



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
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MEMORANDUM

To: Cambridge Planning Board
From: Sue Clippinger, Director *Edwin Dhu → for Sue Clippinger*
Date: January 18, 2011
Re: Lesley University Art Institute of Boston Relocation

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for the proposed Lesley University Art Institute of Boston Relocation project located at 1797-1801 Massachusetts Avenue. We certified the TIS as complete and reliable on December 13, 2010.

The proposed project consists of relocating the existing 14,000 s.f. North Prospect Church located at 1801 Massachusetts Avenue to 1797 Massachusetts Avenue, and constructing a new approximately 56,374 s.f. building to accommodate the Lesley University Art Institute of Boston (AIB). The relocated church will house the AIB library. Parking for employees and students of the AIB will be accommodated in existing Lesley University off-street parking lots located at 1840 Massachusetts Avenue and 1815 Massachusetts Avenue. No new vehicle parking spaces will be built. 48 bicycle spaces (i.e. 27 bike racks) are proposed on site, plus 8 bicycle spaces (i.e. 4 bike racks) are proposed to be located on the Massachusetts Avenue sidewalk in front of the AIB building.

The project will generate a total of:

- 262 daily vehicle trips, including 30 AM and 27 PM peak hour vehicle trips,
- 218 daily transit trips (25 AM/20 PM),
- 64 daily pedestrian trips (8 AM/7 PM),
- 24 daily bicycle trips (2 AM/2 PM).

The TIS indicated that there are six Planning Board Special Permit Transportation Criteria exceedences, which resulted from an existing condition (Pedestrian Level of Service E) at the intersection of Massachusetts Avenue at Upland Road (the full summary is attached).

TP&T has the following recommendations for this project:

1. **Off-Site Traffic Signal Improvement.** The project triggered planning board exceedences at Massachusetts Avenue/Upland Road due to Pedestrian Level of Service E. TP&T does not recommend signal timing changes because the traffic signal at Massachusetts Avenue/Upland Road is coordinated with the Porter Square traffic signal at Massachusetts Avenue at Somerville Avenue and the signal is currently operating as exclusive for pedestrian crossings. To mitigate the poor level of service for pedestrians at Upland that cannot be improved, we recommend traffic signal improvement at the intersection of Massachusetts Avenue and Roseland Street, which provides direct pedestrian access to the project site. Prior to the first Certificate of Occupancy Lesley should:

- a) Design and install a new crosswalk for the northern side of this intersection per TPT approval. This will provide an improved pedestrian condition at the intersection adjacent to the project and mitigate the exceedence at Massachusetts Avenue at Upland Road. The crosswalk will need pedestrian ramps and may include curb extensions. TPT will work with Lesley, CDD and DPW on the crosswalk design.
 - b) Install new loops on Roseland Street which will help pedestrians because if there are no cars waiting on the Roseland approach, it will skip that phase and provide less delay for pedestrians waiting to cross Massachusetts Avenue. The traffic signal timing at the intersection should be adjusted per TPT approval.
2. **New Crosswalk on Roseland Street.** We do not support the proposed crosswalk at Frost Street. The desire line for Lesley students and staff will be between the Porter Exchange parking lot and the new building at the location where the street transitions from two-way to one-way. A new crosswalk at this location will serve the project users. An added curb extension on one or both sides will shorten the crossing and clarify the transition to a one way street. We recommend that Lesley install this crosswalk and approved curb extensions.
3. **Bicycle Improvement.** We support the 4 bike racks (8 bike spaces) proposed in front of the AIB building on the Massachusetts Avenue sidewalk. However, the desire for students to park bicycles in the Plaza area is great and additional racks near or on the plaza and covered racks in the more removed locations may reduce the potential for bicycles to be attached to every available object in the Plaza. We will work with Lesley on the final number and location of bike racks.
- We recommend at least 8 additional bike racks (16 bike spaces) be installed in front of the Porter Exchange Building entrances on the Massachusetts Avenue sidewalk which are needed because bikes are currently being locked to parking meters and trees.
- We recommend Lesley replace the existing radiator type bike racks located in the Porter Exchange parking lot with bike racks that meet city bike rack standards.
- Lastly, on the site or adjacent to this location, we recommend Lesley provide 5 publicly accessible bike share spaces if and when the regional bike share program happens.

Cc: Susan Glazer, CDD
Susanne Rasmussen, CDD
Stuart Dash, CDD
Roger Boothe, CDD
Les Barber, CDD
Liza Paden, CDD
Cara Seiderman, CDD
Stephanie Groll, CDD
Adam Shulman, TPT
Bill Doncaster, Lesley University
MaryLou Blatt, Lesley University
Lawrence Carr, Lesley University

CITY OF CAMBRIDGE

Special Permit Transportation Impact Study (TIS)

Summary Sheet

Planning Board Permit Number: _____

Project Name: LESLEY UNIVERSITY ART INSTITUTE OF BOSTON RELOCATION

Address: 1797-1801 Massachusetts Avenue, Cambridge, MA

Owner/Developer Name: Lesley University

Contact Person: Lawrence Carr

Contact Address: 29 Everett Street

Cambridge, MA 02138-2790

Contact Phone: 617-349-8687

ITE sq. ft.: 14,000 sf (existing) + 56,374 sf (proposed) = 70,374 sf

Zoning sq. ft.: _____

Land Use Type: University

Existing Parking Spaces: 239* Use: University/Retail

New Parking Spaces: 0 Use: University/Retail

Date of Parking Registration Approval: _____

*Includes only Lots 1815 and 1840 Massachusetts Avenue.

Trip Generation:

	Daily	AM Peak Hour	PM Peak Hour
Total Trips	568	65	56
Vehicle	262	30	27
Transit	218	25	20
Pedestrian	64	8	7
Bicycle	24	2	2

Mode Split (person trips):
 (Employee) Vehicle: 52 %
 Transit: 32 %
 Pedestrian: 13 %
 Bicycle: 3 %

Mode Split (person trips):
 (Student) Vehicle: 45 %
 Transit: 40 %
 Pedestrian: 10 %
 Bicycle: 5 %

Transportation Consultant: Vanasse and Associates, Inc.

Contact Name: F. Giles Ham, P.E.

Phone: 978-474-8800

Date of Building Permit Approval: _____

CITY OF CAMBRIDGE
Special Permit Transportation Impact Study (TIS)

Planning Board Criteria Performance Summary
Page 1

Planning Board Permit Number: _____

Project Name: LESLEY UNIVERSITY ART INSTITUTE OF BOSTON RELOCATION

Total Data Entries = 85 Total Number of Criteria Exceedences = 6

1. Project Vehicle Trip Generation

Weekday = 262 AM Peak Hour = 30 PM Peak Hour = 27

Meets Criteria? [Y/N]	Y/Y/Y
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2. Level of Service (LOS)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
Massachusetts Avenue at Upland Road	C	C	Y	C	C	Y
Massachusetts Avenue at Roseland Street	F	F	Y	B	B	Y
Massachusetts Avenue at Linnaean Street	E	E	Y	E	E	Y
Massachusetts Avenue at 1840 Mass Avenue	B	B	Y	B	C	Y
Massachusetts Avenue at 1815 Mass Avenue	C	C	Y	E	E	Y
Roseland Street at 1815 Mass Avenue	C	C	Y	C	C	Y

3. Traffic on Residential Streets

Street Segment	A.M. Peak Hour			P.M. Peak Hour		
	Existing Volume	With Project	Meets Criteria?	Existing Volume	With Project	Meets Criteria?
Massachusetts Avenue; Porter Road to Upland Road (Amount of Residential = 1/3 or less)	1,603	1,606	Y	1,756	1,761	Y
Massachusetts Avenue; Upland Road to Roseland Street (Amount of Residential = 1/3 or less)	1,560	1,573	Y	1,598	1,615	Y
Massachusetts Avenue; Roseland Street to Lancaster Street (Amount of Residential = 1/3 or less)	1,627	1,636	Y	1,618	1,635	Y
Massachusetts Avenue; Lancaster Street to Prentiss Street (Amount of Residential = 1/3 or less)	1,591	1,602	Y	1,560	1,573	Y
Upland Road; Mount Vernon Street to Massachusetts Avenue (Amount of Residential = 1/2 or more)	329	339	Y	385	391	Y
Linnaean Street; Agassiz Street to Massachusetts Avenue (Amount of Residential = 1/2 or more)	420	428	Y	438	448	Y
Roseland Street; Massachusetts Avenue to Beacon Street (Amount of Residential = 1/2 or more)	325	327	Y	312	319	Y
Washington Avenue; Linnaean Street to Upland Road (Amount of Residential = 1/2 or more)	96	106	Y	92	97	Y

Lane Queue (for Signalized Intersections Critical Lane)

Intersection	No. of Lanes Analyzed	A.M. Peak Hour			P.M. Peak Hour		
		Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
<i>Massachusetts Avenue at Upland Road:</i>	6						
Massachusetts Avenue NB LT/TH		5	5	Y	13	13	Y
Massachusetts Avenue NB TH		5	5	Y	13	13	Y
Massachusetts Avenue SB TH		14	15	Y	10	10	Y
Massachusetts Avenue SB TH/RT		14	15	Y	10	10	Y
Upland Road EB LT		4	4	Y	6	6	Y
Upland Road EB RT	2	2	Y	1	2	Y	
<i>Massachusetts Avenue at Roseland Street:</i>	5						
Massachusetts Avenue NB TH		6	6	Y	3	3	Y
Massachusetts Avenue NB TH/RT		6	6	Y	3	3	Y
Massachusetts Avenue SB LT/TH		17	18	Y	5	5	Y
Massachusetts Avenue SB TH		17	18	Y	5	5	Y
Roseland Street WB LT/RT	3	3	Y	6	6	Y	
<i>Massachusetts Avenue at Linnaean Street and Exeter Park:</i>	6						
Massachusetts Avenue NB LT/TH		5	5	Y	10	10	Y
Massachusetts Avenue NB TH/RT		5	5	Y	10	10	Y
Massachusetts Avenue SB LT/TH		15	15	Y	5	5	Y
Massachusetts Avenue SB TH/RT		15	15	Y	5	5	Y
Linnaean Street EB LT/TH/RT		9	9	Y	7	7	Y
Exeter Park WB LT/TH/RT	0	0	Y	1	1	Y	

4. Pedestrian and Bicycle Facilities (Pedestrian LOS)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing PLOS	With Project	Meets Criteria?	Existing PLOS	With Project	Meets Criteria?
<i>Massachusetts Avenue at Upland Road:</i>						
Crossing Massachusetts Avenue (North)	E	E	N	E	E	N
Crossing Massachusetts Avenue (South)	E	E	N	E	E	N
Crossing Upland Road (West)	E	E	N	E	E	N
<i>Massachusetts Avenue at Roseland Street:</i>						
Crossing Massachusetts Avenue (South)	D	D	Y	D	D	Y
Crossing Roseland Street (East)	D	D	Y	D	D	Y
<i>Massachusetts Avenue at Linnaean Street:</i>						
Crossing Massachusetts Avenue (South)	D	D	Y	D	D	Y
Crossing Exeter Park (East)	A	A	Y	A	A	Y
Crossing Linnaean Street (West)	A	A	Y	A	A	Y

Pedestrian and Bicycle Facilities (Safe Pedestrian and Bicycle Facilities)

Adjacent Street or Public Right-of-Way	Sidewalks or Walkways Present?	Meets Criteria?	Bicycle Facilities or Right-of-Ways Present?	Meets Criteria?
Massachusetts Avenue	Yes	Y	Yes	Y
Roseland Street	Yes	Y	Yes	Y