



**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  
Fax: (617) 349-4747

**MEMORANDUM**

**To:** Cambridge Planning Board  
**From:** Susan Clippinger, Director TP&T *As. for Sue Clippinger*  
**Date:** January 7, 2014  
**Re:** 40 Thorndike Street - Edward J. Sullivan Courthouse Redevelopment Project.

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for the proposed Sullivan Courthouse Redevelopment Project located at 40 Thorndike Street by LMP GP Holdings LLC/Leggat McCall Properties LLC. We certified the TIS as complete and reliable on November 21, 2013.

The proposed project is to renovate and repurpose the approximately 510,000 s.f. Edward J. Sullivan Courthouse into a mixed-use building consisting of approximately 471,854 s.f. Technical Office use, 15,000 s.f. Retail use, and 24 housing units. The Project proposes 92 on-site parking spaces and proposes to lease 420 spaces in the adjacent City owned First Street Parking Garage, for a total of 512 parking spaces. The project will remove the existing curb cut and garage access on Third Street and provide a new parking entry on Second Street. Three loading zones will also be provided on Second Street as well as a dedicated bicycle parking entry to 166 indoor, weather protected long-term bicycle spaces. The Project will also provide 50 short-term bicycle spaces on-site.

The Courthouse Redevelopment Project will generate the following Trips:

- 2,226 daily vehicle trips including, 253 AM and 270 PM peak hour vehicle trips
- 1,856 daily transit trips (220 AM Peak/226 PM Peak hour transit trips),
- 474 daily pedestrian trips (39 AM/53 PM Peak hour transit trips), and
- 256 daily bicycle trips (28 AM/30 PM Peak hour bicycle trips).

**Planning Board Exceedances.** The Traffic Impact Study indicated the Project had 19 Planning Board special permit transportation criteria exceedances. Three exceedances were from exceeding the Weekday, AM and PM peak hour vehicle trip thresholds, and 16 exceedances were from Pedestrian Level of Service Criteria. The full summary is attached. The TP&T Department's comments are below.

**Auto Parking.** The Project proposes 512 parking spaces including, 92 spaces located on-site in two below-grade levels of the existing building and 420 spaces within 300' in the City's First Street Garage (proposed to be leased long-term by the proponent from the City).

The Traffic Impact Study estimated a Project parking need of approximately 529 spaces based on an estimated 1,150 employees (2.5 employees per 1,000 sf, 42% drive-alone and 4% carpool). The actual employee density of the building will vary depending on the tenant. We believe 512 spaces is a reasonable number to meet the Project's

parking needs. We recommend that prior to the Project's first Building Permit, the Proponent be required to show documentation that they have secured 420 spaces to serve employees at the Courthouse Project. The documentation must be approved by the CDD and TP&T Departments.

**Bicycle Parking.** The proposed bicycle parking will meet the zoning requirement.

**Transportation Mitigation.** To mitigate the Project's Planning Board exceedances we recommend the Proponent be obligated to the following:

1. Hubway Station.
  1. The Proponent proposed to fund the installation of a Hubway station on-site. The Proponent should fund the station, which should be done prior to the issuance of the Project's first Certificate of Occupancy Permit.
  2. The Project should at a minimum be a Silver Level Corporate Member of Hubway for all employees, including Retail employees.
2. The Proponent should provide air pumps and other bicycle tools, such as a "fix-it" stand in the Courthouse building's bicycle storage area. This improvement should be installed prior to the first Occupancy Permit.
3. The Proponent should fund the purchase and installation, per City approval, of benches at the inbound and outbound EZ Ride stops at First Street and Otis Street. The Proponent should provide the City a check prior to their first Certificate of Occupancy.
4. In response to the high crash rate at Third and Spring Streets, and in partnership with TP&T, the Proponent should examine police reports of all crashes that occurred between 2002 and 2012 at Third Street and Spring Street intersection, and evaluate the intersection in relation to the trips that will result from the Courthouse development. Based on the analyses, identify engineering and enforcement measures to improve the safety at the Third Street and Spring Street intersection. Reversing the direction of Spring Street will be one of the actions evaluated. This work must be completed prior to first Certificate of Occupancy.
5. In connection with the landscaped courtyard being created at the south side of the Sullivan Courthouse Redevelopment Project along Spring Street, create and maintain a complimentary landscaped courtyard space on Second Street in the open space adjacent to the City's First Street garage, on City land. This improvement will enhance the pedestrian environment for the retail, residential and office uses at the Courthouse Project. The public space will require design approval from the Community Development Department, and the physical improvements and land will continue to be owned by the City. The landscaping improvements should be completed prior to the issuance of the first Certificate of Occupancy for the Project.
6. The Proponent should refresh all pavement markings and rebuild any non-compliant pedestrian ramps at the four corners of the Project site, plus complete any other improvements required by the City's Public Works Department as part of their normal construction process. This should be completed prior to the Project's first Certificate of Occupancy.
7. We recommend the Proponent provide a minimum of one level-2 charging station (two charging points) for employees, visitors, or residents at the Courthouse building. The charging station should have prominent signs in the garage, and employees should be notified of their availability through employee communications. The charging station should be installed prior to the issuance of the first Certificate of Occupancy.

8. Lastly we recommend that Proponent implement the following Residential Transportation Demand Management (TDM) measures to minimize auto trips for the residential units by encouraging walking, bicycling and transit as a preferred mode of transportation:
  - a. Provide an MBTA Charlie Card, with the value of a combined bus/subway pass (currently set at \$70 but is subject to MBTA fare increases) to each adult member of a new household during the first month of initial occupancy of a new household. Up to two Charlie Cards total per household are required. This requirement renews each time a new household moves in to incentivize new households to use public transportation.
  - b. Post information in an area that is central, visible, convenient, and accessible to all residents and visitors such as:
    - Available pedestrian and bicycle facilities in the vicinity of the Project site.
    - MBTA maps, schedules, and fares.
    - Area shuttle (i.e. EZ-Ride Shuttle) map and schedule.
    - “Getting Around in Cambridge” map (available at the Cambridge Community Development office).
    - Bicycle parking.
    - Ride-matching and Car-sharing information.
    - Other pertinent transportation information.
  - c. Designate a Transportation Coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation alternatives to all residents at the site in a variety of ways including posting information in prominent locations, Project’s web site and property newsletter, and responding to individual requests for information.
  - d. The TC should participate in any TC trainings offered by the City of Cambridge or local Transportation Management Associations.

**PTDM Plan.** The project is required to complete a Parking and Transportation Demand Management Plan (PTDM).

cc. Adam Shulman, TP&T, Brian Murphy, Susanne Rasmussen, Cara Seiderman, Liza Paden, Roger Boothe, CDD, Robert Dickey, Leggat McCall Properties.

# CITY OF CAMBRIDGE

## Special Permit Transportation Impact Study (TIS)

Summary Sheet

Planning Board Permit Number: \_\_\_\_\_

Project Name: Courthouse Redevelopment

Address: 40 Thorndike Street

Owner/Developer Name: LMP GP Holdings LLC/Leggat McCall Properties, LLC.

Contact Person: Robert M. Dickey

Contact Address: 10 Post Office Square

Boston, MA 02109

Contact Phone: 617-422-7027

ITE sq. ft.: 500,000

Zoning sq. ft.: 500,000

Land Use Type: Office R&D Space / Retail Space / Residential Space

Existing Parking Spaces: 40 - Registered Use: Employee

New Parking Spaces: 92\* Use: Employee/Residential

Date of Parking Registration Approval: \_\_\_\_\_

\*420 additional parking spaces to be leased at the city-owned First Street Garage.

**Trip Generation:**

	Daily	AM Peak Hour	PM Peak Hour
Total Trips	4,646	520	555
Vehicle	2,226	253	270
Transit	1,856	220	226
Pedestrian	474	39	53
Bicycle	256	28	30

Mode Split (person trips): Vehicle: 45/39<sup>a</sup>/49 %

Transit: 25/24<sup>a</sup>/40 %

(Retail/Residential/R&D use) Pedestrian: 24/22<sup>a</sup>/6 %

Bicycle: 6/4<sup>a</sup>/5 %

<sup>a</sup>Residential 11% work, home, other.

Transportation Consultant: Vanasse & Associates, Inc.

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

Phone: 978-474-8800

Date of Building Permit Approval: \_\_\_\_\_



**CITY OF CAMBRIDGE**  
**Special Permit Transportation Impact Study (TIS)**

Planning Board Permit Number: \_\_\_\_\_

Project Name: Courthouse Redevelopment

Total Data Entries = 431

Total Number of Criteria Exceedences = 19

1. Project Vehicle Trip Generation

Weekday = 2,226 AM Peak Hour = 253 PM Peak Hour = 270 Meets Criteria? [Y/N] N/N/N

2. Level of Service (LOS)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
Third Street at O'Brien Highway	F	F (1.1%)	Y	D	D	Y
Third Street at Cambridge Street	B	C	Y	D	D	Y
Third Street at Thorndike Street	D	D	Y	C	C	Y
Third Street at Spring Street	F	F (0%)	Y	C	C	Y
Third Street at Binney Street	E	E	Y	D	D	Y
Second Street at Cambridge Street	A	A	Y	A	B	Y
Second Street at Thorndike Street	B	B	Y	B	B	Y
Second Street at Spring Street	B	B	Y	B	B	Y
First Street at Cambridge Street	D	D	Y	D	D	Y
First Street at Thorndike Street	B	B	Y	B	C	Y
First Street at Spring Street	A	A	Y	A	A	Y
First Street at Charles Street and Cambridgeside Place	B	B	Y	B	B	Y
First Street at Binney Street	C	C	Y	C	C	Y
O'Brien Highway at Cambridge Street and East Street	C	C	Y	C	C	Y
Cambridgeside Place at Land Boulevard	C	C	Y	B	B	Y
Binney Street at Land Boulevard	C	C	Y	B	B	Y
O'Brien Highway at Land Boulevard and Charlestown Avenue	F	F (1.7%)	Y	F	F (1.7%)	Y

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Special Permit Transportation Impact Study (TIS)

Planning Board Criteria Performance Summary

2. Level of Service (LOS) (Continued)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
Third Street at Charles Street	B	B	Y	B	B	Y
Binney Street at Second Street	B	B	Y	C	C	Y
Third Street at Broadway	C	C	Y	C	C	Y

3. Traffic on Residential Streets

Street Segment	A.M. Peak Hour			P.M. Peak Hour		
	Existing Volume	With Project	Meets Criteria?	Existing Volume	With Project	Meets Criteria?
Third Street, O'Brien Highway to Gore Street (Amount of residential = 1/2 or more)	835	851	Y	1,475	1,493	Y
Third Street, Gore Street to Otis Street (Amount of residential = 1/2 or more)	832	847	Y	893	897	Y
Third Street, Otis Street to Spring Street (Amount of residential = 1/2 or more)	994	994	Y	875	875	Y
Third Street, Spring Street to Charles Street (Amount of residential = 1/2 or more)	752	758	Y	818	821	Y
Third Street, Charles Street to Rogers Street (Amount of residential = <1/3)	763	768	Y	896	898	Y
Third Street, Rogers Street to Linksey Way (Amount of residential = >1/3 but <1/2)	797	802	Y	886	888	Y
Third Street, Linksey Way to Broadway (Amount of residential = <1/3)	822	847	Y	988	1,005	Y
O'Brien Highway, Winter Street to Gore Street (Amount of residential = <1/3)	1,952	1,966	Y	2,144	2,155	Y
O'Brien Highway, Gore Street to Land Boulevard (Amount of residential = <1/3)	1,886	1,887	Y	1,797	1,804	Y
Cambridge Street, Third Street to First Street (Amount of residential = <1/3)	594	624	Y	597	626	Y
Thorndike Street, Third Street to First Street (Amount of residential = <1/3)	100	115	Y	60	64	Y
Spring Street, Third Street to First Street (Amount of residential = < 1/3)	90	90	Y	88	90	Y

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**Planning Board Criteria Performance Summary**

**3. Traffic on Residential Streets (Continued)**

Street Segment	A.M. Peak Hour			P.M. Peak Hour		
	Existing Volume	With Project	Meets Criteria?	Existing Volume	With Project	Meets Criteria?
Charles Street, Fifth Street to Second Street (Amount of residential = 1/2 or more)	124	130	Y	181	183	Y
Second Street, Gore Street to Otis Street (Amount of residential = 1/2 or more)	211	226	Y	152	158	Y
Second Street, Otis Street to Spring Street (Amount of residential = <1/3)	171	193	Y	196	210	Y
Second Street, Spring Street to Charles Street (Amount of residential = 1/2 or more)	143	160	Y	143	160	Y

**4. Lane Queue**

Intersection	No. of Lanes Analyzed	A.M. Peak Hour			P.M. Peak Hour		
		Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
<i>Charles Street at First Street</i>	5						
Charles Street EB LT		1	1	Y	3	3	Y
Charles Street EB TH/RT		1	1	Y	3	3	Y
Charles Street WB LT/TH/RT		2	3	Y	3	3	Y
First Street NB LT/TH/RT		3	4	Y	4	4	Y
First Street SB LT/TH/RT	2	2	Y	2	3	Y	
<i>Cambridge Street at First Street</i>	6						
Cambridge Street EB LT		--	--	--	--	--	--
Cambridge Street EB TH/RT		7	8	Y	8	8	Y
Cambridge Street WB LT		4	4	Y	1	1	Y
Cambridge Street WB TH		3	3	Y	2	2	Y
First Street NB LT		1	1	Y	4	5	Y
First Street NB TH		--	--	--	--	--	--
First Street NB RT		2	2	Y	9	11	Y
MBTA Drive SB LT/TH/RT	0	0	Y	1	1	Y	
<i>Thorndike Street at First Street</i>	3						
Thorndike Street EB LT/RT		2	2	Y	3	5	Y
First Street NB TH		1	1	Y	3	6	Y
First Street SB TH	2	3	Y	1	2	Y	

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4. Lane Queue (continued)

Intersection	No. of Lanes Analyzed	A.M. Peak Hour			P.M. Peak Hour		
		Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
<i>Binney Street at Third Street</i>	9						
Binney Street EB LT		2	2	Y	8	8	Y
Binney Street EB TH		2	3	Y	5	5	Y
Binney Street EB TH/RT		2	3	Y	5	5	Y
Binney Street WB LT		5	5	Y	2	3	Y
Binney Street WB TH		3	3	Y	3	4	Y
Binney Street WB TH/RT		3	3	Y	3	4	Y
Third Street NB LT/TH		4	4	Y	9	9	Y
Third Street NB RT		2	3	Y	4	4	Y
Third Street SB LT/TH/RT	16	16	Y	5	5	Y	
<i>Cambridge Street at Third Street</i>	5						
Cambridge Street EB LT/TH/RT		7	7	Y	6	6	Y
Cambridge Street WB LT/TH/RT		1	1	Y	3	3	Y
Third Street NB LT/TH/RT		2	2	Y	16	16	Y
Third Street SB LT		1	1	Y	1	1	Y
Third Street SB TH/RT	16	16	Y	8	8	Y	
<i>O'Brien Highway at Third Street</i>	3						
O'Brien Highway EB TH/RT		23	23	Y	8	9	Y
O'Brien Highway WB LT/TH		2	2	Y	10	10	Y
Third Street NB LT		1	1	Y	6	6	Y
Third Street NB LT/RT	--	--	--	--	--	--	
<i>Binney Street at First Street</i>	7						
Binney Street EB LT		3	3	Y	6	7	Y
Binney Street EB TH		3	3	Y	3	3	Y
Binney Street EB TH/RT		3	3	Y	3	3	Y
Binney Street WB LT		5	6	Y	3	3	Y
Binney Street WB TH/RT		5	6	Y	3	3	Y
First Street NB LT/TH/RT		1	1	Y	1	1	Y
First Street SB LT/TH		4	5	Y	6	8	Y
First Street SB RT	--	--	--	--	--	--	

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Planning Board Criteria Performance Summary

4. Lane Queue (continued)

Intersection	No. of Lanes Analyzed	A.M. Peak Hour			P.M. Peak Hour		
		Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
<i>O'Brien Highway at East Street/Cambridge Street</i>	13						
O'Brien Highway EB LT		2	2	Y	1	1	Y
O'Brien Highway EB TH		11	11	Y	5	5	Y
O'Brien Highway EB TH		11	11	Y	5	5	Y
O'Brien Highway EB TH		11	11	Y	5	5	Y
O'Brien Highway EB RT		11	11	Y	5	5	Y
O'Brien Highway WB LT		5	5	Y	1	1	Y
O'Brien Highway WB LT		5	5	Y	2	2	Y
O'Brien Highway WB TH		4	4	Y	9	9	Y
O'Brien Highway WB TH/RT		4	4	Y	9	9	Y
East Street SB LT/TH/RT		2	2	Y	6	7	Y
Cambridge Street NB LT		1	1	Y	6	7	Y
Cambridge Street NB RT		3	3	Y	1	1	Y
Cambridge Street NB RT		3	3	Y	1	1	Y
<i>Land Boulevard at Binney Street</i>	9						
Binney Street EB LT		2	2	Y	3	3	Y
Binney Street EB LT/RT		2	2	Y	3	3	Y
Land Boulevard NB LT		8	9	Y	5	5	Y
Land Boulevard NB TH		1	1	Y	2	2	Y
Land Boulevard NB TH		1	1	Y	2	2	Y
Land Boulevard NB TH		1	1	Y	2	2	Y
Land Boulevard SB TH		9	9	Y	8	8	Y
Land Boulevard SB TH		9	9	Y	8	8	Y
Land Boulevard SB RT		0	0	Y	0	0	Y
<i>Charles Street at Third Street</i>	4						
Charles Street EB LT/TH/RT		1	1	Y	1	1	Y
Charles Street WB LT/TH/RT		0	0	Y	1	1	Y
Third Street NB LT/TH/RT		1	1	Y	5	5	Y
Third Street SB LT/TH/RT		4	4	Y	1	1	Y
<i>Binney Street at Second Street</i>	6						
Binney Street EB LT		2	2	Y	4	4	Y
Binney Street EB TH/RT		2	2	Y	2	2	Y
Binney Street WB LT		2	2	Y	1	1	Y
Binney Street WB TH/RT		4	4	Y	3	3	Y
Third Street NB LT/TH/RT		1	1	Y	4	4	Y
Third Street SB LT/TH/RT		1	1	Y	2	2	Y
<i>Third Street at Broadway</i>	5						
Broadway EB LT		6	6	Y	6	6	Y
Broadway EB TH		3	3	Y	6	6	Y
Broadway WB TH/RT		9	9	Y	6	6	Y
Third Street SB LT		2	2	Y	10	11	Y
Third Street SB RT		1	1	Y	1	1	Y

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**Planning Board Criteria Performance Summary**

**4. Lane Queue (continued)**

Intersection	No. of Lanes Analyzed	A.M. Peak Hour			P.M. Peak Hour		
		Existing	With Project	Meets Criteria?	Existing	With Project	Meets Criteria?
<i>Land Boulevard at Cambridgeside Place</i>	12						
Cambridgeside Place EB LT		2	2	Y	4	4	Y
Cambridgeside Place EB LT		2	2	Y	4	4	Y
Cambridgeside Place EB RT		0	0	Y	0	0	Y
Hotel Driveway WB LT/TH/RT		1	1	Y	1	1	Y
Land Boulevard NB LT		4	4	Y	2	2	Y
Land Boulevard NB TH		3	2	Y	8	8	Y
Land Boulevard NB TH		3	2	Y	8	8	Y
Land Boulevard NB TH/RT		3	2	Y	2	2	Y
Land Boulevard SB LT		1	1	Y	1	1	Y
Land Boulevard SB TH		10	10	Y	1	1	Y
Land Boulevard SB TH		10	10	Y	1	1	Y
Land Boulevard SB TH/RT	10	10	Y	1	1	Y	
<i>Land Boulevard at O'Brien Highway</i>	15						
O'Brien Highway EB LT		4	5	Y	13	16	Y
O'Brien Highway EB TH		11	11	Y	7	7	Y
O'Brien Highway EB TH		11	11	Y	7	7	Y
O'Brien Highway EB TH		11	11	Y	7	7	Y
O'Brien Highway EB RT		11	11	Y	5	5	Y
O'Brien Highway WB LT		8	8	Y	8	8	Y
O'Brien Highway WB TH		7	7	Y	8	8	Y
O'Brien Highway WB TH		7	7	Y	8	8	Y
O'Brien Highway WB RT		4	4	Y	7	7	Y
Charlestown Avenue SB LT/TH		27	31	Y	20	20	Y
Charlestown Avenue SB TH/RT		27	31	Y	20	20	Y
Land Boulevard SB LT		3	3	Y	12	12	Y
Land Boulevard SB TH		6	6	Y	16	16	Y
Land Boulevard NB TH		6	6	Y	16	16	Y
Land Boulevard NB RT	3	3	Y	10	10	Y	

**5. Pedestrian and Bicycle Facilities (Pedestrian LOS)**

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing PLOS	With Project	Meets Criteria?	Existing PLOS	With Project	Meets Criteria?
<i>Third Street at O'Brien Highway</i>						
Crossing O'Brien Highway (East)	B	B	Y	B	B	Y
Crossing O'Brien Highway (West)	B	B	NA <sup>a</sup>	B	B	NA
Crossing Third Street (North)	D	D	NA	D	D	NA
Crossing Third Street (South)	D	D	Y	D	D	Y
<i>Third Street at Cambridge Street</i>						
Crossing Cambridge Street (East)	B	B	Y	B	B	Y
Crossing Cambridge Street (West)	B	B	Y	B	B	Y
Crossing Third Street (North)	B	B	Y	B	B	Y
Crossing Third Street (South)	B	B	Y	B	B	Y
<i>Third Street at Thorndike Street</i>						
Crossing Thorndike Street (East)	A	A	Y	A	A	Y
Crossing Thorndike Street (West)	A	A	Y	A	A	Y
Crossing Third Street (North)	F	F	N	F	F	N
Crossing Third Street (South)	F	F	N	F	F	N

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5. Pedestrian and Bicycle Facilities (Pedestrian LOS) (continued)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing PLOS	With Project	Meets Criteria?	Existing PLOS	With Project	Meets Criteria?
<b>Third Street at Spring Street</b>						
Crossing Spring Street (East)	A	A	Y	A	A	Y
Crossing Spring Street (West)	A	A	Y	A	A	Y
Crossing Third Street (North)	F	F	N	F	F	N
Crossing Third Street (South)	F	F	N	F	F	N
<b>Third Street at Binney Street</b>						
Crossing Binney Street (East)	B	B	Y	B	B	Y
Crossing Binney Street (West)	B	B	Y	B	B	Y
Crossing Third Street (North)	B	B	Y	B	B	Y
Crossing Third Street (South)	B	B	Y	B	B	Y
<b>Second Street at Cambridge Street</b>						
Crossing Cambridge Street (East)	B	B	Y	B	B	Y
Crossing Cambridge Street (West)	B	B	Y	B	B	Y
Crossing Second Street (North)	B	B	Y	B	B	Y
Crossing Second Street (South)	B	B	Y	B	B	Y
<b>Second Street at Thorndike Street</b>						
Crossing Thorndike Street (East)	A	A	Y	A	A	Y
Crossing Thorndike Street (West)	A	A	Y	A	A	Y
Crossing Second Street (North)	B	B	Y	B	B	Y
Crossing Second Street (South)	B	B	Y	B	B	Y
<b>Second Street at Spring Street</b>						
Crossing Spring Street (East)	A	A	Y	A	A	Y
Crossing Spring Street (West)	A	A	Y	A	A	Y
Crossing Second Street (North)	A	B	N	A	B	N
Crossing Second Street (South)	A	A	Y	A	B	N
<b>First Street at Cambridge Street</b>						
Crossing Cambridge Street (East)	D	D	Y	D	D	Y
Crossing Cambridge Street (West)	D	D	Y	D	D	Y
Crossing First Street (North)	D	D	Y	D	D	Y
Crossing First Street (South)	D	D	Y	D	D	Y
<b>First Street at Thorndike Street</b>						
Crossing Thorndike Street (West)	B	B	Y	B	B	Y
Crossing First Street (North)	C	C	Y	C	C	Y
Crossing First Street (South)	C	C	Y	C	C	Y

5. Pedestrian and Bicycle Facilities (Pedestrian LOS) (continued)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing PLOS	With Project	Meets Criteria?	Existing PLOS	With Project	Meets Criteria?
<b>First Street at Spring Street</b>						
Crossing Thorndike Street (West)	B	C	N	A	A	Y
Crossing First Street (North)	F	F	NA	F	F	NA
Crossing First Street (South)	E	F	NA	F	F	NA
<b>First Street at Charles Street and Cambridgeside Place</b>						
Crossing Charles Street (East)	D	D	Y	D	D	Y
Crossing Charles Street (West)	D	D	Y	D	D	Y
Crossing Cambridgeside Place (North)	D	D	Y	D	D	Y
Crossing Cambridgeside Place (South)	D	D	Y	D	D	Y
<b>First Street at Binney Street</b>						
Crossing Charles Street (East)	C	C	Y	C	C	Y
Crossing Charles Street (West)	C	C	Y	C	C	Y
Crossing Cambridgeside Place (North)	D	D	Y	D	D	Y
Crossing Cambridgeside Place (South)	D	D	Y	D	D	Y
<b>O'Brien Highway at Cambridge Street and East Street</b>						
Crossing O'Brien Highway (East)	D	D	Y	D	D	Y
Crossing O'Brien Highway (West)	D	D	Y	D	D	Y
Crossing Cambridge Street (North)	D	D	NA	D	D	NA
Crossing East Street (South)	D	D	Y	D	D	Y
<b>Cambridgeside Place at Land Boulevard</b>						
Crossing Cambridgeside Place (East)	D	D	Y	D	D	Y
Crossing Cambridgeside Place (West)	D	D	Y	D	D	Y
Crossing Land Boulevard (North)	D	D	Y	D	D	Y
Crossing Land Boulevard (South)	D	D	Y	D	D	Y
<b>Binney Street at Land Boulevard</b>						
Crossing Binney Street (East)	D	D	Y	D	D	Y
Crossing Binney Street (West)	D	D	Y	D	D	Y
Crossing Land Boulevard (North)	D	D	Y	D	D	Y
Crossing Land Boulevard (South)	D	D	Y	D	D	Y
<b>O'Brien Highway at Land Boulevard and Charlestown Avenue</b>						
Crossing O'Brien Highway (East)	E	E	N	E	E	N
Crossing O'Brien Highway (West)	E	E	N	E	E	N
Crossing Land Boulevard (North)	D	D	Y	D	D	Y
Crossing Charlestown Avenue (South)	D	D	Y	D	D	Y
<b>Third Street at Charles Street</b>						
Crossing Charles Street (East)	C	C	Y	C	C	Y
Crossing Charles Street (West)	C	C	Y	C	C	Y
Crossing Third Street (North)	C	C	Y	C	C	Y
Crossing Third Street (South)	C	C	Y	C	C	Y
<b>Binney Street at Second Street</b>						
Crossing Binney Street (East)	D	D	Y	D	D	Y
Crossing Binney Street (West)	D	D	Y	D	D	Y
Crossing Second Street (North)	A	A	Y	A	A	Y
Crossing Second Street (South)	A	A	Y	A	A	Y

5. Pedestrian and Bicycle Facilities (Pedestrian LOS) (continued)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing PLOS	With Project	Meets Criteria?	Existing PLOS	With Project	Meets Criteria?
<b>Third Street at Broadway</b>						
Crossing Third Street (South)	C	C	Y	C	C	Y
Crossing Broadway (East)	D	D	Y	D	D	Y
Crossing Broadway (West)	D	D	Y	D	D	Y

\*NA = Not applicable; no crosswalk at this location.

6. Pedestrian and Bicycle Facilities (Safe Pedestrian and Bicycle Facilities)

Adjacent Street or Public Right-of-Way	Sidewalks or Walkways Present?	Meets Criteria?	Bicycle Facilities or Right-of-Ways Present?	Meets Criteria?
Thorndike Street	Y	Y	Y	Y
Spring Street	Y	Y	Y	Y
Second Street	Y	Y	Y	Y
Third Street	Y	Y	Y	Y