
CONGESTION IN THE KENDALL-NORTH POINT AREA

1 message

Stephen Kaiser <skaiser1959@gmail.com>

Fri, Oct 8, 2021 at 3:36 PM

To: PlanningBoardComment@cambridgema.gov, Planning@cambridgeredevelopment.org

To : the Members of the Planning Board and
the Board of the Cambridge Redevelopment Authority.

My September 27 written comment to the two boards spoke to the traffic implications of a Project Change for 800,000 s.f. of additional authorized development at Kendall Square, with a focus on the No-Build case before the project even begins. My comment addressed calculations from the NPC made by the proponent's consultant describing the amount of congestion likely at Kendall Square and surrounding locations.

The results suggest many more intersections will be well over-capacity in seven years. The calculations may be accurate, they might be high, they might be low. But they certainly warrant intense discussion by the two Boards.

I did a search for the word "congest" and found only one mention in the entire 1,100-page report :

"Encourage employers to allow employee flex-time and provide employee shuttles to help manage and potentially reduce peak period congestion."

This reference is found on page 3-4 in the section " 3.1.2 Proposed Transportation Demand Management Measures."

Nowhere in the NPC have I found any discussion of the traffic congestion reported by the computer model. It should have been the proponent's obligation to bring this matter to the attention of the Boards. Frankly, I would be worried that the traffic consultant might have agreed not to mention the word "congestion."

I have seen no evidence that the City Transportation Department is prepared to raise these issues for the benefit of the public. I believe that the members of the two Boards can choose to highlight these issues themselves and should do so at the next opportunity.

The scoping assumed by the consultant for traffic analysis has missed impacts on the O'Brien Highway/Land Boulevard intersection due to traffic backups from the Boston side (Leverett Circle). Close by is the signalized intersection with Museum Way going into North Point. Both Museum way and Leverett Circle should have been included in the traffic study.

Stephen H.Kaiser

Citizen Engineer and Historian

Hamilton Street

Below is my September 27 public comment to the Planning Board and Redevelopment Authority Board at their September 28, 2021 joint meeting.

“Documentation to support Special Permit #315 and the MEPA NPC contains calculations anticipating widespread traffic congestion within the next seven years. The “No Build” traffic conditions in the year 2028 show area congestion even before 800,000 s.f. of new development is added. This traffic crisis is comparable to the electrical energy crisis of recent years at Kendall.”

“In past traffic reviews at Kendall, the concentration was on the primary bottleneck intersection -- O'Brien Highway and Land Boulevard. Calculations of expected traffic Volumes to Capacity or V/C were over 1.00, indicating likely traffic congestion, now or forecast in the future. The latest traffic projections for 2028 No Build in the afternoon peak hour show five intersections to be more congested than O'Brien-Land, with considerable new congestion along Binney Street.”

“In order of traffic overloading during the 2028 afternoon peak hour, these locations have the following V/Cs :

- 1 Cambridge Street and First Street 1.72
- 2 Main Street and Ames Street 1.69

3	O'Brien Highway and First Street	1.60
4	Binney Street and First Street	1.51
5	Binney Street and Fulkerson Street	1.41
6	O'Brien Highway and Land Boulevard	1.39
7	Binney Street and Third Street	1.33
8	Broadway and Galileo Way	1.29
9	Broadway and Third Street	1.28
10	Cambridge and Third Streets	1.20 "

=====