

Sullivan Square/Rutherford Ave Public Meeting

1.24.18

Public Comments:

Unnamed Group:

- How do we extend business districts? (Lower Broadway to Sullivan)
- Retail needs to face retail
- Emission concerns near I93
- Parcel A will be loud, need to program
- Parking adjacent to retail – slow I93 Off-ramp

Jim F & Cecelia's Group:

- Austin Street Underpass → can it become a surface road?
- Concurrent pedestrian crossing? Where?
- Left hand turn on North side of Parcel C? If you allow that, then its not really a dedicated bus lane
- What are possible future land uses?
- Which parcels are the right size for different uses?
- Decking over tunnels is expensive. Is it financially feasible here?
 - We will guide development to be able to pay/fund open space
- Does base budget cover the cost of decking over Parcel A?
- How does alignment of underpass compare to the underpass today? Will it need to be reconstructed?
 - Yes, but some parts are very similar.
 - What are the cost implications?
- What are the MBTA Vehicle volumes and trips?
 - They maintain about 300 busses here.
- Ways to make MBTA land more efficient? What are their current and future needs for maintenance?
- What options were explored for the dimensions of the underpass to maximize developable land?
- Flood and sea level rise design interventions?
 - Elevating Main St. as a shorter term intervention than rebuilding the sea wall
- Could the rail line be reactivated?
 - Massport doesn't have immediate plans for the rail but would like to maintain their right-of-way
- The existing sewer line? Why would you want to relocate it?
 - In case we want to expand developable area on parcel
- Do the utility constraints on Parcel A provide an argument for it being open space?
- Current maintenance of utilities vs. under a future building? When the surface option was being explored, what were the plans for relocating utilities?
- BRT route seems a little circuitous/zig zagging through the square – any other options?

- Could you get a BRT lane on Beecham? Is it de-facto BRT now?
 - Yes, essentially de-facto now
- Overall plan for BRT lanes throughout the neighborhood? How different planning segments come together?
- Private property included in this concept – are there conversations happening with those land owners?
- Parcel A: challenging to envision it as a very usable open space because it is surrounded by so many roadways
- Service and loading considerations: especially A, B & E. On site?
- How do you get from the trail to the Alfort Street Bridge (for cyclists)?
- How do you connect from Everett with the grade change?
- Maffa Connection to Broadway? Coordination with Somerville?
- Pedestrian facilities along Maffa with connection to Broadway?
- \$160M figure for just Sullivan or entire project?
 - Preliminary number for entire project
 - When was that cost estimate made?
 - 2010 or so