



**Notes from 08/20/2014 Meeting at MGC with members of
Rutherford Corridor Improvement Coalition and Charlestown Neighborhood Council**

Commentators for Surface Design

The history of involvement with the Sullivan Square reconstruction project began with the late 2007 redesign. Interested parties participated in 20 community meetings. The slides used today (attached) are excerpts from a 2-year series of meetings from 2008-2010.

Boston Transportation Department lead the series of meetings and discussed options.

RCIC is made up of Charlestown residents and started website in 2012.

In 2012 a petition was signed by 800 residents regarding the surface redesign.

The surface design for Sullivan Square is changing from an oval to a grid system for better connections; more green space; better crossings; and this grid can handle traffic.

Austin Street design: Congressman Capuano called a meeting with BTM and consultants. The city decided on the surface option plan for Austin Street which is the same option as Sullivan Square.

The new plan of landed green space and separation of buildings from street is more desirable.

It has been noted that traffic in a trench (the underpass) amplifies noise due to cement walls of ramp and tunnel versus a surface option.

Trucks accelerate coming out of tunnel as they speed up creating loud engine noise.

Trucks coasting down the hill make a loud noise.

The new plan provides for 50 feet of green space between road and residences in the surface option. Commentator, using a rope, visually showed 50 feet. There was follow-up conversation that described the gain of open space with the Underpass option.

Commentator explained how dispersion of traffic works. There would be more parallel parking; and sidewalks from the 7 new parcels used in this plan.

Commentator discussed how Wynn traffic, under the RA/SS Plan could be directed north through Beacham Street and eventually over the Alford Street Bridge. The southbound traffic could go into Somerville and reach 93S through a planned U-turn associated with Partners move to Assembly Row.

How did Wynn describe mitigation plans: Beacham Street not discussed.

Commentator for Underpass Design

The plan was pushed by some Charlestown groups. It was not supported by the full City of Boston (Charlestown).

The community was not given all the information about the impact of the elimination of underpass option prior to Boston approval.

Signalization information was not made available. Nevertheless, a vote was taken at a meeting with a predominance of surface option supporters.

It was recommended that the Commission look for BRA minutes from meeting at Schrafts. It is the 1st meeting with figures in the presentation. Residents were concerned about the significant number of vehicles in Sullivan Square for the surface option.

In regard to the Austin Street/Rutherford Avenue intersection, any interruption of traffic coming from Austin Street would be a big impact to Charlestown residents.

Although Commentator asked Boston many times, commentator never received the signalization data.

BTD predicted 2500 additional cars going through Austin Street intersection without the tunnel.

What is signalization going to do? What would happen on the Austin Street side with so many additional cars? Signalization is not going to eliminate the additional traffic.

City of Boston \$11,000,000 design phase is likely on hold until license award.

A goal of the proponents is to discourage traffic in Charlestown/Rutherford so people will seek alternative routes.

The problem with Main Street and Mishawum Street:

Commentator explained the problem with RA/SS plan in that it sends 1000 vehicles through Mishawum Street. This plan would interfere with Rutherford Avenue and Main Street traffic.

BTD had 10 community meetings and four were important ones regarding Sullivan Square.