




CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director 
Date: September 25, 2020
Subject: CambridgeSide 2.0 Redevelopment Project

The Cambridge Traffic, Parking, and Transportation Department (TP+T) has reviewed the Transportation Impact Study (TIS) for the proposed CambridgeSide 2.0 Redevelopment Project by New England Development on behalf of CambridgeSide Galleria Associates L.L.C.

The proposed Project involves the redevelopment of the CambridgeSide mall into a 1.665 million square feet mixed-use development with Office, Research and Development, Retail and Residential uses. Approximately 175,000 new GFA will be devoted to residential use (approximately 200 units) and approximately 400,000 new GFA will be devoted to commercial uses. The Project will eliminate the existing upper garage and maintain the existing lower garage, reducing the site’s existing parking from approximately 2,490 spaces today to approximately 1,695 spaces in the future (there may be potential for additional parking capacity with managed parking operations). The Project will install approximately 494 new bicycle parking spaces (404 long-term and 90 short-term bicycle spaces) for a total at the site of approximately 625 bicycle parking spaces. A summary of the proposed full build condition for the Project is shown below.

Project Summary

Use	Gross Square Feet
<i>Office</i>	415,000 sf
<i>Research and Development (R&D)</i>	685,000 sf
<i>Retail</i>	390,000 sf
<i>Residential (200 units)</i>	175,000 sf
Total	1,665,000 sf
<i>Auto Parking spaces</i>	1,695 spaces
<i>Long-Term Bicycle Parking Spaces</i>	450 spaces
<i>Short-Term Bicycle Parking Spaces</i>	175 spaces

TP+T has been working with the Applicant on this Project and certified the TIS as complete and reliable on August 4, 2020. The TIS evaluated the area’s transportation conditions at nineteen (19) intersections, including the Project’s trip generation and

cumulative traffic impacts with other development projects as required in all TISs. The TIS reviewed all modes of transportation (vehicle, public and private transit, walking, and bicycling) and the Project's service and loading plan.

The TIS indicated that the project will generate a total of:

- 2,838 daily vehicle trips (369 AM Peak / 350 PM peak hour vehicle trips)
- 2,484 daily transit trips, (322 AM Peak / 305 PM Peak hour transit trips)
- 480 daily pedestrian trips, (59 AM / 57 PM Peak hour transit trips)
- 410 daily bicycle trips, (53 AM / 50 PM Peak hour bicycle trips)

The TIS indicated that the Planning Board Special Permit transportation criteria were exceeded in 20 instances.

- Vehicle Level of Service (VLOS) criterion was exceeded at three intersections during the evening peak hour (Cambridge Street at First Street, First Street at Thorndike Street, and First Street at Charles Street and CambridgeSide Place). Vehicle Level of Service (VLOS) criterion was also exceeded during the evening peak hour at the CambridgeSide Place at the Garage south exit and First Street at the Garage West Entrance.
- Lane Queue criterion was exceeded at O'Brien Highway at Land Boulevard during the evening peak hour and at Land Boulevard at CambridgeSide Place during the morning peak period.
- Pedestrian Level of Service (PLOS) criterion was exceeded in the morning peak hour at O'Brien Highway at Land Boulevard, First Street at Spring Street, and Land Boulevard at Binney Street. During the evening peak hour PLOS was exceeded at CambridgeSide Place at the Mid-Block Crossing, and Land Boulevard at Binney Street.
- Bicycle Facilities criterion was exceeded at CambridgeSide Place and Land Boulevard. Both roads do not contain bicycle facilities.

The full Planning Board criteria summary sheet is attached. TP+T offers the Planning Board the following initial comments and looks forward to hearing comments from the Planning Board and continuing to work with the Applicant on this Project:

General Comments

- Although the Project is estimated to generate 369 AM and 350 PM peak hour vehicle trips, it is worth noting that the actual Project site's trip generation numbers could be less because the Project will be phasing-out current monthly parking leases to people who work in the area (i.e., non-tenant employees). Some of these monthly parkers may park at other locations in the area and some people may choose other ways to commute, such as taking public transportation. The TIS conservatively estimated that all the parkers will continue to park in the area and dispersed the trips into the traffic network, therefore, although the trips will be removed from the site they will continue to be accounted for at various intersections in the study area.
- The elimination of approximately 630 non-tenant monthly parkers from parking at CambridgeSide will free up the parking spaces needed at the site for the proposed

Project. Because the elimination of the non-tenant monthly parking leases will occur over time and not all at once, the TIS expects it will not have a near-term negative impact on the surrounding traffic network or the areas parking conditions. TP+T believes that many of the people who will lose parking at CambridgeSide may not be pleased, but it may shift some people to using other more sustainable modes, or the people will park at other locations (such as their own work site or elsewhere).

- CambridgeSide will be reducing their current number of parking spaces from 2,490 spaces to 1,695 spaces by replacing their existing above-ground parking garage with new uses (i.e., residential, office, R&D space). It should be noted that CambridgeSide had overbuilt their parking spaces from the start and rarely used more than about 50% of the site's parking spaces. The parking study in the TIS found that 1,695 parking spaces should be enough to meet the Project's full-build condition. However, this should be sufficient if the Project provides no more than 0.9 parking spaces per 1,000 sf for the proposed Office space and no more than 0.8 parking spaces per 1,000 square feet for the R&D space. Those parking ratios are also the maximum parking ratios in the zoning for the area.
- CambridgeSide has long-term parking lease agreements with the Hotel Sonesta, Hotel Marlowe, and the former Lotus Building totaling 362 spaces, although many of those spaces are never used. The City has been working with the New England Development and expects that a detailed parking management and operations plan will be part of the final requirements for the Project's Planning Board Special Permit and their amended Commercial Parking Facility Permit and will include the parking plan for their residential and retail uses as well. The TIS estimated that some of the non-residential parking spaces can be used by the residential use at nights and weekends through shared parking arrangements.
- There is a potential to have additional cars parked at the CambridgeSide below-grade garage (i.e., in addition to the 1,695 spaces) through managed parking operations (i.e., valet parking or other technology that will park cars closer together). We look forward to working with New England Development to identify how many additional vehicles may be able to fit in the garage so that the maximum number of cars can be reviewed and permitted, including any potential conditions on when more than 1,695 cars can be parked in the garage and who will use that additional capacity.
- CambridgeSide has an existing Commercial Parking Facility Permit (CPFP) which will need to be amended to account for the change in uses at the site and number of parking spaces. The City expects this will be completed in tandem with the Planning Board Special Permit. The exact timeline for the amended CPFP still needs to be determined.
- New England Development has graciously allowed Cambridge residents to park at the CambridgeSide mall during declared snow emergencies, which has been very appreciated by the City and which we hope to see continue.
- The TIS and Special Permit Application provided some initial proposals for the Project's transportation mitigation. More work and discussions are needed between the City and New England Development on mitigation as part of the Planning Board special permit process and for an amended Commercial Parking Facility Permit, however, TP+T offers some initial comments below:

- CambridgeSide operates a shuttle between the mall and the MBTA Kendall Square Red Line station. The TIS indicated that the standalone CambridgeSide shuttle is a necessity, but the City does not necessarily agree; a consolidation with the EZRide bus could create equal or better service including continuing free rides to various user groups and operating on the weekends. A consolidated and well marketed bus could potentially include several routes, provide more connections and economies of scale. In addition to connecting CambridgeSide to Kendall Square, it could connect to other key transportation hubs, such as Lechmere Station, North Station, Sullivan Square Station, Central Square Station, etc. The TIS indicated New England Development's willingness to work with the Charles River Transportation Management Association (CRTMA) on potential consolidation of services "*once the CRTMA has more clarity on funding*". However, the City believes that the CRTMA cannot have clarity on long-term funding if New England Development does not make specific funding commitments, which they have not yet done. The City believes that there is an opportunity for some level of consolidation between the CambridgeSide Shuttle and EZRide and it remains an outstanding issue; however, we believe that this can be addressed with additional coordination between the Applicant, City and CRTMA. This could be a situation where the Applicant maintains the CambridgeSide Shuttle service as an amenity for their tenants until such time that the EZRide or another service provides the expanded services that CambridgeSide needs. At that time, CambridgeSide could cease operations of their shuttle bus.
- Many of the proposed TDM measures do not meet Cambridge's standard for comparable projects. The measures need to be more specific or clarified, including:
 - Clarifying that employees will be charged directly for parking at market rates, rather than allowing employers to pay the parking fees. Fees paid directly by employees are significantly more effective in reducing drive-alone trips.
 - Consideration of charging employee parking fees by day instead of monthly to give flexibility to employees who are able to drive for only part of the week.
 - Clarifying that lease language requiring employers to subsidize employees' public transportation costs will be provided at 100% up to the federal monthly maximum.
 - Offering Gold-level corporate Bluebikes bikesharing membership to all employees as long as the system is in operation because the need to support a bicycle commute will remain in the future.
 - Offering a ridematching service, regardless of which organization it is associated with.
 - In addition to subsidizing public transportation to the maximum level allowed by regulation, there should be a commitment to subsidize bicycle transportation.
- The TIS proposes that if the Project does not meet a single occupancy vehicle (SOV) mode share percentage they will commit to implementing a Signal Corridor Timing Study for various segments of O'Brien Highway and

Land Boulevard. However, it's not clear what SOV rates they propose, for which land uses, how it will be evaluated, and other related details. Since the public goal is to support sustainable transportation, the best way to reduce congestion is to enhance and expand sustainable options so that people choose those rather than driving. The TIS suggests that If the SOV goal percent is triggered, the Signal Corridor Timing Study would be funded from a \$60,000 escrow account. In addition, the TIS proposes \$360,000 be escrowed for potential installation of Adaptive Signal Control Equipment on the corridors. The City is not supportive of investments in Adaptive Signal Control technology, and strongly believe that the financial contributions are more beneficial when put towards improving sustainable transportation (bus, bicycle, pedestrian, paratransit, etc.).

- The City supports improvements proposed by the Applicant for sidewalks on Land Boulevard and improvements for the CambridgeSide Place/Land Boulevard intersection and will work with them on the details. Any improvements on Land Boulevard must be done with a complete cross-section analysis to ensure multi-modal improvements.
- The City is working with New England Development on a First Street/Second Street Corridor Study which will analyze multi-modal access to the site and surrounding destinations. The final amount for this commitment is not finalized. Once the study is complete funding will also be needed for implementation. Further discussions on this item is expected to occur as part of the Planning Board special permit process.
- The City appreciates New England Development's commitment to contribute funds to Cambridge toward an East Cambridge Transit Expansion Program with initial funding level to be used for review of local transit improvements. The amount of this contribution needs to be finalized and the specific use will need to be determined. It is also worth noting that the Massachusetts Department of Transportation recently initiated a Silver Line Extension planning study that may include consideration of bus rapid transit service in this general vicinity.
- Given the increase in demand expected Bluebikes, the Project should fund a new largest size Bluebikes Station at a location on the Project site to be determined by the City and finalized as part of the Planning Board special permit. Mitigation may also include annual contributions to the Bluebikes system for state of good repair.
- The Applicant discussed providing bicycle parking as mitigation, however, bicycle parking is required by zoning in Cambridge and therefore does not count as a mitigation measure. Mitigation is something that is above and beyond required zoning measures.
- The City appreciates the commitment to continue to conduct transportation monitoring and providing the City annual TDM reports. The details of such monitoring and reporting will need to be finalized as will a final mitigation program.

TP+T looks forward to continuing to work with the New England Development on this Project as it moves forward, including on a final transportation mitigation program and parking plan and permit.

CITY OF CAMBRIDGE
Special Permit Transportation Impact Study (TIS)

Summary Sheet

Planning Board Permit Number: _____

Project Name: CambridgeSide 2.0 Redevelopment

Address: 100 Cambridgeside Place, Cambridge, MA

Owner/Developer Name: New England Development

Contact Person: John Twohig

Contact Address: 75 Park Plaza

Boston, MA 02109

Contact Phone: 617-243-7071

ITE sq. ft.: 200 Apartments, 350,000 sf of office space, 665,000 sf of research and development space, 375,000 of retail space

Zoning sq. ft.: _____

Land Use Type: Mixed-Use

Existing Parking Spaces: 2,490 Use: Mixed-Use

New Parking Spaces: 1,695 Use: Mixed-Use

Date of Parking Registration Approval: _____

Trip Generation:	Daily	AM Peak Hour	PM Peak Hour
Total Trips	6,838	886	840
Vehicle	2,838	369	350
Transit	2,484	322	305
Pedestrian	480	59	57
Bicycle	410	53	50
Other	626	83	78

Mode Split (person trips):	Residential		Office/R&D	
	Vehicle:	%	Office/R&D	%
	<u>36</u>	%	<u>42</u>	%
	<u>29</u>	%	<u>37</u>	%
	<u>29</u>	%	<u>5</u>	%
	<u>6</u>	%	<u>6</u>	%
	<u>0</u>	%	<u>10</u>	%

Transportation Consultant: Vanasse and Associates, Inc.

Contact Name: Scott W. Thornton, P.E.

Phone: 978-474-8800

Date of Building Permit Approval: _____



Planning Board Permit Number: _____

Project Name: CambridgeSide 2.0 Redevelopment

Total Data Entries = 379

Total Number of Criteria Exceedances = 20

1. Project Vehicle Trip Generation

Weekday = 860 AM Peak Hour = 132 PM Peak Hour = 92 Exceeds Criteria? [Y/N] | N/N/N



2. Level of Service (LOS)

Intersection	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Modified Baseline	With Project	Exceeds Criteria?	Modified Baseline	With Project	Exceeds Criteria?
O'Brien Highway at Museum Way	C	C	N	C	C	N
O'Brien Highway at Land Boulevard/Charlestown Avenue	F	F	N	F	F	N
O'Brien Highway at Cambridge Street/East Street	F	E	N	C	D	N
Cambridge Street at First Street	B	B	N	D	E	Y
O'Brien Highway at Third Street	E	E	N	D	C	N
Cambridge Street at Third Street	C	C	N	D	D	N
First Street at Thorndike Street	A	A	N	C	E	Y
First Street at Charles Street and Cambridgeside Place	B	B	N	E	F	Y
Land Boulevard at Cambridgeside Place and Hotel Driveway	B	D	N	C	D	N
Land Boulevard at Binney Street	D	D	N	B	B	N
Land Boulevard at First Street	B	B	N	C	D	N
Binney Street at Second Street	C	C	N	C	C	N
Binney Street at Third Street	C	C	N	D	D	N
Broadway at Third Street	C	C	N	C	C	N
Cambridgeside Place at Garage South Exit						
SB LT	A	A	N	F	F	Y
SB RT	A	A	N	B	C	N
First Street at Garage West Entrance						
NB TH/RT	A	A	N	A	B	N
SB LT/TH	A	A	N	F	F	Y
Cambridgeside Place at Garage South Entrance						
EB TH	A	A	N	F	F	N
WB TH	A	A	N	A	A	N
WB RT	A	A	N	A	A	N



3. Traffic on Residential Streets

Street Segment	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Modified Baseline Volume	With Project	Exceeds Criteria?	Modified Baseline Volume	With Project	Exceeds Criteria?
Charles Street, Second Street to First Street (Amount of residential = <1/3)	107	120	N	228	229	N
Third Street, O'Brien Highway to Cambridge Street (Amount of residential = >1/3 but <1/2)	856	870	N	1,217	1,231	N



4. Lane Queue (for Signalized Intersections Critical Lane)

Intersection	No. of	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Lanes Analyzed	Modified Baseline	With Project	Exceeds Criteria?	Modified Baseline	With Project	Exceeds Criteria?
<i>O'Brien Highway at Museum Way:</i>	7						
O'Brien Highway EB LT		2	2	N	2	2	N
O'Brien Highway EB TH		5	5	N	4	4	N
O'Brien Highway EB TH		5	5	N	5	5	N
O'Brien Highway WB TH		10	10	N	10	10	N
O'Brien Highway WB TH		7	6	N	9	9	N
O'Brien Highway WB TH/RT		2	2	N	5	7	N
Museum Way SB LT/RT	7	7	N	4	5	N	
<i>O'Brien Highway at Land Boulevard /Charlestown Avenue:</i>	16						
O'Brien Highway EB LT		3	3	N	9	9	N
O'Brien Highway EB LT		19	19	N	17	27	Y
O'Brien Highway EB TH		27	28	N	13	20	Y
O'Brien Highway EB TH		27	29	N	10	15	N
O'Brien Highway EB RT		16	16	N	0	0	N
O'Brien Highway WB LT		8	8	N	8	8	N
O'Brien Highway WB TH		3	4	N	6	7	N
O'Brien Highway WB TH		4	4	N	6	6	N
O'Brien Highway WB RT		4	4	N	6	6	N
Land Boulevard NB LT		6	4	N	23	24	N
Land Boulevard NB TH		16	14	N	32	32	N
Land Boulevard NB TH		16	15	N	32	32	N
Land Boulevard NB RT		5	5	N	23	27	N
Charlestown Avenue SB LT/TH		10	10	N	7	6	N
Charlestown Avenue SB LT/TH	16	16	N	14	14	N	
Charlestown Avenue SB TH/RT	16	16	N	16	15	N	
<i>O'Brien Highway at Cambridge Street /East Street:</i>	13						
O'Brien Highway EB LT		3	3	N	4	4	N
O'Brien Highway EB TH		16	10	N	10	8	N
O'Brien Highway EB TH		18	12	N	9	7	N
O'Brien Highway EB TH		19	13	N	7	5	N
O'Brien Highway EB RT		2	3	N	1	1	N
O'Brien Highway WB LT		3	3	N	2	3	N
O'Brien Highway WB LT		2	3	N	3	4	N
O'Brien Highway WB TH		2	2	N	7	7	N
O'Brien Highway WB TH/RT		2	2	N	8	7	N
Cambridge Street NB LT/TH		2	2	N	3	3	N
Cambridge Street NB RT		1	2	N	2	2	N
Cambridge Street NB RT		1	1	N	1	1	N
East Street SB LT/TH/RT	2	2	N	2	2	N	



Intersection	No. of	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Lanes Analyzed	Modified Baseline	With Project	Exceeds Criteria?	Modified Baseline	With Project	Exceeds Criteria?
Cambridge Street at First Street:	6						
Cambridge Street EB TH/RT		3	5	N	9	14	N
Cambridge Street WB LT		4	4	N	3	3	N
Cambridge Street WB TH		2	2	N	3	2	N
First Street NB LT		1	2	N	5	5	N
First Street NB RT		3	3	N	8	8	N
Bus Station SB LT/TH/RT		0	0	N	0	0	N
O'Brien Highway at Third Street:	8						
O'Brien Highway EB TH		14	16	N	7	7	N
O'Brien Highway EB TH		14	18	N	6	6	N
O'Brien Highway EB TH/RT		15	19	N	6	6	N
O'Brien Highway WB LT/TH		2	2	N	13	13	N
O'Brien Highway WB TH		2	2	N	14	12	N
O'Brien Highway WB TH		2	2	N	14	13	N
Third Street NB LT		2	2	N	4	3	N
Third Street NB LT/RT	10	4	N	7	6	N	
Cambridge Street at Third Street:	5						
Cambridge Street EB LT/TH/RT		8	9	N	10	10	N
Cambridge Street WB LT/TH/RT		5	6	N	9	8	N
Third Street NB LT/TH/RT		4	4	N	9	9	N
Third Street SB LT		2	2	N	1	1	N
Third Street SB TH/RT	9	9	N	4	4	N	
First Street at Thorndike Street:	4						
Thorndike Street EB LT		1	1	N	2	2	N
Thorndike Street EB RT		2	2	N	2	5	N
First Street NB TH		2	2	N	11	7	N
First Street SB TH	4	4	N	7	10	N	
First Street at Charles Street and Cambridgeside Place:	4						
Charles Street EB LT/TH/RT		2	2	N	6	8	N
Cambridgeside Place WB LT/ RT		3	3	N	5	6	N
First Street NB TH/RT		3	3	N	5	12	N
First Street SB LT/TH	3	3	N	7	7	N	



Intersection	No. of	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Lanes Analyzed	Modified Baseline	With Project	Exceeds Criteria?	Modified Baseline	With Project	Exceeds Criteria?
<i>Land Boulevard at Cambridgeside Place and Hotel Driveway:</i>	12						
Cambridgeside Place EB LT		2	2	N	12	11	N
Cambridgeside Place EB LT/TH		2	2	N	12	11	N
Cambridgeside Place EB RT		0	0	N	0	0	N
Hotel Driveway WB LT/TH/RT		2	1	N	2	3	N
Land Boulevard NB LT		4	10	N	7	9	N
Land Boulevard NB TH		3	22	Y	10	14	N
Land Boulevard NB TH		3	16	Y	8	12	N
Land Boulevard NB TH/RT		3	3	N	5	7	N
Land Boulevard SB LT		6	8	N	4	6	N
Land Boulevard SB TH		7	9	N	6	6	N
Land Boulevard SB TH		9	10	N	7	5	N
Land Boulevard SB TH/RT	2	2	N	2	2	N	
<i>Land Boulevard at Binney Street:</i>	10						
Binney Street EB LT		2	3	N	3	3	N
Binney Street EB LT		3	3	N	3	3	N
Land Boulevard NB LT		17	18	N	6	6	N
Land Boulevard NB LT		17	17	N	4	5	N
Land Boulevard NB TH		11	13	N	10	10	N
Land Boulevard NB TH		5	4	N	7	7	N
Land Boulevard NB TH		2	2	N	3	3	N
Land Boulevard SB TH		11	11	N	5	6	N
Land Boulevard SB TH		11	11	N	6	7	N
Land Boulevard SB RT	7	7	N	1	1	N	
<i>Binney Street at First Street:</i>	8						
Binney Street EB LT		2	3	N	1	2	N
Binney Street EB TH		2	2	N	2	2	N
Binney Street EB TH/RT		3	3	N	3	3	N
Binney Street WB LT/TH		5	5	N	2	2	N
Binney Street WB TH/RT		5	5	N	2	2	N
First Street NB LT/TH/RT		3	3	N	2	2	N
First Street SB LT/TH		4	5	N	10	11	N
First Street SB RT	2	2	N	3	3	N	
<i>Binney Street at Second Street:</i>	7						
Binney Street EB LT		1	1	N	2	2	N
Binney Street EB TH/RT		5	6	N	4	5	N
Binney Street WB LT		2	2	N	1	1	N
Binney Street WB TH		6	6	N	4	4	N
Binney Street WB TH/RT		6	6	N	4	4	N
Second Street NB LT/TH/RT		2	2	N	6	7	N
Second Street SB LT/TH/RT	5	5	N	3	3	N	



Intersection	No. of	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Lanes Analyzed	Modified Baseline	With Project	Exceeds Criteria?	Modified Baseline	With Project	Exceeds Criteria?
<i>Binney Street at Third Street:</i>	9						
Binney Street EB LT		2	2	N	7	7	N
Binney Street EB TH		4	4	N	6	9	N
Binney Street EB TH/RT		3	3	N	4	7	N
Binney Street WB LT		4	5	N	2	2	N
Binney Street WB TH		5	4	N	3	3	N
Binney Street WB TH/RT		5	5	N	4	4	N
Third Street NB LT/TH		3	4	N	5	5	N
Third Street NB RT		2	2	N	3	3	N
Third Street SB LT/TH/RT	8	8	N	5	5	N	
<i>Broadway at Third Street:</i>	7						
Broadway EB LT		4	4	N	5	5	N
Broadway EB TH		4	3	N	6	6	N
Broadway EB TH/RT		1	1	N	3	3	N
Broadway WB TH		8	8	N	5	5	N
Broadway WB RT		4	5	N	2	2	N
Third Street SB LT/TH		6	6	N	6	5	N
Third Street SB RT	3	3	N	2	1	N	



5. Pedestrian and Bicycle Facilities (for Critical Pedestrian Crossing)

Pedestrian LOS

Intersection	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Modified Baseline PLOS	With Project	Exceeds Criteria?	Modified Baseline PLOS	With Project	Exceeds Criteria?
O'Brien Highway at Museum Way: Crossing O'Brien Highway (East) Crossing O'Brien Highway (West) Crossing Museum Way (North)	D D D	D D D	N N N	D D D	D D D	N N N
O'Brien Highway at Land Boulevard/Charlestown Avenue: Crossing O'Brien Highway (West) Crossing Land Boulevard (South)	D E	D E	N Y	D D	D D	N N
O'Brien Highway at Cambridge Street/East Street: Crossing O'Brien Highway (East) Crossing O'Brien Highway (West) Crossing East Street (North)	C C C	C C C	N N N	C C C	C C C	N N N
Cambridge Street at First Street/Bus Station Driveway: Crossing Cambridge Street (East) Crossing Cambridge Street (West) Crossing First Street (South)	C C C	C C C	N N N	C C C	C C C	N N N
O'Brien Highway at Third Street: Crossing O'Brien Highway (East) Crossing Third Street (South)	C C	C C	N N	C C	C C	N N
Cambridge Street at Third Street: Crossing Cambridge Street (East) Crossing Cambridge Street (West) Crossing Third Street (North) Crossing Third Street (South)	B B B B	B B B B	N N N N	B B B B	B B B B	N N N N
First Street at Thorndike Street: Crossing Thorndike Street (West) Crossing First Street (North) Crossing First Street (South)	C C C	C C C	N N N	C C C	C C C	N N N
First Street at Spring Street/Upper Garage: Crossing Spring Street (West)	B	C	Y	A	A	N



Intersection	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Modified Baseline PLOS	With Project	Exceeds Criteria?	Modified Baseline PLOS	With Project	Exceeds Criteria?
First Street at Charles Street/Cambridgeside Place: Crossing Cambridgeside Place (East) Crossing Charles Street (West) Crossing First Street (North) Crossing First Street (South)	B B B B	B B B B	N N N N	B B B B	B B B B	N N N N
Cambridgeside Place at Mid-Block Crossing: Crossing Cambridgeside Place	D	D	N	F	F	Y
Land Boulevard at Cambridgeside Place and Hotel Driveway: Crossing Cambridgeside Place (West) Crossing Land Boulevard (North)	D D	D D	N N	D D	D D	N N
Land Boulevard at Binney Street: Crossing Binney Street (West) Crossing Land Boulevard (North) Crossing Land Boulevard (South)	E E E	E E E	Y Y Y	E E E	E E E	Y Y Y
Binney Street at First Street: Crossing Binney Street (East) Crossing Binney Street (West) Crossing First Street (North) Crossing First Street (South)	D D D D	D D D D	N N N N	D D D D	D D D D	N N N N
Binney Street at Second Street: Crossing Binney Street (East) Crossing Binney Street (West) Crossing Second Street (North) Crossing Second Street (South)	D D B B	D D B B	N N N N	D D B B	D D B B	N N N N
Binney Street at Third Street: Crossing Binney Street (East) Crossing Binney Street (West) Crossing Third Street (North) Crossing Third Street (South)	B B B B	B B B B	N N N N	B B B B	B B B B	N N N N
Broadway at Third Street: Crossing Broadway (East) Crossing Broadway (West) Crossing Third Street (North)	C C C	C C C	N N N	C C C	C C C	N N N



Safe Pedestrian and Bicycle Facilities

Adjacent Street or Public Right-of-Way	Sidewalks or Walkways Present?	Exceeds Criteria?	Bicycle Facilities or Right-of-Ways Present?	Exceeds Criteria?
Cambridgeside Place	Y	N	N	Y
Land Boulevard	Y	N	N	Y
First Street	Y	N	Y	N

