




# CITY OF CAMBRIDGE

# TRAFFIC, PARKING, + TRANSPORTATION

## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Joseph E. Barr, Director   
**Date:** October 15, 2021  
**Subject:** 585 Third Street Project (PB#383)

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The Cambridge Traffic, Parking, and Transportation Department (TP+T) has been working with BMR-Third LLC on a proposed 535,000 square foot Project located at 585 Third Street, composed of approximately 500,000 square feet of lab/office space and approximately 35,000 square feet of arts and culture/community space.

The site encompasses “Parcel C” and the adjacent gas transfer station “GTS Parcel,” controlled by Eversource. The Project proposes 136 long-term bicycle parking spaces, 66 short-term bicycle parking spaces, and 6 loading bays. The Project proposes to utilize up to 406 parking spaces located at the existing Canal District Kendall parking garages, which have a total of 2,181 parking spaces; 1,409 spaces located at the 350 Kendall garage and 738 spaces located at the 650 E Kendall garage. There are also 34 surface parking spaces on private roads within Canal District Kendall.

BMR-Third LLC completed a Transportation Impact Study (TIS) for the Project which was certified by TP+T on August 4, 2021. The TIS was included in the Special Permit Application and indicated that due to its size, the Project triggered 48 Planning Board Special Permit transportation exceedances. The Project will generate the following trips:

- 1,200 daily vehicle trips, including 136 AM and 141 PM peak hour vehicle trips;
- 988 daily transit trips (110AM/113 PM peak hour transit trips);
- 811 daily pedestrian trips (86 AM/92 PM peak hour pedestrian trips); and,
- 82 daily bicycle trips (33 AM/33 PM peak hour bicycle trips).

A key traffic impact from the Project is anticipated to be at the Third Street/Kendall Street/Potter Street intersection, which is currently unsignalized and has a level of service F rating in the morning and evening peak hours for the left turns onto Third Street from Potter Street and Kendall Street. The proposed Project will add additional trips to the intersection and cause additional delay and vehicles queuing, especially for Kendall Street westbound onto Third Street because of new vehicles to/from the 350 Kendall garage, which is located on Kendall Street. The MIT Volpe Exchange Project will also be adding new vehicle trips to this intersection and has committed to installing a traffic signal at the intersection, if needed, as part of transportation mitigation for the Volpe Project. It should be noted, that although a new traffic signal will benefit vehicles turning onto Third Street from Kendall Street and Potter Street, the overall intersection is

expected to continue to operate at a level of service F in the morning and evening peak hours in the future. Currently, vehicles on Third Street that are traveling northbound or southbound have the right of way at the Kendall and Potter Street intersection, but the new signal may require those vehicles stop on Third Street at the Third Street/Kendall Street/Potter Street intersection. The signal timing would be coordinated with other signals on Third Street, however new traffic signals typically add additional travel delay. However, they also provide safer pedestrian crossings and safer conditions for left turning movements at intersections.

The TIS reported a morning peak hour lane queue exceedance at the O'Brien Highway/Land Boulevard intersection for the Land Boulevard southbound thru/right turn movement (i.e., vehicles coming over the Gilmore Bridge into Cambridge). The traffic model estimated an additional 6 cars will be added to that AM peak hour queue, which has an existing average AM peak hour queue of 45 cars for the Gilmore Bridge southbound approach to Land Boulevard. This intersection is owned by the state and is outside City control and has had significant upgrades within the last five years to improve safety and operations, so it is unlikely that additional improvements are possible at this location.

The TIS reported Planning Board Special Permit exceedances for Pedestrian Delays at numerous intersections in the study area. The Project is expected to have the most pedestrian delay impacts at the Third Street/Kendall Street/ Potter Street intersection and Third Street/Athenaeum Street intersection. The intersections are adjacent to the Project site and currently unsignalized (as noted above, the Third Street/Potter Street intersection will likely be signalized in the future, which will help pedestrians crossing Third Street).

The pedestrian route between the Project site and the MBTA Kendall Square Red Line Station is heavily used today, such as at the Third Street/Broadway/Main Street intersection and will continue to be a heavily used pedestrian route by the Project's new employees and visitors. The Third Street/Broadway/Main Street intersection is also a heavily congested intersection for vehicles during the AM and PM peak hours and the Project will add additional vehicular, pedestrian and bicycle trips to that intersection. The City is working with the Cambridge Redevelopment Authority on a redesign of Third Street, which will include changes to the Third Street/Broadway/Main Street intersection and the implementation of new separated bicycle facilities along both sides of Third Street between Broadway/Main Street and Binney Street (this part of Third Street is designated for full separation as part of the Bicycle Network Vision). As part of the transportation mitigation for this project, TP+T will be recommending to the Planning Board that BMR-Third LLC help fund the Third Street redesign and construction, which will help support a complete street design for Third Street and benefit users of the proposed Project.

Lastly, the TIS had Planning Board Special Permit transportation exceedances for Athenaeum Street and Kendall Street because they do not have bicycle facilities. Bicycle access for the Project site should be carefully reviewed and designed for maximum safety and comfort for bicyclists traveling to/from the Project site. TP+T, in coordination with the Community Development Department (CDD) will continue to be working with BMR-Third LLC on reviewing the Project's bicycle access and proposed site plan.

BMR-Third LLC has been working cooperatively with TP+T on this Project and especially since City staff and BMR-Third LLC share similar goals for the Project and for Kendall Square overall. BMR-Third LLC is also working with the City's PTDM Planning Officer to amend the Parking and Transportation Demand Management Plan (PTDM) F-2 for the two existing parking facilities in Canal District Kendall, which will include requirements specific to the 585 Third Project including implementing a new Bluebikes station on the Project site and parking fees among other TDM measures.

TP+T offers the following initial comments to the Planning Board for consideration of this Project's Planning Board Special Permit Application:

### **Site Plan, Loading and Delivery Plan**

The Project site is located at 585 Third Street ("Parcel C") and 330 Third Street, which is the current Eversource gas transfer station site ("GTS parcel"). The site is bounded by streets on all four sides including Third Street (public street), and Athenaeum Street and Kendall Street (private streets) which surround three sides of the site.

The Project proposes a dedicated loading area located on Atheneum Street with 6 loading bays that will service the building. There will be designated on-street loading spaces on Kendall Street (private street) to serve short-term deliveries, small delivery vehicles and ride-hailing drop-off/pick-ups. As stated earlier, the City of Cambridge, in coordination with the Cambridge Redevelopment Authority is currently working on a redesign for Third Street, which is expected to have separated bicycle lanes on both sides of the street and parking spaces on the west side of Third Street. TP+T believes that with sufficient information, signage and site management, Atheneum Street and Kendall Street (private streets) will be able to accommodate the Project's loading and drop-off/pick-up needs. TP+T also recommends that as feasible, deliveries should be made during off-peak hours and be consolidated to reduce the number of deliveries.

### **Automobile Parking**

The existing Project site has no parking spaces on site. The Project is not proposing to construct new off-street parking, but rather use available parking spaces in the 350 Kendall garage (which contains 1,409 spaces) and 650 E Kendall garage (which contains 738 spaces). Based on 2019 pre-COVID data, the parking garages have not been fully occupied and have a peak parking occupancy of about 74% at 11:00 AM (generally the peak weekday occupancy time). As discussed more below, the existing parking garages should be able to meet the Project's parking demands.

The TIS provided a detailed parking analysis of the existing parking supply/demand and the future full-build-out parking supply/demand for the overall Canal District Kendall properties. The TIS concluded that in the future when the Canal District Kendall is fully built-out and occupied, the parking supply will be able to sufficiently accommodate the demand. The parking analysis included various assumptions, including the following:

- In 2019, approximately 80% of the Canal District Kendall building square feet was leased and some space was leased but not yet occupied. As part of the parking analysis, the TIS estimated a future parking demand with 100% of the buildings fully leased and occupied.

- The parking analysis assumed that that the proposed 585 Third Street Project will have a parking ratio of up to 0.8 spaces per 1,000 square feet, which is consistent with the zoning maximum parking ratio and other nearby lab/office projects.
- The Proponent is expecting a non-tenant parking agreement to expire because the tenant is relocating to another part of Cambridge. This is expected to free up about 150 parking spaces.
- The Proponent is expecting a reduction in construction managers and contractor's parking in the future when the Project is constructed and occupied (estimated to free up about 125 parking spaces).
- The Project proposes to use up to 406 parking spaces to serve the 585 Third Street building (based on 0.8 parking spaces/1,000 sf).
- The parking demand is expected to be highest during the day for the lab/office use and demand for the arts and culture/community use is expected to be highest during the evening.

TP+T believes that the parking analysis was professionally and reasonably completed in the TIS. If all goes as expected, the two parking garages will have a combined total surplus of about 224 parking spaces during the peak daytime parking period (i.e., at about 11:00 AM). TP+T supports the parking plan with the condition that the 585 Third Street Project abide by the **maximum parking ratio of 0.8 spaces/1,000 sf for lab/office use** as set forth in the most recently adopted PUD-CDK zoning amendment, (in terms of how much parking will be made available to users of the 585 Third Street building). The Proponent will also report parking occupancy as part of its PTDM plan monitoring, as stipulated in the amended F-2 PTDM Plan.

### **Bicycle Parking**

The Project's Special Permit Application proposes 136 indoor, long-term bicycle parking spaces, located in the basement and access at Athenaeum Street next to the lab lobby.

The Project proposes 66 short-term bicycle parking spaces distributed around the site on the Project's property.

TP+T believes the bicycle parking plan appears to meet the City's Bicycle Parking requirements. Although it is not required, the Applicant may want to consider bike shelters to cover and provide some weather protection for the short-term bicycle parking spaces. The bike shelters can be an opportunity to be designed to fit in with the building design, landscaping plan, and may also include public art elements. Bike air pumps and bike repair tools that are available to the public would also be a positive component.

### **Transportation Mitigation**

TP+T has also been working with BMR-Third LLC on a transportation mitigation program to address the new trips that will be generated by the Project. To mitigate the Project's transportation impacts and Planning Board Special Permit transportation exceedances, TP+T recommends that BMR-Third LLC contribute toward transit improvements and services to benefit the Kendall Square area and contribute toward the design and construction of segments of Third Street reconstruction project (as well as any maintenance agreement(s) acceptable by DPW). TP+T is currently in discussion with

the BMR-Third LLC team on the details of these measures (i.e., amounts, timelines) and expects to have a final agreement prior to the second Planning Board hearing for this Project.

It is important to note that prior to approval by the Planning Board, the Project needs an amended PTDM Plan approved by the City's PTDM Planning Officer.

TP+T looks forward to continuing to work with BMR-Third LLC as this Project advances.



**PROJECT**

Project Name: 585 Third Street Project  
 Project Address: 585 Third Street  
 Cambridge, MA 02142  
 Proponent/Owner/  
 Developer Name: BMR- Third LLC  
 Contact Person: Salvatore Zinno  
 Contact Address: 101 Main Street, 16<sup>th</sup> Floor  
 Cambridge, MA 02142  
 Contact Phone Number: 617-225-2440

**SIZE**

ITE sq. ft. : 535,000 GSF  
 Land Use Type: Arts and Culture/  
 Community Space and  
 lab/office

**PARKING**

Existing Parking Spaces\*: 0 Use: N/A  
 New Parking Spaces: 0 Use: N/A  
 Net New Parking Spaces: 0

**TRIP GENERATION:**

	<b>Daily</b>	<b>Morning Peak Hour</b>	<b>Evening Peak Hour</b>
Vehicle	1,200	136	141
Transit	988	110	113
Pedestrian	811	86	92
Bicycle	82	10	8
Other	284	33	33

**MODE SPLIT (Person Trips)**

	<b>Arts and Culture/Community Space</b>	<b>lab/office</b>
SOV	25%	44%
HOV	3%	6%
Transit	29%	29%
Walk	35%	6%
Bike	2%	3%
Other	6%	12%

**TRANSPORTATION CONSULTANT**

Company Name: VHB  
 Contact Name: Sean Manning, PE, PTOE  
 Contact Phone Number: 617-607-2971  
 Date of Building Permit Approval: \_\_\_\_\_

**Total Data Entries = 361**

**Total Number of Criteria Exceedances = 48**

**Criteria A –Project Vehicle Trip Generation**

Time Period	Criteria (trips)	Build	Exceeds Criteria?
Weekday Daily	2,000	1,200	No
Weekday Morning Peak Hour	240	136	No
Weekday Evening Peak Hour	240	141	No

**Criteria B – Vehicular LOS**

Intersection	Morning Peak Hour				Evening Peak Hour			
	Existing Condition	Build Condition	Traffic Increase	Exceeds Criterion?	Existing Condition	Build Condition	Traffic Increase	Exceeds Criterion?
Broadway/ Main St/ Third St	D	D	3.3%	No	E	F	2.7%	No
Third St/ Kendall St/ Potter St	F	F	7.6%	Yes	F	F	6.3%	Yes
Third St at Athenaeum St	E	E	2.3%	No	F	F	2.1%	No
Third St/ Munroe St/ Linskey Way	D	D	3.8%	No	F	F	2.8%	No
Binney St/ Third St	D	D	1.9%	No	D	D	1.3%	No
Binney St/ Second St	C	D	2.8%	No	C	C	2.9%	No
Binney St/ First St	C	C	4.1%	No	C	C	3.8%	No
Binney St/ Land Blvd	D	D	1.9%	No	D	D	1.8%	No
Land Boulevard at Cambridgeside Place	F	F	1.0%	No	F	F	1.0%	No
O'Brien Hwy/ Land Blvd	F	F	0.6%	No	E	E	0.7%	No
Cambridge St/ Third St	D	D	1.2%	No	D	D	1.3%	No
O'Brien Hwy/ Third St	C	C	0.8%	No	C	C	0.7%	No
Memorial Dr/ Wadsworth St	B	B	1.3%	No	B	B	1.3%	No

**Criteria C – Traffic on Residential Streets**

Roadway	Reviewed Segment	Amount of Residential	AM Peak Hour			PM Peak Hour		
			2021 Existing	2021 PGT	Build Exceeds Criteria?	2021 Existing	2021 PGT	Build Exceeds Criteria?
Third Street	Broadway to Broad Canal	1/3 or less	647	42	No	879	43	No
	Broad Canal to Kendall St	1/3 or less	647	42	No	879	43	No
	Kendall St to Athenaeum	1/3 or less	630	17	No	819	18	No
	Athenaeum St to Linskey Way	>1/3 but <1/2	728	17	No	740	18	No
	Linskey Way to Binney St	1/3 or less	761	30	No	743	22	No
	Binney St to Rogers St	>1/3 but <1/2	550	18	No	787	18	No
	Otis St to Cambridge St	>1/3 but <1/2	654	18	No	608	18	No
	Cambridge St to Gore St	>1/3 but <1/2	754	18	No	1,036	18	No
	Gore St to O'Brien Hwy	>1/3 but <1/2	754	18	No	1,036	18	No
	Binney Street	West of Third Street	>1/3 but <1/2	953	0	No	1,049	0
Third St to Second St		1/3 or less	975	12	No	762	4	No
Second St to First St		1/3 or less	928	29	No	761	28	No
First St to Land Blvd		1/3 or less	1,303	54	No	735	36	No
Land Boulevard	South of Binney Street	1/3 or less	2,240	28	No	1,706	9	No
	Binney St to Cambridge-side Place	1/3 or less	2,221	25	No	1,802	27	No
	Cambridge-side Place to O'Brien Hwy	1/3 or less	2,340	25	No	2,090	27	No
	North O'Brien Highway	1/3 or less	2,064	12	No	2,030	15	No
Memorial Drive	Longfellow Bridge to Wadsworth St	1/3 or less	2,396	33	No	2,570	36	No
	Wadsworth St to Ames St	1/3 or less	2,803	33	No	2,904	36	No





Roadway	Reviewed Segment	Amount of Residential	AM Peak Hour			PM Peak Hour		
			2021 Existing	2021 PGT	Build Exceeds Criteria?	2021 Existing	2021 PGT	Build Exceeds Criteria?
First Street	North of Binney Street	1/3 or less	377	10	No	569	10	No
	South of Binney Street	1/3 or less	528	35	No	355	18	No
Second Street	North of Binney Street	1/3 or less	276	7	No	520	7	No
	South of Binney Street	1/3 or less	301	23	No	333	31	No
Linskey Way	East of Third St	1/3 or less	3	13	No	59	4	No
Munroe Street	West of Third St	1/3 or less	74	0	No	42	0	No
Athenaeum Street	East of Third St	1/3 or less	138	0	No	175	0	No
Kendall Street	East of Third St	1/3 or less	179	59	No	154	61	No
Potter Street	West of Third St	1/3 or less	118	0	No	85	0	No
Western Ave	West of Ames St	1/3 or less	2,662	33	No	2,878	36	No
Ames Street	North of Western Ave	1/3 or less	321	0	No	436	0	No
Broadway	West of Third Street	1/3 or less	879	4	No	1,061	0	No
Main Street	East of Third St	1/3 or less	923	38	No	1,179	39	No
Cambridgeside Place	West of Land Blvd	1/3 or less	446	0	No	729	0	No
O'Brien Highway	East of Land Blvd	1/3 or less	2,436	7	No	1,844	7	No
	Land Blvd to Cambridge St	1/2 or more	2,080	6	No	1,892	5	No
	Third St to Gore St	1/3 or less	1,686	0	No	1,389	0	No
	West of Third St	1/3 or less	2,239	0	No	2,381	18	No

**Criteria D – Lane Queue<sup>1</sup> (for signalized intersections)**

Intersection	Lane	Morning Peak Hour			Evening Peak Hour		
		2021 Existing	2021 Build	Exceeds Criteria?	2021 Existing	2021 Build	Exceeds Criteria?
Broadway / Main Street at Third St (Signalized)	Broadway EB Left	4	4	No	5	5	No
	Broadway EB Thru/Right	2	3	No	5	5	No
	Broadway WB Thru	8	7	No	5	5	No
	Broadway WB Right	4	5	No	3	3	No
	Third SB Left	-	0	No	-	0	No
	Third SB Left/Thru	5	5	No	10	11	No
	Third SB Right	3	3	No	4	4	No
Third Street at Kendall / Potter Street (Signalized in Future)	Potter EB Left/Thru/Right	2	2	No	2	2	No
	Kendall WB Left/Thru/Right	1	1	No	3	8	No
	Third NB Left	-	-	No	-	-	No
	Third NB Thru/Right	-	-	No	-	-	No
	Third NB Left/Thru/Right	2	2	No	2	3	No
Third SB Left/Thru/Right	3	4	No	2	2	No	
Third Street at Binney Street (Signalized)	Binney EB Left	2	3	No	7	8	No
	Binney EB Thru	6	6	No	6	7	No
	Binney EB Thru/Right	-	0	No	-	0	No
	Binney WB Left	-	0	No	-	0	No
	Binney WB Thru	5	6	No	2	2	No
	Binney WB Thru/Right	4	4	No	2	2	No
	Third NB Left/Thru	3	4	No	6	7	No
	Third NB Right	2	2	No	3	3	No
Third SB Left/Thru/Right	11	13	No	7	9	No	
Second Street at Binney Street (Signalized)	Binney EB Left	1	1	No	3	3	No
	Binney EB Thru/Right	8	7	No	5	5	No
	Binney WB Left	1	2	No	0	0	No
	Binney WB Thru/Right	5	5	No	4	4	No
	Second NB Left/Thru/Right	2	2	No	5	6	No
Second SB Left/Thru/Right	4	5	No	3	3	No	
First Street at Binney Street (Signalized)	Binney EB Left	1	1	No	3	3	No
	Binney EB Thru/Right	3	3	No	2	2	No
	Binney WB Left/Thru/Right	5	6	No	5	6	No
	First NB Left/Thru/Right	1	1	No	1	1	No
	First SB Left/Thru	3	3	No	5	5	No
First SB Right	2	2	No	2	2	No	
Land Boulevard at	Binney EB Left	3	3	No	2	2	No
	Land NB Left	13	13	No	8	9	No
	Land NB Thru	17	16	No	2	4	No

Intersection	Lane	Morning Peak Hour			Evening Peak Hour		
		2021 Existing	2021 Build	Exceeds Criteria?	2021 Existing	2021 Build	Exceeds Criteria?
Binney Street (Signalized)	Land SB Thru	10	11	No	9	9	No
	Land SB Right	8	9	No	1	2	No
Land Boulevard at Cambridgeside Place (Signalized)	Cambridgeside EB Left	2	2	No	10	10	No
	Cambridgeside EB Left/ Thru	1	1	No	10	10	No
	Cambridgeside EB Right	0	0	No	0	0	No
	Driveway WB Left/Thru/Right	1	1	No	2	2	No
	Land NB Left	7	7	No	2	3	No
	Land NB Thru/ Right	5	5	No	8	8	No
	Land SB Left	2	2	No	3	3	No
	Land SB Thru/Right	9	10	No	8	7	No
O'Brien Highway at Land Boulevard (Signalized)	O'Brien EB Left	11	14	No	12	12	No
	O'Brien EB Thru	26	29	No	5	6	No
	O'Brien EB Right	13	15	No	0	0	No
	O'Brien WB Left	37	37	No	10	10	No
	O'Brien WB Thru	64	64	No	5	7	No
	O'Brien WB Right	2	2	No	5	6	No
	Land NB Left	3	3	No	2	4	No
	Land NB Thru	6	6	No	3	6	No
	Land NB Right	18	19	No	2	5	No
	Land SB Left	8	8	No	5	5	No
	Land SB Thru/Right	45	51	Yes	15	14	No
Cambridge Street at Third Street (Signalized)	Cambridge EB Left/Thru/Right	21	24	No	54	46	No
	Cambridge WB Left/Thru/Right	8	9	No	7	7	No
	Third NB Left/Thru/Right	4	5	No	6	6	No
	Third SB Left	2	2	No	1	1	No
	Third SB Thru/Right	12	13	No	5	6	No
O'Brien Highway at Third Street (Signalized)	O'Brien EB Thru/Right	10	10	No	5	5	No
	O'Brien WB Left/Thru	3	2	No	6	6	No
	Third NB Left/Right	2	1	No	7	7	No
	Third NB Left	-	0	No	-	0	No
	Third NB Left/Thru/Right	-	0	No	-	0	No
Memorial Drive at Wadsworth Street (Signalized)	Memorial WB Thru/Right	6	6	No	5	5	No
	Memorial EB U-turn	2	2	No	2	2	No
	Memorial EB Thru	7	8	No	5	5	No
	Memorial EB Left	2	3	No	2	2	No
	Wadsworth SB Right	0	0	No	0	0	No
	Memorial WB Left/Thru/Right	0	0	No	1	1	No



Intersection	Lane	Morning Peak Hour			Evening Peak Hour		
		2021 Existing	2021 Build	Exceeds Criteria?	2021 Existing	2021 Build	Exceeds Criteria?
Memorial Drive at Ames Street (Signalized)	Ames SB Left/Right	2	2	No	4	3	No
	Memorial EB Thru	0	0	No	0	0	No
	Memorial WB U-turn to EB	1	1	No	1	1	No
	Memorial EB U-turn	1	1	No	1	1	No

<sup>1</sup> 50<sup>th</sup> Percentile Queue (Average Queue)

### Criteria E – Pedestrian Delay

Intersection	Crosswalk	AM Peak Hour			PM Peak Hour		
		2021 Existing	2021 Build	Exceeds Criteria?	2021 Existing	2021 Build	Exceeds Criteria?
Broadway at Main St and Third St	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
Third Street at Kendall St/ Potter St	East	A	B	Yes	A	B	Yes
	West	A	A	No	A	A	No
	North	E	E	Yes	F	F	Yes
	South	F	F	Yes	F	F	Yes
Third St at Athenaeum St	East	A	A	No	A	A	No
	South	D	E	Yes	F	F	Yes
Third St at Linskey Way	East	A	A	No	A	A	No
	West	A	A	No	A	A	No
	North	F	F	Yes	F	F	Yes
	South	E	E	Yes	E	E	Yes
Binney St at Third St	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
Binney St at Second St	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
Binney St at First St	East	D	D	No	D	D	No
	West	D	D	No	D	D	No
	North	E	E	Yes	E	E	Yes
	South	E	E	Yes	E	E	Yes
Binney St at Land Blvd	West	E	E	Yes	E	E	Yes
	North	E	E	Yes	E	E	Yes

	South	E	E	Yes	E	E	Yes
Land Blvd at Cambridgeside Place	East	E	E	Yes	E	E	Yes
	West	E	E	Yes	E	E	Yes
	North	E	E	Yes	E	E	Yes
	West	E	E	Yes	E	E	Yes
O'Brien Highway at Land Blvd	North	E	E	Yes	E	E	Yes
	South	E	E	Yes	E	E	Yes
	East	E	E	Yes	E	E	Yes
Cambridge St at Third St	West	E	E	Yes	E	E	Yes
	North	B	B	No	B	B	No
	South	B	B	No	B	B	No
	East	B	B	No	B	B	No
O'Brien Highway at Third St	South	B	B	No	B	B	No
	East	D	D	No	D	D	No
Memorial Dr at Wadsworth St	North	D	D	No	D	D	No
	East	F	F	Yes	F	F	Yes
Memorial Dr at Ames St	West	F	F	Yes	F	F	Yes
	North	C	C	No	E	E	Yes

### Criteria E – Pedestrian and Bicycle Facilities

Adjacent Street	Link (between)	Sidewalk or Walkway Present	Exceeds Criteria?	Bicycle Facilities or Right of Ways Present	Exceeds Criteria?
Athenaeum Street	East of Third Street	Yes	No	No	Yes
Kendall Street	Between Third Street and Athenaeum Street	Yes	No	No	Yes
Third Street	Between Kendall Street and Athenaeum Street	Yes	No	Yes	No
	Athenaeum Street and Linskey Way	Yes	No	Yes	No
	Between Kendall Street and Broad Canal Way	Yes	No	Yes	No