


CITY OF CAMBRIDGE
Traffic, Parking and Transportation
344 Broadway
Cambridge, Massachusetts 02139

www.cambridgema.gov/traffic

Susan E. Clippinger, Director
Brad Gerratt, Deputy Director

Phone: (617) 349-4700
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MEMORANDUM

To: Cambridge Planning Board
From: Susan E. Clippinger, Director 
Date: July 8, 2014
Re: The Residences at 180R Cambridgepark Drive

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for The Residences at 180R Cambridgepark Drive by The McKinnon Company, Developer on behalf of BRE/CPD, LLC. The Project proposes an approximately 401,770 square foot residential building with 378 apartment units.

The Project parcel currently contains an existing surface parking lot with 571 auto parking spaces that serve office buildings at #100, #125 and #150 Cambridgepark Drive. The Project proposes to replace the 571 surface spaces with 791 spaces (220 net new spaces), including a structured parking garage and ground-level parking. The 791 parking spaces will include 220 dedicated residential spaces, 475 spaces for #100, #125 and/or #150 Cambridgepark Drive, and 96 shared spaces.

The Project proposes a total of 395 long-term bicycle parking spaces in five bike rooms located inside the residential building and garage. In addition, it proposes 38 short-term/visitor bicycle spaces.

We certified the Project's TIS as complete and reliable on May 8, 2014.

The proposed Project will generate a total of:

- 754 daily vehicle trips including, 68 AM and 50 PM peak hour vehicle trips,
- 1,567 daily transit trips (109 AM Peak/168 PM peak hour transit trips),
- 190 daily pedestrian trips (15 AM/18 PM peak hour transit trips) and
- 81 daily bicycle trips 6 AM/8 PM peak hour bicycle trips).

The full TIS summary is attached. Below are our comments and recommendations for this Project:

1. Planning Board Exceedences

The intersections in the Alewife area are heavily congested today and residents of the proposed Project will experience significant queuing, especially during peak hours. The 180R Cambridgepark Drive Project is one of several projects proposed, approved or under construction in the Alewife area. All projects have been accounted for in the Future Conditions analysis for this project.

The Project triggers 15 Planning Board Special Permit exceedences including One (1) vehicle level of service criteria at Alewife Brook Parkway/Rindge Avenue in the AM peak hour (from LOS D to E).

The Project triggers 14 pedestrian level of service criteria at the intersections of: Alewife Brook Parkway/Rindge Avenue, Alewife Station Access Road/Route 2 southbound off-ramp, and Massachusetts Avenue/Alewife Brook Parkway. Pedestrian levels of service at these intersections are triggered due to their existing pedestrian crossing delays (PLOS E or F).

MassDOT's Route 2/16 Improvement Project, which includes traffic operations and safety improvements, is expected in 2016 and will address some existing transportation issues within the Rt. 2/16 intersection, including reducing vehicle delay for Rt. 16 southbound and northbound vehicles heading toward Rt. 2 westbound and preventing vehicle queuing from blocking other moves within the intersection. MassDOT's Route 2/16 Improvement Project will also include signal timing changes at Alewife Brook Parkway/Rindge Avenue in the evening peak hour which will reduce pedestrian crossing delay at that intersection. The Rt. 2/16 Improvement Project will not reduce vehicle delays at intersections, such as Cambridgepark Drive/Alewife Brook Parkway and Alewife Brook Parkway/Rindge Avenue. The improvements to eastbound delays on Rt. 2 will move some congestion to these locations.

There is no doubt that roadways in Alewife area are highly congested during peak hours today. This is because of the role Alewife Brook Parkway and Rt. 2 play in serving regional traffic passing through the area both north/south and east/west.

To help mitigate the Planning Board Special Permit exceedences from this project we recommend the following:

- The Proponent should create design concepts for reconstruction of Cambridgepark Drive between and including the intersections of Alewife Brook Parkway and Alewife Access Road/Cambridge Park Place. Some design options may include, removing the median, removing the right turn slip lane at Cambridgepark Drive/Alewife Brook Parkway, relocating the mid-block pedestrian crossing and changes to the triangle parcel at Alewife Brook Parkway. The goals are to reduce queuing of eastbound Cambridgepark Drive vehicles at Alewife Brook Parkway from adversely impacting the Alewife Access Road intersection, and reducing vehicle, pedestrian and bicycle conflicts. The concept plan(s) should be completed and submitted to TP&T and CDD prior to the Project's first Occupancy Permit.
- The Proponent should design and replace/construct the existing bicycle lane with a raised protected bicycle lane on Cambridgepark Drive at the eastbound approach to Cambridgepark Place/Alewife Access Road. The raised bicycle lane will be about 130 feet long and start after the 30 Cambridgepark Drive driveway. Raising the existing bicycle lane will fix the ongoing issue of vehicles blocking the bicycle lane during the evening peak hour. The Proponent should also be obligated to maintain the raised bicycle lane free of snow or debris. The raised, protected bicycle lane should be completed before the Project's first Occupancy Permit to the extent practical. The Public Works Department already has preliminary design plans of the raised bicycle lane.

2. Parking

The Project proposes to:

- Replace the existing 571 space surface parking lot at #180R Cambridgepark Drive, which serves #100, #125, #150 Cambridgepark Drive, with 791 parking spaces (approximately 661 space garage at #180R Garage, and approximately 130 spaces below the #180R residential buildings (220 net new spaces).
- The #180R residents will have 220 resident only parking spaces and 96 shared spaces (for use by residents during non-peak office periods for a total of 316 parking spaces (0.84 spaces/unit).
- 475 parking spaces will be dedicated to #100, #125 and #150 Cambridgepark Drive.

We have worked with the Proponent and believe the Project parking will meet its demand based on its proximity to Alewife Station, parking studies of other nearby multi-family residential buildings, and the pooled/shared parking, which will also be monitored by the TPT and CDD Departments along with their Transportation Demand Management measures. The attached Exhibit A (updated July 8, 2014) shows our detailed parking recommendations, including the physical location of spaces and who can and cannot use the spaces. The Exhibit updates Exhibit A from the #130 Cambridgepark Drive project approved in Special Permit #279. When permitted, these will be the updated parking registrations for these lots.

3. Pedestrian – Bicycle Bridge

A bicycle/pedestrian bridge across the railroad tracks was identified in the Concord Alewife Planning Study, completed in 2006, as a high priority facility for improving connections between the Concord area Triangle and Quadrangle. The bridge would provide a benefit to #180R residents by providing a connection to the Fresh Pond shops, Reservoir and Concord Avenue bicycle facility. It will also help reduce traffic impacts in the Alewife area by providing a connection between Alewife Station and the Quadrangle.

We asked the Proponent to demonstrate how their project would accommodate a bridge landing if #180R Cambridgepark Drive was determined to be the best location on the north side of the railroad tracks for a bridge landing. The Proponent has shown five bridge landing options in the Special Permit Application Volume 2. The development must be able to accommodate all the options. The City has hired a consultant to work on the bridge feasibility study and also submitted a federal funding application for developing a full construction document. In addition, the City is looking to include a commuter rail station. The feasibility work is expected to be complete in 2015.

TP&T thanks the Proponent for the commitment to support and allow a bridge landing. In order for the Proponent to design and build a Project now that can accommodate a bridge landing in the future we recommend the following:

- The Project's Special Permit Application Volume 2, dated May 21, 2014, included five bridge landing options for a pedestrian/bicycle bridge connection across the railroad tracks to the #180R and #130 Cambridgepark Drive parcels. Two of these bridge landing options (Options A and F) require the footprint of the garage and #180 West building to be moved northward to provide space for bridge ramps between the emergency access road and garage (Application Volume 2, page 56, 180R West and Garage Position "B"). We recommend all bridge landing options not be precluded, therefore, the footprint of the 180R West and garage must be in Position "B" and site plan adjusted as needed.
- If the bridge is connected into the garage, then there must be a bicycle and pedestrian connection within the garage between the bridge and elevator (i.e. Options B and D, page 58 and 59 in Application Volume 2). The garage floor plan shown on page 34 would need to accommodate a bicycle and pedestrian connection inside the garage.
- An elevator to/from the bridge should be located on the outside of the parking garage or residential building.
- The garage and buildings should be designed so it would not require major changes if the bridge is brought in to the #180R parcel.
- Bicyclist and pedestrians should have direct access from the bridge to an elevator.
- The elevator should be visible to and accessible to the public 24 hours a day, 7 days a week, meet all accessibility standards, and include security features such as video surveillance and designated building staff to respond to emergencies.
- The Proponent shall grant public easements as needed between the bridge, and Cambridgepark Place and Cambridgepark Drive, and shall use reasonable efforts to obtain a public bike and pedestrian access agreement with the MBTA to connect the project parcel to Cambridgepark Place.
- The Proponent shall grant easements for bridge landings and ramp supports if the bridge is brought into #180R Cambridgepark Drive and provide public bike and pedestrian easements to connect to Cambridgepark Drive and Cambridgepark Place.
- If the bridge is brought into #180R Cambridgepark Drive, the Proponent shall as applicable, grant an easement for the bridge landings and ramp supports and/or easement rights to the City that permit the City to tie a pedestrian and bicycle bridge into the parking structure and public access between the bridge to Cambridgepark Drive and Cambridgepark Place.

We will work with the Proponent on the final Project design during the Building Permit process.

Because the bicycle/pedestrian bridge feasibility/design study has not been completed the final bridge location may or may not connect to the #180R parcel. The City's intent is to ensure no building preclude options for a

bridge landing, ramps and elevator. The Proponent should be obligated to provide the necessary square footage needed for a bridge landing and ramps on #180R Cambridgepark Drive. The City will make its best efforts to minimize any parking impacts of a bridge landing and ramps. The Proponent, including the proposed residential housing parcel owner, shall work cooperatively with the City during preliminary studies, design-development, permitting and construction to help bring the project to completion.

4. Bicycle Conditions

The project will meet the city's bicycle zoning requirements and provide 395 long-term and 38 short-term bicycle spaces.

5. Transportation Demand Management (TDM) Measures

We recommend that the Project be required to implement the following TDM measures to encourage residents to choose preferred modes of transportation including transit, bicycling and walking over single occupancy vehicles.

- a. Make available at least two publicly available carshare parking spaces in the #180R Garage for a vehicle-sharing company. Carshare vehicles will be available for use by the general public as well as the residents.
- b. Provide an MBTA Bike Charlie Card, with the value of a combined bus/subway pass (currently set at \$70, but subject to MBTA fare increases) to each adult member of a new household at the time the household moves in, and may be limited to two Charlie Cards.
- c. Provide air pumps and other bike tools, such as a "fix-it" stand in the bicycle storage areas.
- d. Join a Transportation Management Association (TMA) when one is established in the area in the future.
- e. Parking should be charged separately from the residential rent, in order to remind tenants how much they pay for parking. The Permittee shall provide the summary of on-site parking fees to the TP&T. The Permittee or any subsequent owner shall provide written update to TP&T whenever the fees are changed.
- f. Establish a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents and visitors. The center will feature information on:
 - Available pedestrian and bicycle facilities in the vicinity of the Project site.
 - MBTA maps, schedules, and fares.
 - Area shuttle map and schedule, if one exists.
 - "Getting Around in Cambridge" map (available at the Cambridge Community Development office).
 - Location of bicycle parking.
 - Hubway regional bikehare system
 - Carsharing
 - Ride-matching.
 - Other pertinent transportation information.
- g. Install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip.
- h. Designate a transportation coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:
 - Posting information in a prominent location in the building and on the Project's website, social media, and property newsletters.
 - Responding to individual requests for information in person and via phone and email.
 - Performing annual transportation surveys.
- i. The TC will compile and distribute up-to-date information explaining all transportation options to all new residents as part of their New Resident Packet. The packets will contain information on both

the range of options available and any building manager programs to support the use of these options.

- j. The TC will be on-site during a minimum of 2 hours per week and will be available during other times to residents via email and telephone. Email and phone information for the TC will be posted in the transportation information center.
- k. The TC will participate in any TC trainings offered by the City of Cambridge or local TMA.
- l. The BRE/CPD and TC for the #180R CPD residential building shall implement an annual transportation monitoring program to include: Number of parking access cards issued for which locations and user type,, peak daytime and nighttime utilization of vehicle and bicycle parking spaces by location and use type, resident and employee mode splits, and auto/bicycle ownership. Data should be collected through resident and employee surveys/questionnaires, and through observed and mechanical counts. Data should also be coordinated/combined with the monitoring program for #130 and #160 CPD.

All surveys and counts shall be designed and conducted in a manner approved by CDD and approved before issuance of the first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the #180R CPD building has reached ninety percent (90%) or within one year of the date of the first Certificate of Occupancy, whichever is sooner. If the Certificate of Occupancy is issued between September 1st and February 29th, the monitoring should take place during the months of September or October and be reported to the City no later than November 30. If the Certificate of Occupancy is issued between March 1st and August 31st, monitoring should take place during the months of April or May and be reported to the City no later than June 30.

6. Additional Information about the Alewife Area

Included here is the Power Point slides from the June 19, 2014 City Council Subcommittee meeting to provide an Alewife Transportation update at the Tobin School.

Cc: Brian Murphy, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; Rich McKinnon, The McKinnon Company.

Exhibit A (Updated July 8, 2014)

Post #180R Cambridgepark Drive Project

Parking space allocation, location, and sharing

Address	#125	#130	#150 Garage	#180R	#180R Garage	#160	#100	Total
	Existing	Permitted Residential Building	New Garage	New Residential Buildings (West and East)	New Garage	Permitted Residential Building	Existing	
Parking Facility Type	Dedicated non-residential	Dedicated residential	Shared	Dedicated residential	Shared	Shared	None (No on-site spaces)	
Physical Number of Spaces Located on Parcel	179	120	456	130 (approx. 24 below West Bldg, and 106 below East Bldg.)	661	398	0	1944
Allocation of spaces	179 dedicated to #125	120 spaces dedicated to Residents at #130.	29 spaces dedicated to Residents at #130. 387 spaces for #100, #125, #150 and 71 spaces shared with #130 residents (during any non-peak office demand periods) 40 spaces for #200.	130 dedicated to Residents at #180R parcel.	90 spaces dedicated to Residents at #180R. 571 spaces for #125, #100, #150, and 96 spaces shared with #180 residents (during any non-peak office demand periods).	248 spaces dedicated to #160 residents. 80 spaces shared with #150 and 70 spaces shared with #200.	0	1944
Conditions	Maximum 179 spaces for #125	Minimum and Maximum 120 spaces for #130.	Maximum 200 spaces for #125.	Minimum and Maximum 130 spaces for #180R.	Maximum 571 spaces for #100, #125, #150, Minimum 90 space for #180R.	Minimum 248 spaces for #160.	N/A	Max. 1,944
			Maximum 323 spaces for #100.			Maximum 80 spaces for #150.		
			Maximum 435 spaces for #150.			Maximum 70 spaces for #200.		
			Maximum 40 spaces for #200 Minimum 29 spaces for #130					

Units

220 units
149 dedicated spaces
71 shared spaces
=220 spaces (1.0 ratio)

378 Units
220 dedicated spaces
96 shared spaces
=316 spaces (0.84 ratio)

398 units
248 dedicated spaces
150 shared spaces
=398 spaces (1.0 ratio)

CITY OF CAMBRIDGE**Planning Board Criteria Performance Summary****Special Permit Transportation Impact Study (TIS)****Planning Board Permit Number:** _____**Project Name:** 180R Cambridgepark Drive**Total Data Entries = 117****Total Number of Criteria Exceedences = 15****1. Project Vehicle Trip Generation**

Intersection	Build	
Weekday Daily	754	N
AM Peak	68	N
PM Peak	50	N

2. Level of Service (LOS)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
1(a) Alewife Brook Pkwy/Rte 2 (north ramp)	F	F	N	F	F	N
1(b) Alewife Brook Pkwy/Rte 2	F	F	N	F	F	N
1(c) Alewife Brook Pkwy/Rte 2 (south ramp)	B	B	N	B	B	N
1(d) Alewife Brook Pkwy/Alewife Station Access Rd	C	C	N	C	C	N
2. Alewife Brook Pkwy/Cambridgepark Dr	C	C	N	F	F	N
3. Alewife Brook Pkwy/Rindge Ave	D	E	Y	F	F	N
4. Cambridgepark Dr/Alewife Station Access Rd	C	C	N	D	D	N
6. Alewife Brook Parkway/Massachusetts Avenue	E	E	N	E	E	N

3. Traffic on Residential Streets

There are no Residential Streets in the Study Area

4. Lane Queue (for signalized intersections, critical lane)

Intersection	Approach	A.M. Peak Hour			P.M. Peak Hour		
		Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
1(a) Alewife Brook Pkwy/Route 2 (north ramp)	SWR	30	30	N	48	48	N
	WBT	53	53	N	30	30	N
1(b) Alewife Brook Pkwy/Route 2	EBL	7	7	N	11	11	N
	WBR	6	6	N	20	20	N
	SBT-1	4	4	N	6	6	N
	NWT	28	28	N	47	47	N
	SBT-2	0	0	N	2	2	N
1(c) Alewife Brook Pkwy/Route 2 (south ramp)	SER	6	6	N	6	6	N
	WBT	4	4	N	20	20	N
1(d) Alewife Brook Pkwy/Alewife Station Access Rd	WBR	0	0	N	2	2	N
	NBT	2	2	N	4	4	N

Special Permit Transportation Impact Study (TIS)

Intersection	Approach	A.M. Peak Hour			P.M. Peak Hour		
		Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
2. Alewife Brook Pkwy/Cambridgepark Drive	EBL	8	10	N	21	22	N
	EBR	-	-	N	-	-	N
	NBL	4	5	N	2	3	N
	NBT	5	5	N	32	32	N
	SBT	17	18	N	28	28	N
	SBR	0	0	N	0	0	N
3. Alewife Brook Pkwy/Rindge Ave	WBL	7	7	N	5	5	N
	WBR	8	9	N	1	2	N
	NBT	19	23	N	48	48	N
	SBT	30	33	N	43	43	N
4. Cambridgepark Drive/Alewife Station Access Road	EBT	1	2	N	6	7	N
	WBT	4	4	N	2	2	N
	WBR	0	0	N	0	0	N
	NBT	0	0	N	0	0	N
	SBL	7	7	N	9	9	N
	SBT	4	4	N	8	8	N
6. Alewife Brook Parkway / Massachusetts Avenue	EBL	4	4	N	2	2	N
	EBT	14	14	N	10	10	N
	WBL	12	12	N	9	9	N
	WBT	8	8	N	11	11	N
	NBL	2	2	N	4	4	N
	NBT	9	10	N	18	18	N
	SBL	2	2	N	3	3	N
	SBT	15	15	N	11	11	N

5. Pedestrian and Bicycle Facilities

Intersection	Crosswalk	AM Peak			PM Peak		
		Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
1 (d) Alewife Brook Pkwy/Alewife Station Access Road	East	B	B	N	C	C	N
3. Alewife Brook Pkwy/Rindge Avenue	East	E	E	Y	E	E	Y
	South	E	E	Y	E	E	Y
4. Cambridgepark Drive / Alewife Station Access Road	East	D	D	N	D	D	N
	West	D	D	N	D	D	N
	North	D	D	N	D	D	N
	South	D	D	N	D	D	N
5. Alewife Station Access Road/Rt 2 Ramp	North	F	F	Y	D	D	N
	East	B	B	N	E	E	Y
6. Massachusetts Avenue/Alewife Brook Parkway	East	E	E	Y	E	E	Y
	West	E	E	Y	E	E	Y
	North	E	E	Y	E	E	Y
	South	E	E	Y	E	E	Y

Adjacent Street	Link (between)	Sidewalks or Walkways Present?	Exceeds Criteria	Bicycle Facilities or Right of Ways Present?	Exceeds Criteria
Cambridgepark Drive	Adjacent to the 180R CPD Site	Y	N	Y	N

CITY OF CAMBRIDGE
Special Permit Transportation Impact Study (TIS)

Summary Sheet

Planning Board Permit Number: _____

PROJECT NAME:

Address: 180R Cambridgepark Drive

Owner/Developer Name: BRE/CPD, LLC

Contact Person: Paul Filtzer

Contact Address: Equity Office
125 Summer Street
Boston, MA 02110

Contact Phone: 617-425-6064

SIZE:

ITE sq. ft.: 401,770 SF/378 units

Zoning sq. ft.: 401,770 SF

Land Use Type: Residential

PARKING:

(Parcels 125, 160, 150, 130 & 180R Cambridgepark Drive)

Existing Registered Parking Spaces: 1,724 Use: Commercial/Residential

New Parking Spaces: 1,944 Use: Commercial/Residential

Net Increase Parking Spaces: 220 Use: Residential

Date of Parking Registration Approval: N/A

TRIP GENERATION:

	Daily	AM Peak Hour	PM Peak Hour
Total Trips	2,592	198	244
Vehicle	754	68	50
Transit	1,567	109	168
Pedestrian	190	15	18
Bicycle	81	6	8

MODE SPLIT (PERSON TRIPS): Vehicle (SOV): 24 % Bicycle: 3 %
Rideshare (HOV): 5 % Pedestrian: 7 %
Transit: 59 % Work at Home: 2 %

TRANSPORTATION CONSULTANT:

Company Name: Vanasse Hangen Brustlin, Inc.

Contact Name: David Black / Meghan Houdlette P.E.

Phone: 617.728.7777

Date of Building Permit Approval: N/A

Alewife Transportation Update

City Council Transportation Committee

June 19, 2014

Tobin School

- “address the traffic, transportation and access to transit issues in the Fresh Pond/Concord Avenue/Alewife area with a view toward understanding the impact of recent development trends in the area.”

Presentation Outline

- Concord-Alewife Planning Overview
- Development Trends and Development to-date
- Area Transportation Trends
- Development Review Process
- Completed, in Planning and Transportation Goals
- Q&A

Overcome barriers

- Create an enhanced pedestrian environment that weaves the site together to include open space, transit, retail/shopping.
- Create pedestrian/bicycle connection between the Triangle and Quadrangle.
- Improve internal connections within the Quadrangle.
- Create open space connections.

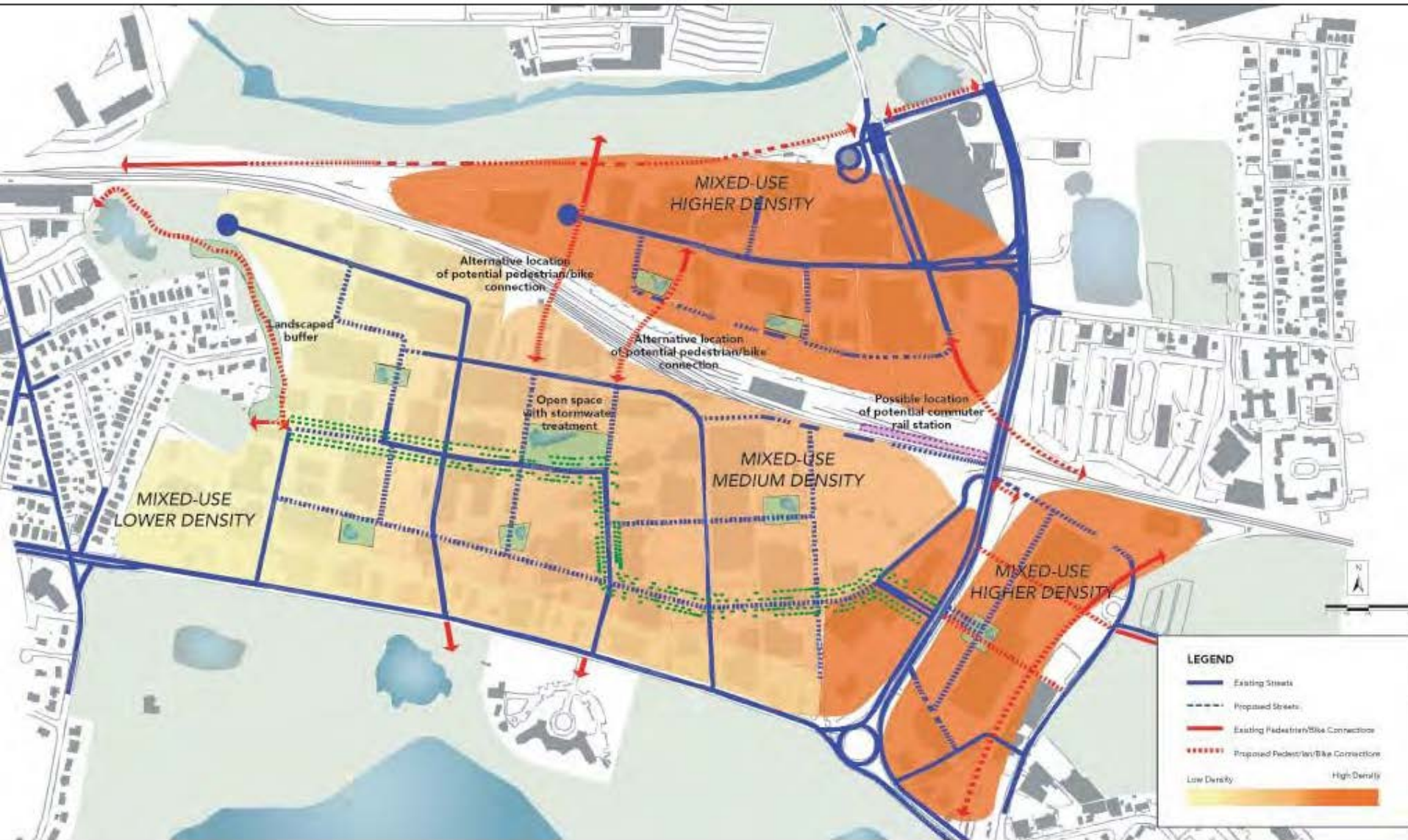


Respond to transportation issues

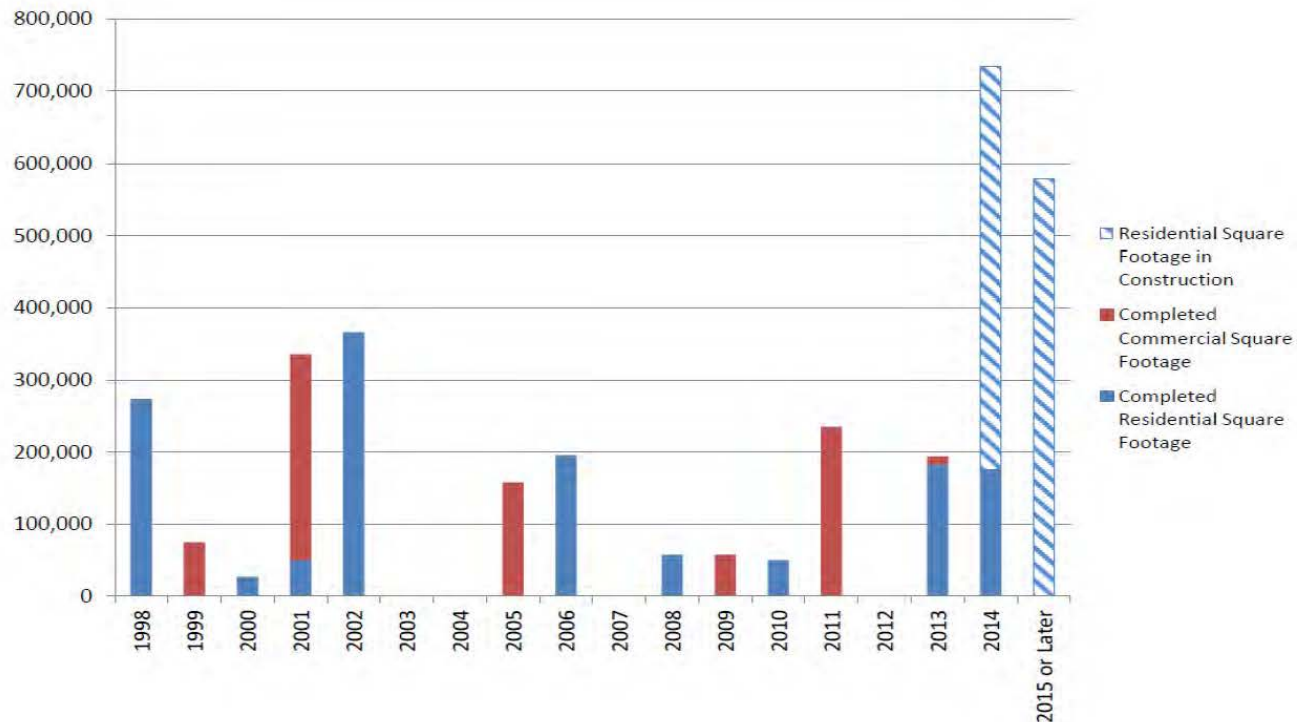
- Understand the implications of local vs. regional traffic.
- Encourage alternatives to single-occupancy vehicles through transit and bike/pedestrian access.
- Reduce trip growth from future development.
- Reduce anticipated auto mode share in study area through improvements in transit and bike/pedestrian access



Concord-Alewife Plan



Significant Projects Constructed in Alewife 1998 – Present (sq ft)



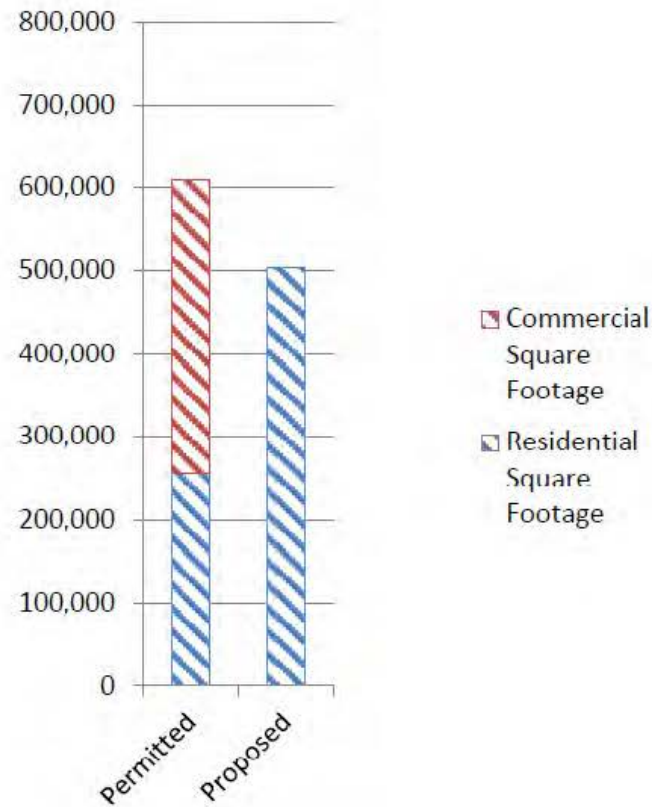
In Construction - Expected Complete 2014 (Note: Approximate)

Primary Use	Address	# of Units	Square Footage
Residential	160 - 180 Cambridgepark Dr. (Phase I)	273	307,050
Residential	563 - 603 Concord Ave.	61	64,189
Residential	70 Fawcett St. (Bldg 1 - Phase II)	171	186,480

In Construction - Expected Complete 2015 or Later (Note: Approximate)

Primary Use	Address	# of Units	Square Footage
Residential	160 - 180 Cambridgepark Dr. (Phase II)	125	137,950
Residential	165 Cambridgepark Dr.	244	260,000
Residential	80 Fawcett St. (Bldg 2)	168	181,881

Significant Alewife Projects Permitted and Proposed



Permitted - Not Yet In Construction

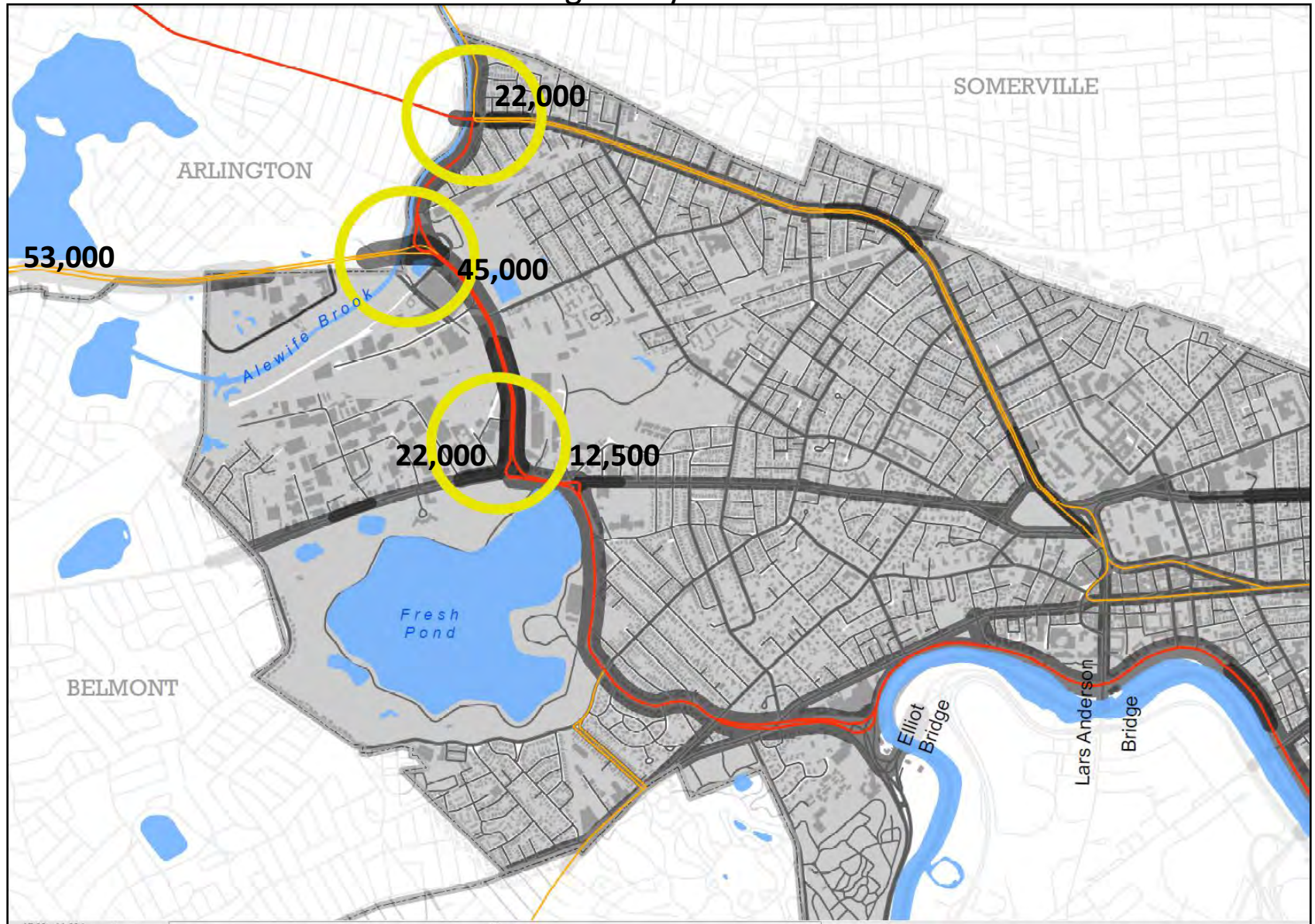
Primary Use	Address	# of Units	Square Footage
Residential	130 Cambridgepark Dr.	220	231,321
Office R&D	400,500,600 Discovery Park		353,000
Residential	307 Fresh Pond Parkway	20	24,900

Proposed - In Permitting Process

Primary Use	Address	# of Units	Square Footage
Residential	180R Cambridgepark Dr.	378	348,992
Residential	75 New St.	147	154,549

Current Traffic Conditions and Trends in the Area

2013 Average Daily Traffic Volumes



Three Destinations of Alewife Traffic

CTPS 2007 Report

Market	Vehicles	% Total
North-South Cross-Region**	4,391	61
Downtown Boston and Nearby Boston Neighborhoods	1,512	21
Cambridge	1,296	18
Total	7,199	100

*Source: Boston Region MPO regional transportation model

**Includes Allston/Brighton, Jamaica Plain, West Roxbury, Roslindale, Hyde Park, and Mattapan

ADT (Average Daily Traffic)

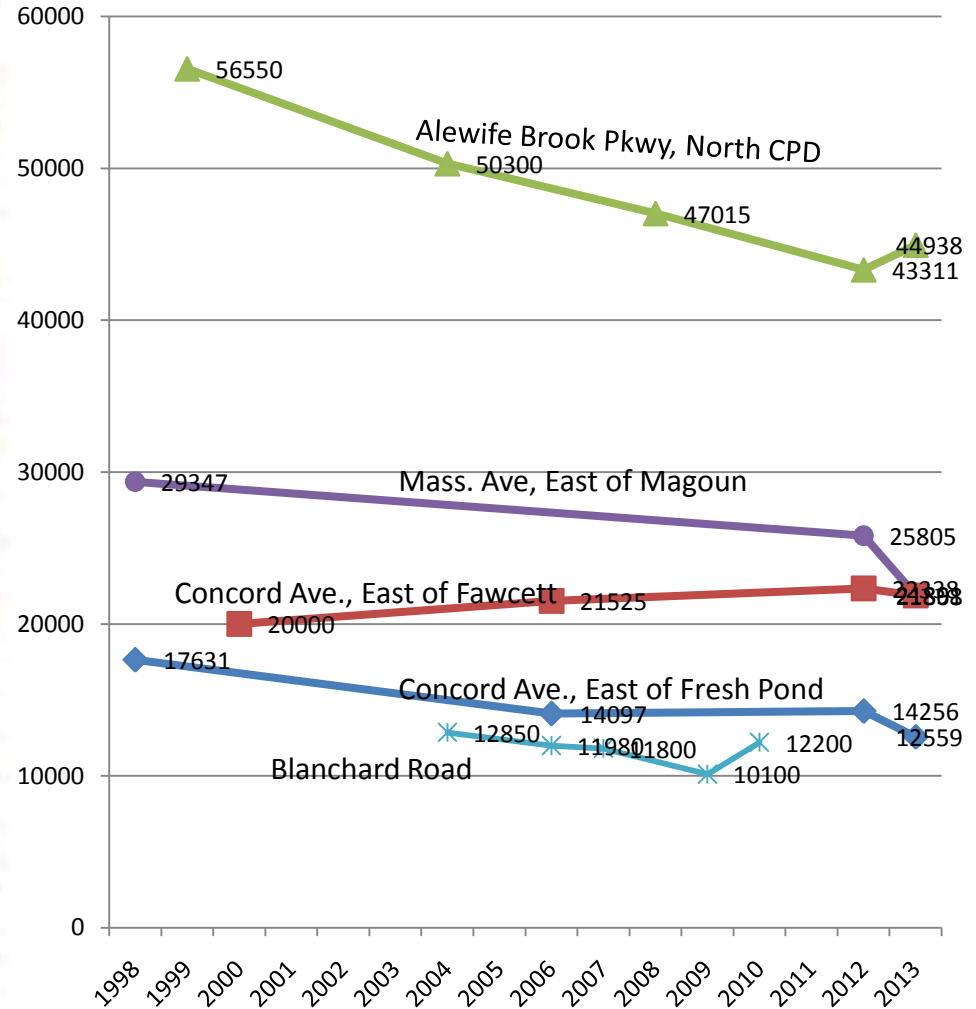
▲ Alewife Brook Parkway (North of Cambridgepark Drive)

● Massachusetts Avenue (South of Magoun St)

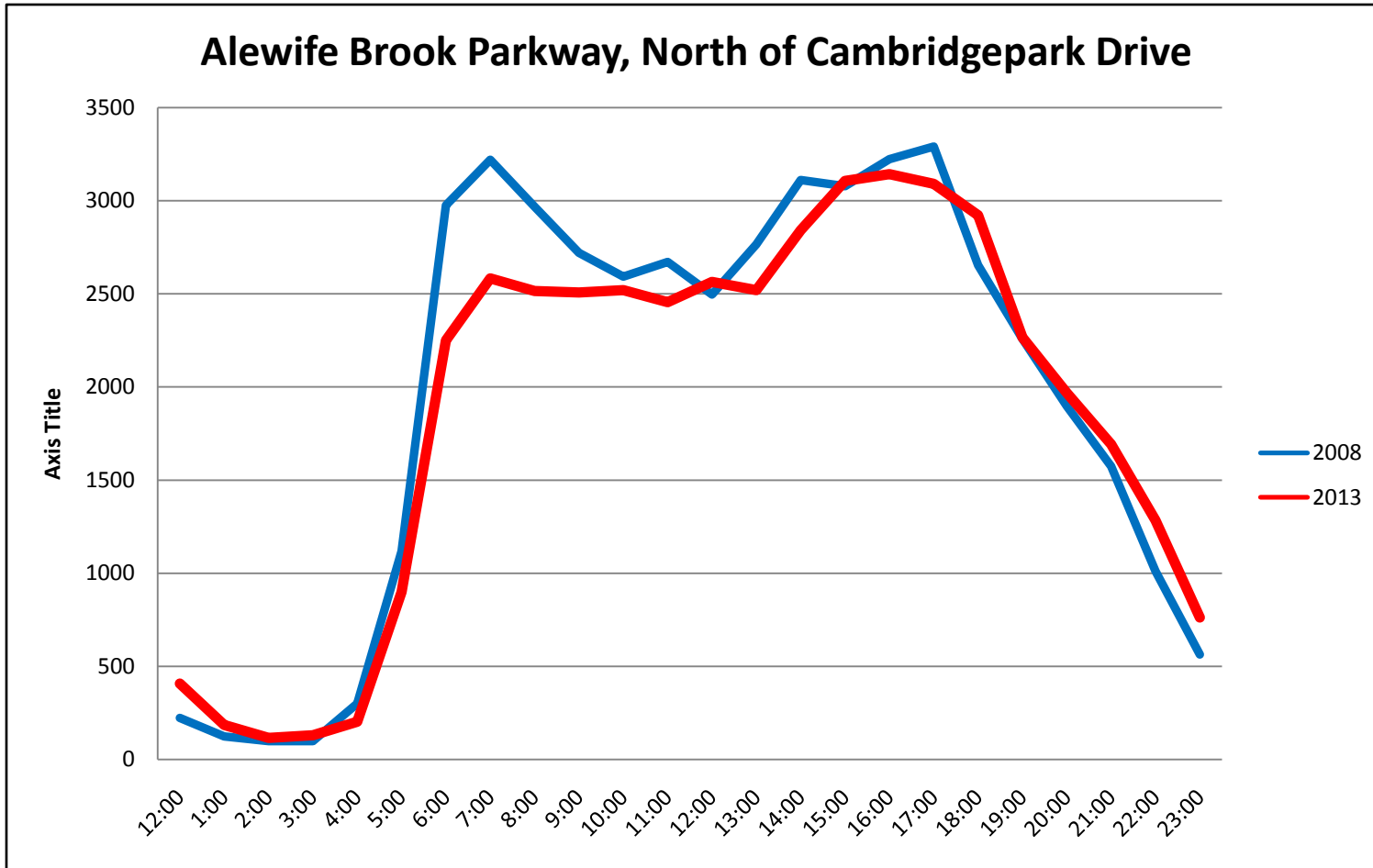
■ Concord Avenue (East of Fawcett St)

◆ Concord Avenue (East of Fresh Pond Parkway)

✱ Blanchard Road (By Raised Device)



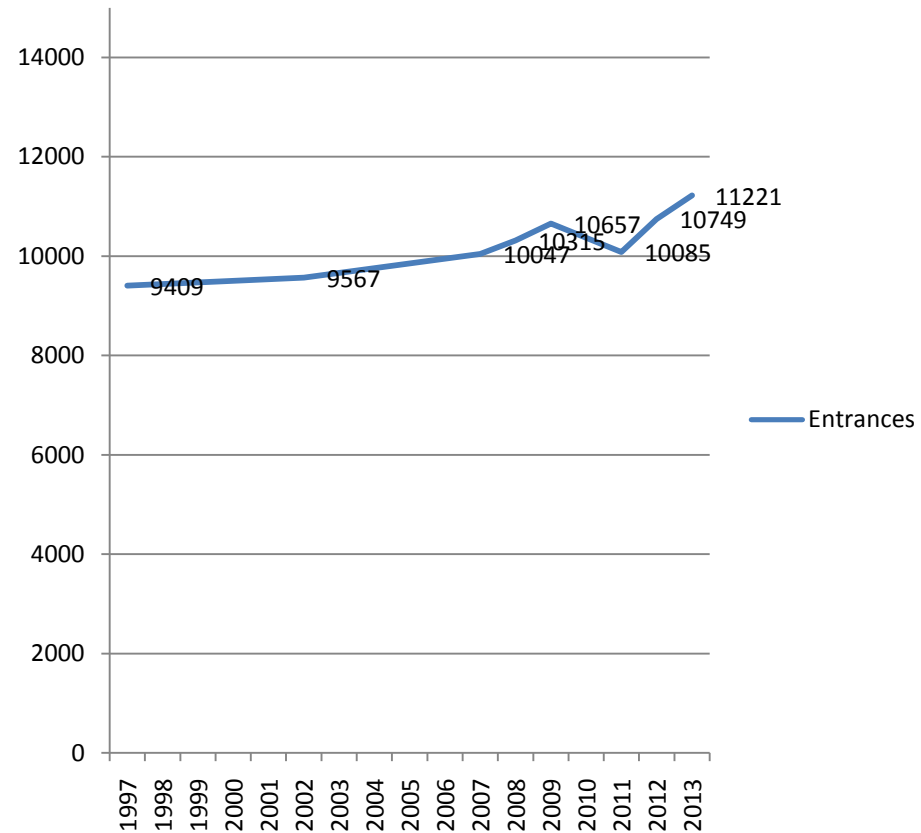
Hourly Variation in Traffic



19% Increase in Transit Use

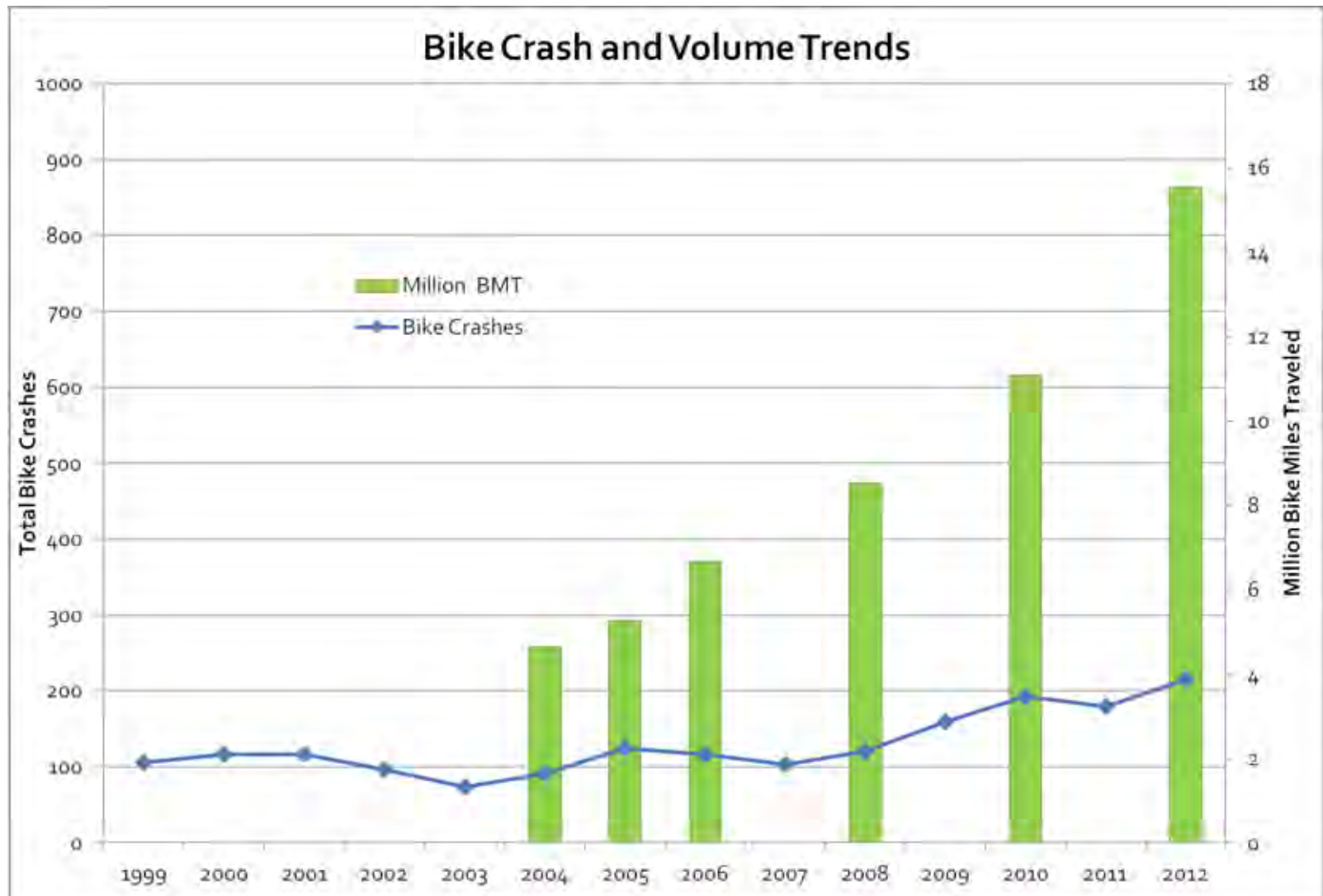


Alewife Station Typical Weekday Entrances



Biking Triples in Last Decade

Cambridge Bicycle Counts and Crashes
Combined AM/PM Peak Hour

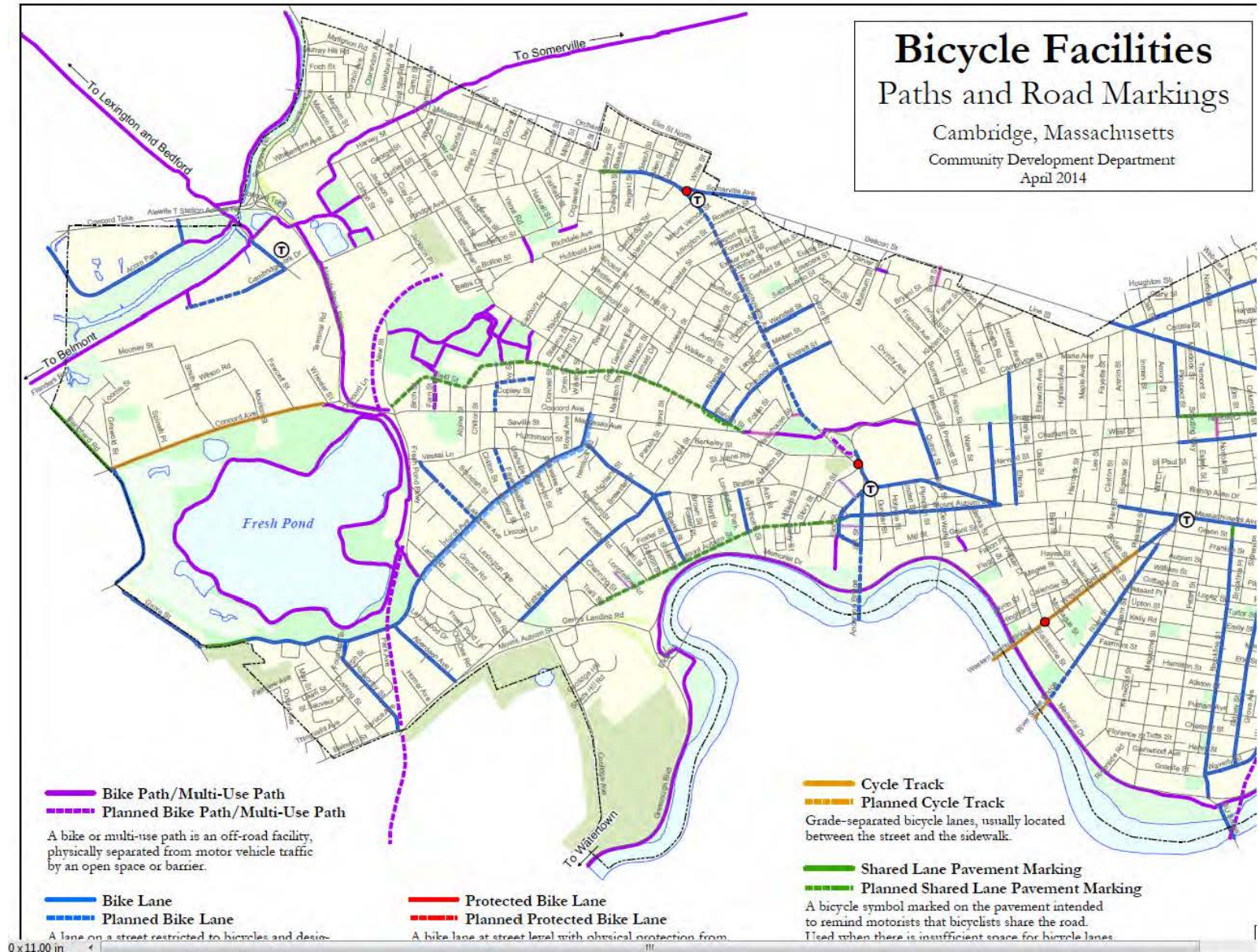


Bicycle Facilities Paths and Road Markings

Cambridge, Massachusetts

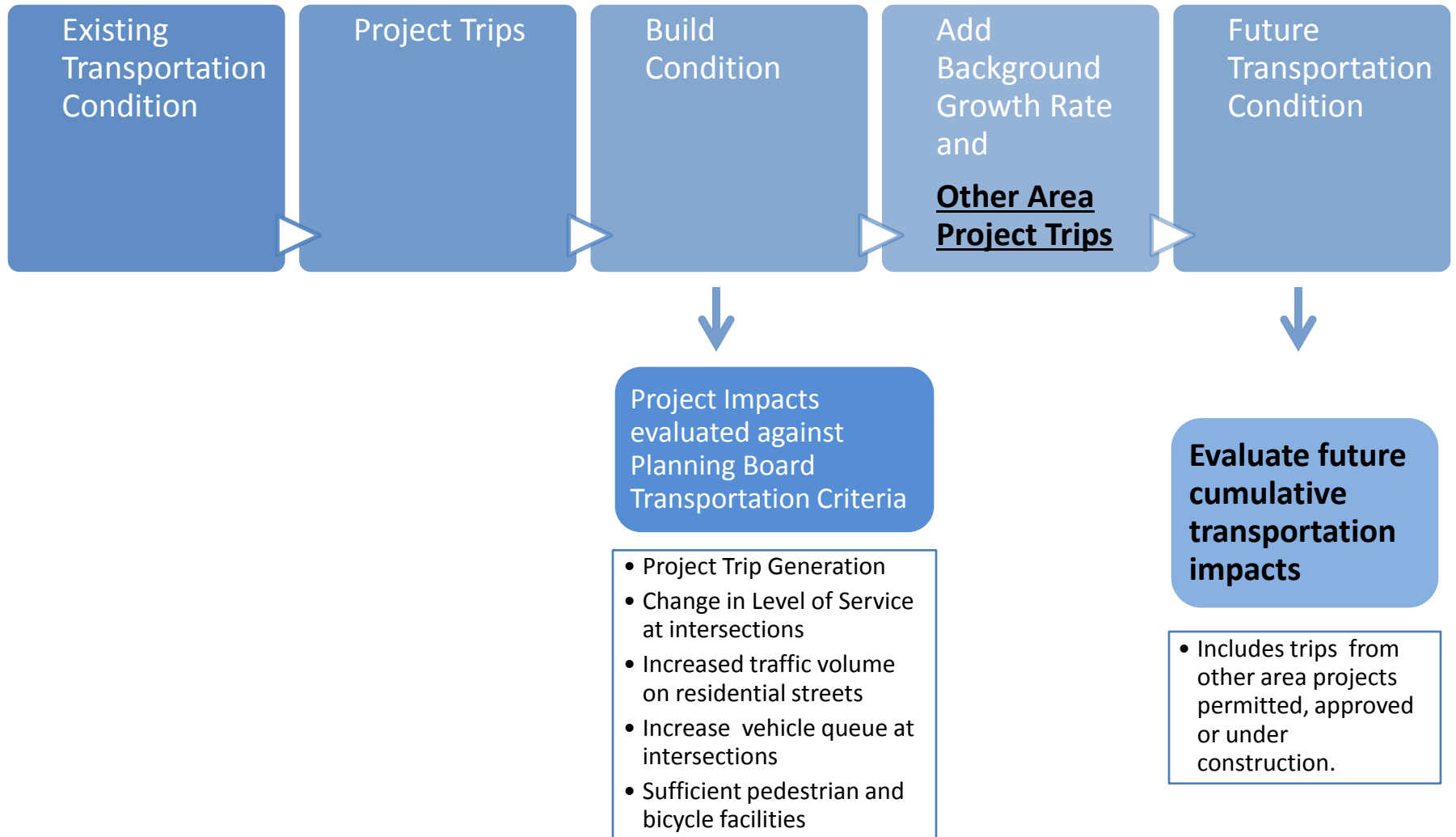
Community Development Department

April 2014



DEVELOPMENT REVIEW PROCESS

Transportation Impact Reports (TIS)



Alewife Current and Proposed Development

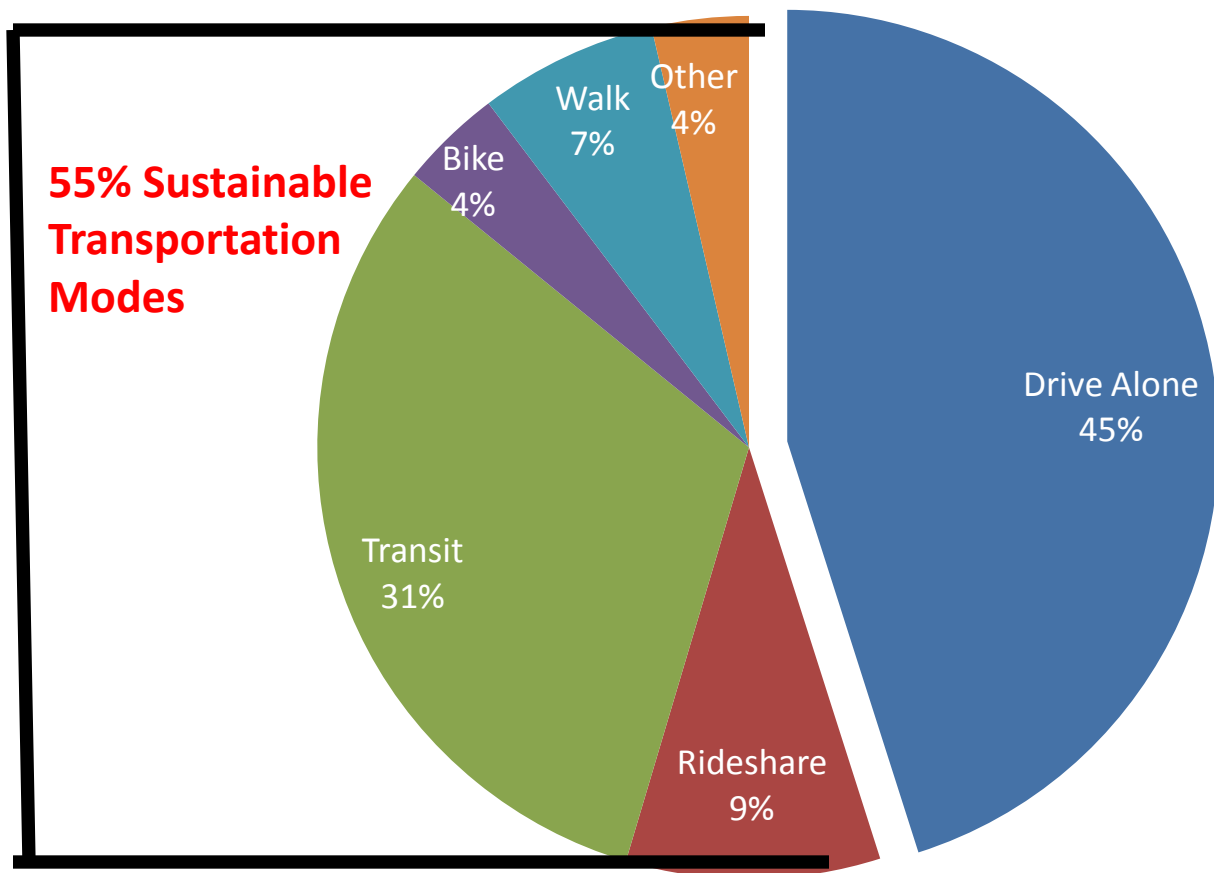
- Residential was recommended in Alewife-Concord Plan to support a transit-oriented development and a mixed use neighborhood.
- Residential Use has less trips and better non-auto mode share than office use.

8 Projects in Alewife Area

Project Name	Units	Status
70 Fawcett Street	428	Partly occupied
The Residences at Rt. 2 (Faces site)	227	Partly occupied
603 Concord Ave(Concord/Wheeler Phase I)	61	Under construction
160 Cambridgepark Drive (Hanover)	398	Under construction
165 Cambridgepark Drive (Hines)	244	Under construction
130 Cambridgepark Drive	220	Approved
180R Cambridgepark Drive	378	Under review
75 New Street	93	Under review
Total	2049	

Assumed Mode Shares for 8 Alewife Residential Projects

Residential Mode Share



Assumed Vehicle Trips vs. Observed

	Assumed	Observed
AM Peak Hr.	0.26 trip/unit	0.25 trip/unit
PM Peak Hr.	0.30 trip/unit	0.16 trip/unit

- Assumed – 8 Alewife Residential Projects

- Observed – Driveway counts at 3 existing projects (30 Cambridgepark Drive, 87 New Street, and 25-39 Wheeler Street)

- Fawcett St - drive is less than we assume and Transit is more.

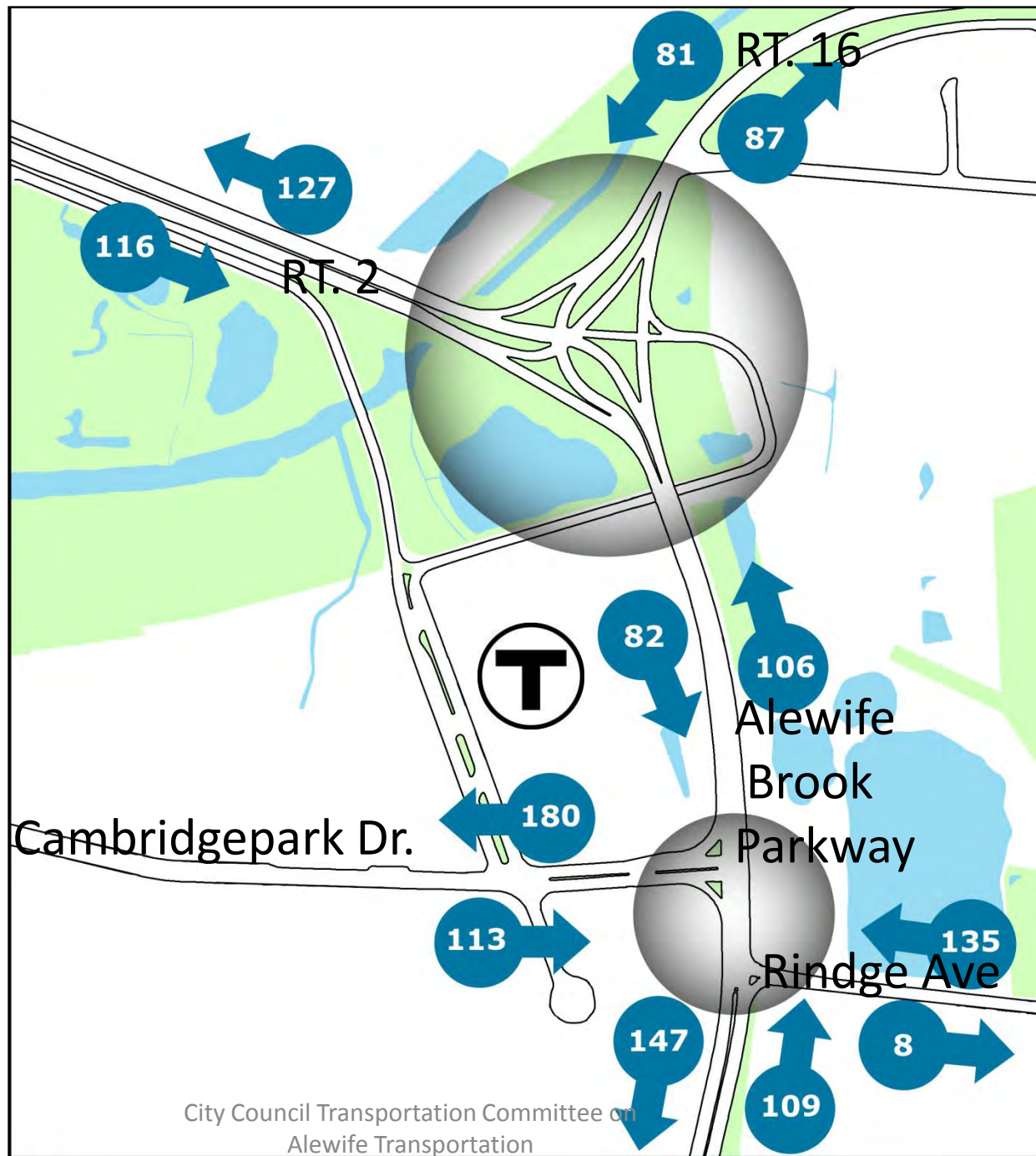
Special Permit Mitigation

- Parking and Transportation Demand Management (PTDM) Ordinance
 - Commercial Projects: PTDM ordinance required
 - Residential Projects: Residential TDM required per Special Permit (16 currently)
- Improvements to local bike connections
- Construction of path to Discovery Park
- Pedestrian/bike bridge feasibility/design study
- Reduced off-street parking ratios and shared parking
- Reserved bridge landings sites
- Starting Quadrangle interior street connections

Alewife Transportation Management Association (TMA)

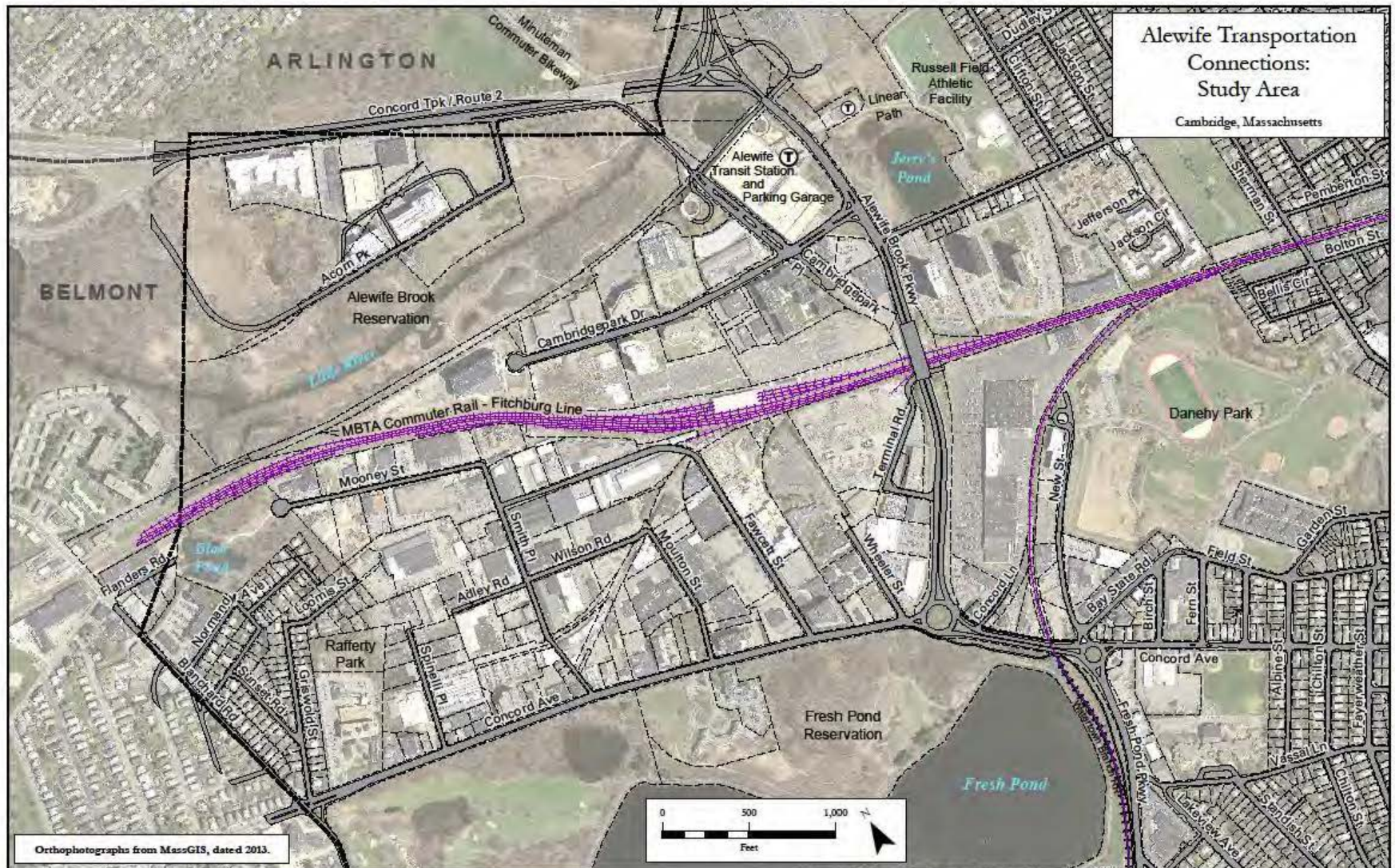
- TMA is a partnership between businesses, developers, and residential buildings who join together to reduce traffic congestion, air pollution and improve transportation options
- 12 existing and future permitted developments in Alewife are required to join a TMA, once it's formed
- A TMA can help promote new resources for shuttles, commuter connections and employee benefits to reduce vehicle trips.
- Study underway to lay the groundwork for establishing an Alewife TMA by fall 2014.

PM Peak
Hour
Cumulative
New Trips



Transportation Observations

- Current congestion will remain even if no new development in Cambridge due to geography and development elsewhere.
- Congestion will cause some people to change modes or time of travel to off-peak.
- Local Trips will displace some regional trips to roads to the east, west, north and south of Alewife.
- New residents choosing to live here, are more likely to drive less and use sustainable modes more.
- Encouraging sustainable modes is the most important way to manage traffic in this area.



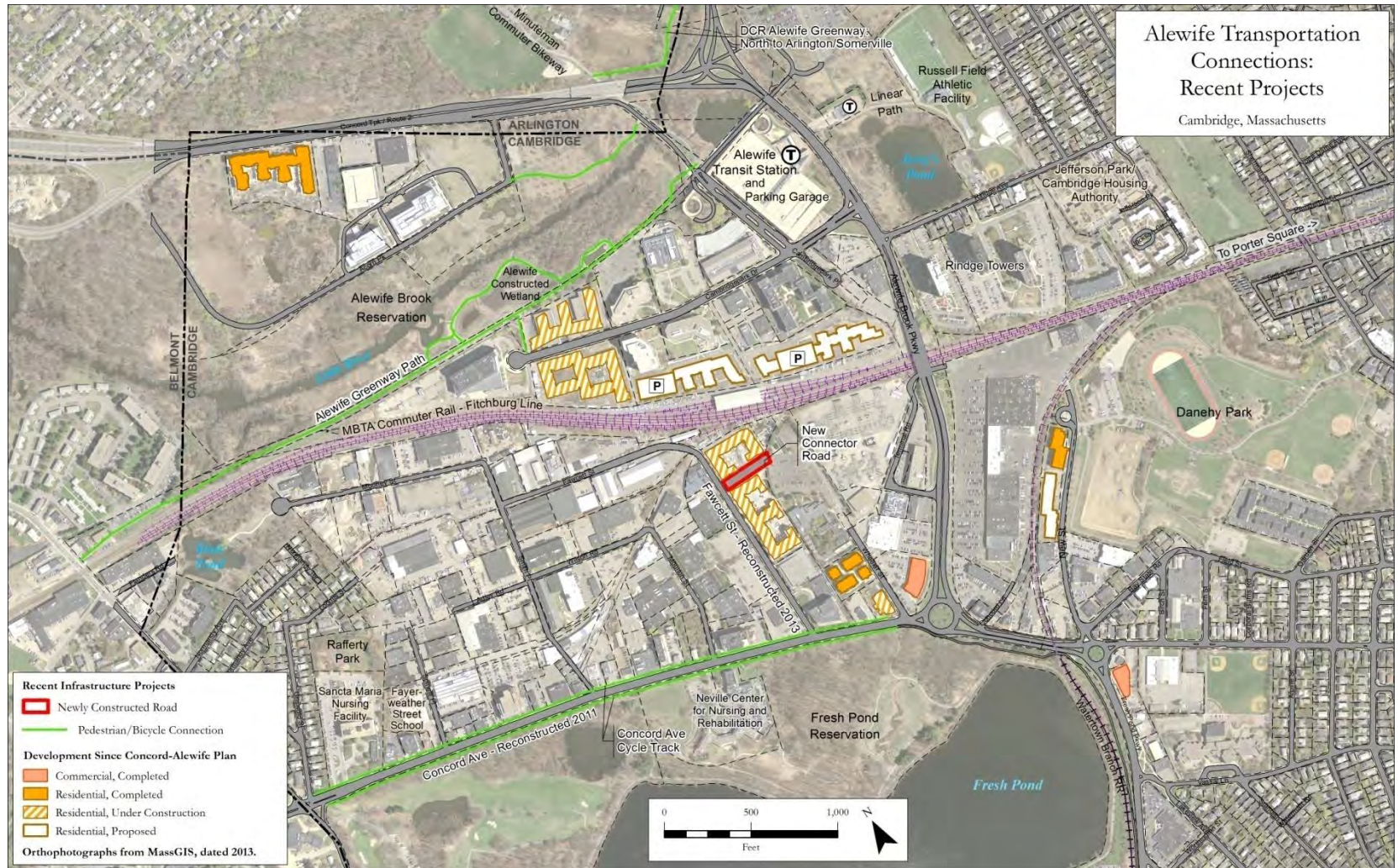
6/19/2014

City Council Transportation Committee on
Alewife Transportation

Recent Transportation Projects

- DCR Alewife Greenway – connects north to Arlington and Somerville, up Rt. 16
- Alewife Greenway Extension – path from Alewife Station to Brighton Street along stormwater wetland
- Concord Avenue cycle tracks
- Fawcett St. reconstruction with new sidewalks and new connector road
- Bicycle Parking added at Alewife - 488 spaces

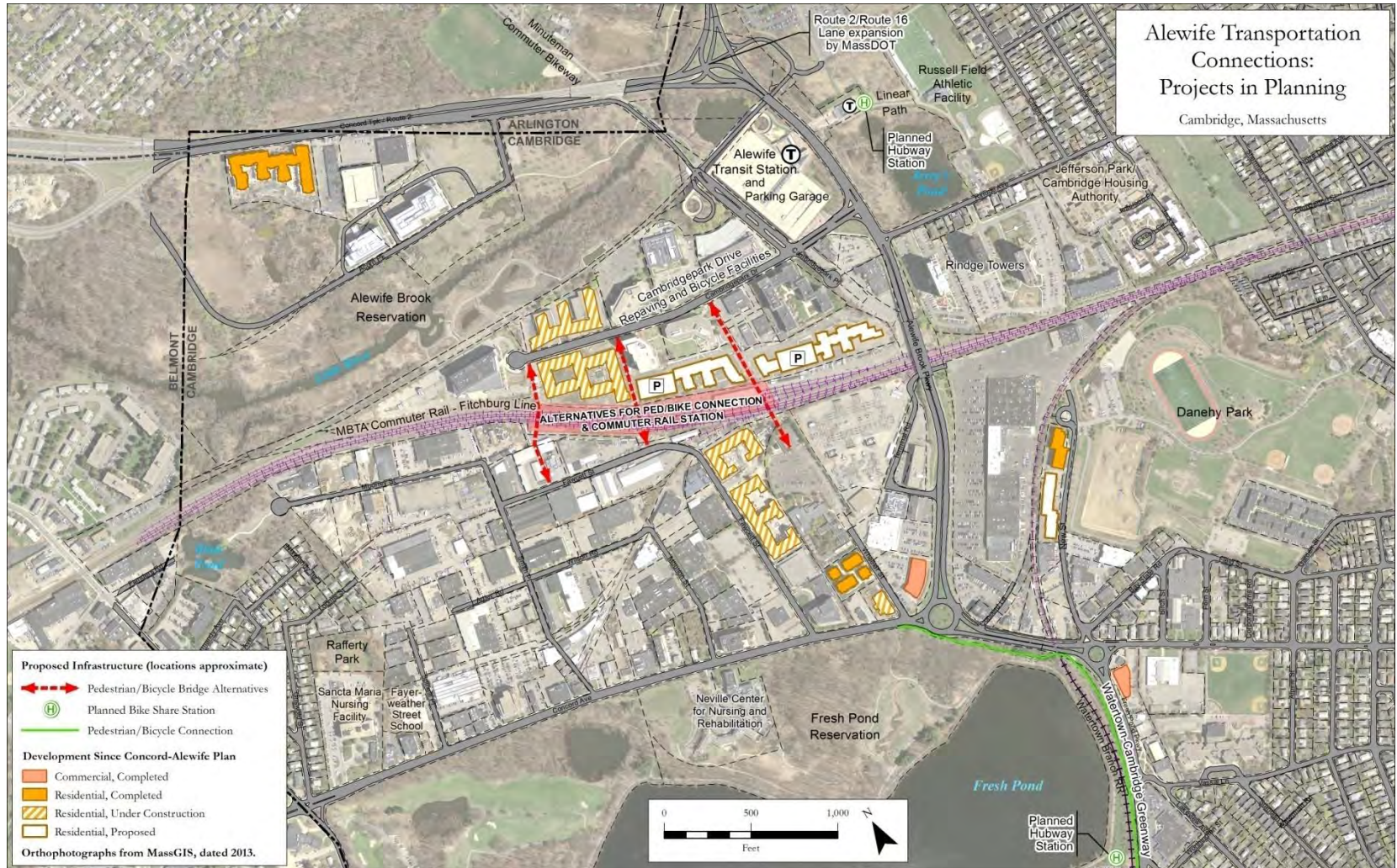
Recent Projects Plan



Projects in Planning

- Hubway stations being installed at Alewife head-house at Russell field and Rindge Avenue in summer 2014, Fresh Pond Water Treatment Plant in late 2014-15 and other locations
- Route 2 & 16 intersection project by MassDOT – add portion of a lane from Alewife Station –bidding July 2014, fall construction
- Alewife Bicycle/Pedestrian Bridge – consultant to conduct feasibility study for bridge and commuter rail station beginning this summer, TIGER grant for \$1m pending for final design
- Watertown/Cambridge Greenway – DCR close to beginning design process – likely in Fall 2014
- Red Line Capacity Improvements – working with MassDOT to look at options
- Cambridgepark Drive - repaving and bicycle facilities
- New Street Reconstruction-larger sidewalks and trees

Projects in Planning



New Street

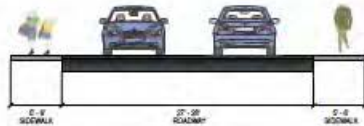
STREETSCAPE IMPROVEMENTS

NEW STREET

JUNE 2014

DRAFT

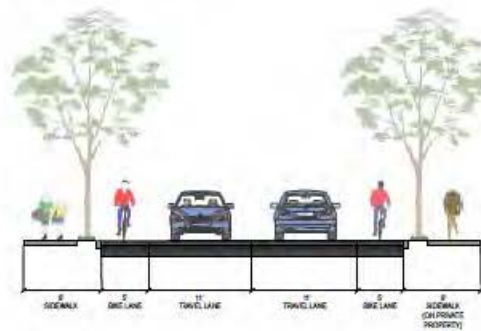
1. EXISTING CONDITIONS



2. INTERIM CONDITIONS



3. PROPOSED CONDITIONS



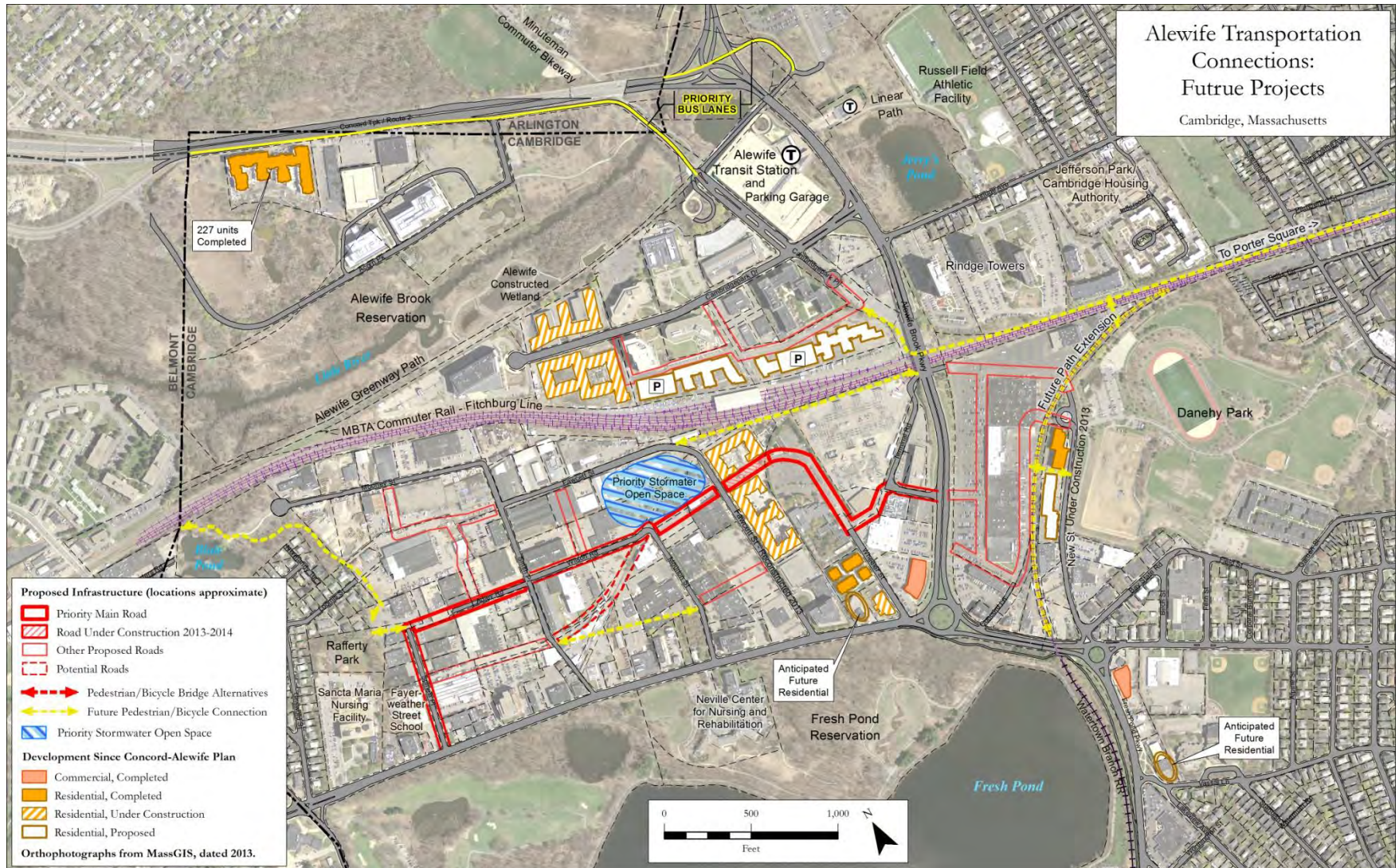
NOTE:
IF THERE ARE NO BIKE LANES, (2) 12'-0" TRAVEL LANES AND (1) 8'-0" PARKING LANE

APPROX. SCALE: 1" = 9'-0"

Future Goals

- Bus priority lanes into and out of Alewife Station
- Create Quadrangle roadway and pedestrian connections
- Extend Watertown/Cambridge Multi-use path to Danehy & connect to Fitchburg Line Path with a bridge over railroad, and extend path to Porter
- Expand Hubway locations to nearby towns
- Create connections into & through shopping center property

Future Projects



Question and Answers