


**CITY OF CAMBRIDGE**  
**Traffic, Parking and Transportation**  
 344 Broadway  
 Cambridge, Massachusetts 02139

www.cambridgema.gov/traffic

Joseph Barr, Director  
 Brad Gerratt, Assistant Director for Parking Management  
 Brooke McKenna, Assistant Director for Street Management

Phone: 617-349-4700  
 Fax: 617-349-4747

**MEMORANDUM**

**To:** Cambridge Planning Board  
**From:** Joseph E. Barr, Director   
**Date:** September 14, 2016  
**Re:** Kendall Square Urban Renewal Plan (KSURP), MXD Infill Development Concept Plan (PB#315)

The Traffic, Parking & Transportation Department (TP&T) has been working with Boston Properties Limited Partnership on the proposed Special Permit Application for the Kendall Square Urban Renewal Plan (KSURP) Mixed Use Development District (MXD) Infill Development Concept Plan.

The project proposes to demolish the existing 78,636 sf Eleven Cambridge Center office building at 145 Broadway and 62,576 sf 14 Cambridge Center office building at 250 Binney Street and construct a total of 754,346 sf of office space at 145 Broadway and 250 Binney Street, 420,000 sf residential space (up to 425 units), and 19,366 sf ground floor retail space. In parallel, a separate project will also convert 14,000 sf of existing mechanical space at 75 Ames Street Broad Institute into office space. Overall, the project coupled with this expansion at 75 Ames Street will create 1,066,500 net new sf of gross floor area. The project will also repurpose 105,000 sf of existing office space into Innovation space. A summary of the project is shown below.

	145 Broadway	250 Binney	Res South	Res North	Broad Inst.	<b>Total</b>
Office	443,731	310,615	0	0	14,000	<b>768,346</b>
Retail	10,037	8,029	0	1,300	0	<b>19,366</b>
Residential	0	0	350,000	70,000	0	<b>420,000</b>
<b>Total</b>	<b>453,768</b>	<b>318,644</b>	<b>350,000</b>	<b>71,300</b>	<b>14,000</b>	<b>1,207,712</b>
Demolish GFA	78,636	62,576				<b>141,212</b>
<b>Net New</b>	<b>375,132</b>	<b>256,068</b>	<b>350,000</b>	<b>71,300</b>	<b>14,000</b>	<b>1,066,500</b>

The project proposes to add 809 new automobile parking spaces, 633 long-term bicycle parking spaces, and 102 short-term bicycle parking spaces.

## KSURP MXD Infill Development Concept Plan

TP&T certified the project's Transportation Impact Study (TIS) on July 14, 2016. The TIS indicated that the project had 31 planning board special permit transportation exceedances (out of 445 data points evaluated), and the project will generate the following trips:

- 3,650 daily vehicle trips including, 390 AM and 429 PM peak hour vehicle trips,
- 4,424 daily transit trips (482 AM/524 PM peak hour transit trips),
- 1,546 daily pedestrian trips (143 AM/163 PM peak hour pedestrian trips) and,
- 1,184 daily bicycle trips (125 AM/137 PM peak hour bicycle trips).

The TIS summary sheets are attached and the TIS is available on the City's web site under PB315 located at <http://www.cambridgema.gov/CDD/zoninganddevelopment/specialpermits/specialpermits>. The TIS reported the following key transportation impacts:

- Weekday Daily, AM and PM peak hour vehicle trips exceeded the planning board special permit criteria thresholds.
- The project will degrade vehicle level of service at the Broadway/Hampshire Street, Binney Street/Third Street, Broadway/Galileo Galilei Way, and Broadway/Third Street intersections.
- The project exceeded the Planning Board criteria threshold for increased traffic on residential streets for Third Street between Charles Street and Spring Street.
- The Planning Board pedestrian level of service criteria threshold was exceeded at the intersections of O'Brien Highway/Land Blvd., Binney Street/First Street, and Binney Street/Land Blvd (note that these exceedance are due to signal timing and not directly because of the project).

The TIS, like all Cambridge Traffic Impact Studies, evaluated a Future 5-year Build scenario condition, which takes into account other area development projects and a general 0.5% per year background traffic growth rate. The TIS accounted for 11 other development projects in various stages of development, including: MIT Kendall Square Redevelopment project, Courthouse Redevelopment project, 300 Massachusetts Avenue project, 610-650 Main Street project, North Point, First Street Planned Unit Development (PUD), 249 Third Street project, 88 Ames Street Residential project, 181 Massachusetts Avenue project, 399 Binney Street project, and Alexandria Center at Kendall Square.

It should be noted that the TIS evaluated a different development program than currently proposed in the special permit application, including 30,000 sf retail space evaluated in the TIS versus 19,366 sf retail space currently proposed, 560 residential units versus up to 425 units currently proposed, and 645,200 net new sf office space versus 627,134 net new sf office space currently proposed. The difference between the TIS and the currently proposed project is that the TIS represents a conservative estimate for the number of trips that the project will generate (i.e., the number of trips estimated in the TIS is higher than would be generated by the updated development program).

TP&T has been working with the Applicant over the past several months and has reviewed the Special Permit Application in detail, and we offer the Planning Board the following initial comments on the proposed project for your consideration.

### **General Comments**

Overall, TP&T believes that the project is consistent with the City goals for mixed use development in Kendall Square, including residential, retail, office uses and open space. New housing will enable more

people to live and work in Kendall Square resulting in less overall vehicle commute trips. New housing and retail uses will also help make Kendall Square more vibrant and active (especially in the evenings) which will support pedestrian and bicycle activity.

TP&T believes there are many positive aspects to the proposed project, including funding commitments for transit improvements, enhancements to the 6<sup>th</sup> Street Connector, and others. TP&T will be working with the Applicant on a transportation mitigation program, which we expect to be able to present to the Planning Board for review and comment at a future hearing.

### **Site Access and Loading**

The project is primarily bounded on the south by Broadway and on the north by Binney Street. Vehicle and loading access and egress will use the existing east and west private service driveways, therefore loading will occur off public streets. TP&T believes that the loading dock locations for the 145 Broadway and 250 Binney Street buildings, and the Blue garage are appropriate.

TP&T is very supportive of the proposed 6<sup>th</sup> Street Connector improvements, including separating the bicycle and pedestrian facility and aligning the 6<sup>th</sup> Street Connector with the Ames Street two-way cycle track, which will be constructed as part of the 88 Ames Street project. TP&T will continue to work with the Applicant on the details of the 6<sup>th</sup> Street Connector design.

The TIS had proposed the idea of a new Broadway mid-block pedestrian crossing by the Daniel Lewin Park. This idea is not currently being pursued by the Applicant, but for the record, TP&T had concerns about adding a mid-block crosswalk at this location, which is only about 250 feet away from existing crosswalks. TP&T does believe that more work is needed on a redesign plan for Broadway, which should also evaluate loading and drop-off/pick-up activity on both sides of Broadway between Ames Street and Binney Street/Galileo Galilei Way. This street segment has a number of issues related to safety and walkability/bikeability (such as cars sometimes illegally blocking the bicycle lane), and these issues would need to be improved as part of a reimagining and redesign of this street.

Additional analysis and design is also needed on the proposed east-west pedestrian connections between the 6<sup>th</sup> Street Connector and Galileo Galilei Way, including connections through the Blue garage. Planning and mitigation commitments, if needed, should also consider any need to connect to the future Volpe site development.

### **Parking**

The Kendall Square Urban Renewal Area currently has 2,708 parking spaces located in three parking garages. The project proposes 809 net new parking spaces for a total of 3,517 parking spaces. It should be noted that the proposed parking is less than the maximum 4,300 parking spaces originally approved in 1977 for the Kendall Square Urban Renewal Area, as well as the revised 3,545 parking spaces under Amendment No. 3 in 1993 by the Massachusetts Environmental Policy Act (MEPA).

TP&T believes the proposed 809 net new parking spaces for approximately 1 million square feet of development in Kendall Square may be reasonable, however since the proposed project is different from the parking analysis in the TIS (i.e. The TIS evaluated 560 housing units compared to 425 units currently proposed), TP&T believes an updated parking demand analysis is needed before we can make a final determination regarding the appropriateness of the proposed parking supply.

### **Bicycle Facilities**

## KSURP MXD Infill Development Concept Plan

The project will meet the City zoning requirements for short and long-term bicycle parking spaces, however the exact locations for the long-term and short-term bicycle parking spaces need additional work. For example, TP&T believes that not all the long-term bike parking spaces for residents should be located on the upper floors of the Blue garage because some everyday bicycle commuters will want to store their bike at a location that is more easily accessible, such as on the ground floor of the garage. The exact locations for the short-term bicycle parking spaces also need more review, as well as final location and commitments for the Hubway bikeshare system.

The Cambridge Redevelopment Authority will be completing a 25% design streetscape concept plan—including bicycle facilities—for Binney Street and Galileo Galilei Way from Third Street to Main Street and for Broadway from Galileo Galilei Way to Ames Street. TP&T's expectation is that the Project will contribute substantially to the advancement of the concept plan to 100% design and then construction of the improvements, for the segment of Binney Street/Galileo Galilei Way from Sixth Street to Broadway and the segment of Broadway from Galileo Galilei Way to Ames Street. The details of this mitigation still need to be determined. TP&T also expects that the Applicant will continue to coordinate with the City on the Binney Street Park parcel and the Grand Junction Greenway, building on the segment of the Greenway that the CRA completed between Main Street and Broadway in June 2016.

### **Kendall Square Transit Enhancement Program**

Kendall Square's ability to accommodate economic growth over the past decade or so can be partly credited on the mode shares in Kendall Square – 70 percent of trip making is by transit, walking, biking, shuttle and carpooling. The Applicant recognizes the importance of a low drive-alone automobile use and is committed, as is the City, to preserving and enhancing the favorable transportation mode split. The Cambridge Redevelopment Authority has been taking a leading role, in coordination with the City, in engaging the state, MBTA and other stakeholders on short-term and long-term transportation enhancements, especially focused on transit. TP&T commends them for their work to-date.

One of the most positive aspects of the proposed project is the commitment made as part of the Massachusetts Environmental Policy Act review, to contribute an initial payment of \$6 million for a "Kendall Square Transit Enhancement Program" (KSTEP), to preserve, enhance and expand transit access and mobility in the Kendall Square area. The City is currently working with the Cambridge Redevelopment Authority on a Memorandum of Understanding (MOU) for KSTEP. It is envisioned that funding will be used for immediate, intermediate and long range transit enhancements that provide direct benefits to the Kendall Square area. TP&T is working with CDD and other City departments to finalize this MOU before the Planning Board Special Permit decision for this project is made.

### **Items Requiring Further Work:**

Below is a summary of key items that TP&T believes need additional work before the Planning Board reaches a final decision on the Infill Development Concept Plan:

- The TIS trip generation analysis should be updated with a technical memorandum to reflect the current proposed plan. It should also be determine if there are any changes to the Planning Board special permit criteria exceedences from the certified TIS.
- The Project needs to complete a Parking and Transportation Demand Management (PTDM) Plan.
- A final conceptual plan for the locations of short- and long-term bicycle parking spaces should be completed (subject to more detailed plan approval during the continuing design review process).
- The final proposed location for the Hubway stations needs to be approved by the City.

## KSURP MXD Infill Development Concept Plan

- A supporting technical memorandum with updated parking demand analysis and final minimum and maximum number of automobile parking spaces should be determined, including a stand-alone parking management plan.
- The TIS and Special Permit provided a good starting point for project transportation mitigation. TP&T will continue to work with the Applicant on a final mitigation program, including transportation monitoring.

Finally, TP&T wants to thank Boston Properties and the Cambridge Redevelopment Authority for working with us on this exciting project and we look forward to continue to work with them as the project moves forward.

**PROJECT**

Project Name: KSURP Infill Development Concept Plan  
 Project Address: 135 Broadway, 145 Broadway, 250 Binney Street, 255 Main Street  
 Cambridge, MA  
 Owner/Developer Name: Boston Properties  
 Contact Person: Michael Tilford  
 Contact Address: 800 Boylston Street, Suite 1900  
 Boston, MA 02199  
 Contact Phone Number: (617) 236-3329

**SIZE**

ITE sq. ft. : 1,095,200 GSF  
 Land Use Type: Office, Residential, Retail

**PARKING**

Existing Parking Spaces\*: 2,708 Use: Office, Retail, Public  
 New Parking Spaces\*\*: +809 Use: Office  
 Net New Parking Spaces\*\*\*: 3,517 Use: Office, Residential, Retail, Public  
 \*Existing parking spaces in KSURP area  
 \*\*Net-new spaces constructed with the Project

**TRIP GENERATION:**

	<b>Daily</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
Vehicle	3,650	390	429
Transit	4,424	482	524
Walk	1,546	143	163
Bike	1,184	125	137
Other	1,326	158	167

**MODE SPLIT**

	<b>Residential</b>	<b>Office</b>	<b>Retail</b>
Vehicle	30%	29%	29%
Transit	30%	37%	37%
Walk	25%	6%	6%
Bike	10%	9%	9%
Other	3%	14%	14%

**TRANSPORATION CONSULTANT**

Company Name: VHB, Inc.  
 Contact Name: Sean M. Manning, P.E., P.T.O.E.  
 Contact Phone Number: (617) 728-7782

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

**Total Data Entries = 445**

**Total Number of Criteria Exceedances = 31**

### Criteria A –Project Vehicle Trip Generation

Time Period	Criteria (trips)	Build	Exceeds Criteria?
Weekday Daily	2,000	3,650	<b>Yes</b>
Week AM Peak Hour	240	390	<b>Yes</b>
Week PM Peak Hour	240	429	<b>Yes</b>

### Criteria B – Vehicular LOS

Intersection	AM Peak Hour				PM Peak Hour			
	Existing Condition	Build Condition	Traffic Increase	Exceeds Criterion	Existing Condition	Build Condition	Traffic Increase	Exceeds Criterion
O'Brien Highway at Third Street	F	F	1.2%	No	F	F	1.3%	No
Cambridge Street at Third Street	D	D	2.2%	No	F	F	2.4%	No
Cambridge Street at First Street	F	F	3.3%	No	F	F	2.9%	No
O'Brien Highway at Cambridge Street/ East Street	C	C	1.2%	No	B	B	1.3%	No
O'Brien Highway at Land Boulevard/ Gilmore Bridge	F	F	1.7%	No	F	F	1.9%	No
Broadway at Portland Street	D	D	2.2%	No	D	D	1.8%	No
Broadway at Hampshire Street	D	E	3.0%	<b>Yes</b>	D	D	3.2%	No
Binney at Galileo Galilei Way/Fulkerson Street	C	C	6.3%	No	C	C	4.1%	No
Binney Street at Third Street	C	C	7.6%	No	D	D	9.5%	<b>Yes</b>
Binney Street at First Street	C	C	5.1%	No	C	C	5.3%	No
Binney Street at Land Boulevard	C	C	1.8%	No	C	C	1.9%	No
Broadway at Galileo Galilei Way	F	F	6.5%	<b>Yes</b>	F	F	7.7%	<b>Yes</b>
Broadway at Ames Street	E	E	6.9%	No	E	E	4.9%	No
Broadway at Third Street	D	E	5.0%	<b>Yes</b>	D	D	5.3%	No

Intersection	AM Peak Hour				PM Peak Hour			
	Existing Condition	Build Condition	Traffic Increase	Exceeds Criterion	Existing Condition	Build Condition	Traffic Increase	Exceeds Criterion
Main Street at Galileo Galilei Way/Vassar Street	C	C	6.0%	No	C	C	7.7%	No
Main Street at Ames Street	C	C	2.8%	No	C	C	1.1%	No

**Criteria C – Traffic on Residential Streets**

Roadway	Reviewed Segment	Amount of Residential	AM Peak Hour			PM Peak Hour		
			Existing	Project Trips	Exceeds Criteria?	Existing	Project Trips	Exceeds Criteria?
O'Brien Highway Broadway	Land Blvd to East St/Cambridge St	1/2 or more	2399	33	No	2237	36	No
	Clark St to Windsor St	1/2 or more	841	32	No	980	30	No
Hampshire Street	Medeiros Ave to Webster Ave	1/3 or less	534	13	No	689	20	No
	Webster Ave to Clark St	>1/3 but <1/2	534	13	No	689	20	No
Memorial Drive	Ames Street to Wadsworth	1/2 or more	2744	26	No	3126	11	No
Third Street	Broadway to Binney St	1/3 or less	817	25	No	859	68	No
	Binney St to Rodgers St	>1/3 but <1/2	778	33	No	898	44	No
	Rogers St to Bent St	1/3 or less	778	33	No	898	44	No
	Bent St to Charles St	>1/3 but <1/2	778	33	No	898	44	No
	Charles St to Hurley St	1/2 or more	778	33	No	898	44	<b>Yes</b>
	Hurley St to Spring St	1/2 or more	778	33	No	898	44	<b>Yes</b>
	Spring St to Thorndike St	1/3 or less	778	33	No	898	44	No
	Thorndike St to Otis St	1/2 or more	778	33	No	1239	38	No
	Otis St to Cambridge St	1/3 or less	785	33	No	898	44	No
	Cambridge St to Gore St	1/3 or less	831	26	No	1239	38	No
	Gore St to O'Brien Highway	1/2 or more	826	26	No	1260	38	No



Roadway	Reviewed Segment	Amount of Residential	AM Peak Hour			PM Peak Hour		
			Existing	Project Trips	Exceeds Criteria?	Existing	Project Trips	Exceeds Criteria?
Second Street	Binney St to Bent St	1/3 or less	126	4	No	298	7	No
	Bent St to Hurley	>1/3 but <1/2	288	4	No	350	7	No
	Hurley St to Thorndike	1/3 or less	272	4	No	290	7	No
	Thorndike St to Cambridge	>1/3 but <1/2	272	4	No	290	7	No
	Cambridge St to O'Brien Hwy	1/3 or less	272	4	No	290	7	No
Sixth Street	Binney St to Bent	>1/3 but <1/2	338	13	No	388	6	No
	Bent St to Hurley	>1/3 but <1/2	338	13	No	388	6	No
	Hurley St to Thorndike	1/2 or more	338	13	No	388	6	No
	Thorndike St to Cambridge St	>1/3 but <1/2	338	13	No	388	6	No
	Cambridge St to Gore St	1/2 or more	338	13	No	388	6	No

**Criteria D – Lane Queue (for signalized intersections)**

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criteria?	Existing	Build	Exceeds Criteria?
O'Brien Highway at Third Street	NB Left/Right	1	2	No	5	5	No
	SEB Thru/Right	~26	~27	No	~21	~22	No
	NWB Left/Thru	1	2	No	~14	~14	No
Cambridge Street at Third Street	EB Left/Thru/Right	8	8	No	~14	~14	No
	WB Left/Thru/Right	7	7	No	~16	~16	No
	NB Left/Thru/Right	3	4	No	7	8	No
	SB Left	2	2	No	0	0	No
	SB Thru/Right	15	16	No	4	4	No
Cambridge Street at First Street	EB Thru/Right	~9	~9	No	~10	~10	No
	WB Left	~9	~10	No	3	3	No
	WB Thru	~4	~5	No	3	3	No
	NB Left	1	1	No	4	4	No
Cambridge Street at O'Brien Highway	NB Right	3	3	No	~13	~13	No
	EB Left	3	3	No	1	1	No
	EB Thru	14	14	No	1	1	No
	EB Right	3	3	No	1	1	No

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criteria?	Existing	Build	Exceeds Criteria?
	WB Left	5	6	No	2	3	No
	WB Thru/Right	4	4	No	9	9	No
	NB Left/Thru	1	1	No	5	5	No
	NB Right	0	0	No	0	0	No
	SB Left/Thru/Right	2	2	No	2	2	No
Land Boulevard at O'Brien Highway	SEB Left	4	5	No	~16	~17	No
	SEB Thru	~15	~15	No	7	7	No
	SEB Right	0	0	No	0	0	No
	NWB Left	4	4	No	4	4	No
	NWB Thru	~11	~12	No	~11	~11	No
	NWB Right	1	1	No	4	4	No
	NEB Left	5	5	No	~17	~17	No
	NEB Thru	~9	~9	No	~24	~24	No
	NEB Right	0	0	No	4	3	No
SWB Left/Thru/Right	~26	~27	No	~14	~15	No	
Broadway at Portland Street	EB Left/Thru/Right	13	~15	No	~14	~15	No
	WB Left/Thru/Right	8	8	No	11	~16	No
	NB Left	1	1	No	2	2	No
	NB Thru/Right	7	7	No	9	9	No
	SB Left	1	1	No	1	1	No
	SB Thru/Right	2	2	No	2	2	No
Broadway at Hampshire Street	EB Left/Thru	12	13	No	12	12	No
	EB Right	3	3	No	1	1	No
	WB Left	~5	~6	No	1	1	No
	WB Thru	3	3	No	6	6	No
	WB Right	1	1	No	5	5	No
	NB Left	1	1	No	~3	~3	No
	NB Thru/Right	1	1	No	3	3	No
	SB Left	~6	~7	No	5	5	No
SB Thru/Right	1	1	No	1	1	No	
Binney Street at Galileo Galilei Way/Fulkerson Street	EB Thru	4	4	No	7	9	No
	WB Thru/Right	5	4	No	6	6	No
	SB Right	7	7	No	4	4	No
	SB Left	5	5	No	7	7	No
Binney Street at Third Street	SB Right	1	1	No	2	2	No
	EB Left	2	2	No	8	8	No
	EB Thru/Right	4	3	No	7	9	No
	WB Left	4	5	No	2	2	No

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criteria?	Existing	Build	Exceeds Criteria?
	WB Thru/Right	6	7	No	3	4	No
	NB Left/Thru	3	3	No	10	10	No
	NB Right	1	1	No	4	4	No
	SB Left/Thru/Right	14	15	No	9	9	No
Binney Street at First Street	EB Left	2	2	No	5	6	No
	EB Thru/Right	1	2	No	2	2	No
	WB Left/Thru/Right	13	14	No	2	2	No
	NB Left/Thru/Right	1	1	No	1	1	No
	SB Left/Thru	5	4	No	9	9	No
	SB Right	4	5	No	3	3	No
Binney Street at Land Boulevard	EB Left/Right	3	3	No	3	3	No
	NB Left	7	7	No	7	7	No
	NB Thru	3	3	No	7	7	No
	SB Thru	15	15	No	15	15	No
	SB Right	9	10	No	4	5	No
Broadway at Galileo Galilei Way	EB Left	4	5	No	3	4	No
	EB Thru	~17	~17	No	8	8	No
	EB Right	2	2	No	1	1	No
	WB Left	3	~4	No	~7	~12	No
	WB Thru/Right	6	6	No	8	8	No
	NB Left	3	2	No	4	4	No
	NB Thru/Right	5	~16	<b>Yes</b>	8	8	No
	SB Left	3	3	No	2	2	No
	SB Thru	11	11	No	9	9	No
SB Right	~6	~6	No	~6	~6	No	
Broadway at Ames Street	EB Thru	~20	~20	No	~17	~17	No
	EB Right	2	3	No	1	1	No
	WB Left	2	2	No	2	3	No
	WB Thru	8	10	No	9	10	No
	NB Left	2	3	No	4	5	No
	NB Right	1	0	No	3	3	No
Broadway at Third Street	EB Left	7	7	No	4	5	No
	EB Thru/Right	5	5	No	9	9	No
	WB Thru	12	~16	No	9	10	No
	WB Right	8	8	No	4	4	No
	SB Left/Thru	4	4	No	~10	~14	No
	SB Right	2	3	No	3	3	No
Main Street at Galileo Galilei	EB Left	4	6	No	5	6	No
	EB Thru/Right	6	6	No	6	6	No

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criteria?	Existing	Build	Exceeds Criteria?
Way/Vassar Street	WB Left	2	2	No	1	1	No
	WB Thru/Right	5	5	No	2	2	No
	NB Left/Thru/Right	6	6	No	6	6	No
	SB Left	2	2	No	2	2	No
	SB Thru	10	10	No	9	10	No
	SB Right	7	7	No	4	6	No
Main Street at Ames Street	EB Left/Thru/Right	6	6	No	10	10	No
	WB Left/Thru/Right	1	1	No	1	1	No
	NB Left/Thru/Right	3	3	No	4	4	No
	SB Left/Thru	3	3	No	2	2	No
	SB Right	4	4	No	2	2	No

**Criteria E – Pedestrian Delay**

Intersection	Crosswalk	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criteria?	Existing	Build	Exceeds Criteria?
O'Brien Highway at Third Street	East	D	D	No	D	D	No
	West	D	D	No	D	D	No
	South	D	D	No	D	D	No
Cambridge Street at Third Street	East	B	B	No	B	B	No
	West	B	B	No	B	B	No
	North	B	B	No	B	B	No
	South	B	B	No	B	B	No
Cambridge Street at First Street	East	D	D	No	D	D	No
	West	D	D	No	D	D	No
	South	D	D	No	D	D	No
O'Brien Highway at Cambridge Street / East Street	East	D	D	No	D	D	No
	West	D	D	No	D	D	No
	North	D	D	No	D	D	No
	South	C	C	No	C	C	No
O'Brien Highway at Land Boulevard	East	E	E	<b>Yes</b>	E	E	<b>Yes</b>
	West	E	E	<b>Yes</b>	E	E	<b>Yes</b>
	North	E	E	<b>Yes</b>	E	E	<b>Yes</b>
Broadway at Portland Street	East	B	B	No	B	B	No
	West	B	B	No	B	B	No
	North	B	B	No	B	B	No
	South	B	B	No	B	B	No
	East	D	D	No	D	D	No

Intersection	Crosswalk	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criteria?	Existing	Build	Exceeds Criteria?
Broadway at Hampshire Street	West	C	C	No	C	C	No
	North	C	C	No	C	C	No
	South	C	C	No	C	C	No
Binney Street at Galileo Galilei Way/Fulkerson Street	East	D	D	No	D	D	No
	West	D	D	No	D	D	No
	Northeast	D	D	No	D	D	No
	Northwest	D	D	No	D	D	No
Binney Street at Third Street	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 Street at First Street	East	E	E	<b>Yes</b>	E	E	<b>Yes</b>
	West	E	E	<b>Yes</b>	E	E	<b>Yes</b>
	North	E	E	<b>Yes</b>	E	E	<b>Yes</b>
	South	E	E	<b>Yes</b>	E	E	<b>Yes</b>
Binney Street at Land Boulevard	East	E	E	<b>Yes</b>	E	E	<b>Yes</b>
	North	E	E	<b>Yes</b>	E	E	<b>Yes</b>
	South	E	E	<b>Yes</b>	E	E	<b>Yes</b>
Broadway at Galileo Galilei Way	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
Broadway at Ames Street	East	D	D	No	D	D	No
	West	D	D	No	D	D	No
	South	C	C	No	C	C	No
Broadway at Third Street	East	D	D	No	D	D	No
	West	D	D	No	D	D	No
	North	C	C	No	C	C	No
	South	C	C	No	C	C	No
Main Street at Galileo Galilei Way/ Vassar Street	East	C	C	No	C	C	No
	West	C	C	No	C	C	No
	North	C	C	No	C	C	No
	South	C	C	No	C	C	No
Main Street at Ames Street	East	D	D	No	D	D	No
	West	D	D	No	D	D	No
	North	C	C	No	C	C	No
	South	C	C	No	C	C	No

### 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?
Binney Street	Galileo Galilei Way and Third Street (north side)	Yes	No	Yes	No
	Galileo Galilei Way and Third Street (south side)	Yes	No	Yes	No
Broadway	Galileo Galilei Way and Ames Street (north side)	Yes	No	Yes	No
	Galileo Galilei Way and Ames Street (south side)	Yes	No	Yes	No
	Ames Street and Third Street (north side)	Yes	No	Yes	No
	Ames Street and Third Street (south side)	Yes	No	Yes	No
Ames Street	Broadway and Main Street (north side)	Yes	No	Yes	No
	Broadway and Main Street (south side)	Yes	No	Yes	No
Galileo Galilei Way	Main Street and Broadway (west side)	Yes	No	Yes	No
	Main Street and Broadway (east side)	Yes	No	Yes	No
	Broadway and Binney Street (west side)	Yes	No	Yes	No
	Broadway and Binney Street (east side)	Yes	No	Yes	No
Main Street	Galileo Galilei Way and Ames Street (north side)	Yes	No	Yes	No
	Galileo Galilei Way and Ames Street (south side)	Yes	No	Yes	No
	Ames Street and Broadway (north side)	Yes	No	Yes	No
	Ames Street and Broadway (south side)	Yes	No	Yes	No