

## **Alewife Transportation Update**

### **City Council Transportation Committee**

June 19, 2014

Tobin School

- “address the traffic, transportation and access to transit issues in the Fresh Pond/Concord Avenue/Alewife area with a view toward understanding the impact of recent development trends in the area.”

## Presentation Outline

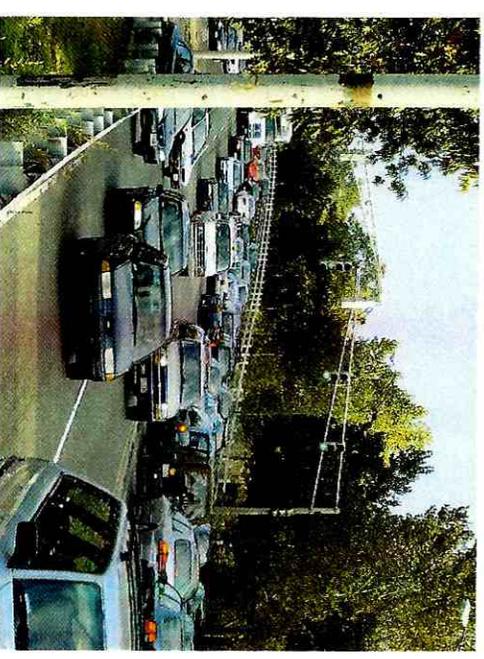
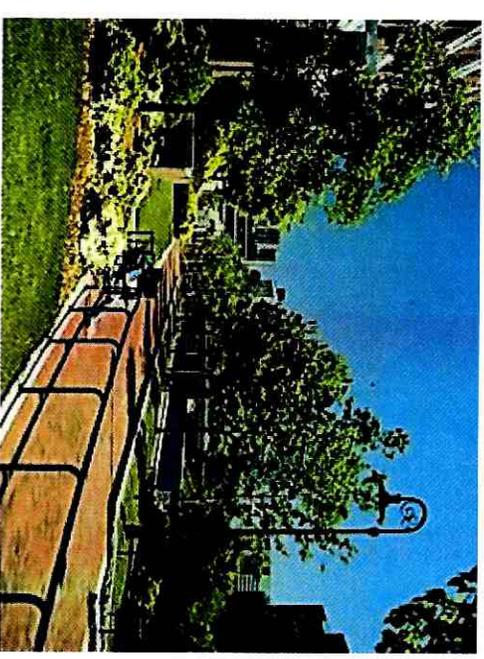
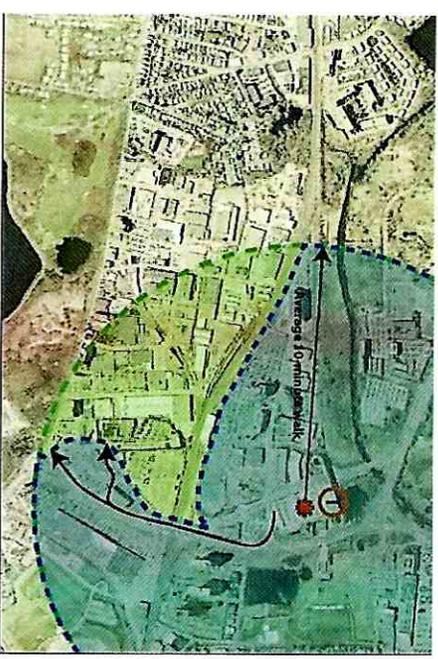
- Concord-Alewife Planning Overview
- Development Trends and Development to-date
- Area Transportation Trends
- Development Review Process
- Completed, in Planning and Transportation Goals
- Q&A

# Overcome barriers

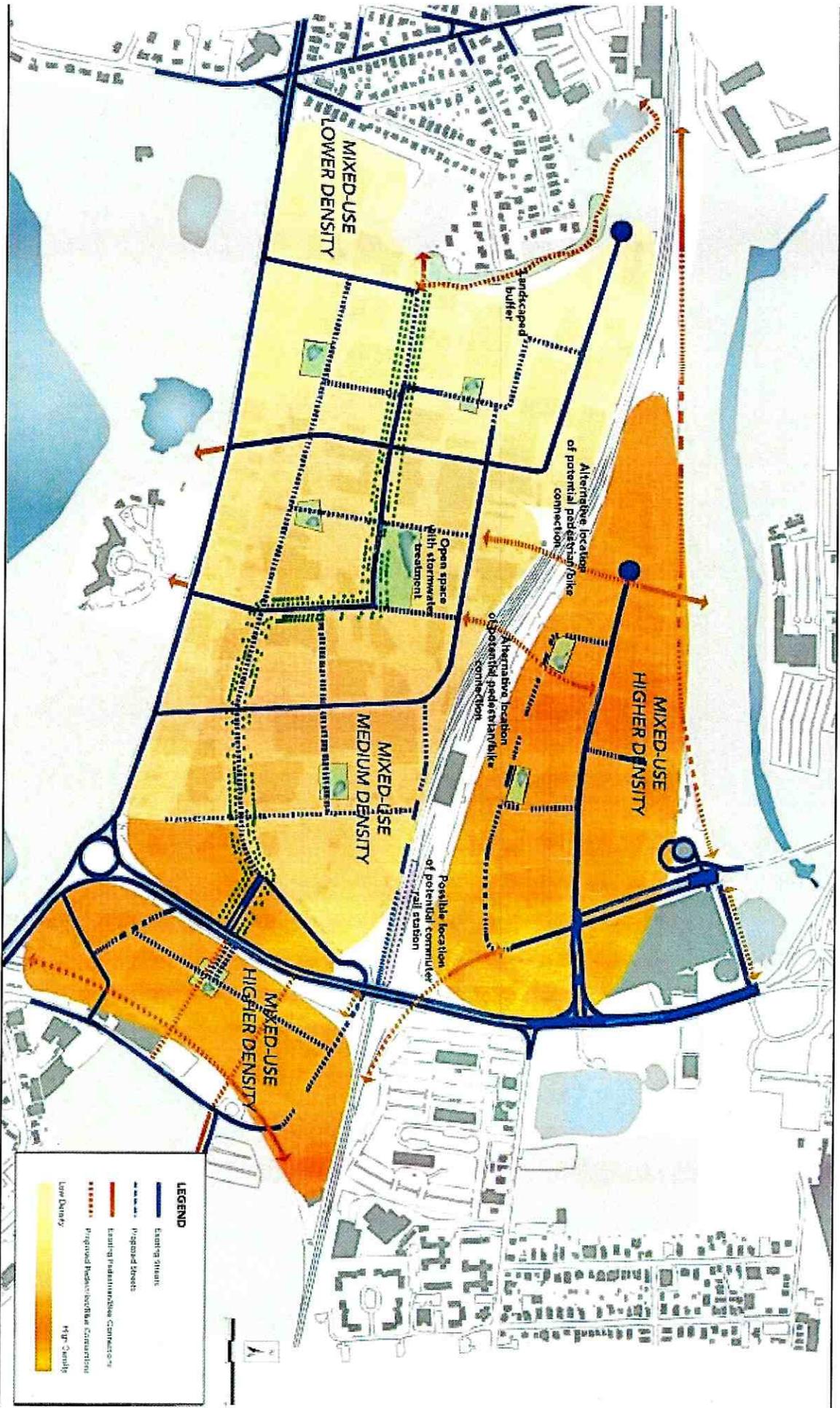
- Create an enhanced pedestrian environment that weaves the site together to include open space, transit, retail/shopping.
- Create pedestrian/bicycle connection between the Triangle and Quadrangle.
- Improve internal connections within the Quadrangle.
- Create open space connections.

# Respond to transportation issues

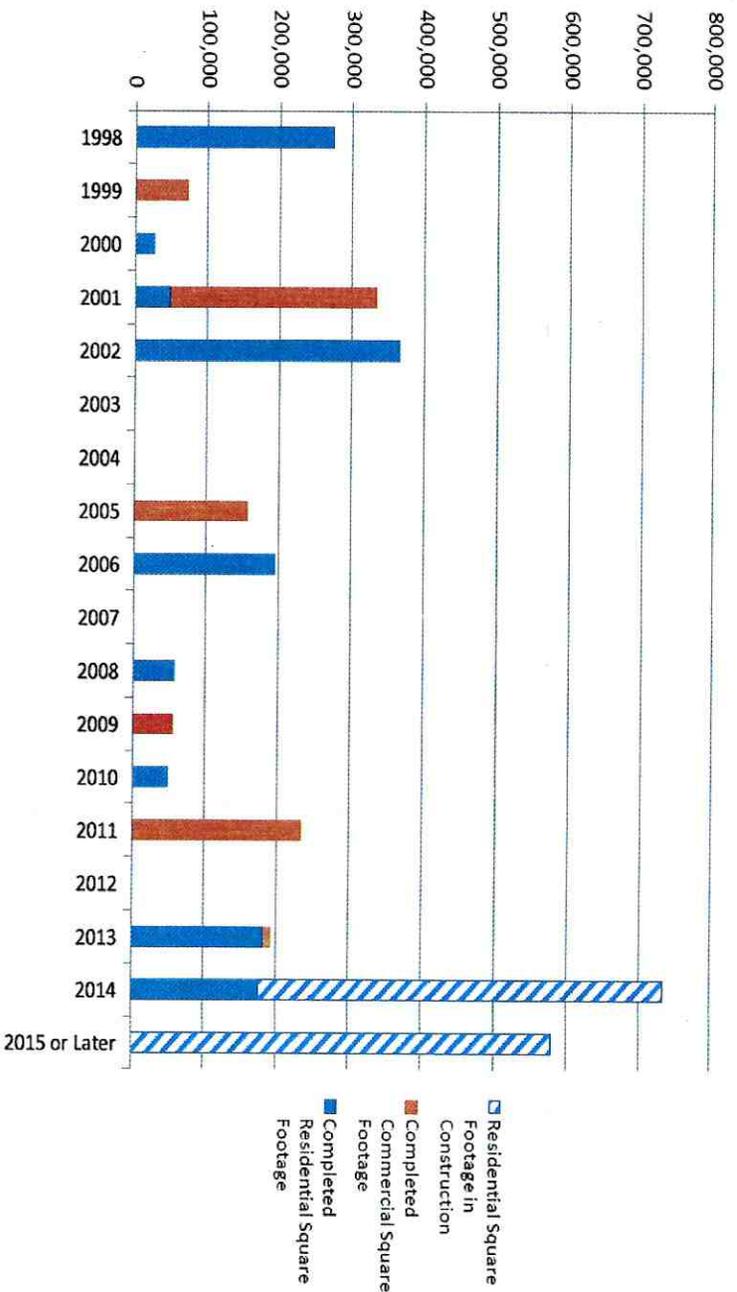
- Understand the implications of local vs. regional traffic.
- Encourage alternatives to single-occupancy vehicles through transit and bike/pedestrian access.
- Reduce trip growth from future development.
- Reduce anticipated auto mode share in study area through improvements in transit and bike/pedestrian access



# Concord-Alewife Plan



# Significant Projects Constructed in Alewife 1998 – Present (sq ft)



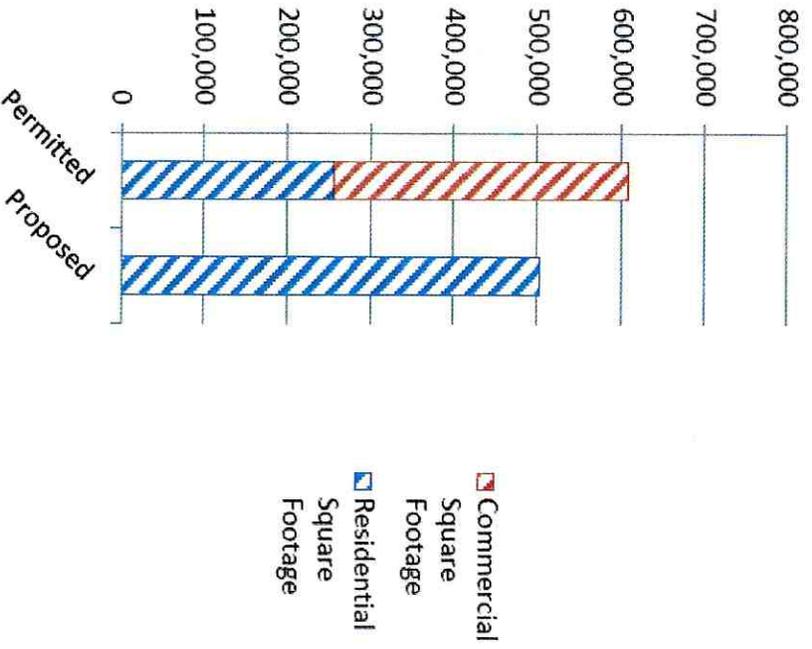
In Construction - Expected Complete 2014 (Note: Approximate)

Primary Use	Address	# of Units	Square Footage
Residential	160 - 180 Cambridgepark Dr. (Phase I)	273	307,050
Residential	563 - 603 Concord Ave.	61	64,189
Residential	70 Fawcett St. (Bldg 1 - Phase II)	171	186,480

In Construction - Expected Complete 2015 or Later (Note: Approximate)

Primary Use	Address	# of Units	Square Footage
Residential	160 -180 Cambridgepark Dr. (Phase II)	125	137,950
Residential	165 Cambridgepark Dr.	244	260,000
Residential	80 Fawcett St. (Bldg 2)	168	181,881

# Significant Alewife Projects Permitted and Proposed



Permitted - Not Yet In Construction

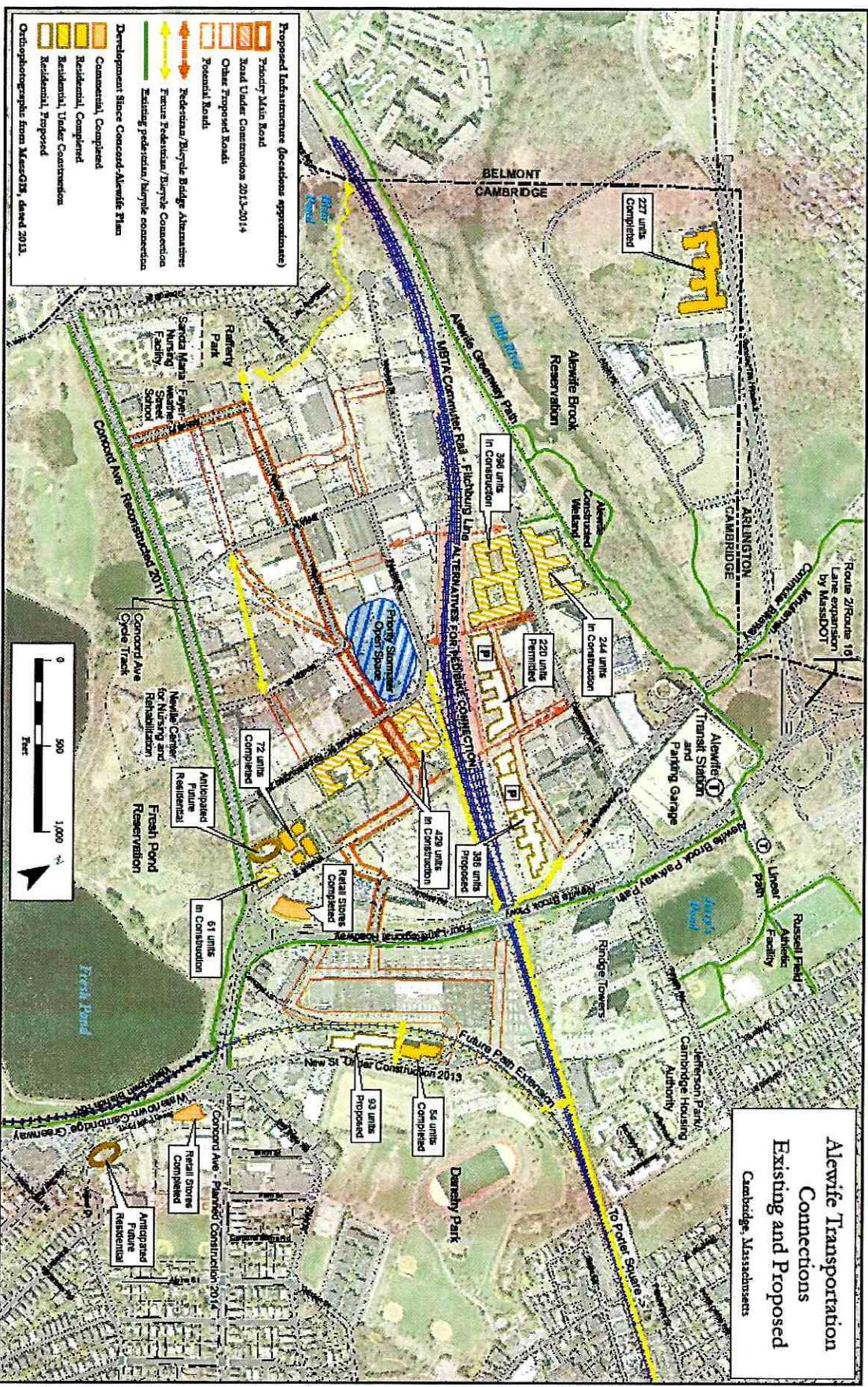
Primary Use	Address	# of Units	Square Footage
Residential	130 Cambridgepark Dr.	220	231,321
Office R&D	400,500,600 Discovery Park		353,000
Residential	307 Fresh Pond Parkway	20	24,900

Proposed - In Permitting Process

Primary Use	Address	# of Units	Square Footage
Residential	180R Cambridgepark Dr.	378	348,992
Residential	75 New St.	147	154,549

# Alewife Transportation Connections Existing and Proposed

Cambridge, Massachusetts



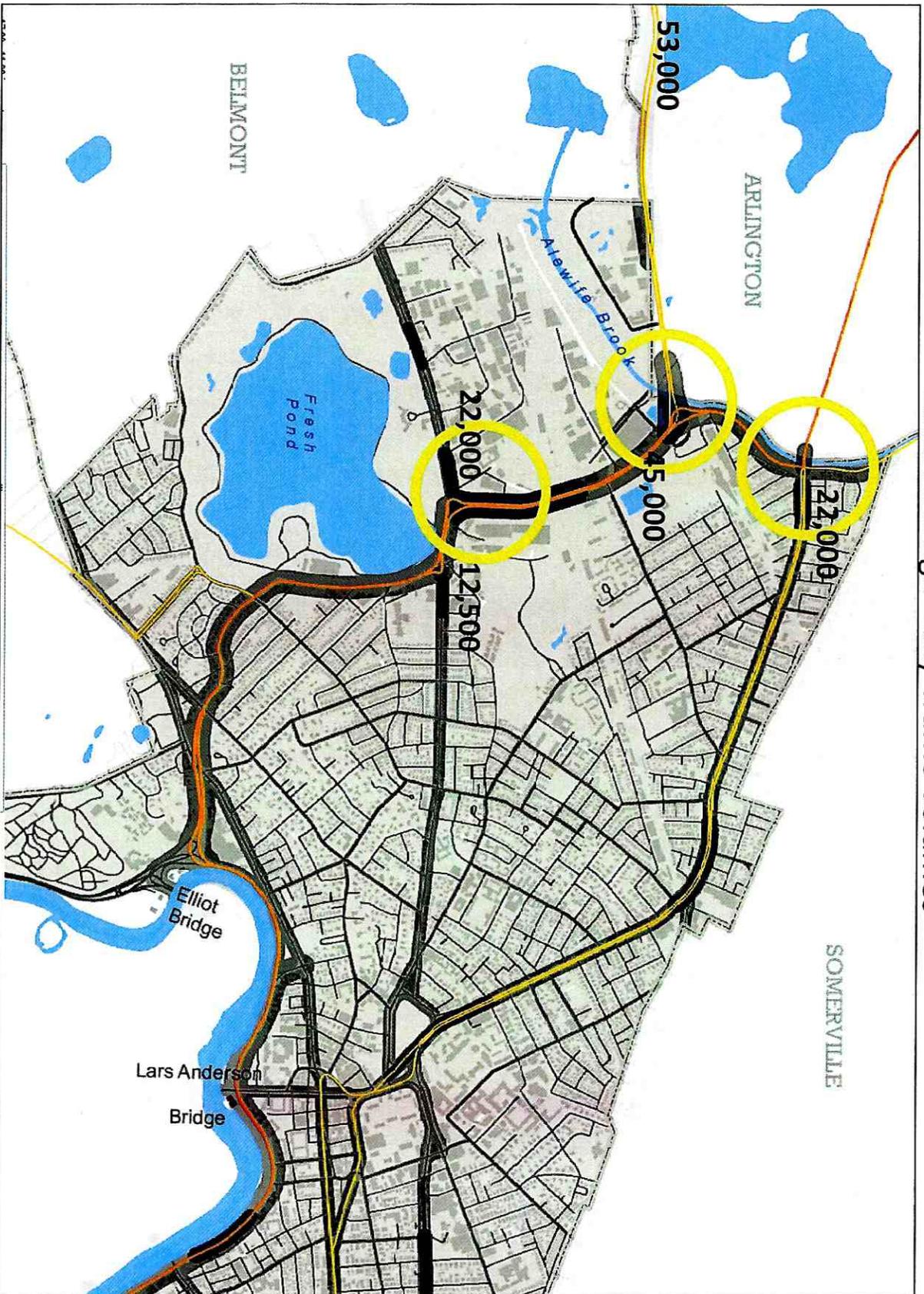
6/19/2014

City Council Transportation Committee on Alewife Transportation

Map prepared by Brandon Warren on June 13, 2014. CDD GIS. Digitization: TransitTransportationCommittee/CDD/MapProject/1517.mxd

# Current Traffic Conditions and Trends in the Area

2013 Average Daily Traffic Volumes



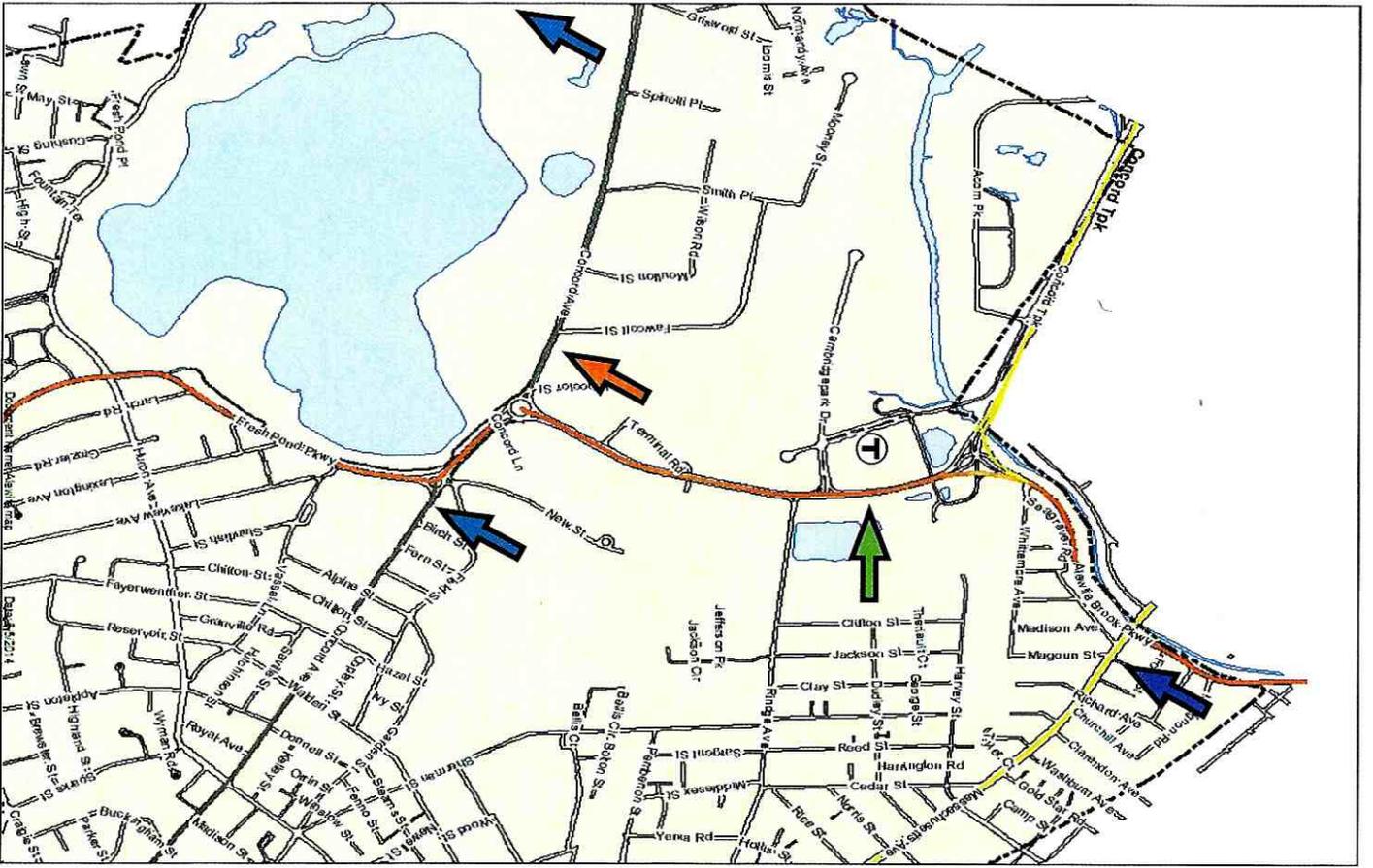
# Three Destinations of Alewife Traffic

## CTPS 2007 Report

Market	Vehicles	% Total
North-South Cross-Region**	4,391	61
Downtown Boston and Nearby Boston Neighborhoods	1,512	21
Cambridge	1,296	18
<b>Total</b>	<b>7,199</b>	<b>100</b>

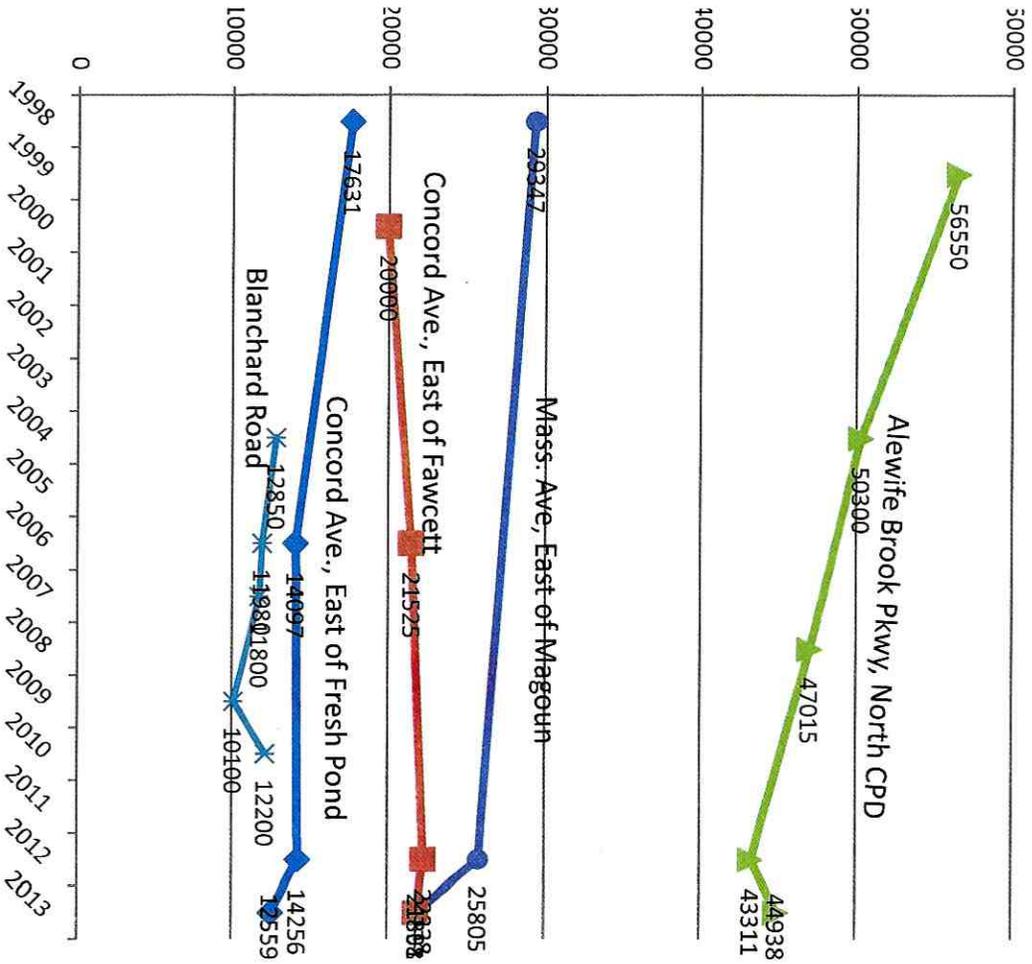
\*Source: Boston Region MPO regional transportation model

\*\*Includes Allston/Brighton, Jamaica Plain, West Roxbury, Roslindale, Hyde Park, and Mattapan

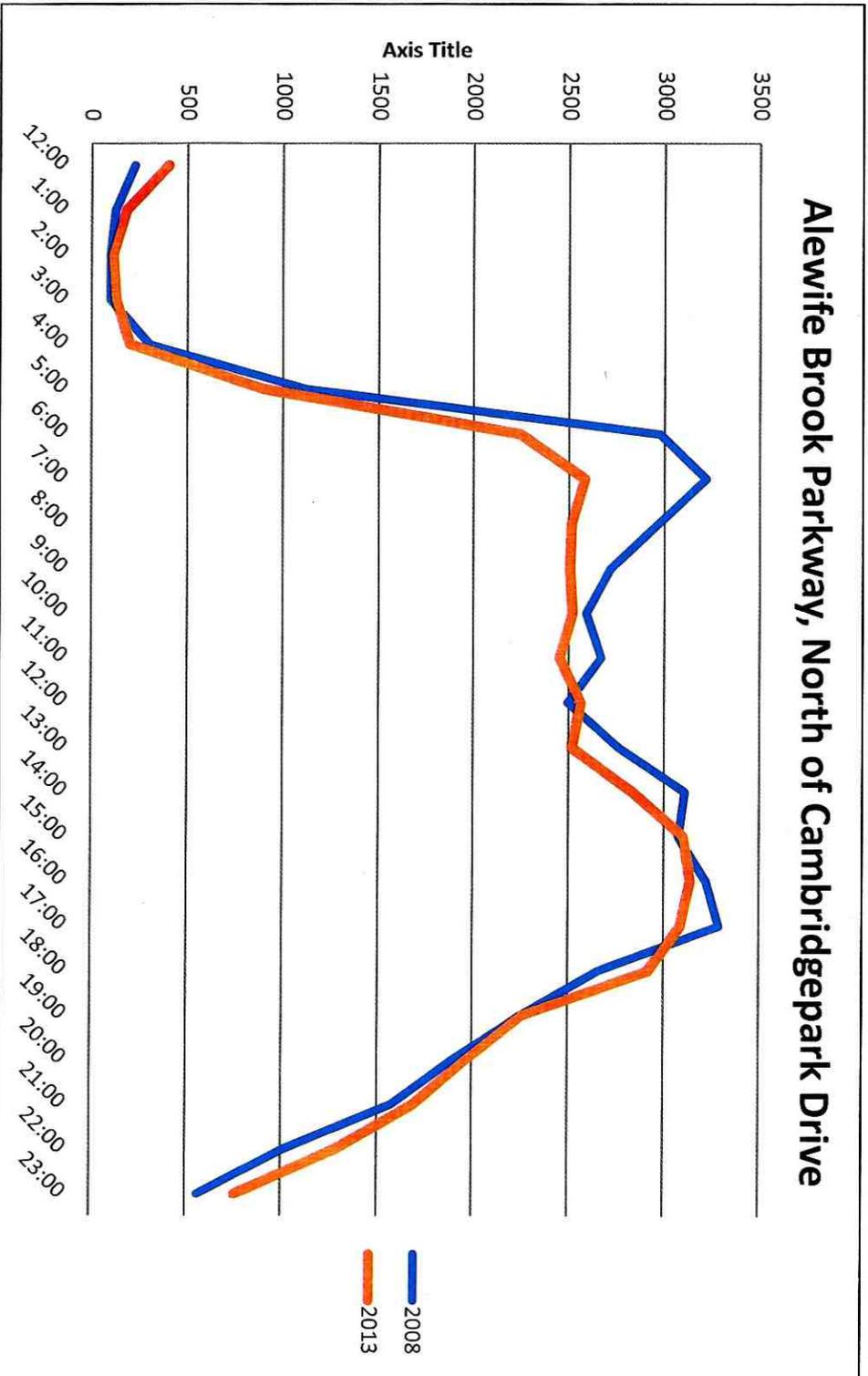


## ADT (Average Daily Traffic)

- ◆ Alewife Brook Parkway (North of Cambridgepark Drive)
- ◆ Massachusetts Avenue (South of Magoun St)
- ◆ Concord Avenue (East of Fawcett St)
- ◆ Concord Avenue (East of Fresh Pond Parkway)
- ◆ Blanchard Road (By Raised Device)



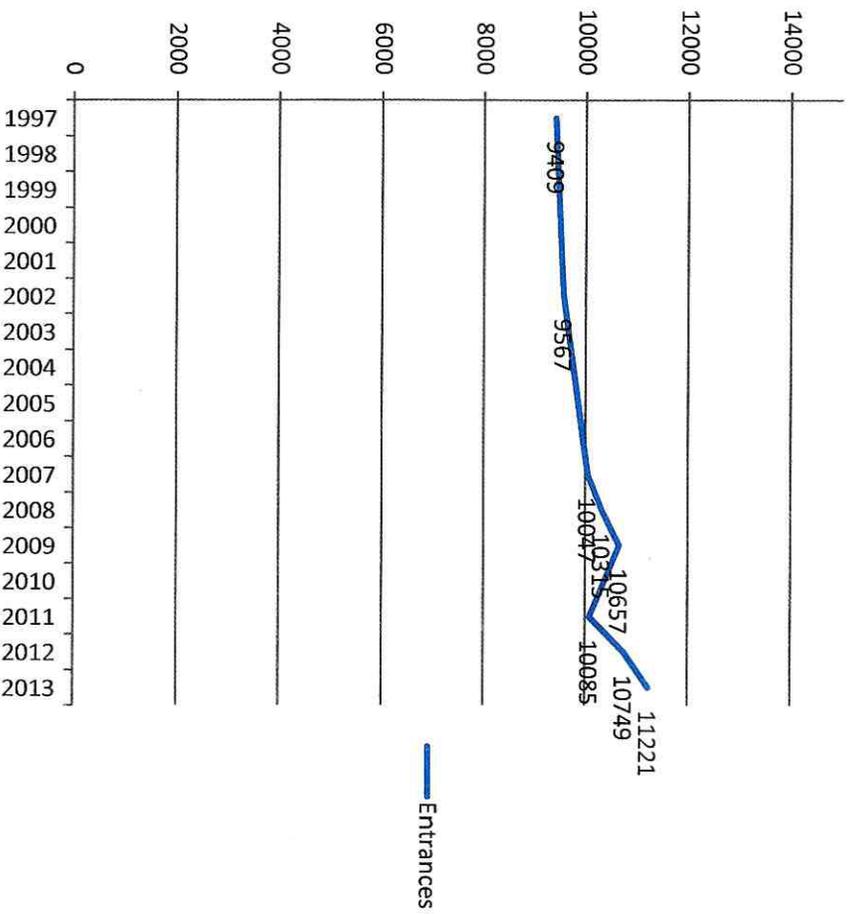
# Hourly Variation in Traffic



# 19% Increase in Transit Use

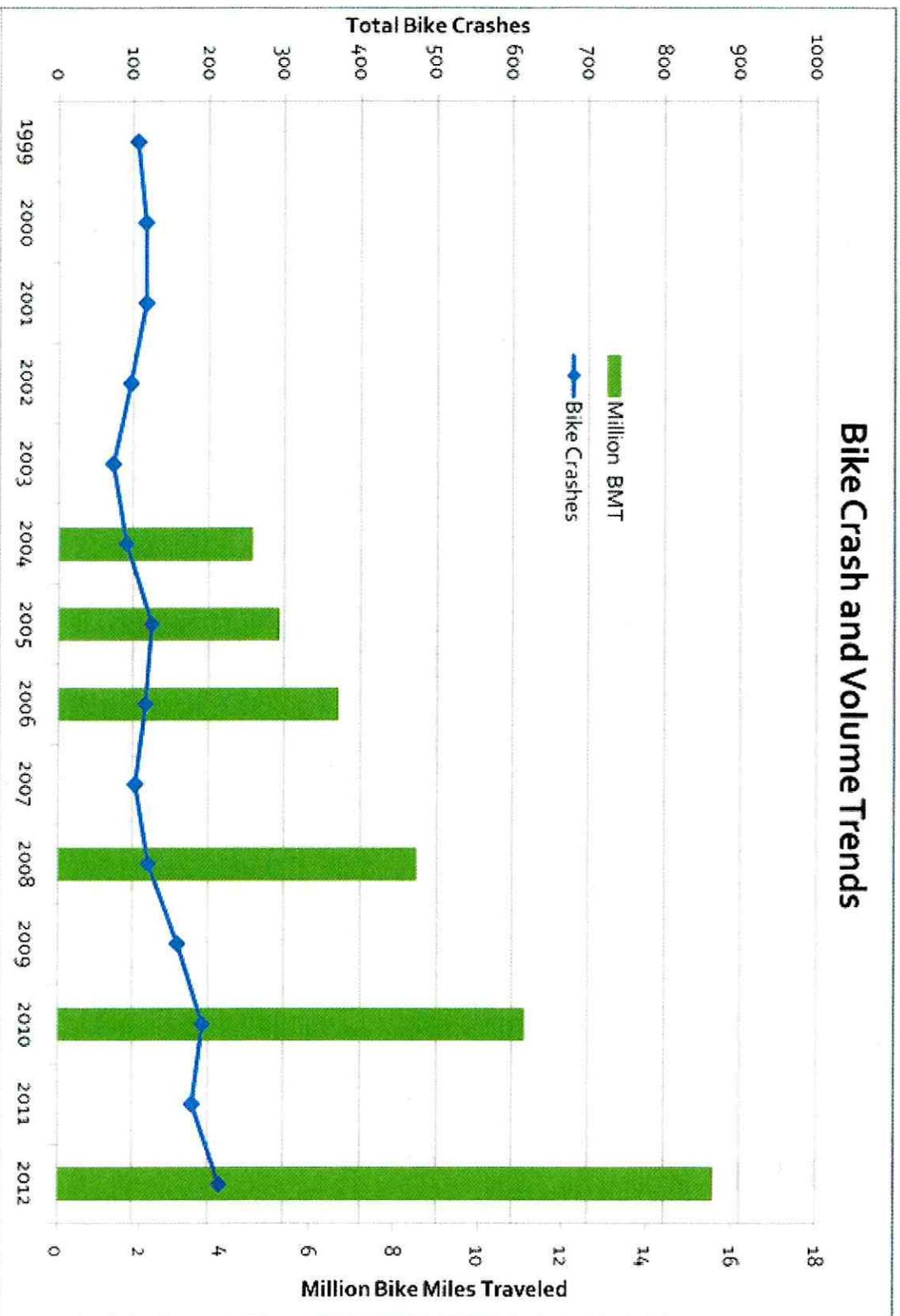


## Alewife Station Typical Weekday Entrances



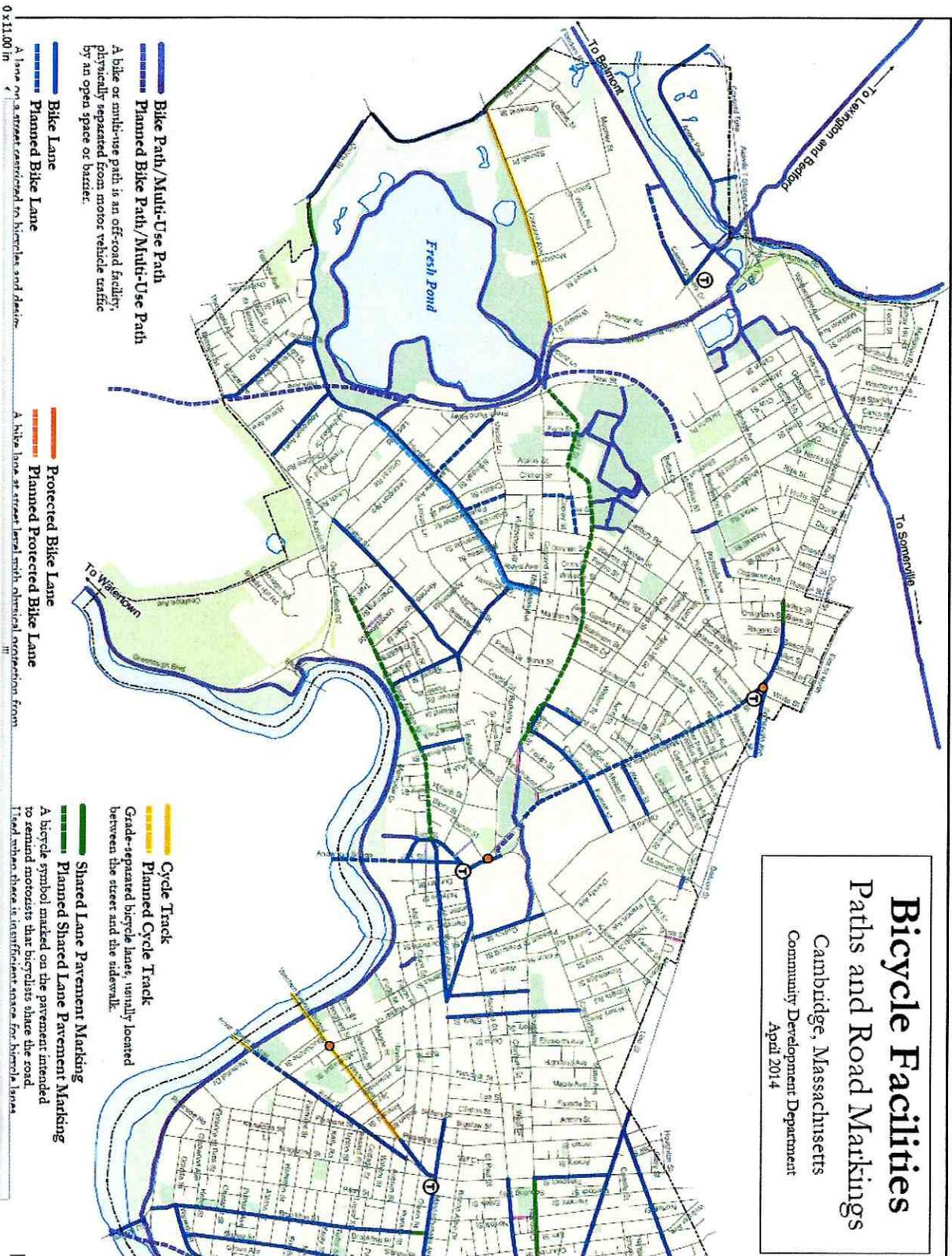
# Biking Triples in Last Decade

Cambridge Bicycle Counts and Crashes  
Combined AM/PM Peak Hour



# Bicycle Facilities Paths and Road Markings

Cambridge, Massachusetts  
Community Development Department  
April 2014



**Bike Path/Multi-Use Path**  
**Planned Bike Path/Multi-Use Path**  
 A bike or multi-use path is an off-road facility, physically separated from motor vehicle traffic by an open space or barrier.

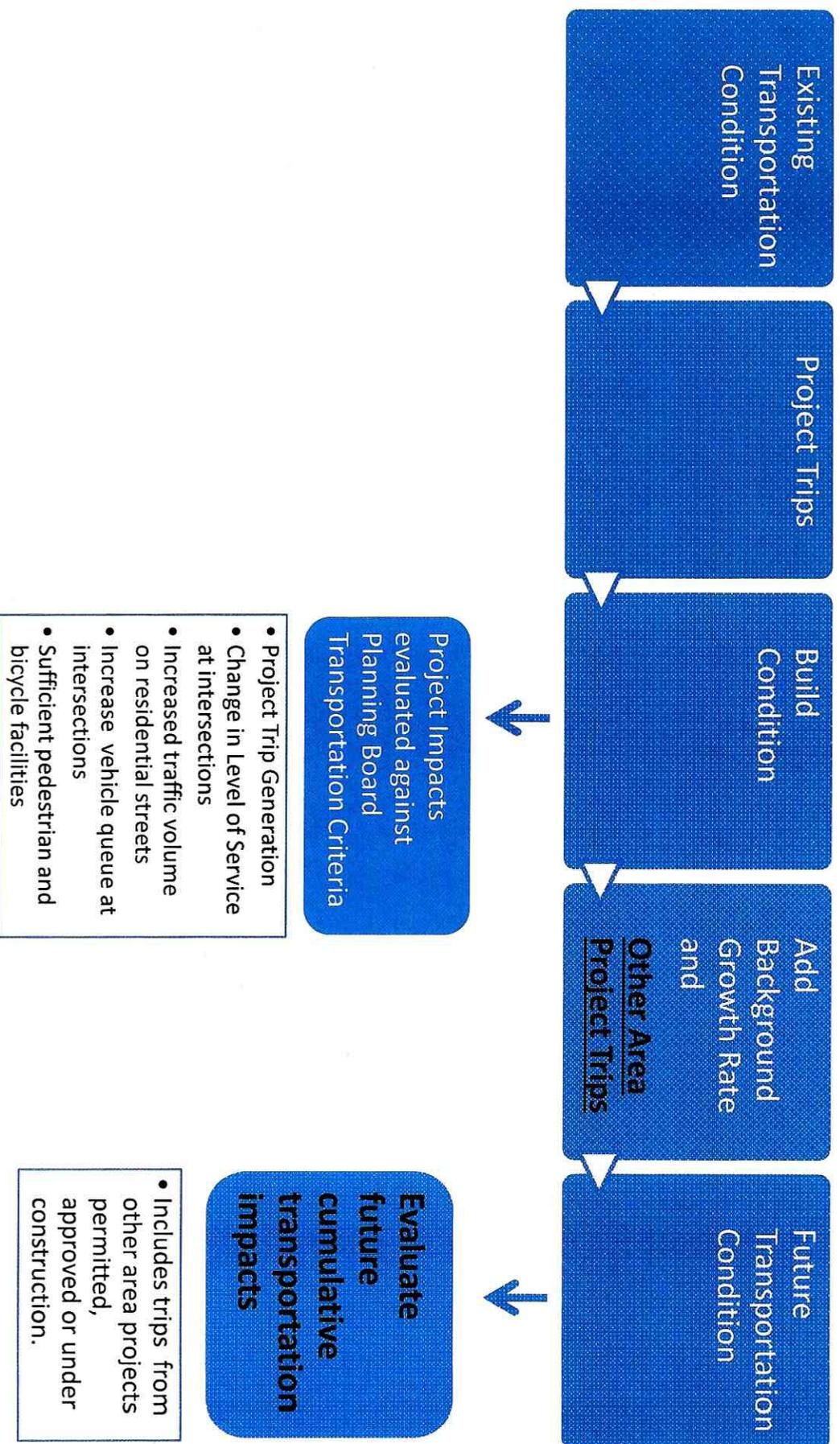
**Bike Lane**  
**Planned Bike Lane**  
 A lane on a street restricted to bicycles and skis.

**Cycle Track**  
**Planned Cycle Track**  
 Grade-separated bicycle lanes, usually located between the street and the sidewalk.

**Shared Lane Pavement Marking**  
**Planned Shared Lane Pavement Marking**  
 A bicycle symbol marked on the pavement intended to remind motorists that bicyclists share the road. Used when there is insufficient space for bike lanes.

# DEVELOPMENT REVIEW PROCESS

## Transportation Impact Reports (TIS)



# Alewife Current and Proposed Development

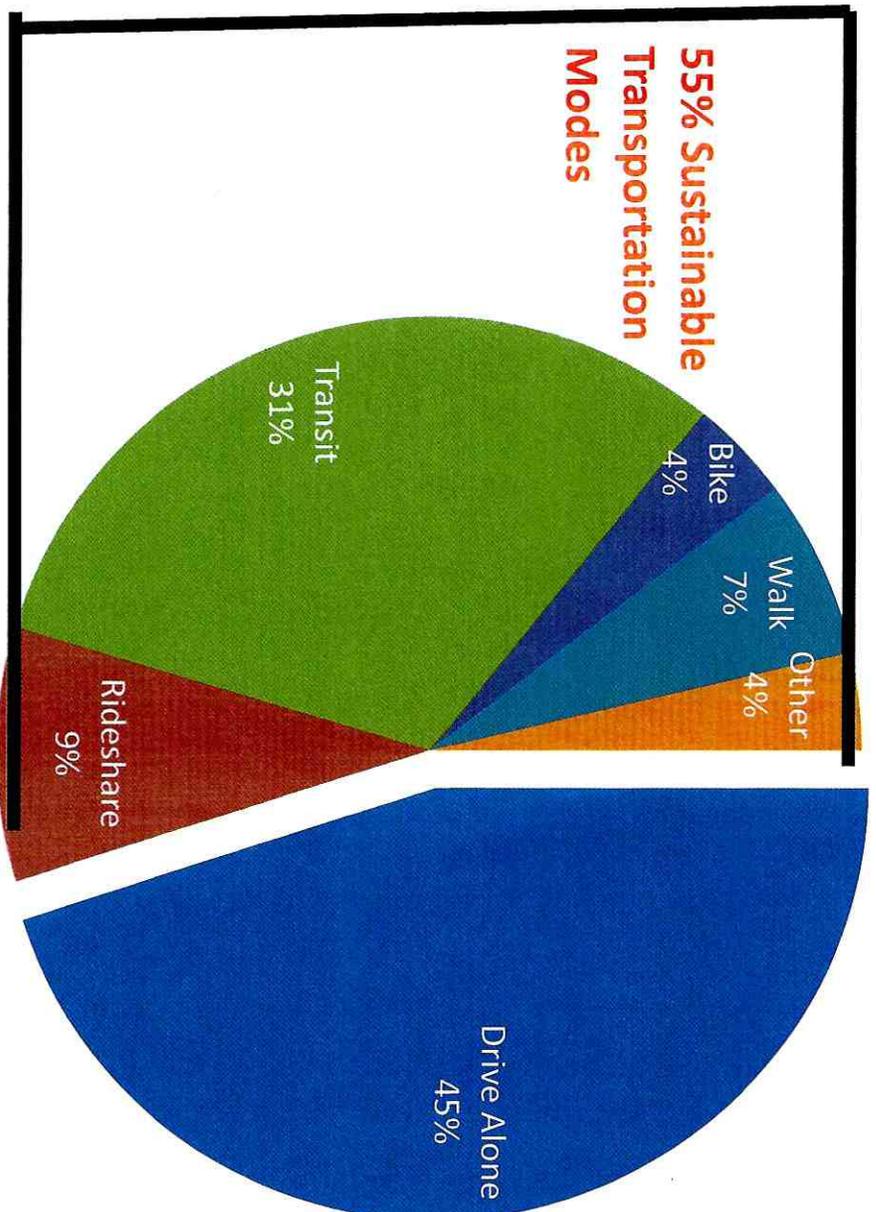
- Residential was recommended in Alewife-Concord Plan to support a transit-oriented development and a mixed use neighborhood.
- Residential Use has less trips and better non-auto mode share than office use.

## 8 Projects in Alewife Area

Project Name	Units	Status
70 Fawcett Street	428	Partly occupied
The Residences at Rt. 2 (Faces site)	227	Partly occupied
603 Concord Ave(Concord/Wheeler Phase I)	61	Under construction
160 Cambridgepark Drive (Hanover)	398	Under construction
165 Cambridgepark Drive (Hines)	244	Under construction
130 Cambridgepark Drive	220	Approved
180R Cambridgepark Drive	378	Under review
75 New Street	93	Under review
<b>Total</b>	<b>2049</b>	

# Assumed Mode Shares for 8 Alewife Residential Projects

## Residential Mode Share



## Assumed Vehicle Trips vs. Observed

	Assumed	Observed
AM Peak Hr.	0.26 trip/unit	0.25 trip/unit
PM Peak Hr.	0.30 trip/unit	0.16 trip/unit

- Assumed – 8 Alewife Residential Projects
- Observed – Driveway counts at 3 existing projects (30 Cambridgepark Drive, 87 New Street, and 25-39 Wheeler Street)
- Fawcett St - drive is less than we assume and Transit is more.

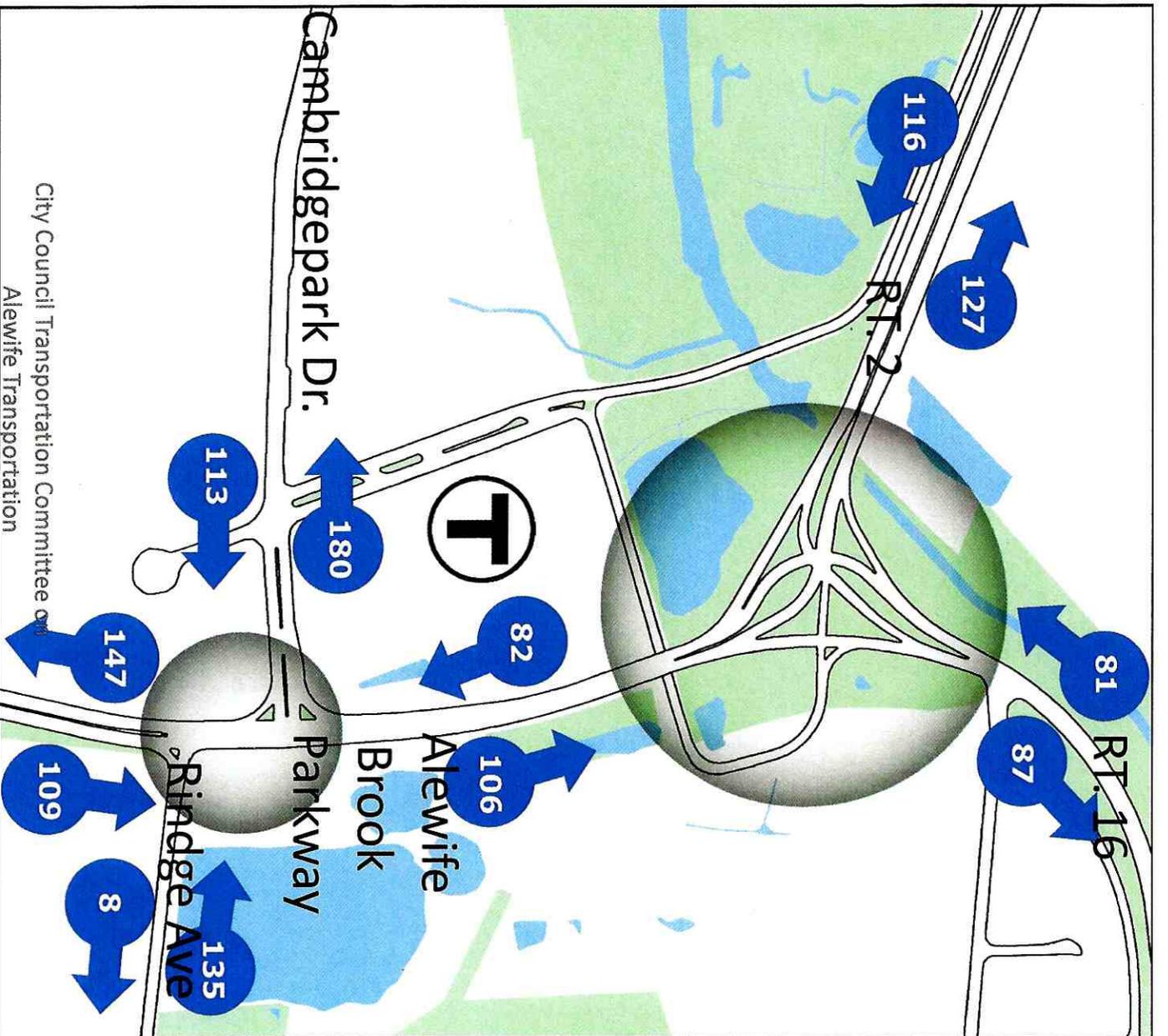
## Special Permit Mitigation

- Parking and Transportation Demand Management (PTDM) Ordinance
  - Commercial Projects: PTDM ordinance required
  - Residential Projects: Residential TDM required per Special Permit (16 currently)
- Improvements to local bike connections
- Construction of path to Discovery Park
- Pedestrian/bike bridge feasibility/design study
- Reduced off-street parking ratios and shared parking
- Reserved bridge landings sites
- Starting Quadrangle interior street connections

# Alewife Transportation Management Association (TMA)

- TMA is a partnership between businesses, developers, and residential buildings who join together to reduce traffic congestion, air pollution and improve transportation options
- 12 existing and future permitted developments in Alewife are required to join a TMA, once it's formed
- A TMA can help promote new resources for shuttles, commuter connections and employee benefits to reduce vehicle trips.
- Study underway to lay the groundwork for establishing an Alewife TMA by fall 2014.

PM Peak  
 Hour  
 Cumulative  
 New Trips



## Transportation<sup>wd1</sup> Observations

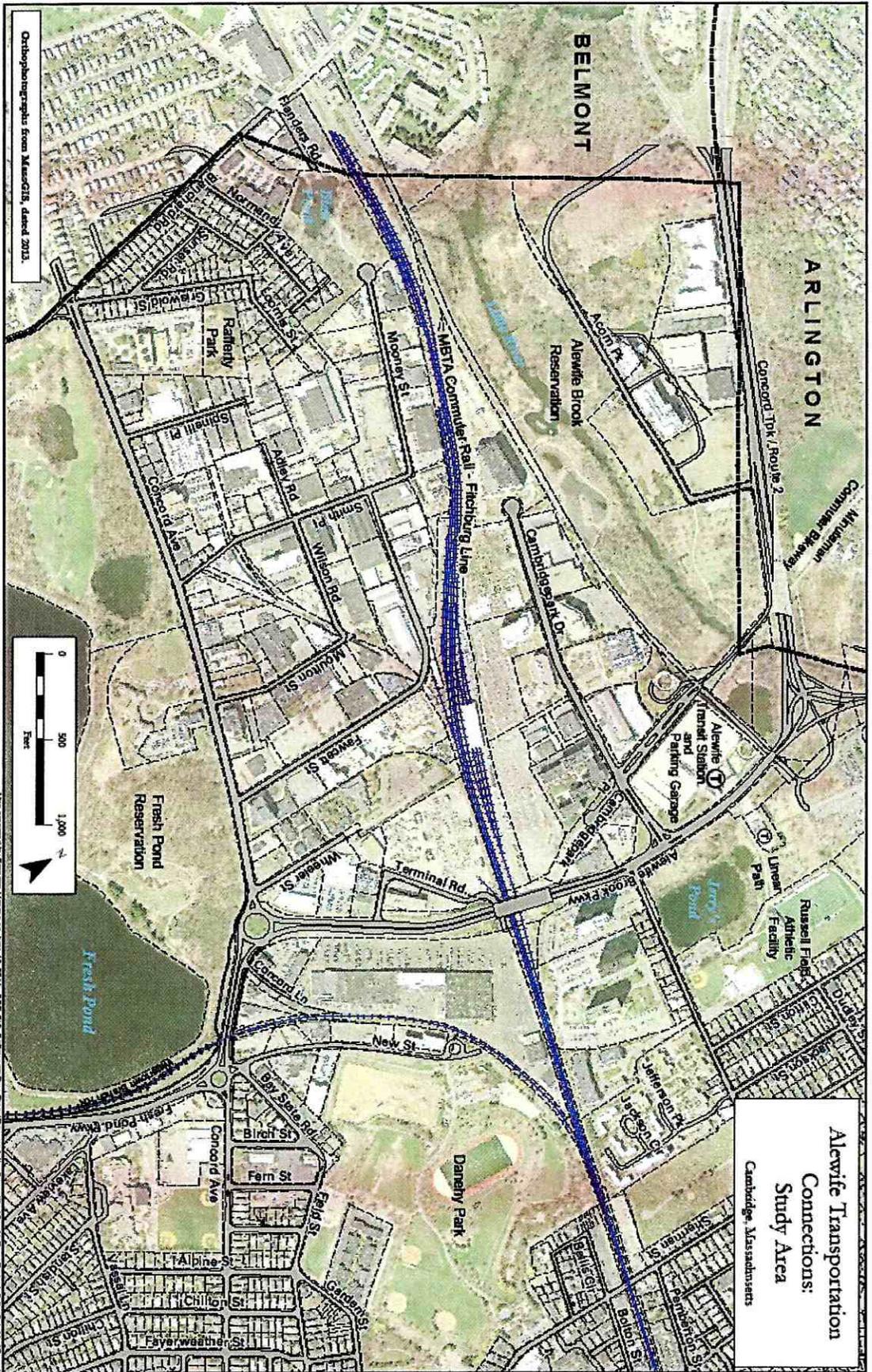
- Current congestion will remain even if no new development in Cambridge due to geography and development elsewhere.
- Congestion will cause some people to change modes or time of travel to off-peak.
- Local Trips will displace some regional trips to roads to the east, west, north and south of Alewife.
- New residents choosing to live here, are more likely to drive less and use sustainable modes more.
- Encouraging sustainable modes is the most important way to manage traffic in this area.

**Slide 22**

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**wd1**

wdeignan, 6/18/2014



**Alewife Transportation Connections: Study Area**  
Cambridge, Massachusetts

Map prepared by Premier Source on June 18, 2014. C:\D00548\_C:\Project\GIS\MapInfo\MapInfo\MapInfo11717

6/19/2014

City Council Transportation Committee on Alewife Transportation

# Recent Transportation Projects

- DCR Alewife Greenway – connects north to Arlington and Somerville, up Rt. 16
- Alewife Greenway Extension – path from Alewife Station to Brighton Street along stormwater wetland
- Concord Avenue cycle tracks
- Fawcett St. reconstruction with new sidewalks and new connector road
- Bicycle Parking added at Alewife - 488 spaces

6/19/2014

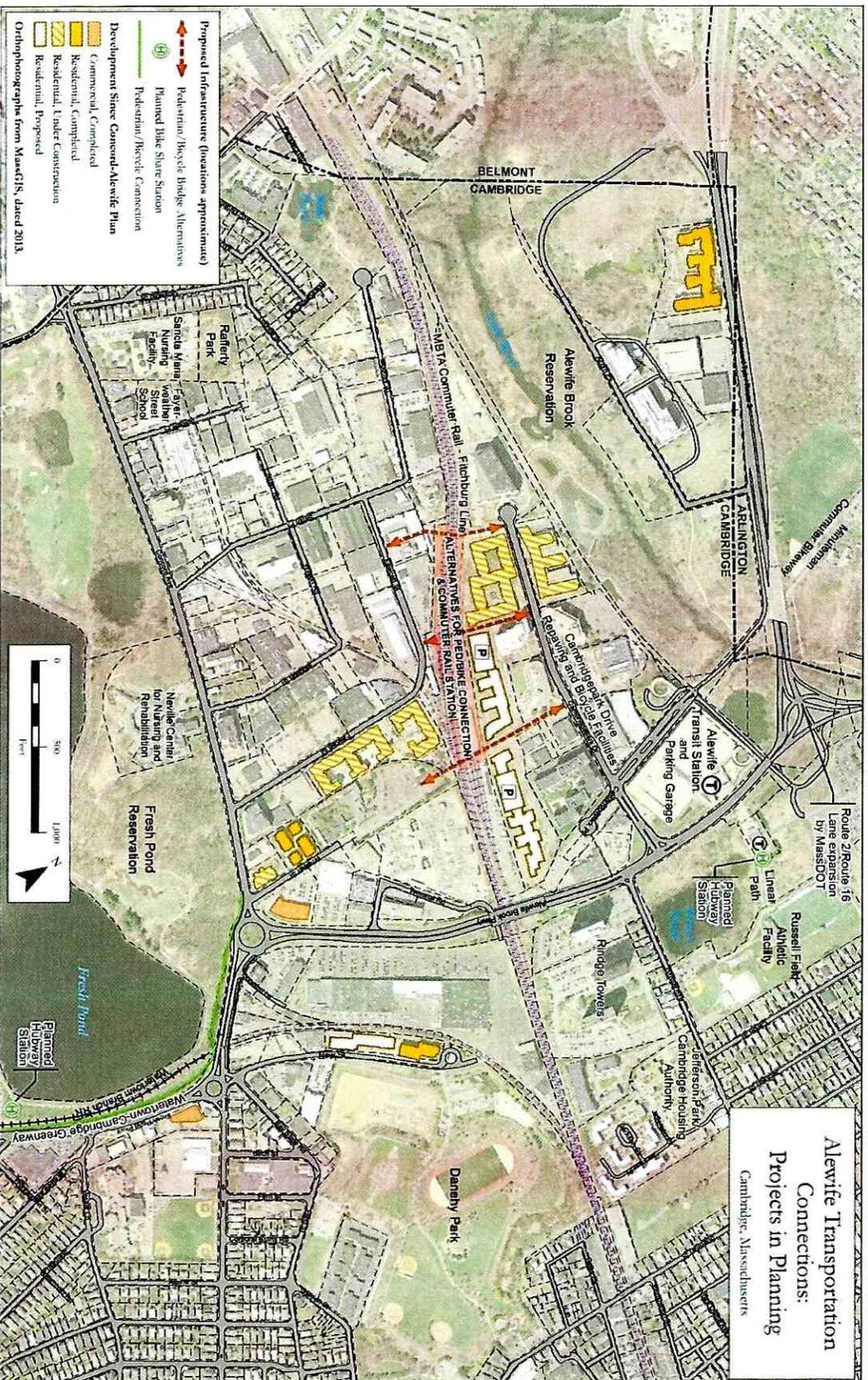
City Council Transportation Committee on  
Alewife Transportation



# Projects in Planning

- Hubway stations being installed at Alewife head-house at Russell field and Rindge Avenue in summer 2014, Fresh Pond Water Treatment Plant in late 2014-15 and other locations
- Route 2 & 16 intersection project by MassDOT – add portion of a lane from Alewife Station –bidding July 2014, fall construction
- Alewife Bicycle/Pedestrian Bridge – consultant to conduct feasibility study for bridge and commuter rail station beginning this summer, TIGER grant for \$1m pending for final design
- Watertown/Cambridge Greenway – DCR close to beginning design process – likely in Fall 2014
- Red Line Capacity Improvements – working with MassDOT to look at options
- Cambridgepark Drive - repaving and bicycle facilities
- New Street Reconstruction-larger sidewalks and trees

# Projects in Planning



6/19/2014

City Council Transportation Committee on  
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# New Street

## STREETSCAPE IMPROVEMENTS

NEW STREET

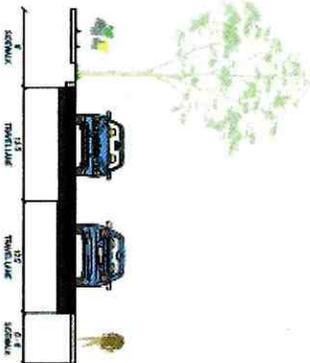
JUNE 2014

**DRAFT**

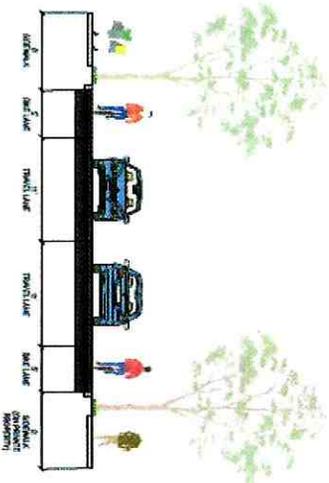
### 1. EXISTING CONDITIONS



### 2. INTERIM CONDITIONS



### 3. PROPOSED CONDITIONS



NOTE:  
IF THERE ARE NO BIKE LANES, (2) 12'-0" TRAVEL LANES AND (1) 8'-0" PARKING LANE

APPROX. SCALE: 1" = 8'-0"

# Future Goals

- Bus priority lanes into and out of Alewife Station
- Create Quadrangle roadway and pedestrian connections
- Extend Watertown/Cambridge Multi-use path to Danehy & connect to Fitchburg Line Path with a bridge over railroad, and extend path to Porter
- Expand Hubway locations to nearby towns
- Create connections into & through shopping center property

6/19/2014

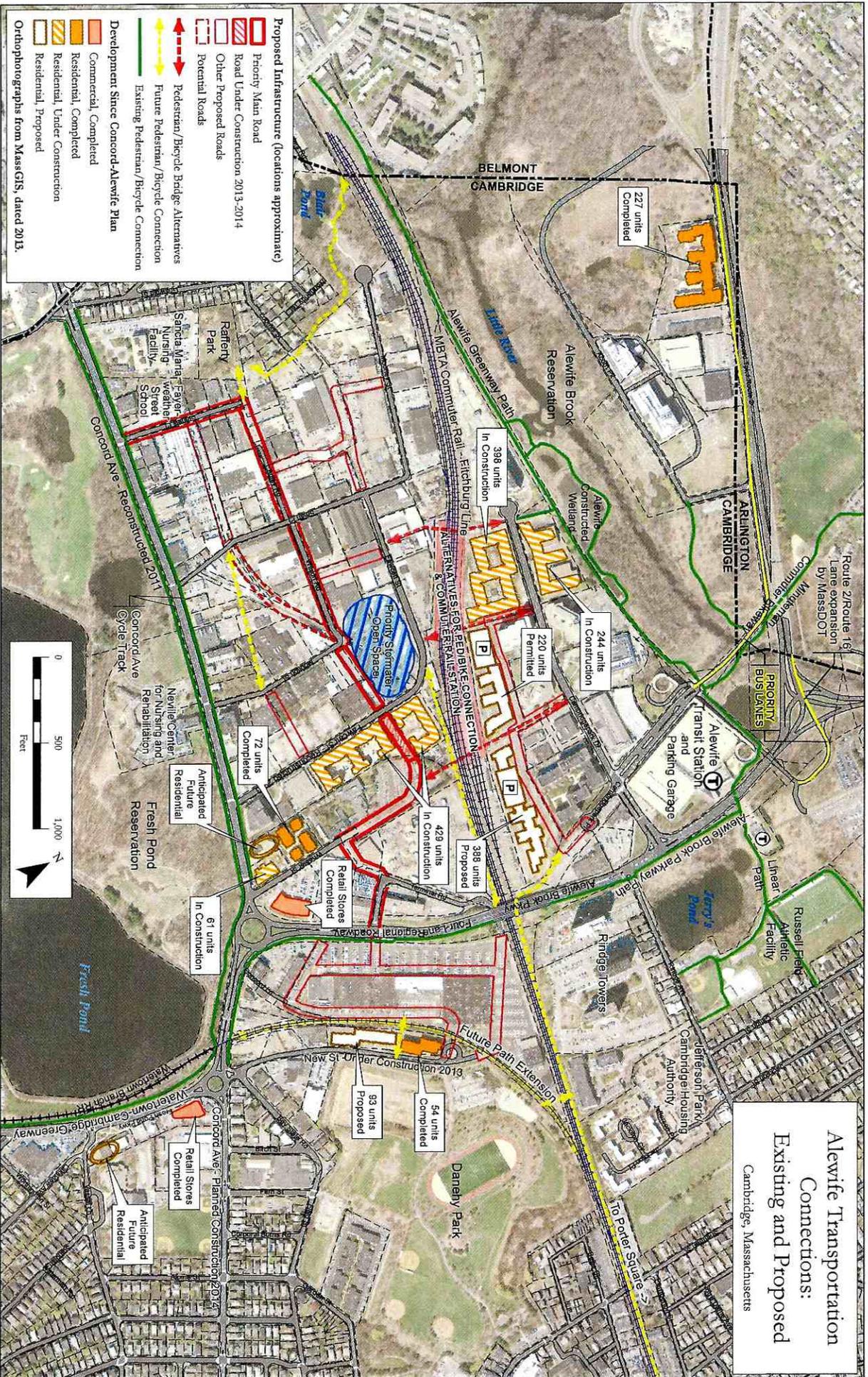
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# Question and Answers

6/19/2014

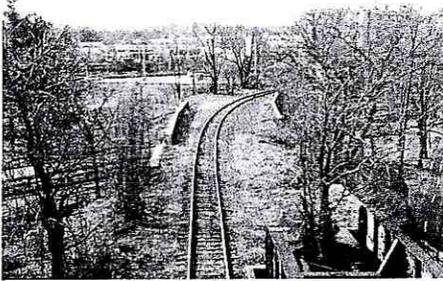
City Council Transportation Committee on  
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ATTACHMENT B

# The Cambridge Machine calls it anti Charles River to defend the Charles River.

Now they are “concerned” about environmental protection in Boston. Why?



The Cambridge Machine is fighting for a highway on top of the Grand Junction railroad bridge connecting the Mass. Pike to Memorial Drive.

Straight ahead is a sign over the Mass. Pike.

They call it a bike highway. It would be environmentally destructive on its own, but Harvard does not need that off ramp for a few years. Perhaps immediately, perhaps later, the bikes will be forced to connect to Vassar Street and then Memorial Drive, the responsible option in the first place.

So Harvard gets another off ramp, plus prevents Green Line A by putting ramps where Green Line A needs to be..

Harvard wants to relocate its Medical School to the now empty railroad yards to the left in this satellite photo.

Harvard wants a gold plated deep bore Red Line Spur to connect Harvard Square to the relocated Harvard Medical School to Harvard's Longwood Hospitals.

Harvard Medical School's service can be done much cheaper with a Green Line A spur (dark line) connecting Harvard Medical School to Green Line B to Kenmore and then to the Harvard Medical Area, but the Mass. Pike is being torn down and rebuilt west of the BU Bridge.

The area being torn down only has room for Green Line A and the Mass. Pike. Put in other stuff and there is “no choice” but Harvard's horribly expensive project.

The Dept. of Conservation and Recreation has a goal in its Machine sanctified Charles River Master Plan: Kill off or drive away all resident animals.

So, the 33 year resident Charles River White Geese are being deliberately starved and subjected to multiple outrages.

The area this family is surviving in was heavily vegetated. Then the Charles River “Conservancy” started destroying the environment for the DCR and the vegetation “disappeared” along with whatever else the CRC could get away with in the ghetto to which the Charles River White Geese have been consigned.

Directly above this family will be the off ramp from the Mass. Pike. A silly and destructive bike highway expansion is planned a few feet in front of them..

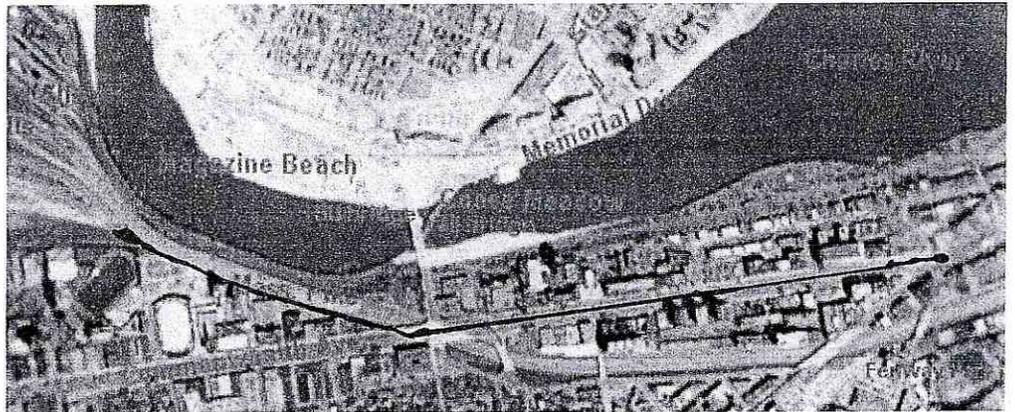
MassDOT called the Machine's “underpasses” environmentally irresponsible.

CRC ran around getting “approvals” but did not tell folks about the hundreds of trees they were fighting to destroy “incidental” to the irresponsible “underpasses.” \$24 million is “incidental” to \$4 million in the world of the Cambridge machine.

More than 80 trees in this 100+ tree grove at the Memorial Drive split are among hundreds targeted to be destroyed. And this grove is among the smaller trees.

Destruction of hundreds of trees is fought for between the BU and Longfellow Bridges. This will make it easier for cars coming from the Mass. Pike off ramp to drive on Mem. Drive.

House Bill H4009, §2C, 2890-7020. It has key approvals.



## Please Contact:

Governor: <http://www.mass.gov/governor/constituentservices/contact>

Legislature: <http://charlesriverwhitegeeseblog.blogspot.com/201304/emails-for-all-massachusetts.html>

Cambridge City Council: [council@cambridgema.gov](mailto:council@cambridgema.gov).

Email us at [charlesriverwhitegeese@yahoo.com](mailto:charlesriverwhitegeese@yahoo.com) or [boblat@yahoo.com](mailto:boblat@yahoo.com).

Detailed information: [charlesriverwhitegeeseblog.blogspot.com](http://charlesriverwhitegeeseblog.blogspot.com) (including donations).

More concise information: , facebook , Charles River White Geese.

Watch *The Cambridge Environment*, Cambridge Cable Ch. 9, Sunday, 6:30 pm, now our 20<sup>th</sup> year.

**Friend the Charles River White Geese on facebook!**

© 2014, Friends of the White Geese, PO Box 391412, Cambridge, MA 02139, Tel. 617-283-7649.

*Workers and monetary contributions needed and appreciated.*

**We take PayPal (all credit cards) on our Blog.**

Donate



**Cambridge is attacking the Cambridge Common.**

**See YouTube at**  
<http://youtu.be/FgQ9ojVuMxM>

**Lopez, Donna**

ATTACHMENT C

**From:** Gabriela Romanow [gdromanow@gmail.com]  
**Sent:** Monday, June 16, 2014 10:37 PM  
**To:** Carlone, Dennis  
**Cc:** Lopez, Donna  
**Subject:** Suggestion for Thursday meeting

Hello Chairman Carlone:

I am a Cambridge resident who drives from Harvard Square out Route 2 quite frequently. I'm afraid I cannot join you at the meeting this Thursday evening, but I did want to make a small suggestion.

As traffic is heading from Alewife Station on Route 3 to Route 2, traffic is also heading from Alewife Brook Parkway (also Route 3) to Route 2 - - - and they merge to enter Route 2 at a stoplight, which is green for them both at the same time. There is NO yield sign or even "be aware that traffic is also coming from the other side of this median to the same lane you're heading for"-type sign, which seems like a serious oversight.

Simple signage would make a difference, and probably reduce accidents.

Thank you for your attention to this matter,

Gabriela Romanow  
1010 Memorial Drive, #5F

Lopez, Donna

ATTACHMENT D

**From:** Michael Dudley [mdudley@ecommd.com]  
**Sent:** Monday, June 16, 2014 8:53 PM  
**To:** Kelley, Craig; Carlone, Dennis; Lopez, Donna  
**Subject:** Re: Fresh Pond, Concord Ave and Alewife Area traffic meeting this Thursday, 6 PM at the Tobin School

I will do everything in my power to make this meeting. And this will be my first ever city meeting or public meeting of any kind in my life. And I'm 53, Born in Cambridge and a Resident on Concord Avenue since 2005. And what I have seen done to this neighborhood in the last two years is a crime ( speaking of the unhinged and poor planed development). No to mention this neighborhood just went through years of inconvenience with the closing of the Walden Street bridge.

Did you know that the contractor has been using the parking and sidewalk as a lay-down yard? Leaving equipment and parts in the same space for weeks and months at a time? I can see not wanting to bring a large front end loader back to the yard every night, or even on weekends, but these guys have left pick up trucks, and tow-able compressors here for weeks....Saturday and Sunday included? Where is the city? Bring the small stuff back to the lay down yard on weekends. Don't turn a neighborhood into a lay down yard to increase profit.

At the corner of Walden and Fayweather has been large sewer parts on the sidewalk and taking up two parking spots for four weeks! We know what this about. If they bring them to the yard then they have to pay a driver and get a truck to bring them to the neighborhood when they are ready for them. But they avoid this expense by dropping stuff here weeks and months before they need them on site. Where is the City? You need to get up here and manage this.

Where is the traffic enforcement? You stripped resident parking away during the day with the new two hour non-resident limit. Has it been enforced? have you hired or re-purposed a traffic enforcement officer or is it just carte blanche for parking here now? I cannot get parking here and the contractor has blocks of parking consumed on side streets. I have a permit for Area 9, and I've been parking in Area 10 two nights a week because everything off Concord avenue for two blocks is contractor equipment. Ask the parking department to bring the Ticket data to the meeting Thursday night How many tickets has the parking department written for non-residents exceeding the new two hour limits? It will be quick for them because the answer is ZERO!

You have done more to protect the tree's in the neighborhood than the residents? Has anyone been up here to see the way they leave Concord avenue at night? Stones and pebbles , dirt road for 15- 30 foot lengths, My automobile is destroyed. Loose metal plates, and loose hot asphalt padded down with shovels or run over by the trucks a few times to make it look solid. By 9PM its strewn up and down the street. My car is covered in shit every morning.

The contractor is getting away with Murder! And I cannot take it anymore, I am dumbfounded at the city attitude of "its a tough project and we can't make it go away". That is not satisfactory. We need some representation up here, we are getting killed.

I am going to do everything I can to get to this meeting . I hope I can make it.

On Mon, Jun 16, 2014 at 6:46 PM, Kelley, Craig <[ckelley@cambridgema.gov](mailto:ckelley@cambridgema.gov)> wrote:

--

Michael Dudley

617-733-0496

Excuse my brevity, thank you.

**Lopez, Donna**

ATTACHMENT E.

**From:** Beverley Evans [bevevans@comcast.net]  
**Sent:** Thursday, June 19, 2014 5:48 PM  
**To:** Lopez, Donna  
**Subject:** Fresh Pond, Concord Ave, Mt. Auburn etc

I am sorry I cannot attend the meeting at Tobin this evening due to a family birthday.

After living down on the corner of Mt. Auburn St. and Coolidge Hill Rd. for 46 years and seen the traffic gridlock increase every year it is time to address that intersection---so many sirens from ambulances now that a number of Hospitals have closed, plus lights never set correctly to allow flow of traffic even though the City has done a good job trying to readjust them.

Also the buses to and from Mt. Auburn coming down Coolidge Ave so often, and the T --- Watertown and Belmont--often one will see 4 buses or trolleys in a row. The Belmont line I believe it is does not run on the electric grid any more due to construction on Belmont roads supposedly. That means the diesel buses make more noise as they stop and start up again. Plus--they run until 3am now on the week-ends---not easy to sleep with these extra hours of bus traffic.

Re trying to get to Trader Joes or Whole Foods---very difficult. New Street is jammed with cars parked on the side and will be of no use once the building proposed for it goes up--apartments which will be 2 football fields long. Sozios round about takes forever and the next one trying to get onto Concord Ave to go into CVS or Trader Joes after going around that rotary and trying to make the right into the parking lot for those stores.

I certainly hope the meeting this evening is well attended and a solution can be found or at least discussion can be useful.

Thank you ever so much,  
Beverley Evans