

In Council packets 1/7/99



CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

TEL. 349-4300
FAX. 349-4307



EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

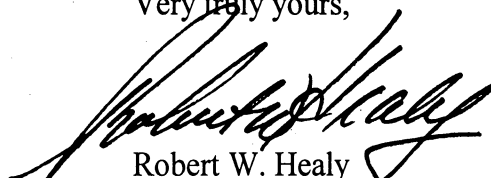
RICHARD C. ROSSI
Deputy City Manager

January 7, 1999

To The Honorable, The City Council:

Please find attached a response to Calendar Item No. 2, dated December 7, 1998, relative to the Planning Boards efforts to establish criteria to determine how "substantial adverse impact" on traffic will be applied pursuant to the IPOP zoning amendment, received from Acting Assistant City Manager for Community Development Beth Rubenstein and Traffic, Parking & Transportation Director Susan Clippinger.

Very truly yours,



Robert W. Healy
City Manager

RWH/mec



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

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OFFICE OF THE CITY MANAGER

SUSAN B. SCHLESINGER
Assistant City Manager for
Community Development

BETH RUBENSTEIN
Deputy Director for
Community Development

To Robert W. Healy, City Manager
From: Beth Rubenstein, Acting Assistant City Manager for Community
Development
Susan Clippinger, Director Traffic, Parking and Transportation
Date: January 7, 1998
Re: City Council calendar item #002

On December 22, 1998, the Planning Board voted to adopt a set of criteria to guide project evaluation as required by the Interim Planning Overlay Special Permit Ordinance (IPOP). A copy of the criteria is attached. The final set of criteria was a result of six meetings during which the Planning Board discussed possible criteria including a public hearing which was held on December 1, 1998.

Criteria were developed for the following indicators of traffic impact: project vehicle trip generation, traffic on residential streets, intersection level of service, lane queues and traffic accident rates. All indicators will be considered by the Planning Board when reviewing a project and any indicator that exceeds an established criteria will be indicative of potentially substantial adverse impact. The Planning Board may in its deliberations consider efforts by a project proponent to reduce traffic impacts through transportation demand management plans, roadway improvements and measures to reduce traffic on residential streets. The Planning Board will also take into consideration any written agreements between project proponents and the city dealing with transportation mitigation strategies.

In addition, city staff has developed a set of guidelines for consultants preparing a traffic impact study as required by the IPOP Ordinance. The guidelines are designed to ensure traffic studies are complete and reliable and provide the information necessary for the Planning Board's review.

Based on the criteria adopted by the Planning Board, a project is generally more likely to obtain an IPOP if the proposed land uses result in low overall or peak trip generation rates, a strong transportation demand management program is in place, and the project does not add significant amounts of traffic to residential streets or already congested intersections.

Criteria to Guide Project Evaluation

The following indicators of impact shall be considered by the Planning Board as it evaluates projects with respect to traffic and when exceeded, will be indicative of potentially substantial adverse impact on city traffic. In addition, the Planning Board may consider any additional mitigation efforts and other supplemental information which addresses the likelihood of adverse traffic impacts or efforts by the proponent to reduce adverse traffic impacts including, but not limited to, transportation demand management plans, roadway improvements and measures to reduce traffic on residential streets. The Planning Board will also recognize written agreements between project proponents and the city dealing with transportation mitigation strategies.

1. Project Vehicle Trip Generation

Project based trip generation in excess of:

2,000 weekday or weekend (24-hour)

240 peak hour (A.M., P.M. or Saturday midday)

2. Traffic on Residential Streets

Amount of Residential	Current Peak Hour Street Volume (two-way vehicles)		
	< 150	150 – 400	> 400
1/2 or more	20	30	40
>1/3 but <1/2	30	45	60
1/3 or less	no max	no max	no max

Notes:

1. Amount of residential for each adjacent two blocks and determined by first floor frontage.
2. Additional project vehicle trip generation in vehicles per lane.

3. Level of Service (LOS)

	Existing	With Project
Level of Service	A	C or better
	B	D or better
	C	D or better
	D	D or 7% volume increase, whichever is greater
	E	7% volume increase maximum
	F	5% volume increase maximum

4. Lane Queue

Existing	With Project
Under 15 vehicles	Under 15 vehicles or increase of 6 vehicles maximum, whichever is greater
15 or more vehicles	Increase of 6 vehicles maximum

5. Traffic Accidents

If 5 or more per year average, developer must propose mitigation to reduce the accident rate.

Definitions

1. *Project Vehicle Trip Generation* is the average number of new vehicles (including truck deliveries, if any) which arrive and depart as a result of a development project. It is generally calculated for the weekday (24-hour) [Saturday for retail projects] and peak weekday commuter hours (one hour from 7:00 A.M. to 9:00 A.M. and one hour from 4:00 P.M. to 6:00 P.M.) [Saturday midday hour for retail projects].
2. *Traffic on Residential Streets* refers to the magnitude of project vehicle trip generation during the peak hour that may reasonably be expected to arrive and/or depart by traveling on a residential street.
3. *Level of Service (LOS)* is a measure of the operation of a signalized or unsignalized intersection during peak traffic hour. It is represented by a letter grade, ranging from "A" (best) to "F" (worst). LOS D is considered an acceptable Level of service for the city of Cambridge. LOS "E" and "F" are generally considered to be associated with major congestion and delay, and typically require motorists at signalized intersections to wait more than one signal cycle. At signalized intersections, level of service is determined by delay averaged for all approaches. At signalized intersections LOS D represents delay of 25 to 40 seconds, LOS E represents delay of 40 to 60 seconds and LOS F represents delay of more than 60 seconds. At unsignalized intersections level of service measures delay for the minor street. Delay categories are slightly lower than for a signalized intersection. LOS D represents 20 to 30 seconds of delay, LOS E represents 30 to 45 seconds and LOS F represents more than 45 seconds of delay.
4. *Lane Queue* refers to the average number of vehicles during the peak hour waiting in a given lane from the front of the intersection to the last vehicle stopped in the lane. It is measured at signalized intersections by counting the number of waiting vehicles on an approach immediately before receiving a green indication.
5. *Traffic Accidents* refers to the number of incidents of all types reported to the Cambridge Police Department for the latest available three-year period.

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Response to Calendar Item No. 2 dated
December 7, 1998, relative to the Planning
Boards efforts to establish criteria to
determine how "substantial adverse impact"
on traffic will be applied pursuant to
the IPOP zoning amendment.

In City Council January 11, 1999