

CITY OF CAMBRIDGE
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MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director 
Date: July 25, 2017
Re: EF Education First Expansion Project at North Point (EF III) (PB#328)

On June 1, 2017, the Traffic, Parking, and Transportation Department (TP&T) submitted a memo to the Planning Board, providing comments on the Proposed EF Education First Expansion Project at North Point (EF III). As we stated in our June 3, 2017 Planning Board memo, TP&T believes that the proposed EF III project will be a positive addition to the area by creating a new active building with publicly available open space and other amenities. To mitigate the project's transportation impacts, including the creation of 110 new motor vehicle parking spaces, we have been working with EF on a transportation mitigation package to ensure the EF III project, and the entire EF Campus, will maintain a low automobile-use rate.

To that end, TP&T recommends that the Planning Board approve the EF III project including 110 new vehicle parking spaces, 264 long-term bicycle parking space, and 54 short-term bicycle parking spaces with the following Special Permit conditions:

1. As already committed to in EF's submittals, including the state's Final Environmental Impact Report (FEIR), EF shall construct and maintain the missing segment of the multi-use path along North Point Boulevard in front of EF III site. The multi-use path must be separated from the sidewalk because it is in front of a building and not along a park, so separation of uses, such as runners and bicyclists on the path with pedestrians on the sidewalk is critical to preventing conflicts in this segment. The path must meet current City standards (which are based on national standards such as AASHTO and NACTO guidelines). The final multi-use path design should be approved as part of the building permit design review and through standard continuing design review by the Community Development Department. EF should construct the path prior to the issuance of the first occupancy permit for EF III (subject to seasonal conditions).
2. Reconfigure the end of the multi-use path along Education Street next to the MWRA facility to avoid the I-93/Route 1 highway ramp pillar and realign the crosswalk striping and pedestrian ramp to better connect to the existing path behind the EF II building. Exhibit A below shows general work to be done and the location. EF should design and construct this improvement as approved by the City and Department of Conservation and Recreation (DCR) prior to the issuance of the first occupancy permit for EF III (subject to seasonal conditions).
3. EF shall make three annual payments of \$21,000 (totaling \$63,000) toward the Hubway bicycle sharing system. These contributions will help support the operations, maintenance, and state of good repair of

the Hubway bicycle sharing system and provide a sustainable alternative for traveling to and from the EF campus instead of driving alone. The first of the three annual payments should be provided to the City prior to the issuance of the first occupancy permit for the EF III project.

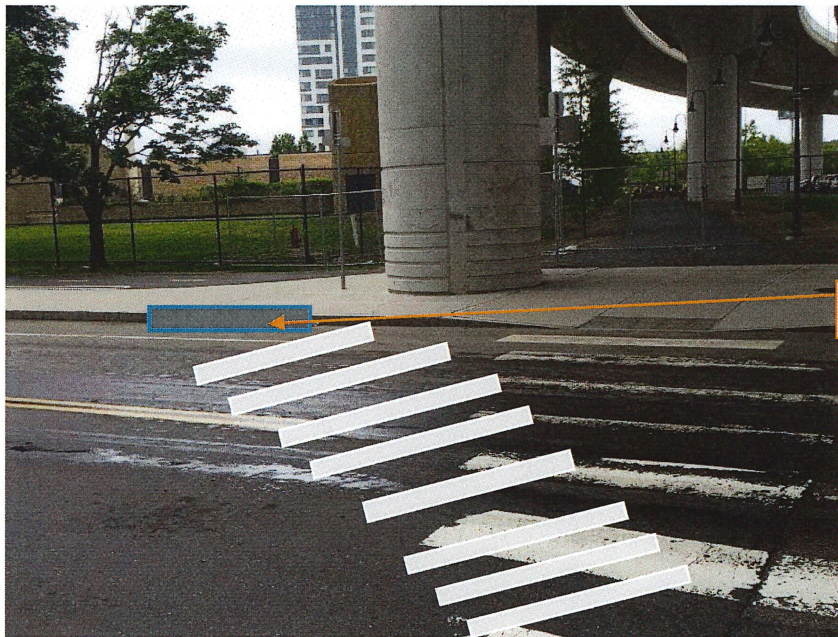
- a. TP&T would also like to note that as part of EF's PTDM plan, EF will offer staff and Hult students a subsidy for annual Hubway membership at a Silver level corporate membership.
4. EF shall design, construct and maintain a new raised crosswalk across North Point Boulevard at the entrance of the EFIII site connecting to the Regatta Riverview Condominium side of the Museum Way. This raised pedestrian crossing will help slow down traffic on North Point Boulevard as well as provide a safe and clear crossing for staff and students who will be walking between EF III and EF IV (the former Cambridge College building). The scope of this improvement will include the northwest crosswalk of the North Point Boulevard/Museum Way intersection only and not the full intersection because the location of this crosswalk is the expected primary walking route for pedestrians and aligns with the entrance plaza to the EFIII site. EF should complete this work prior to the issuance of the first occupancy permit for EF III (subject to seasonal conditions).
5. The EF III site will be "path ready" in the northern corner of the site near the bike sheds to accommodate a potential future path connecting to the Brian P. Murphy Staircase on the DivcoWest property, which would provide a more direct pedestrian/bicycle connection to the MBTA Orange Line Community College station. EF has included the path on the EF III site in their Landscape Plan (Final Development Application, July 12, 2017, page 11).

Finally, TP&T has been working with EF on this project since the beginning of 2017 and has established an agreement on the above transportation mitigation package which will minimize the project's traffic impacts by encouraging more safe and sustainable forms of travel, including, walking, bicycling and transit. Considering the proposed project, the findings of the transportation impact study, and the agreed upon mitigation, TP&T believes the Board can find the project will have no substantial adverse impact on traffic within the study area. TP&T also looks forward to continue to work with EF as the project moves forward.

EXIBIT A: Multi-use path at end of Education Street reconfiguration to connect the paths.



Existing Multi-use path located behind EFII building



Pedestrian ramp

