


CITY OF CAMBRIDGE
Traffic, Parking and Transportation
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MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director 
Date: December 23, 2015
Re: MIT Kendall Square Redevelopment (PB#302 and #303)

The Cambridge Traffic, Parking and Transportation Department (TPT) received a memo from VHB dated December 18, 2015 with technical corrections to the Transportation Impact Study Summary sheets for the MIT Kendall Square Redevelopment Project. Based on TPT's review, we agree with and accept the updated TIS summary sheets, which report 495 data point (instead of the 500 stated in the original summary) and 45 criteria exceedances (instead of the 65 stated in the original summary). Four of these eliminated exceedances are due to minor corrections to the analysis results, while the other 16 did not result from project-induced impacts. These changes reflects a more accurate summary of the Planning Board Special Permit Transportation criteria and are consistent with the methodology in the TIS Guidelines. The VHB memo and updated summary sheets are attached.



To: Mr. Joseph E. Barr, Director
City of Cambridge
TP&TD

Date: December 18, 2015

Memorandum

Project #: 11356.00

From: Susan Sloan-Rossiter
Selma Mandzo-Prelidzic, PE

Re: MIT Kendall Square TIS Exceedance Correction Request

After a detailed review of the Planning Board Criteria and thresholds, VHB found that several of the original 65 exceedances have the potential of being overturned, by implementing an alternate interpretation of the criteria exceedance language and accounting for only MIT build impacts. In addition, a re-count of the total number of data point resulted in 495, instead of 500 originally reported.

The Planning Board has established 5 criteria that are evaluated against a proposed project's impact. The criteria provide threshold numbers in a table format and further clarify that "a project-induced" increase "in EXCESS" of the amount allowed, is defined as an exceedance.

Based on this alternate understanding of exceedance language, the number of exceedances for the MIT KS TIS is changed from 65 to 45, out of 495 data points. On behalf of MIT, VHB is requesting a correction to the Planning Board Criteria Performance Summary.

The changes impact Criteria B: Change in Vehicular LOS, and Criteria E: Change in Pedestrian LOS, as outlined below:

Revision 1: Criterion B - Vehicle Level of Service

A vehicle level of service (VLOS) is a measure of the operation of an intersection, during the peak traffic hour. The criterion evaluates a project-induced level of service reduction or roadway volume increase in excess of the amount allowed in Table 1.

Table 1: Criterion B Thresholds

(from City of Cambridge, Guidelines for Transportation Impact Study (TIS); Section IV-b Table; Page 11)

| Existing | With Project |
|-----------|---------------------------------------|
| VLOS A | VLOS C |
| VLOS B, C | VLOS D |
| VLOS D | VLOS D, or 7% roadway volume increase |
| VLOS E | 7% roadway volume increase |
| VLOS F | 5% roadway volume increase |

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Table 2: Proposed Revision to MIT KS TIS Planning Board Criteria Summary

| Intersection | Existing Condition | Build Condition | Traffic Increase | Exceeds Criteria? |
|--|--------------------|-----------------|------------------|-------------------|
| Hampshire Street at Cardinal Medeiros Avenue (AM Peak) | C | D | 3.1% | No |
| Broadway at Portland Street (AM Peak Hour) | C | D | 2.8% | No |
| Main Street at Ames Street (AM Peak Hour) | C | C | 44.9% | No |
| Main Street at Ames Street (PM Peak Hour) | C | D | 37.9% | No |

Existing condition LOS C would only trigger an exceedance if the Build condition LOS was IN EXCESS of LOS D, meaning that a reduction from LOS C to LOS E and LOS F would trigger an exceedance. LOS D does not trigger an exceedance, and therefore we request a correction to eliminate the 4 exceedances shown in Table 2 above.

Revision 2: Criterion E: Pedestrian and Bicycle Facilities, Pedestrian Delay

Pedestrian delay is a measure of pedestrian crossing delay during the peak hour at intersections and mid-block crossings, as determined by pedestrian level of service analysis and approved by the City. The criterion evaluates the project-induced increase in pedestrian delay at any study area crosswalks in excess of the amount allowed in Table 3.

Table 3: Criterion E Thresholds

(from City of Cambridge, Guidelines for Transportation Impact Study (TIS); Section IV-e Table; Page 12)

| Existing | With Project |
|----------|---------------------------------|
| PLOS A | PLOS A |
| PLOS B | PLOS B |
| PLOS C | PLOS C |
| PLOS D | PLOS D or increase of 3 seconds |
| PLOS E,F | PLOS D |

PED LOS at signalized intersections is dependent on signal timings only, and is not impacted by an increase in pedestrian activity. At the request of the TP&T Department the MIT KS Build 2015 analysis included future signal timings from the Binney Street Roadway Reconstruction Project. The Binney Street Roadway Reconstruction project proposed changes to signal timings at the intersections listed below, which impacted the PED LOS. The MIT TIS noted 16 exceedances in PED LOS, due to the Binney Street signal timing changes and not MIT project-induced timing changes.

When conducting Build 2015 PED LOS analysis using existing timings (for a true comparison of project-induced impact) no exceedances are tripped and therefore we request a correction to eliminate 16 exceedances, as shown in Table 4.

Table 4: Proposed Revision to MIT KS TIS Planning Board Criteria Summary

| Intersection | Crosswalk | AM Peak Hour | | | PM Peak Hour | | |
|---|-----------|---------------|---------------------------------------|-------------------|---------------|---------------------------------------|-------------------|
| | | Existing 2015 | Build 2015 (with Existing timings) | Exceeds Criteria? | Existing 2015 | Build 2015 (with Existing timings) | Exceeds Criteria? |
| Binney Street at Galileo Galilei Way/Fulkerson Street | East | C | C | No | C | C | No |
| | West | C | C | No | C | C | No |
| | North | B | B | No | B | B | No |
| | South | C | C | No | C | C | No |
| Binney Street at Third Street | North | C | C | No | C | C | No |
| | South | C | C | No | C | C | No |
| Binney Street at First Street | North | B | B | No | B | B | No |
| | South | A | A | No | A | A | No |

A complete revised Planning Board Criteria Performance Summary (attached) for your review. We request this corrected Planning Board Criteria Performance Summary be provided to the Planning Board.

Special Permit Transportation Impact Study (TIS)

Planning Board Permit Number: _____

PROJECT NAME:

MIT Kendall Square

Address:

238 Main Street, Suite 200
Cambridge MA 02139

Owner/Developer Name:

Massachusetts Institute of Technology (MIT)

Contact Person:

Michael K. Owu

Contact Address:

238 Main Street, Suite 200
Cambridge, MA 02142

Contact Phone:

(617) 258-1012

SIZE:

ITE sq. ft.:

1,759,600

Land Use Type:

Mixed Use Development Office, Research & Development, Residential, Retail, Museum, Academic Graduate Housing, and Daycare

PARKING:

Existing Parking Spaces*:

599

Use:

230 Commercial/369 Academic

New Parking Spaces**:

1,673

Use:

947 Commercial/569 Academic/157 residential

Net New Parking Spaces***

+1,074

*Existing parking spaces on TIS Building sites

**The total parking spaces of 1,673 include 200 relocated academic spaces and 485 replacement spaces of which 369 are academic spaces and 116 are commercial spaces

***Includes the 200 relocated academic spaces

Date of Parking Registration Approval: N/A

TRIP GENERATION*:

| | Daily | AM Peak Hour | PM Peak Hour |
|-------------|--------|--------------|--------------|
| Total Trips | 18,812 | 1,795 | 2,187 |
| Vehicle | 5,858 | 643 | 708 |
| Transit | 7,508 | 761 | 893 |
| Pedestrian | 3,524 | 201 | 359 |
| Bicycle | 1,922 | 190 | 227 |

*Does not take into account existing site trip credits

MODE SPLIT (PERSON TRIPS):

RESEARCH & DEVELOPMENT/OFFICE (RESIDENTIAL) [RETAIL]{ACADEMIC}

Auto: 41% (32%) [31%] {27%}

Transit: 42% (30%) [30%] {41%}

Walk: 7% (25%) [29%] {15%}

Bike: 10% (10%) [8%] {14%}

Other: 0% (3%) [2%] {3%}

TRANSPORTATION CONSULTANT:

Company Name: Vanasse Hangen Brustlin, Inc.

Contact Name: Susan Sloan-Rossiter

Phone: 617.728.7777

Date of Building Permit Approval: _____

Planning Board Permit Number: _____

Special Permit Transportation Impact Study (TIS)

Project Name: MIT Kendall Square

REVISED 12/18/2015

Total Data Entries = **495**Total Number of Criteria Exceedances = Full Build = **45**1. Project Vehicle Trip Generation*

| Time Period | Criteria (trips) | Build | Exceeds Criteria? |
|----------------------|------------------|-------|-------------------|
| Weekday Daily | 2,000 | 5,858 | Yes |
| Weekday AM Peak Hour | 240 | 643 | Yes |
| Weekday PM Peak Hour | 240 | 708 | Yes |

*Does not take into account existing site trip credits

2. Level of Service (LOS)

| Intersection | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--------------------|-----------------|------------------|-------------------|--------------------|-----------------|------------------|-------------------|
| | Existing Condition | Build Condition | Traffic Increase | Exceeds Criteria? | Existing Condition | Build Condition | Traffic Increase | Exceeds Criteria? |
| O'Brien Highway at Third Street | F | F | 3.0% | No | F | F | 2.9% | No |
| Cambridge Street at Third Street | D | D | 5.9% | No | F | F | 5.1% | Yes |
| Cambridge Street at First Street | E | E | 3.7% | No | F | F | 3.1% | No |
| O'Brien Highway at Cambridge Street/ East Street | C | C | 1.4% | No | B | B | 1.5% | No |
| O'Brien Highway at Land Boulevard/ Gilmore Bridge | E | E | 2.5% | No | F | F | 2.9% | No |
| Binney Street / Galileo Galilei Way / Fulkerson Street | C | C | 0.3% | No | D | C | 3.8% | No |
| Binney Street at Third Street | D | D | 7.5% | Yes | D | D | 7.5% | Yes |
| Binney Street at First Street | C | C | 3.1% | No | C | C | 3.7% | No |
| Land Boulevard at Binney Street | B | C | 3.5% | No | C | C | 4.2% | No |
| Hampshire Street at Cardinal Medeiros Avenue | C | D | 3.1% | No | C | C | 2.7% | No |
| Broadway at Portland Street | C | D | 2.8% | No | D | D | 2.9% | No |
| Broadway at Hampshire Street | D | E | 5.4% | Yes | D | D | 5.6% | No |
| Broadway at Galileo Galilei Way | F | F | 3.4% | No | E | E | 5.4% | No |
| Broadway at Ames Street | E | E | 9.4% | Yes | D | D | 11.7% | Yes |
| Third Street at Broadway | C | E | 15.2% | Yes | D | D | 7.9% | Yes |
| Vassar Street at Main Street | C | C | 9.2% | No | C | C | 10.2% | No |
| Main Street at Ames Street | C | C | 44.9% | No | C | D | 37.9% | No |
| Memorial Drive WB at Wadsworth Street | B | B | 10.2% | No | B | B | 5.1% | No |
| Memorial Drive EB at Wadsworth Street | A | A | 4.9% | No | A | A | 5.2% | No |

Special Permit Transportation Impact Study (TIS)

3. Traffic on Residential Streets

| Roadway | Reviewed Segment | Amount of Residential | AM Peak Hour | | | PM Peak Hour | | |
|------------------|-------------------------------------|-----------------------|---------------|---------------|-------------------|---------------|---------------|-------------------|
| | | | Existing 2015 | Project Trips | Exceeds Criteria? | Existing 2015 | Project Trips | Exceeds Criteria? |
| Portland Street | Main St to Washington St | >1/3 but <1/2 | 655 | 0 | No | 733 | 0 | No |
| | Washington St to Harvard St | >1/3 but <1/2 | 653 | 0 | No | 733 | 0 | No |
| | Harvard St to Broadway | 1/3 or less | 653 | 0 | No | 733 | 0 | No |
| | Broadway to Hampshire St | 1/3 or less | 650 | 0 | No | 727 | 0 | No |
| | Hampshire St to Binney St | >1/3 but <1/2 | 730 | 0 | No | 830 | 0 | No |
| Broadway | Windsor St to Dickinson St | 1/2 or more | 828 | 42 | Yes | 921 | 46 | Yes |
| | Dickinson St to Clark St | 1/2 or more | 828 | 42 | Yes | 921 | 46 | Yes |
| Hampshire Street | Medeiros Ave to Webster Ave | 1/3 or less | 653 | 40 | No | 762 | 41 | No |
| | Webster Ave to Clark St | >1/3 but <1/2 | 653 | 40 | No | 762 | 41 | No |
| Memorial Drive | Ames St to Wadsworth St | 1/2 or more | 2343 | 68 | Yes | 3002 | 131 | Yes |
| Third Street | Rodgers St to Bent St | 1/3 or less | 769 | 82 | No | 893 | 90 | No |
| | Bent St to Charles St | >1/3 but <1/2 | 769 | 82 | Yes | 893 | 90 | Yes |
| | Charles St to Hurley St | 1/2 or more | 769 | 82 | Yes | 893 | 90 | Yes |
| | Hurley St to Spring St | 1/2 or more | 769 | 82 | Yes | 893 | 90 | Yes |
| | Spring St to Thorndike St | 1/3 or less | 769 | 82 | No | 893 | 90 | No |
| | Thorndike St to Otis St | 1/2 or more | 769 | 82 | Yes | 893 | 90 | Yes |
| Cambridge Street | Third St to Sciarappa St | 1/3 or less | 612 | 0 | No | 649 | 0 | No |
| | Sciarappa St to 5th St | 1/3 to 1/2 | 612 | 0 | No | 649 | 0 | No |
| O'Brien Highway | Land Blvd to Leighton St | 1/2 or more | 2405 | 36 | No | 2095 | 41 | Yes |
| | Leighton St to East St/Cambridge St | 1/2 or more | 2388 | 36 | No | 2233 | 41 | Yes |
| Amherst Street | Ames St to Carleton St | 1/3 or less | 255 | 287 | No | 349 | 391 | No |
| | Carleton St to Hayward St | >1/3 but <1/2 | 246 | 287 | Yes | 314 | 391 | Yes |
| | Hayward St to Wadsworth St | 1/3 or less | 236 | 97 | No | 268 | 128 | No |

*volume interpolated from nearest data available in study area

4. Lane Queue (for signalized intersections)

| Intersection | Movement | AM Peak Hour | | | PM Peak Hour | | |
|----------------------------------|----------|--------------|-------|-------------------|--------------|-------|-------------------|
| | | Existing | Build | Exceeds Criteria? | Existing | Build | Exceeds Criteria? |
| O'Brien Highway at Third Street | NB L/R | 1 | 1 | No | 5 | 5 | No |
| | SEB T/R | ~24 | ~25 | No | ~17 | ~18 | No |
| | NWB L/T | 0 | 0 | No | ~13 | ~13 | No |
| Cambridge Street at Third Street | EB L/T/R | 7 | 7 | No | ~13 | ~13 | No |
| | WB L/T/R | 5 | 5 | No | ~14 | ~14 | No |
| | NB L/T/R | 3 | 3 | No | 7 | 8 | No |
| | SB L | 1 | 1 | No | 0 | 0 | No |
| | SB T/R | 14 | 16 | No | 3 | 4 | No |

Special Permit Transportation Impact Study (TIS)

| Intersection | Movement | AM Peak Hour | | | PM Peak Hour | | |
|---|-----------|--------------|-------|-------------------|--------------|-------|-------------------|
| | | Existing | Build | Exceeds Criteria? | Existing | Build | Exceeds Criteria? |
| Cambridge Street at First Street | EB T/R | 7 | 7 | No | -9 | -9 | No |
| | WB L | -5 | -6 | No | 2 | 3 | No |
| | W T | 4 | 4 | No | 3 | 3 | No |
| | NB L | 1 | 1 | No | 3 | 3 | No |
| | NB R | 2 | 2 | No | -13 | -14 | No |
| O'Brien Highway at Cambridge Street/East Street | EB L | 2 | 2 | No | 1 | 1 | No |
| | EB T | 13 | 13 | No | 1 | 1 | No |
| | EB R | 3 | 3 | No | 0 | 0 | No |
| | WB L | 5 | 5 | No | 2 | 2 | No |
| | WB T/R | 3 | 3 | No | 9 | 9 | No |
| | NB L/T | 0 | 0 | No | 5 | 5 | No |
| | NB R | 0 | 0 | No | 0 | 0 | No |
| | SB L/T/R | 1 | 1 | No | 1 | 1 | No |
| O'Brien Highway at Land Boulevard | SEB L | 4 | 4 | No | -14 | -15 | No |
| | SEB T | 11 | 11 | No | 6 | 6 | No |
| | SEB R | 6 | 6 | No | 9 | 9 | No |
| | NWB L | -9 | -12 | No | 6 | 7 | No |
| | NWB T | 8 | 9 | No | 9 | 9 | No |
| | NWB R | 3 | 3 | No | 7 | 7 | No |
| | NEB L | 4 | 4 | No | -14 | -12 | No |
| | NEB T | 6 | 6 | No | -21 | -21 | No |
| | NEB R | 0 | 0 | No | 10 | 10 | No |
| | SWB L/T/R | -22 | -23 | No | -13 | -14 | No |
| Binney Street at Galileo Galilei Way/Fulkerson Street | EB T | 3 | 2 | No | 8 | 8 | No |
| | WB T/R | 3 | 5 | No | 5 | 5 | No |
| | SB R | 6 | 6 | No | 6 | 6 | No |
| | SEB L | 4 | 4 | No | 7 | 7 | No |
| | SEB R | 1 | 1 | No | 0 | 0 | No |
| Binney Street at Third Street | EB L | 1 | 2 | No | 7 | 8 | No |
| | EB T/R | 3 | 3 | No | 6 | 6 | No |
| | WB L | 4 | -6 | No | 2 | 2 | No |
| | WB T/R | 6 | 6 | No | 3 | 3 | No |
| | NB L/T | 3 | 3 | No | 9 | 11 | No |
| | NB R | 1 | 1 | No | 3 | 4 | No |
| | SB L/T/R | 13 | -16 | No | 8 | 8 | No |
| Binney Street at First Street | EB L | 3 | 2 | No | 9 | 7 | No |
| | EB T/R | 2 | 1 | No | 3 | 2 | No |
| | WB L/T/R | 4 | 4 | No | 1 | 2 | No |
| | NB L/T/R | 0 | 0 | No | 1 | 1 | No |
| | SB L/T | 5 | 6 | No | 6 | 8 | No |
| | SB R | N/A | 5 | No | N/A | 2 | No |

Special Permit Transportation Impact Study (TIS)

| Intersection | Movement | AM Peak Hour | | | PM Peak Hour | | |
|--|-----------|--------------|-------|-------------------|--------------|-------|-------------------|
| | | Existing | Build | Exceeds Criteria? | Existing | Build | Exceeds Criteria? |
| Land Boulevard at Binney Street | EB L/R | 3 | 2 | No | 5 | 2 | No |
| | NEB L | 7 | 6 | No | 6 | 7 | No |
| | NEB T | 1 | 2 | No | 3 | 7 | No |
| | SWB T | 7 | 17 | Yes | 11 | 15 | No |
| | SWB R | 5 | 10 | No | 3 | 3 | No |
| Hampshire Street at Cardinal Medeiros Avenue | NB L | 0 | 0 | No | 1 | 1 | No |
| | NB T/R | 2 | 2 | No | 2 | 2 | No |
| | SB L | 0 | 0 | No | 0 | 0 | No |
| | SB T/R | 5 | 5 | No | 5 | 5 | No |
| | SEB L/T/R | 11 | ~12 | No | 6 | 7 | No |
| | NWB L/T/R | 6 | 6 | No | 11 | 11 | No |
| Broadway at Portland Street | EB L/T/R | 13 | ~15 | No | 10 | 10 | No |
| | WB L/T/R | 7 | 7 | No | 10 | ~11 | No |
| | NB L | 1 | 1 | No | 1 | 1 | No |
| | NB T/R | 7 | 7 | No | 8 | 8 | No |
| | SB L | 1 | 1 | No | 0 | 0 | No |
| | SB T/R | 2 | 2 | No | 2 | 2 | No |
| Broadway at Hampshire Street | EB L/T | 13 | ~14 | No | 9 | 10 | No |
| | EB R | 3 | 3 | No | 0 | 0 | No |
| | WB L | ~5 | ~6 | No | 0 | 0 | No |
| | WB T | 2 | 2 | No | 3 | 3 | No |
| | WB R | 0 | 0 | No | 1 | 2 | No |
| | NB L | 0 | 0 | No | 2 | 2 | No |
| | NB T/R | 1 | 1 | No | 2 | 2 | No |
| | SB L | 5 | ~8 | No | ~8 | ~8 | No |
| | SB T/R | 1 | 1 | No | 0 | 0 | No |
| Broadway at Galileo Galilei Way | EB L | 4 | 4 | No | 3 | 3 | No |
| | EB T | ~17 | ~18 | No | 8 | ~9 | No |
| | EB R | 2 | 3 | No | 1 | 1 | No |
| | WB L | 2 | 2 | No | ~6 | ~6 | No |
| | WB T/R | 5 | 5 | No | 6 | 7 | No |
| | NB L | 2 | 2 | No | 3 | 3 | No |
| | NB T/R | 4 | 4 | No | 8 | 9 | No |
| | SB L | 2 | 2 | No | 1 | 2 | No |
| | SB T | 11 | 11 | No | 7 | 7 | No |
| | SB R | ~5 | ~5 | No | ~5 | ~5 | No |

Special Permit Transportation Impact Study (TIS)

| Intersection | Movement | AM Peak Hour | | | PM Peak Hour | | |
|---------------------------------------|----------|--------------|-------|----------------------|--------------|-------|----------------------|
| | | Existing | Build | Exceeds Criteria? | Existing | Build | Exceeds Criteria? |
| Broadway at Ames Street | EB T | ~20 | ~20 | No | ~15 | ~15 | No |
| | EB R | 2 | 3 | No | 1 | 1 | No |
| | WB L | 4 | 3 | No | 2 | 1 | No |
| | WB T | 9 | 8 | No | 8 | 7 | No |
| | NB L | 2 | 2 | No | 2 | 2 | No |
| | NB R | 0 | 0 | No | 2 | 4 | No |
| Third Street at Broadway | EB L | 6 | 6 | No | 6 | 7 | No |
| | EB T | 5 | 4 | No | 3 | 4 | No |
| | WB T | 12 | ~21 | Yes | 9 | 9 | No |
| | WB R | 6 | 8 | No | 3 | 3 | No |
| | SB L | 2 | 6 | No | ~11 | ~12 | No |
| | SB R | 3 | 2 | No | 1 | 2 | No |
| Vassar Street at Main Street | EB L | 4 | 4 | No | 4 | 5 | No |
| | EB T/R | 5 | 8 | No | 5 | 6 | No |
| | WB L | 1 | 1 | No | 1 | 1 | No |
| | WB T/R | 5 | 6 | No | 2 | 5 | No |
| | NB L/T/R | 5 | 5 | No | 5 | 6 | No |
| | SB L | 1 | 2 | No | 1 | 1 | No |
| | SB T | 9 | 9 | No | 4 | 4 | No |
| | SB R | 6 | 6 | No | 2 | 2 | No |
| Main Street at Ames Street | EB L | 1 | 1 | No | 0 | 0 | No |
| | EB T/R | 5 | 9 | No | 6 | 6 | No |
| | WB L | 0 | 2 | No | 0 | 1 | No |
| | WB T/R | 1 | 1 | No | 1 | 1 | No |
| | NB L | 1 | 2 | No | 1 | ~7 | No |
| | NB T/R | 2 | 3 | No | 3 | 7 | No |
| | SB L/T/R | 3 | 6 | No | 2 | 3 | No |
| | SB R | 5 | 4 | No | 2 | 2 | No |
| Memorial Drive at Wadsworth Street | EB L | 0 | 0 | No | 0 | 0 | No |
| | EBT | 0 | 0 | No | 0 | 0 | No |
| | WB T/R | 9 | 11 | No | 13 | 14 | No |
| | NB L | 0 | 0 | No | 0 | 0 | No |
| | NB T | 5 | 6 | No | 3 | 3 | No |
| | SB R | 0 | 0 | No | 1 | 2 | No |

Special Permit Transportation Impact Study (TIS)

5. Pedestrian and Bicycle Facilities

| Intersection | Crosswalk | AM Peak Hour | | | PM Peak Hour | | |
|---|-----------|---------------|------------|-------------------|---------------|------------|-------------------|
| | | Existing 2015 | Build 2015 | Exceeds Criteria? | Existing 2015 | Build 2015 | Exceeds Criteria? |
| O'Brien Highway at Third Street | East | D | D | No | D | D | No |
| | West | D | D | No | D | D | No |
| | South | D | D | No | D | D | No |
| Cambridge Street at Third Street | East | B | B | No | B | B | No |
| | West | B | B | No | B | B | No |
| | North | B | B | No | B | B | No |
| | South | B | B | No | B | B | No |
| Cambridge Street at First Street | East | D | D | No | D | D | No |
| | West | D | D | No | D | D | No |
| | South | D | D | No | D | D | No |
| O'Brien Highway at Cambridge Street/East Street | East | D | D | No | D | D | No |
| | West | D | D | No | D | D | No |
| | North | D | D | No | D | D | No |
| | South | C | C | No | C | C | No |
| O'Brien Highway at Land Boulevard | West | E | E | No | E | E | No |
| | North | E | E | No | E | E | No |
| | South | E | E | No | E | E | No |
| Binney Street at Galileo Galilei Way/Fulkerson Street | East | C | C | No | C | C | No |
| | West | C | C | No | C | C | No |
| | North | B | B | No | B | B | No |
| | South | C | C | No | C | C | No |
| Binney Street at Third Street | East | D | D | No | D | D | No |
| | West | D | D | No | D | D | No |
| | North | C | C | No | C | C | No |
| | South | C | C | No | C | C | No |
| Binney Street at First Street | East | E | E | No | E | E | No |
| | West | E | E | No | E | E | No |
| | North | B | B | No | B | B | No |
| | South | A | A | No | A | A | No |
| Land Boulevard at Binney Street | West | E | E | No | E | E | No |
| | North | E | E | No | E | E | No |
| | South | E | E | No | E | E | No |
| Hampshire Street at Cardinal Medeiros Avenue | East | B | B | No | B | B | No |
| | West | B | B | No | B | B | No |
| | North | B | B | No | B | B | No |
| | South | B | B | No | B | B | No |

Special Permit Transportation Impact Study (TIS)

| Intersection | Crosswalk | AM Peak Hour | | | PM Peak Hour | | |
|------------------------------------|-----------|------------------|---------------|----------------------|------------------|---------------|----------------------|
| | | Existing 2015 | Build 2015 | Exceeds Criteria? | Existing 2015 | Build 2015 | Exceeds Criteria? |
| Broadway at Portland Street | East | B | B | No | B | B | No |
| | West | B | B | No | B | B | No |
| | North | B | B | No | B | B | No |
| | South | B | B | No | B | B | No |
| Broadway at Hampshire Street | East | D | D | No | D | D | No |
| | West | D | D | No | D | D | No |
| | North | C | C | No | C | C | No |
| | South | C | C | No | C | C | No |
| Broadway at Galileo Galilei Way | East | D | D | No | D | D | No |
| | West | D | D | No | D | D | No |
| | North | D | D | No | D | D | No |
| | South | D | D | No | D | D | No |
| Broadway at Ames Street | East | D | D | No | D | D | No |
| | West | D | D | No | D | D | No |
| | South | C | C | No | C | C | No |
| Third Street at Broadway | East | D | D | No | D | D | No |
| | West | D | D | No | D | D | No |
| | North | C | C | No | C | C | No |
| | South | - | C | No | - | C | No |
| Vassar Street at Main Street | East | C | C | No | C | C | No |
| | West | C | C | No | C | C | No |
| | North | C | C | No | B | B | No |
| | South | C | C | No | B | B | No |
| Main Street at Ames Street | East | D | D | No | D | D | No |
| | West | D | D | No | D | D | No |
| | North | C | C | No | C | C | No |
| | South | C | C | No | C | C | No |
| Memorial Drive at Wadsworth Street | East | D | D | No | D | D | No |
| | North | D | D | No | D | D | No |

Special Permit Transportation Impact Study (TIS)

Sidewalk and Bicycle Facilities

| Adjacent Street | Link (between) | Sidewalks or Walkways Present? | Exceeds Criteria? | Bicycle Facilities or Right of Ways Present? | Exceeds Criteria? |
|------------------|---|--------------------------------|-------------------|--|-------------------|
| Main Street | Ames St to Wadsworth St (north side) | Yes | No | Under Construction* | No |
| | Ames St to Wadsworth St (south Side) | Yes | No | Yes | No |
| | Wadsworth St to Longfellow Br (south side) | Yes | No | Yes | No |
| | Third St to Broad Canal Way (north side) | Yes | No | Yes | No |
| Wadsworth Street | Main St to Amherst St (west side) | Yes | No | No | Yes |
| | Main St to Amherst St (east side) | Yes | No | No | Yes |
| | Amherst St to Memorial Dr (west side) | Yes | No | No | Yes |
| | Amherst St to Memorial Dr (east side) | Yes | No | No | Yes |
| Third Street | Broad Canal Way to Broadway (west side) | Yes | No | Yes | No |
| | Broad Canal Way to Broadway (east side) | Yes | No | Yes | No |
| Amherst Street | Ames St to Carleton St (north side) | Yes | No | No | Yes |
| | Ames St to Carleton St (south side) | Yes | No | No | Yes |
| | Carleton St to Hayward St (north side) | Yes | No | No | Yes |
| | Carleton St to Hayward St (south side) | Yes | No | No | Yes |
| | Hayward St to Wadsworth St (north side) | Yes | No | No | Yes |
| | Hayward St to Wadsworth St (south side) | Yes | No | No | Yes |
| Hayward Street** | Main St to Amherst St (west side) | Yes | No | No | Yes** |
| | Main St to Amherst St (east side) | Yes | No | No | Yes** |
| Carleton Street | Dock St/Deacon St to Amherst St (west side) | Yes | No | No | Yes |
| | Dock St/Deacon St to Amherst St (east side) | Yes | No | No | Yes |

*Main Street is currently under construction and the new roadway design will provide a new bike lane on the north side of the street as well as maintain the bike lane on the south side of the street.

**As part of the MIT Kendall Square Project, Hayward Street will be turned into a pedestrian and bicycle connection through the site and will no longer provide vehicular access from Amherst Street to Main Street under Build Conditions.

