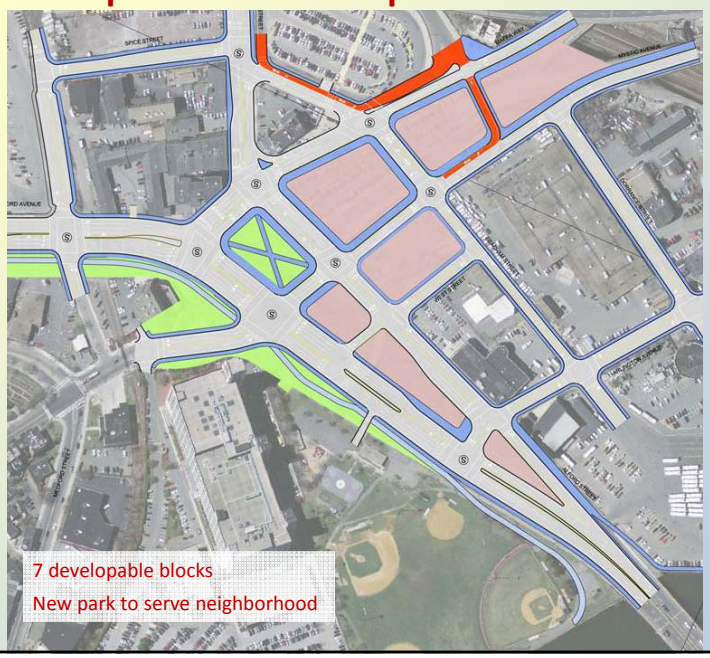
Total Loss in Area (as shown):

142,535 sf of open space lost

Equal to 3.24 City Square Parks

May 2017

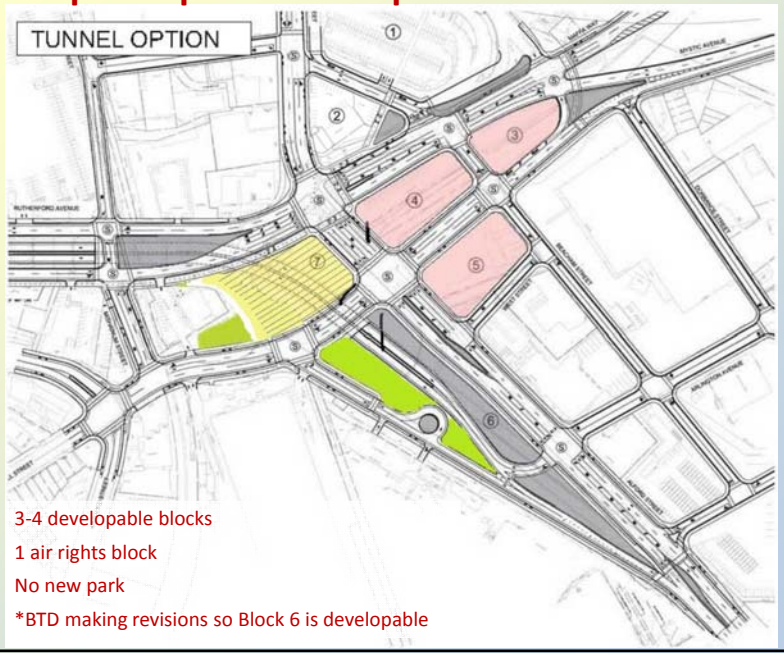
Sullivan Square – Surface Option



7 developable blocks

New park to serve neighborhood

Underpass Option Developable Sites



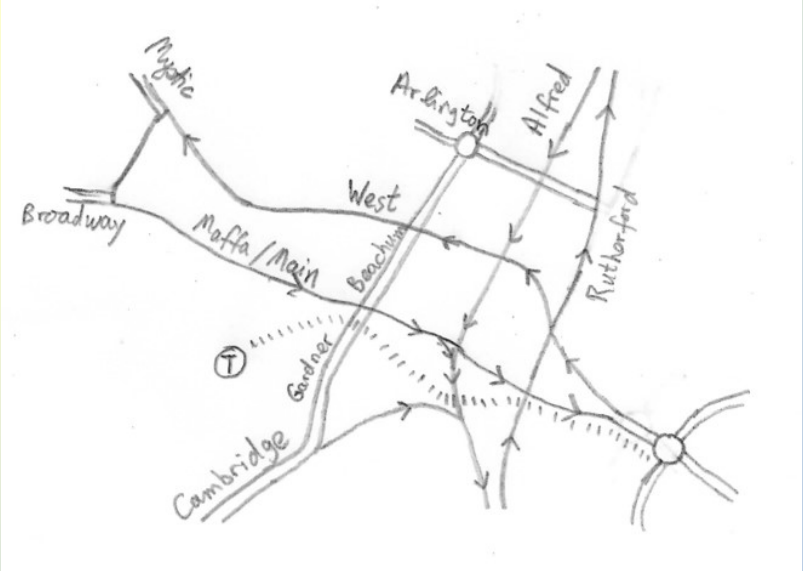
3-4 developable blocks

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

13

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

14

TODAY

TOMORROW?

Attachment F

Rutherford Corridor Improvement Coalition

www.RCIC-Charlestown.org

Sandy Johnston
UPWP Manager,
MPO Staff
Suite 2150
10 Park Plaza
Boston, MA 02116

REVISED 6/15/17

Dear Ms. Johnston:

As you know, transportation numbers can often be used to justify bad decisions and the role that CTPS plays in providing forecasts that are unbiased and data-driven, is critically important. That also means that the methodology that the agency uses is must be state-of-the art - if not better – so that the billions invested in transportation in the Boston metro-area are utilized for their highest benefit to transit riders, pedestrian, cyclists, and vehicle drivers.

We continue to struggle with the City of Boston's plans for Rutherford Avenue/Sullivan Square (RA/SS). The City has announced in May that its preferred design is to effectively rebuild the current underpasses at Sullivan Square (SS) and Austin Street, which is unfortunate, as it continues to place regional traffic above local needs. Hundreds of residents have made it clear that we seek to have a 50+-foot corridor of open space created along the neighborhood by narrowing Rutherford Avenue and moving the traffic away from century old residences toward the industrial/mixed-use parcels abutting I-93.

This green corridor would provide a transitional opportunity for multi-use paths and greater connection to the Sullivan Square and Community College MBTA stations. Data has shown that people are willing to walk farther to transit if they do so in a pleasant environment and we know that improved connectivity in Charlestown will improve pedestrian, cyclists and local transit use. In addition, the surface option redesign would provide many acres of developable land that can be used for transit-oriented development, further increasing transit ridership. The City's preferred design is a 1960's answer that not only anticipates that new development will rely on single car occupancy travel, it compels a local street to serve travelers who should remain on I-93 or the Tobin Bridge, at great cost to resident health and safety.

The RCIC urges the MPO to:

- Elevate pedestrians, cyclists, and transit riders in CTPS analyses so they receive equal treatment to vehicles; i.e., measure people-trips in lieu of vehicle trips. This would be consistent with the new USDOT congestion rule that counts persons rather than vehicles. Indeed, transportation analysis as a whole should conform to the new USDOT congestion rule requirements. We recommend that all projects at less than 25% design be re-analyzed using the new congestion rules and specifically request that CTPS reanalyze the surface and underpass options for Rutherford Avenue/Sullivan Square project using this framework.

- Incorporate strict transportation demand management requirements on analyses of all new developments, similar to those currently imposed on the Wynn Harbor Casino. In addition, the TDM requirements should require flex time and work at home regulations, and emphasize multi-passenger service to water and rapid transit points.
- Incorporate more frequent Orange Line service analysis (e.g. three minute headways).
- Develop a strong methodology to evaluate "disappearing traffic" as well as "induced demand". As we have seen, the gridlock that was anticipated in advance of construction on key bridges in the area, like the Longfellow Bridge and Mass Ave Bridge, never materialized. One of the Boston area's greatest assets is that travelers have choices on what mode they choose. All efforts should to encourage transit, cycling, and walking over vehicle travel.

Such a methodology used on each and every new development of more than four units will force collaborations and partnerships among developers, and will provide a substantial reduction in vehicle trips, making the City of Boston's preferred design immediately obsolete and inappropriate.

We ask that this request be filed with each transportation study, which considers vehicle trip generation and traffic studies.

In summary, Charlestown has a long history of making our transportation projects better for the community. That history is celebrated in the moving inscriptions at City Square which compare what might have been to what we have today, which works for the community. We ask that respect be paid to this tradition of serving the community while meeting transportation needs.

Thank you very much,

Monica Lamboy Elizabeth Levin Nathan Blanchet Robert Pelychaty

David Yashar Rachel Brown MB Flanders Ivey St John

Rutherford Corridor Improvement Coalition (RCIC) Working Group

RCIC is a coalition of advocates who support rebuilding Rutherford Avenue and Sullivan Square in a design reflecting the goals and objective of Boston 2030 and Go Boston 2030. We seek to return these streets to urban residential and commercial use in keeping with other parts of Charlestown.

Attachment G

Rutherford Corridor Improvement Coalition
www.RCIC-Charlestown.org

October 2, 2017

Lower Mystic Regional Working Group
c/o Massachusetts Department of Transportation
10 Park Plaza, Room 4160
Boston, MA 02116

Re: Impact of BTD's Rutherford Avenue / Sullivan Square Redesign on Regional Traffic

Dear Members:

The Lower Mystic Regional Working Group (LMRWG) is commended for identifying alternatives designed to enhance and increase use of transit services, expand walking and bicycling opportunities, and establish transportation demand management (TDM) programs as mechanisms to reduce traffic in the region and along the Rutherford Avenue/Sullivan Square (RA/SS) corridor. The alternatives identified are very effective strategies to reduce the use of single occupancy vehicles, and mitigate the impact of future residential and commercial growth.

However, for the LMRWG's efforts to be successful, the underlying road network must be designed with the same goals in mind. Unfortunately, the Boston Transportation Department's (BTD) current design for the RA/SS corridor appears to make accommodating single occupancy vehicle use as its highest priority, in contrast to the GoBoston 2030 Vision and Action Plan, Imagine Boston 2030, and the Citywide Resilience Strategy, which all recognize the importance of and seek to implement multiple modes of travel.

BTD's preferred design for the corridor, unveiled on May 18, 2017, does not prioritize pedestrian and bicycle access to Charlestown's two T Stations, and does not promote alternative strategies for moving people through the corridor. In addition, it fails to fully accommodate transit oriented development in the RA/SS area, as envisioned in the 2013 MAPC-funded Sullivan Square Disposition Study. We fear that BTD started with an end goal in mind, which Mayor Walsh appeared to hint at when he joined Charlestown residents at a community gathering this summer.

We write now to articulate our concern that Underpass Option fails to align with the Working Group's goals and alternatives. We are hopeful the Group will encourage BTD to reassess and improve the preferred design, in light of a MAPC representative's observation on September 25th that there is no measurable difference in regional traffic flow between the Surface and Underpass options. This indicates local conditions, such as quality of life, should receive predominant weight in the design outcome.

We believe surface alternatives do exist and should be explored. We have, therefore, attached Exhibits A and B. The first addresses concerns about BTD's designs for Rutherford Avenue and Sullivan Square,

and the second includes suggestions for further study by the Lower Mystic Regional Working Group, in coordination with the City of Boston.

We strongly believe it is in the interests of the Commonwealth, the City of Boston, and the Charlestown neighborhood to examine significantly more effectively options for the RA/SS area. We urge the LMRWG to take a close look at our suggestions.

Thank you for your consideration.

Nate & Gitte Blanchet
Washington Street

Amy Branger & Andrew Klein
Tremont Street

Pam Daley
First Avenue, Charlestown

H David & Liz Hennessey
Monument Square

Kate Kennan & Chris Mian
Rutherford Ave, Charlestown

Monica Lamboy
Pearl Street, Charlestown

Elizabeth & Chuck Levin
Bunker Hill Street, Charlestown

Robert Pelechaty
Washington Street

Ivey St. John
First Avenue, Charlestown

Emma & David Yashar,
Union Street, Charlestown

ccs:

Stephanie Pollack, Secretary, MassDOT
Jay Ash, Secretary, EOHED
Matthew Beaton, Secretary, EOEA
David Mohler, MassDOT and Eric Bourassa, MAPC, MPO Co-Chairs
Congressman Michael Capuano
Mayor Martin Walsh, Boston
Mayor Carlo DeMaria, Everett
Mayor Joseph Curtatone, Somerville
Marc Draisen, Executive Director, MAPC
Rick Dimino, A Better City
Mary Skelton Roberts and Lisa Jacobson, Barr Foundation
Becca Wolfson, Boston Cyclists Union
Rafael Mares, Vice President, Conservation Law Foundation
Stacey Thompson, LivableStreets
Chris Dempsey, Transportation for Massachusetts (T4MA)
Wendy Landsman, WalkBoston

EXHIBIT A

Shortcomings in BTD's designs about which we are concerned include:

1. The Underpass Option design has excess capacity that will draw vehicles to the area. In BTD's analysis, of the 14 intersections north of Chelsea Street, 8 intersections at the AM peak and 9 PM peak will operate at LOS A or B, levels that fail to reflect a typical urban environment. Off peak conditions will allow for speeding. (See Attachments A and B).

2. In accounting for changing driving patterns, BTD used a Peak Hour Factor (PHF) of 0.94, and not the MassDOT standard of 0.92, and should be complimented for doing so. However, the McGrath Boulevard project ultimately used a PHF of 0.98, (after receipt of feedback from stakeholders) due to high levels of predicted congestion. BTD should have done the same with the Sullivan Square traffic model as high levels of congestion leads to less "peakiness" and a PHF closer to 1.0.

3. BTD should account for "disappearing traffic" in the same way the McGrath Boulevard project accounted for disappearing traffic (aka "Traffic Evaporation"). The Embarcadero Project in San Francisco was used as a model for that project.

4. Data we received from BTD was generated by Synchro modeling software that has limitations for large projects with complex geometry such as at Sullivan Square. VSSIM modeling includes allowing drivers to make alternate routes decisions in the face of congestion, whereas Synchro modeling does not. Given the complexity of Sullivan Square, we would recommend a VISSIM model be used to evaluate alternatives.

5. BTD has not differentiated between "big LOS F" and "small LOS F", as MassDOT did for the McGrath project. Instead, it should allow for "small LOS F". Indeed, from an efficiency perspective, LOS E is the most efficient use of roadway space and that approach should be included for this project.

6. BTD projected exceedingly large traffic volumes to and from the now vacant area around the intersection of Arlington and Beachum. This suggests that they anticipated new development in this area, but input the new development into standard "trip generation" factors to determine that 500 cars per hour would be coming from and going there.

   The Arlington/Beachum Street area will be a transit oriented development, with fewer than standard vehicle trips. Experience in Kendall Square reveals that with strong TDM, total trips will not increase due to a combination of low-auto use in new development and increasing transit and bicycle use. It appears that the traffic volumes BTD is analyzing are unnecessarily pessimistic.

7. BTD did not adequately study Sullivan Square surface alternatives that could distribute traffic via a series of multi-lane roads. Instead, BTD inefficiently increased lanes on only two roadways - Maffa Way and Rutherford Avenue - to address its demand calculations, while keeping the other roadways constrained. This drives a poor LOS when one 6-7 lane roadway intersects with a second 6-7 lane roadway, and both roads allow left turns. It appears BTD did not study other surface configurations, such as one-way couplets, in a search for ways to distribute the traffic.

8. BTD's recent design for the Rutherford Avenue and Austin Street intersection does not appear to have had significant study, despite the fact that this intersection was the subject of much controversy and discussion in 2012 and 2013, when Mayor Menino supported the Surface Option design, and it was included in the State's the 10 year TIP plan.

   BTD's design for RA reduces the stacking capacity for southbound vehicles turning onto the Gilmore Bridge, while the Menino-approved version had two right turning lanes adjacent to the Bunker Hill Community College, thus separating the turning lanes from the southbound through-lanes to downtown. The current BTD design has 3 surface lanes along the length of Rutherford Ave, with one lane converting into the right turn lane onto the Gilmore Bridge. If the turn lane backs up, which it regularly does, vehicles will begin stacking in the right through lane – a very unsafe situation. As designed by BTD, this intersection has a LOS of F. In addition, no data has been provided that supports the need for an underpass north and southbound at Austin Street.

9. BTD's presentation on May 18th, on page 16, showed only an AM peak delay of 3.2 minutes and a PM peak delay of only 2.7 minutes along the entire length of the study area in 2040 between the surface design and the underpass design. Those figures are from studies prepared by the Working Group.

10. BTD has not shown cost estimates as yet for the Underpass Option and has provided no comparison to the cost of the Surface Option. Those figures are critical to an informed design decision.

11. Significant community benefits can be found in the 2013 Surface Option approved design and in BTD's current 2017 Surface Option, including greatly expanded green space along the entire length of Rutherford Avenue, from the North Washington Street Bridge to the Mystic River. These designs allow for a generous shared use path, an adjacent sidewalk, and significant amounts of green space which provide excellent access to the T Stations.

    The width of the shared use path is critically important to encouraging neighborhood residents and workers to use transit. Studies have shown that people are willing to walk much farther in a pleasant environment than in an uncomfortable environment. Section drawings reveal that the Surface Option moves vehicles at least 50+ feet away from neighborhood homes, and perhaps as much as 65 feet away. In contrast, the Underpass Option is highly constrained at key locations such as Mishawum Street, near the Sullivan Square T Station and Austin Street near the Community College Station.

    The constraints near Sullivan Square occur at a location where: 1) multiple pedestrians and cyclists will likely be waiting to cross Rutherford Avenue or Maffa Way to get to the T Station, 2) pedestrians and cyclists are not protected from moving traffic since the existing parking lane is being eliminated, and 3) they will be next to the open underpass – a location likely to ice over easily. Although both alternatives improve the conditions that exist today, an opportunity to dramatically transform access to the T Stations will largely be missed with the Underpass Option. (See Attachments D and E.)

12. BTD's current Sullivan Square Underpass design virtually eliminates several development parcels, which were developed in the Disposition Study of 2013. These parcels were designed to greatly enhance biking and pedestrian access to the T station and as effective people movers to various destinations. BTD indicates that some blocks shown on the Underpass Option will be available for

air rights development, but in most circumstances that type of development is cost prohibitive. In the meantime, large open cuts will exist above the underpass areas in a location that is intended to be pedestrian friendly.

13. Although investigation into the impact of sea level rise is underway and suggests that the addition of berms in the area can address potential overflows of the Mystic River, severe rain storms present a threat that a berm cannot address. The recent lessons of Houston, west Florida, and Puerto Rico show how quickly intense rainfall can flood an area. Closer to home, in July 2010, a rapid rainstorm caused more than 15 feet of water to flood into the McGrath Underpass to Assembly Row, requiring the rescue of a trapped driver by an off duty firefighter (see photo[1]). The Rutherford Avenue corridor – the site of the former Lowell Canal - has a high water table, making inadvisable a sub-surface construction intended to move large numbers of people.

McGrath Underpass Rescue, July 10, 2010

14. A Surface Option offers flexibility in the event of extraordinary traffic volumes generated by sporting events at the Garden, concerts at the future casino, and other large public gatherings. Specifically: a) contemporary traffic signals can be programmed to change signal timing automatically to alleviate heavy demand in a particular direction; b) a Surface Option can be designed to allow center lane direction to be changed by the police in order to allow large volumes of traffic to exit an area to rapidly; and, c) Instituting parallel parking in Sullivan Square area, would allow eliminating it at times when event traffic would be anticipated. Electronic traffic meters have the ability to communicate with parkers, informing when vehicles must be removed or be towed. This flexibility is impossible in an Underpass Option.

[1] Retrieved from http://www.pictureboston.com/blog/tag/flash-flooding/, October 1, 2017.

EXHIBIT B

Based on the concerns above, we would like to respectfully request that the LMRWG perform further analysis of transportation alternatives so that the design for Sullivan Square and Rutherford Avenue reflects its regional goals of mitigating and reducing traffic, and reflects strategies that move people instead of just vehicles. We specifically request that the working group analyze:

1. At least two additional surface design alternatives at Sullivan Square:

    a) A two-way grid concept with expanded capacity at streets other than Maffa Way and Rutherford Avenue and reductions in left turn movements– In BTD's Underpass Option, Rutherford Avenue flows directly into Maffa Way, thereby eliminating a left turn. A similar shift should be considered in the Surface Option.
    b) A one-way grid concept - In this alternative, vehicles would be dispersed through a north-south one-way couplet (Rutherford Avenue and Alford Street) and an east-west one-way couplet (Maffa Way and Main Street), with expanded capacity at nearby streets. (Attachment F)

2. At least four additional surface design alternatives at Austin Street:

    a) Elimination of the underpasses, yet inclusion of effective stacking capacity for southbound vehicles turning right onto the Gilmore Bridge. In concert with this alternative analysis, the timing of the light at the bridge and McGrath Highway should be studied to understand whether or not the phasing should be changed because of the narrowing of McGrath Boulevard.

    b) Inclusion of elements of Continuous Flow Intersection – In this type of intersection, vehicles turning left do so several hundred feet before the intersection. We suggest this study for vehicles traveling from Cambridge into Charlestown on the Gilmore Bridge who then turn left (northbound) on Rutherford Avenue. A visual depiction of a continuous flow intersection can be found at https://www.youtube.com/watch?v=E-gpAnP0nrU.

    c) Inclusion of a Michigan left - In this type of intersection, the left turn is moved up half a block. It is our understanding that this design was used in the Casey overpass project.

    d) Southbound underpass only at Austin Street – if Alternatives A-C above are not viable for Austin Street, a southbound underpass could be studied.

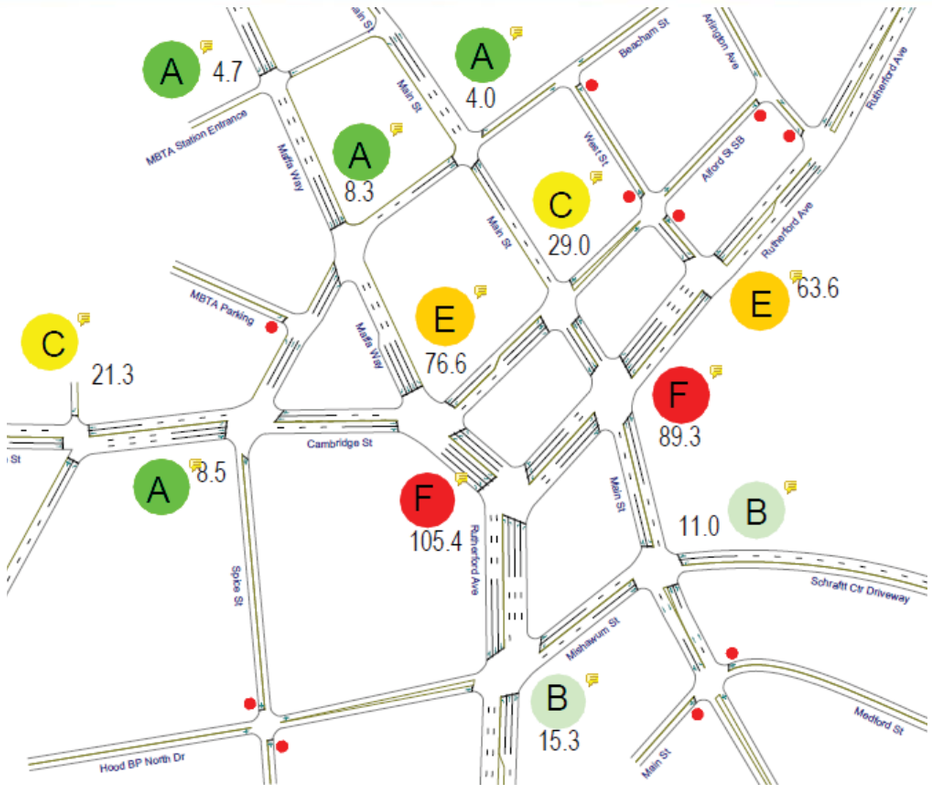
    In addition, we would like to suggest that VSSIM modeling software be used for alternatives analysis. Given the number of roadways and alternatives, and the neighborhood's desire to prevent cut through traffic, modeling software that accounts for driver choices seems wise.

    We also believe a Peak Hour Factor (PHF) of 0.98 should be used, as it was for the McGrath Boulevard study.

    We hope that BTD will prepare a Traffic Impact and Analysis Study (TIAS) and make public its assumptions for mode split and annual traffic growth. It would appropriate for the public to have a chance to examine and comment upon the City's estimates of future traffic growth.

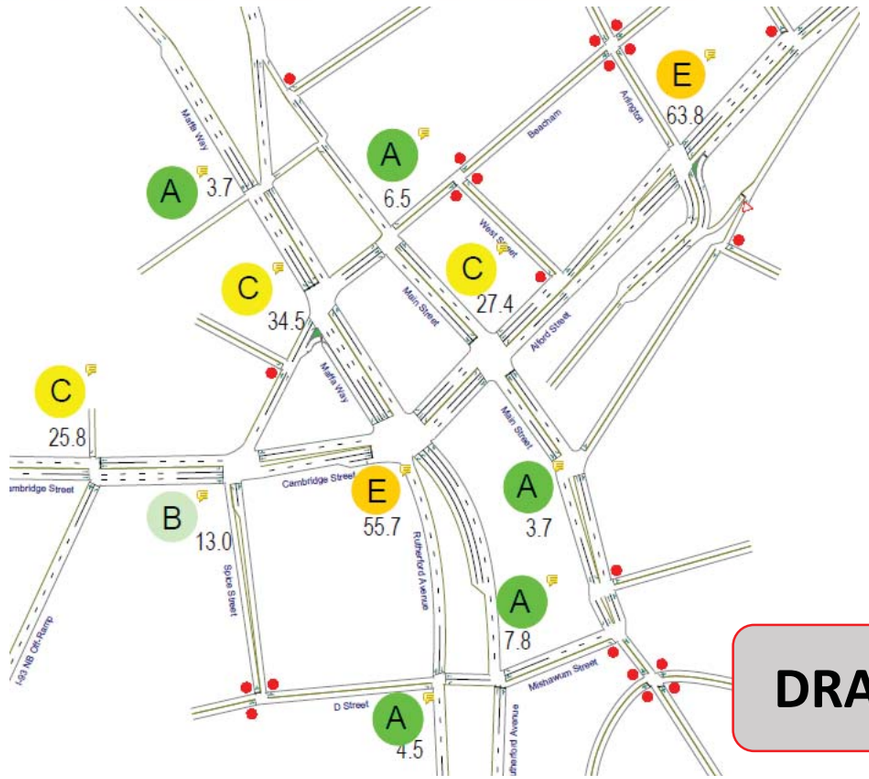
We also hope that the LMRWG and/or BTD will model and publish anticipated pedestrian delays at all intersections in the RA/SS study area for each of the roadway alternatives. In light of Charlestown's proximity to the Bunker Hill Community College and the Sullivan Square T Stations, and the LMRWG's goal of increasing transit use, it seems wise to focus on ensuring pedestrian and biking experience is enhanced and successful.

TRAFFIC ANALYSIS RESULTS – AM Peak - Tt



AT-GRADE CONCEPT

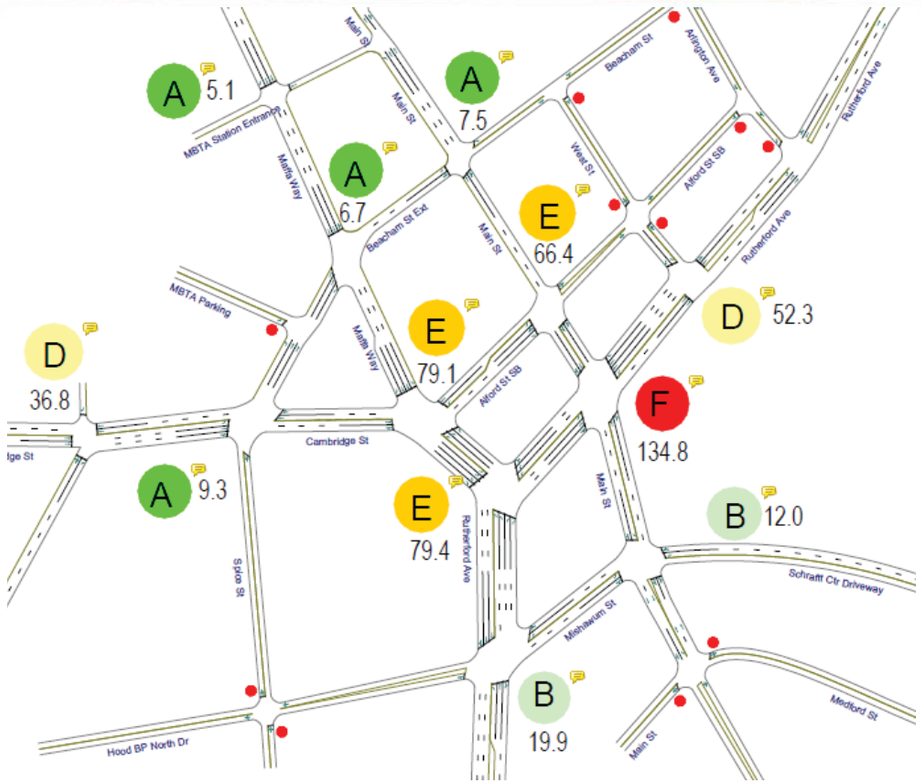
SYNCHRO Performance Measures



UNDERPASS CONCEPT

DRAFT

TRAFFIC ANALYSIS RESULTS – PM Peak - Tt



DRAFT

AT-GRADE CONCEPT

SYNCHRO Performance Measures

UNDERPASS CONCEPT

LOWER MYSTIC WORKING GROUP

LOWER MYSTIC REGIONAL WORKING GROUP

MassDOT | CTPS | MAPC | City of Boston | City of Everett | City of Somerville

CTPS Model Output - January 23, 2017 - Surface vs. Underpass

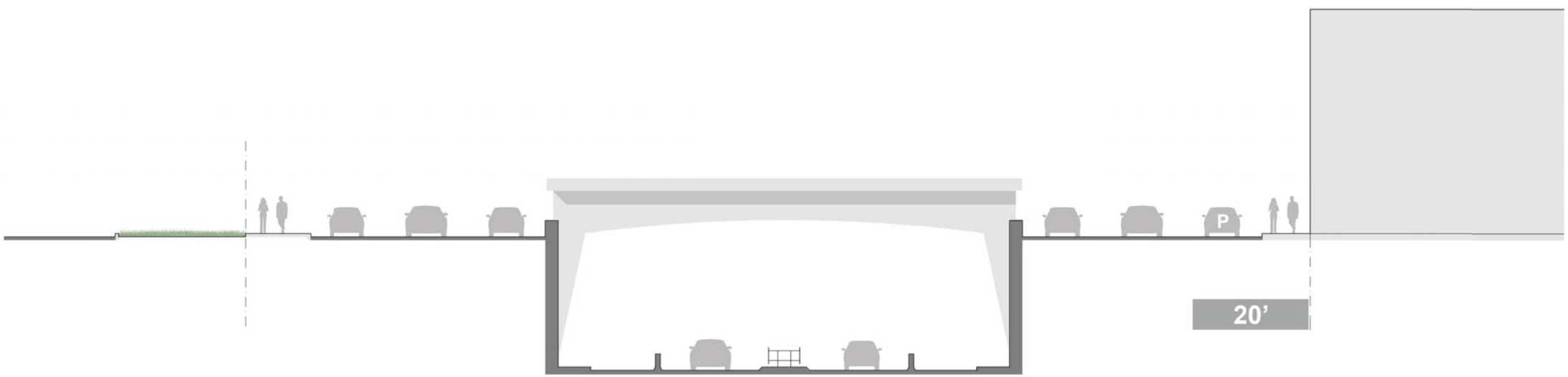
Regional Location			AM Peak Hour Delay (Seconds)			PM Peak Hour Delay (Seconds)		
INT #	Intersection	City	2040 Surface	2040 Underpass	More Favorable	2040 Surface	2040 Underpass	More Favorable
32	Sullivan Square (Route 99 @ Mystic/Main/Cambridge)	Charlestown	106	65	Underpass	52	33	Underpass
31	Rutherford Ave @ Austin St/Gilmore Bridge	Charlestown	95	38	Underpass	115	67	Underpass
30	Rutherford Ave @ Rt 1 Ramps	Charlestown	75	31	Underpass	42	23	Underpass
29	City Square (Chelsea St @ Rutherford/No. Washington)	Charlestown	73	41	Underpass	92	51	Underpass
56	Main @ Austin St	Charlestown	36	18	Underpass	82	46	Underpass

Source: Lower Mystic Regional Working Group Final Presenation 1-23-2017

SYNCHRO Performance Measures

ATTACHMENT D

Rutherford Ave. Cross Section:
Existing at Mishawum St.



RCIC
Rutherford Corridor Improvement Coalition

Rutherford Ave. Cross Section:

Underpass Option at Mishawum St.

RCIC

Rutherford Corridor Improvement Coalition

Rutherford Ave. Cross Section:

Surface Option at Mishawum St.

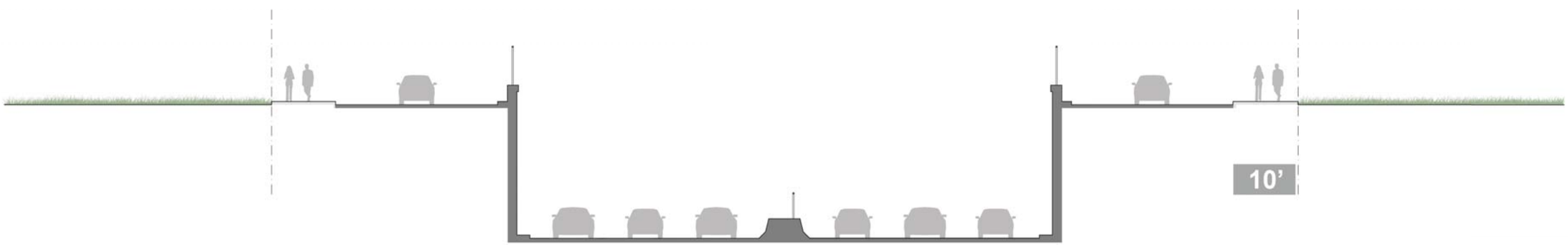
RCIC

Rutherford Corridor Improvement Coalition

Rutherford Ave. Cross Section:
Surface Option at Mishawum St.

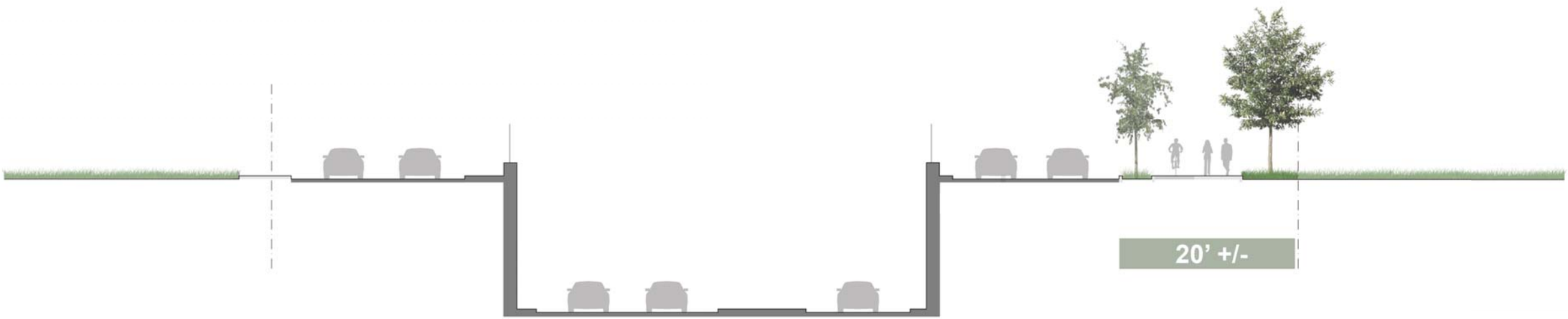
RCIC
Rutherford Corridor Improvement Coalition

Rutherford Ave. Cross Section:
Existing at Austin St.



Rutherford Corridor Improvement Coalition

Rutherford Ave. Cross Section:
Underpass Option at Austin St.



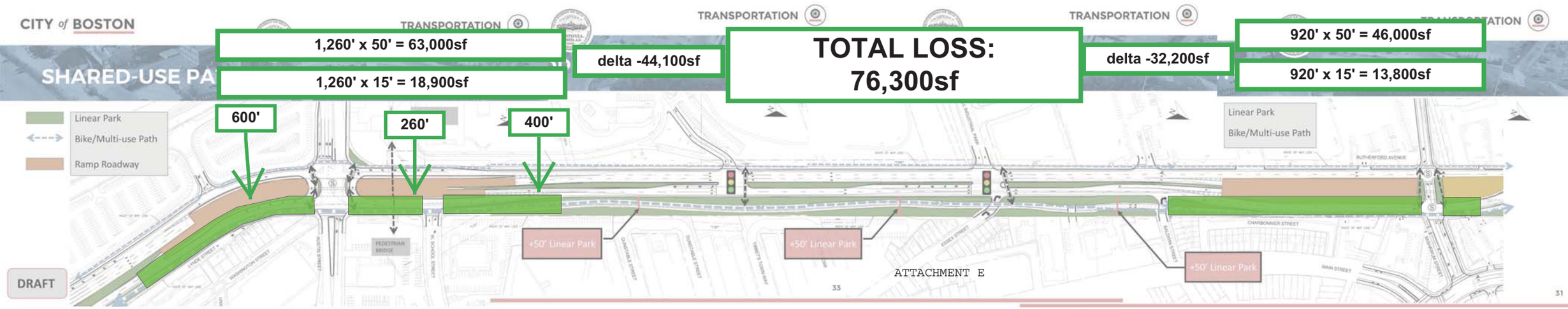
RCIC
Rutherford Corridor Improvement Coalition

Rutherford Ave. Cross Section:
Surface Option at Austin St.

RCIC
Rutherford Corridor Improvement Coalition

Rutherford Ave. Cross Section:
Surface Option at Austin St.

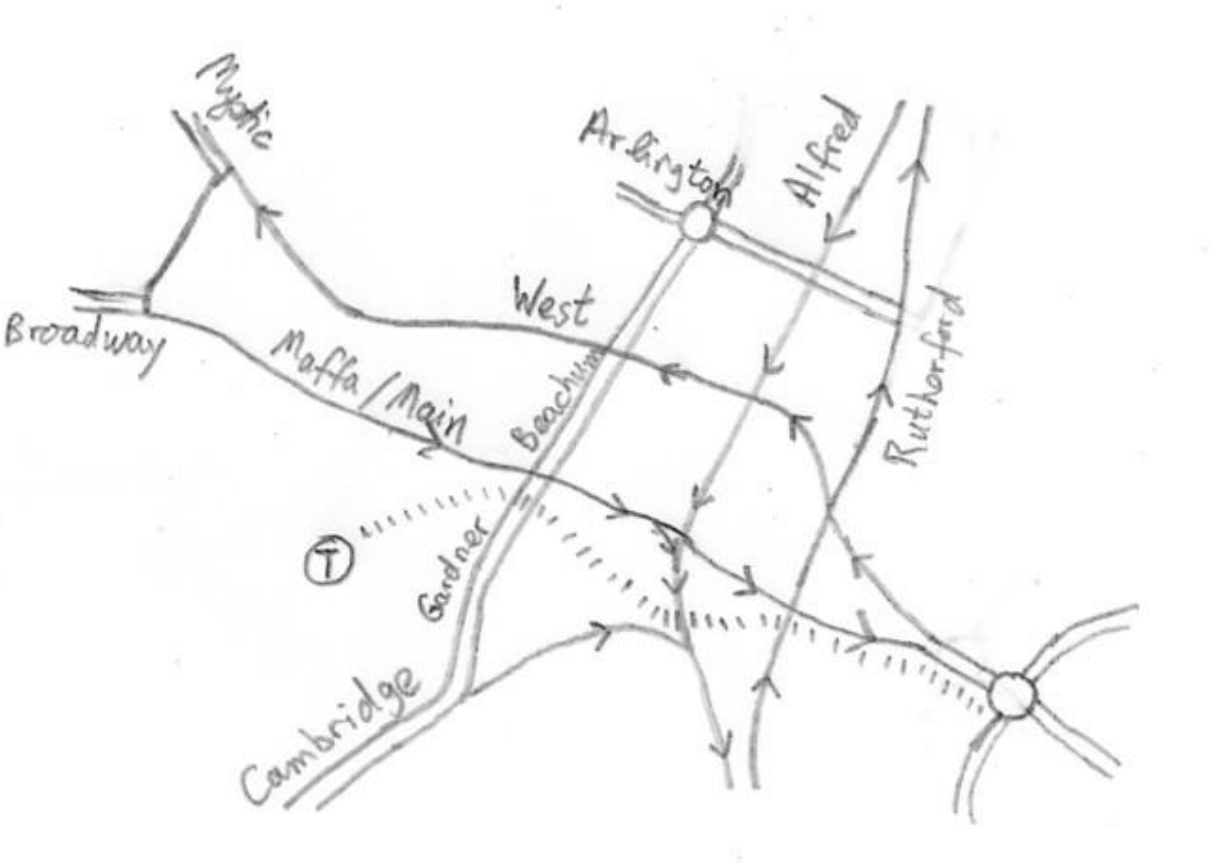
RCIC
Rutherford Corridor Improvement Coalition



Overlay and calculations prepared by RCIC.

Concept Plan for Sullivan Square as a One-Way Grid

Peter Furth, 6/5/17



Single lines represent one-way streets (which may have multiple lanes); double lines represent two-way streets; and the line with dashes is the walking path from the neighborhood to the T station.

Traffic analysis would be needed to determine how many travel lanes are needed on each road but my guess is as follows:

- Alford and Rutherford: 3 lanes each
- Maffa/Main and West: 2 lanes each (possibly 3 on some blocks)
- Gardner / Beachum: 1 lane per direction (and thus 2 lanes)
- Arlington: 1 lane per direction (and thus 2 lanes)

The key to a one-way grid plan with close intersection spacing is to have a short signal cycle. That, in turn, requires that all the signalized intersections split time only two ways, i.e., one phase for the N-S street, one for the E-W street, with concurrent pedestrian crossings and no left turn phases or all-pedestrian phases. To accommodate pedestrian crossings, the minimum cycle length would be 44 s (22 s per street); to have additional capacity and to account for imbalance in demand, a longer cycle length

will be desirable. I assume 65 s, which would allow one street to have a split as great as 43 s while the other has a split of 22 s.

The blocks surrounded by one-way streets have a circumference of roughly 1300 ft. With a cycle length of 65 s, that allows for traffic progression (green wave) in all four directions (N, S, E, W) at a speed of 20 ft/s, which is 13 mph, a speed that represents a very good balance between the needs of traffic (a short cycle combined with a green wave at 13 mph will give cars very good service) and the needs of pedestrian safety.

(This, by the way, is essentially how downtown Portland, Oregon's traffic circulation works: a one-way grid with square blocks spaced 275 ft on center, giving a block circumference of 900 ft. Signals have 2 phases, with a 70 s cycle, resulting in a progression speed of 900 / 70 = 13 ft/s or 9 mph.)

Traffic analysis would have to be done to confirm whether turn volumes at each intersection are indeed low enough to permit concurrent pedestrian crossings. In my preliminary scan, I preview that one location (Alford @ Maffa/Main) will have so great a right-turn volume that concurrent pedestrians would not be safe. In the concept sketch, I deal with that right-turn conflict by routing pedestrians to cross instead at a crosswalk about 180 ft south of it, where Cambridge St meets Alfred. The resulting pedestrian detour is part of the path indicated in the figure from the Charlestown neighborhood to the T station.

The concept plan includes two roundabouts, both intended to have a single circulating lane. A roundabout intersection at Arlington and Beachum will help preventing backups onto Alford Street. The other roundabout, at the entry to Charlestown where Main / Bunker Hill / Medford meet, is not critical to the success of the one-way grid, though it would reduce delay for cars and pedestrians and would probably help limit backups to Rutherford Ave.

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>
Date: Thu, Mar 15, 2018 at 10:32 AM
Subject: [Transportation Improvement Program (TIP)] Landham Road intersection at Route 20 in Sudbury -- please fund (Sent by Patricia Brown, patbrownian@me.com)
To: tip@ctps.org

Patricia Brown (patbrownian@me.com) sent a message using the contact form at http://ctps.org/contact.

I tried to attend today's (Thursday, March 15) MPO meeting to advocate for the Landham Road intersection on Route 20 in Sudbury, but the Alewife Parking Garage was closed as "Full" at 9:05 am.

I would be speaking at today's MPO meeting right now had it been possible.

I spoke in favor of the Landham Road intersection at the March 1 MPO meeting, and all those comments still apply. The one additional point I would add is that Route 20 is a state-owned right-of-way. That is, MassDOT is responsible for securing the necessary easements to complete this project. Reconfiguration of this dangerous intersection has been Sudbury's Number 1 transportation priority since 2009. The 25% design hearing in Sudbury was held on May 17,2016. I understand that continued advocacy is necessary to secure funding, and that Sudbury cannot pursue this project independently. I respectfully but fervently request that the Landham Road/Route 20 intersection in Sudbury be placed on the TIP in the earliest possible year.

Thank you.

Pat Brown, Sudbury

ZIP code: 01776

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>
Date: Thu, Mar 15, 2018 at 7:56 PM
Subject: [General Comment] Landham Road/Route 20 Intersection (Sent by Chris, cmackinnon@mountida.edu)
To: publicinfo@ctps.org

Chris (cmackinnon@mountida.edu) sent a message using the contact form at http://ctps.org/contact.

To Whom It May Concern (clearly it doesn't concern anyone too much at this point),
Please don't gloss over this email quite yet. As a lifelong Sudbury resident and former public servant to the town, I want to express my concern over the extremely dangerous and infamous intersection on Landham Road at Route 20 in Sudbury, MA. I will say that there are several intersections in and around town that require traffic lights. However the intersection on Landham Road at Route 20 is in DIRE need of a traffic light. I'll try to keep it somewhat brief here if you're still reading. I live on the south side of Sudbury. Thus, I have to approach this intersection pretty frequently. Needless to say, taking a left turn from Landham Road to head west on Route 20 (especially at peak driving times) is about as dangerous as taking the turn with your eyes closed. I'll paint a picture for you since you probably have no clue as to where I'm talking about. Think of it like the letter "T". The vertical line is Landham Road and the horizontal line is Route 20 (which is by far the most congested road in Sudbury with the most traffic hosting thousands of cars daily). If I'm approaching Route 20 from Landham, I can either take a sharp left turn and head west on Route 20 OR I can take a slight right turn and merge onto Route 20 East (hope I didn't confuse you yet). Turning left can cause several things to happen: Cars will line up behind one another on Landham Road perhaps 15-25 cars deep; cars passing on Route 20 are going above the 30 mph speed limit especially at rush hour; cars headed eastbound come around a dangerous slight bend in the road thus being harder to see prior to turning; cars headed west bound will rarely let you go as they turn down Landham Road headed south; when a car on Route 20 stops and lets you pull out in front of them, it often results in impatient drivers crossing over the fog line in order to pass them which could result in a t-bone collision; cars turning onto landham road have to worry about cars merging right onto Landham road and hope that each car yields (which never happens). So those are a few scenarios you can find yourself in. If I confused you, I invite you to travel north on Landham Road and take a left onto Route 20 specifically during rush hour to see for yourself. Look, I could go on and on about that intersection. And I get it, it's technically a state highway in Massachusetts. But how does a grocery store and an apartment complex that have been under construction for maybe only 2 years and approximately 2 miles west of this intersection IN THE SAME TOWN get

multiple traffic lights before Landham road gets anything? It doesn't make sense to me. Can someone explain that logic? How much money did Whole Foods pay the state for that light to go up? Or how much did Avalon pay for that other light? How much did Stop and Shop have to pay to get a light 2 miles east in Wayland? To me, it seems like the town/state care more about saving money rather than saving lives and that's sad. It's troubling, really.
Again, as a life-long resident and former public servant to the town, I've seen first-hand and have heard about the dangerous accidents that have happened at that intersection. It's no joke. People have died there in the past. Perhaps, they would still be alive had there been traffic lights there. We all know that it's dangerous, so do something about it please.
There's a 55+ residential community at that Route 20 and Landham intersection and I can only imagine the hell they endure when turning there. Again, I understand my message isn't going to give that intersection a traffic light over night. And it most definitely won't reach any of the "big-wigs" in charge of the state highway projects. So then why am I writing this you ask? Because as a resident, this is the only way to express concern about something that really shouldn't be looked over or placed on the back-burner for the next 5-10 years. This state has the money to do it. And if it "doesn't" than that would be like me calling Bill Gates a poverty-stricken 62 year old man. The stats are there for the taking. 170 documented accidents there in the last 10 years including one fatality. Does that stat not qualify for a traffic light? Perhaps they should've built the Whole Foods near that intersection and they would've put one there right? As I stated earlier, I understand there are several proposed projects that are sent in each year to you guys but this one needs some serious consideration. I see 2019 or 2023 being a potential time for this project to begin (and that's just if we're lucky). It should've happened years ago before I could start driving but I know that it's constantly being put on a back-burner for some reason. If it happens next year, great, that would be awesome and appreciated! If 2024 rolls around and there's nothing, than that's a slap in the face to the tens of thousands of people who travel those roads each day and the Sudbury community as well. The stats aren't going to change, they're only going to get worse if something doesn't get done soon. If you made it this far in my email, I applaud you and thank you for taking the time to read what I wanted to say. I'll close with this...driving a vehicle is an every day activity for most people. I drive, maybe you, the reader of this message have driven. There's been a time in our lousy morning or evening commutes where we've taken a short cut to avoid a congested intersection or to avoid a dangerous turn, right? The state needs to be more proactive in improving intersections of all types. I'll admit that all of this planning, organizing and the system in general is most likely way too complex for me to understand and nothing is simple. But it shouldn't take a genius to see what is really wrong with the intersection at Landham Road and Route 20. This area should've been the number one priority years ago, especially before the other Route 20 traffic lights were installed in town which are actually still

currently being constructed. Thank you and don't forget to take a trip over to Sudbury and stroll through the intersection! I know you probably won't but consider it some time if you haven't already. Thanks again and I hope the ball will get rolling on this very soon! -Chris

ZIP code: 01776

From: ctps@ctps.org [mailto:ctps@ctps.org] On Behalf Of Jonathan Weiss

Sent: Friday, March 16, 2018 5:47 PM

To: ctps@ctps.org

Subject: Rutherford Ave Funding

Dear Metropolitan Planning Organization,

I am writing to urge you to deny the latest request by the Rutherford Corridor Improvement Coalition to delay the funding for the Rutherford Ave project.

From conversations I have had, I believe the majority of Charlestown is happy with the current plan (and the process that led to its design). We want to see construction get under way and not go back to square one.

Regards,

Jonathan Weiss

9 Lyndeboro St.

Charlestown, MA 02129

From: Ryan Gavin <rgavin55@gmail.com>

To: <ctps@ctps.org>, <David.Mohler@state.ma.us>, <ebourassa@mapc.org>, <John.Bechard@dot.state.ma.us>, <john.romano@state.ma.us>

Cc:

Bcc:

Date: Sun, 18 Mar 2018 20:36:19 -0400

Subject: Rutherford ave Charlestown

Dear MPO,

I read with great disappointment that the RCIC has requested a delay in federal funding for the Rutherford Ave transformation.

I was a proponent of the surface option before the BTD made adjustments in its new designs. We get 80% of the benefit of the surface option with the new design (in particular the buffered green space for the neighborhood and linear park). In fact I'm still listed by the RCIC as a supporter on their website, though I've requested I be removed (things have changed dramatically over the past year). They do not speak for me.

We need a solution for Charlestown now and should not slow this project down. I'd prefer no underpasses and fewer vehicles, but trust that the BTD has done a thoughtful analysis. How is a small group of philosophers holding the town hostage?

Get practical. Get it done.

Ryan Gavin

Charlestown