



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
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Cambridge, Massachusetts 02139

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June 3, 2009

Giles Ham
Vanasse & Associates, Inc.
10 New England Business Center Drive, Suite 314
Andover, MA 01810-1066

DRAFT

RE: Residential Project at St. James Episcopal Church

Dear Giles,

Below is a traffic study scope for the proposed residential project at 2003 Massachusetts Avenue (St. James Episcopal Church site).

- Project Description.
 - Square footage, number of units, pedestrian and vehicle access, garbage pick-up, vehicle and bicycle parking spaces.
 - Provide a project site plan which includes property lines and show both sides of Beech Street. Provide a detailed parking layout plan (1:20' scale) showing aisle widths and slopes. Demonstrate that you meet ADA/MAAB requirements for ceiling height and accessible spaces. Indicate the allocation of the parking spaces by user. Provide a 1:10 bicycle parking layout plan that meets City bicycle parking guidelines. Show in the site plan how people can access bicycle parking and how bikes will get from outside to the bike parking (i.e. driveway width and slope). Elevators should be able to accommodate a bike with both wheels on the ground. Show short-term bike parking on the site plan by all building entrances.
- Existing Conditions.
 - Describe Existing site conditions.
 - Describe existing traffic, public transit, bike and pedestrian conditions in the area.

Collect Turning Movement counts at the following study area intersections (including bicycle and pedestrian counts). Counts should be 7:30 – 9:30 AM (two hours) and 4:30 PM – 7:30 PM (three hours). The three hour evening count is because peak bicycle activity may occur later than peak vehicle activity:

- Massachusetts Avenue at Beech Street
- Collect ATR counts (minimum 48 hours in 15 minute and 1 hour increments) at the following location:
 - Beech Street north of Massachusetts Avenue
- Determine crash data for study area intersections from the MassHighway Department for the three most recent calendar years.

Residential Project at St. James Episcopal Church

- Site Trip Generations. Use ITE Land Use Code 220 (Apartments) for residential use. Any proposed retail use should be included in the trip generation table. To calculate retail trip generation, use ITE Specialty Retail (LUC 814).
- The trip generation calculation shall use a national Average Vehicle Occupancy (AVO) rate of 1.08 to convert ITE vehicle trips to person trips and use a local AVO of 1.09 to convert adjusted person trips to vehicle trips. Use the fitted curve equation.

- The mode split assumptions for the trip generation shall be as follows:

Drive Alone	Rideshare	Transit	Bike	Walk	Work at Home
37.8%	7.2%	33.9%	5.1%	8.7%	7.4%

Source: Census Tract 3547 from 2000 census published by CDD. 1.6% Other Modes was included in bike share based on increased bicycle activity in Cambridge since 2000.

- Describe your vehicle and bicycle parking supply, demand and zoning requirements. Describe how parking spaces will be allocated and managed (i.e. number of residential, church spaces and shared spaces). The St. James Episcopal Church is registered for 18 parking spaces. An increase in church parking could trigger the City's parking and transportation demand management (PTDM) ordinance 10.18.
- Capacity Analysis.
 - 1.) 2009 Existing Condition, 2.) 2009 Build Condition (existing conditions plus project trips), 3.) Future Condition (1% per year traffic growth over five year time horizon).
 - Document in a table the LOS, queue, V/C and delay at study area intersections. Provide synchro files to TP&T.
- The Future traffic condition should include a general background growth rate of 1% per year over a five-year time horizon. We will work with you to determine any proposed or under construction projects to be included in your Build Condition.
- To improve pedestrian conditions on Beech Street you should consider only one curb cut instead of two. The traffic study should analyze alternative site plans for one curb cut.
- Document if the sidewalks and pedestrian ramps meet ADA/MAAB requirements.
- Describe any proposed project mitigation. (Note, bicycle parking is required by zoning and is not mitigation unless you are providing more than required).
- The traffic study should be printed double-sided.

Sincerely,

Adam Shulman
Transportation Planner

cc: Sue Clippinger, TPT
Wayne Amaral, TP&T
Jeff Parenti, TP&T
Susanne Rasmussen, CDD