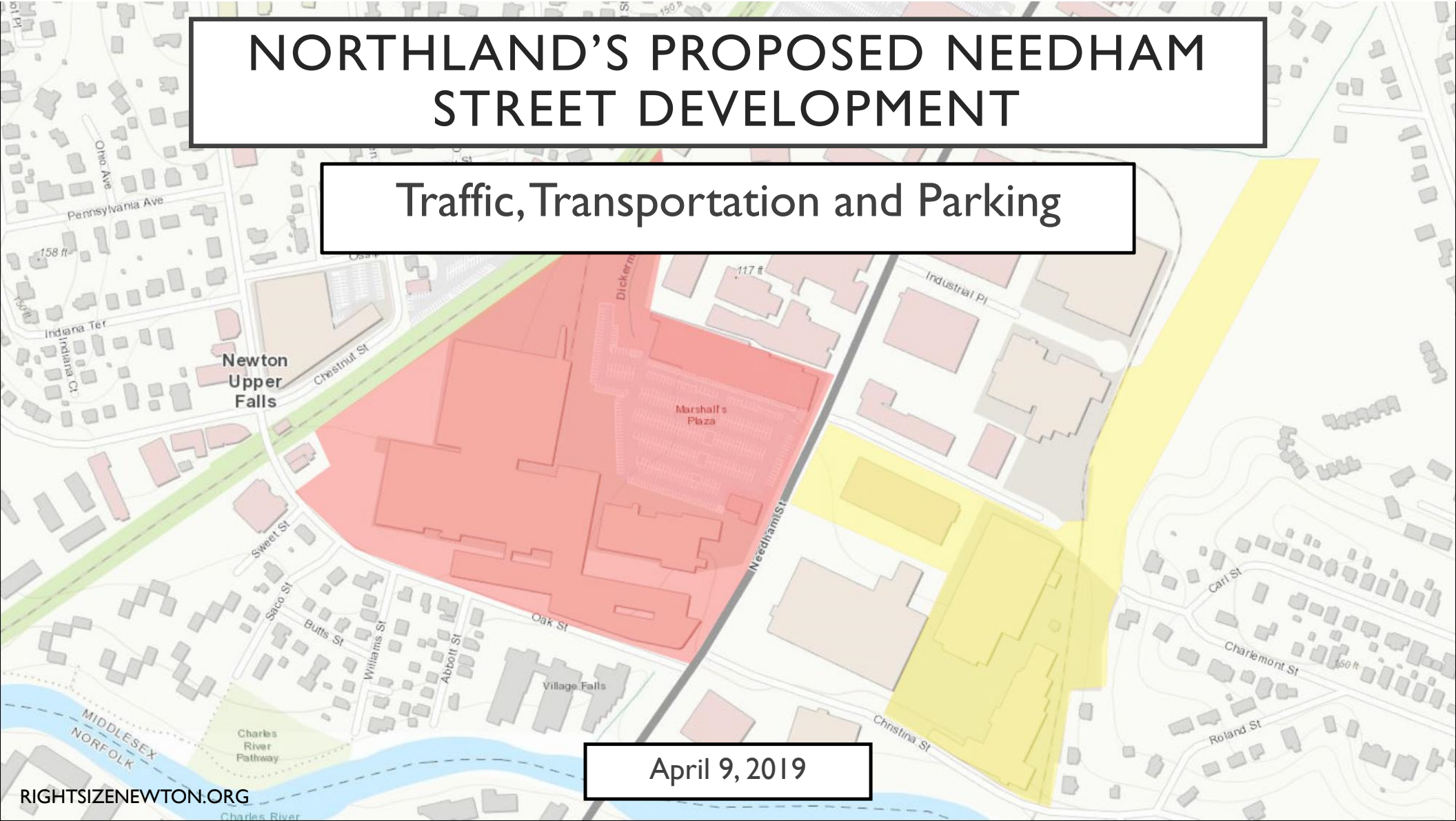


# NORTHLAND'S PROPOSED NEEDHAM STREET DEVELOPMENT

## Traffic, Transportation and Parking

April 9, 2019



## INVALIDITY OF TRAFFIC STUDY

- Failure to model traffic along “Needham Street corridor”
  - Therefore, BETA says, it **does not “accurately represent the actual traffic delays”** since backups are cumulative.
  - BETA did not recommend performing a corridor-wide traffic simulation analysis
    - **Why not?**
      - Because Northland admits that “[t]here is no dispute that **the corridor is saturated at certain hours**”



But isn't an **accurate representation of actual traffic delays**  
**CRUCIAL** to understanding the impact of this proposal on **traffic**?

# INVALIDITY OF TRAFFIC STUDY CONTINUED

- Northland’s review of affected intersections **does not include KEY** intersections that serve as part of traffic-avoidance routes
- 70% of traffic is by-pass traffic

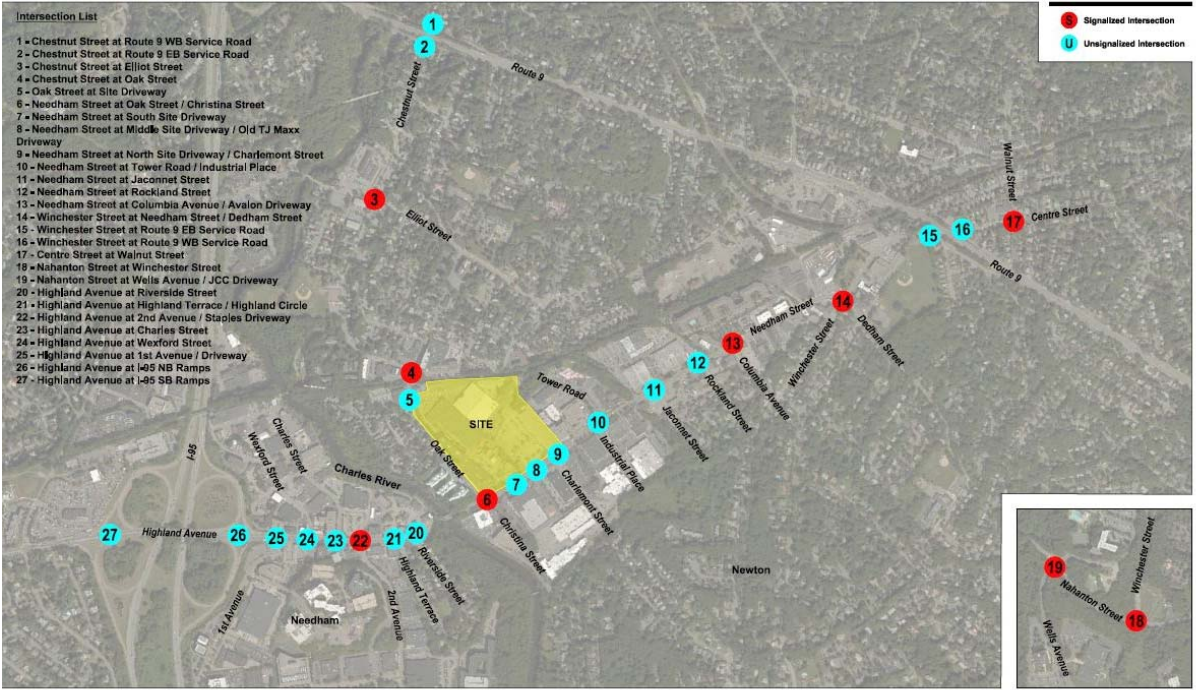
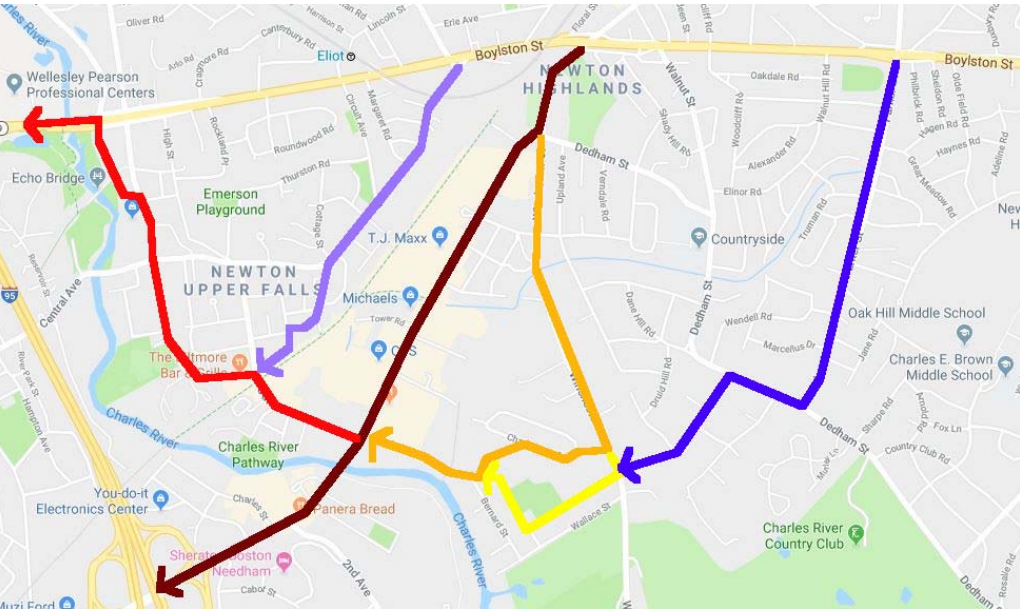


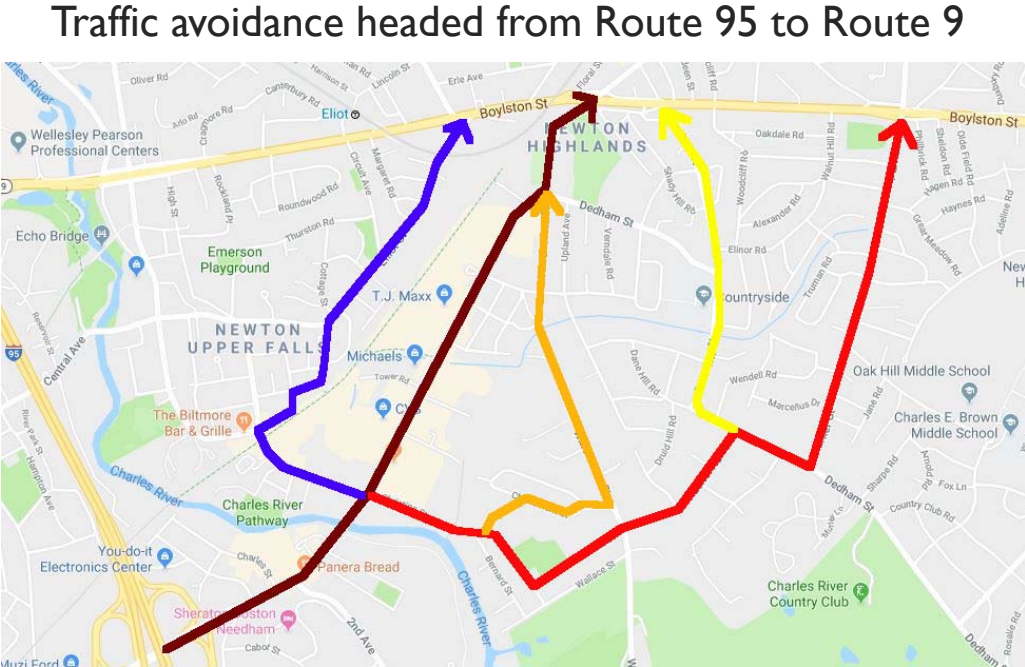
Figure 1

# INVALIDITY OF TRAFFIC STUDY CONTINUED

- When traffic is SATURATED, GPS (e.g. Waze, Google Maps) reroutes around it



Traffic avoidance headed from Route 9 to Route 95





## SHUTTLE BUS MYTHS

- Northland and I28 Business Council have **no experience** implementing a program that raised ridership to the levels of their “Robust Shuttle Service” (30% of residents and office employees)
- They provide **no data** that supports such an increase
  - “[T]here is **not good data** that we are aware of **that fully support the percentages outlined**”
  - Even under best conditions, “the reality is that the actual [mode-split] is **likely to be something in-between** the existing and that represented under the Robust Shuttle scenario”
  - “[**N**]o data exists regarding projected percentage [public transportation] ridership gain”

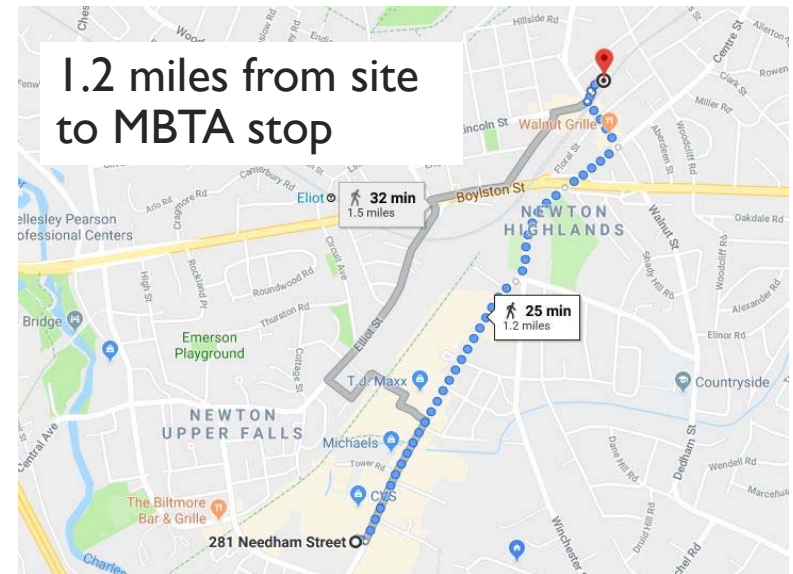


## SHUTTLE BUS MYTHS CONTINUED

- Shuttle buses with 45-60 minute headways **cannot compete with Uber/Lyft**
- **20 minute headways during rush hour to Newton Highlands** are **not possible** without multiple buses
  - 1.2 mile distance, at 4-5 miles per hour would take 36 minutes of travel time
- More chance of being the next “Newton Nexus” than a success
- If the shuttles fail after the project is built, there is no way to mitigate traffic nightmare

# INADEQUATE PARKING

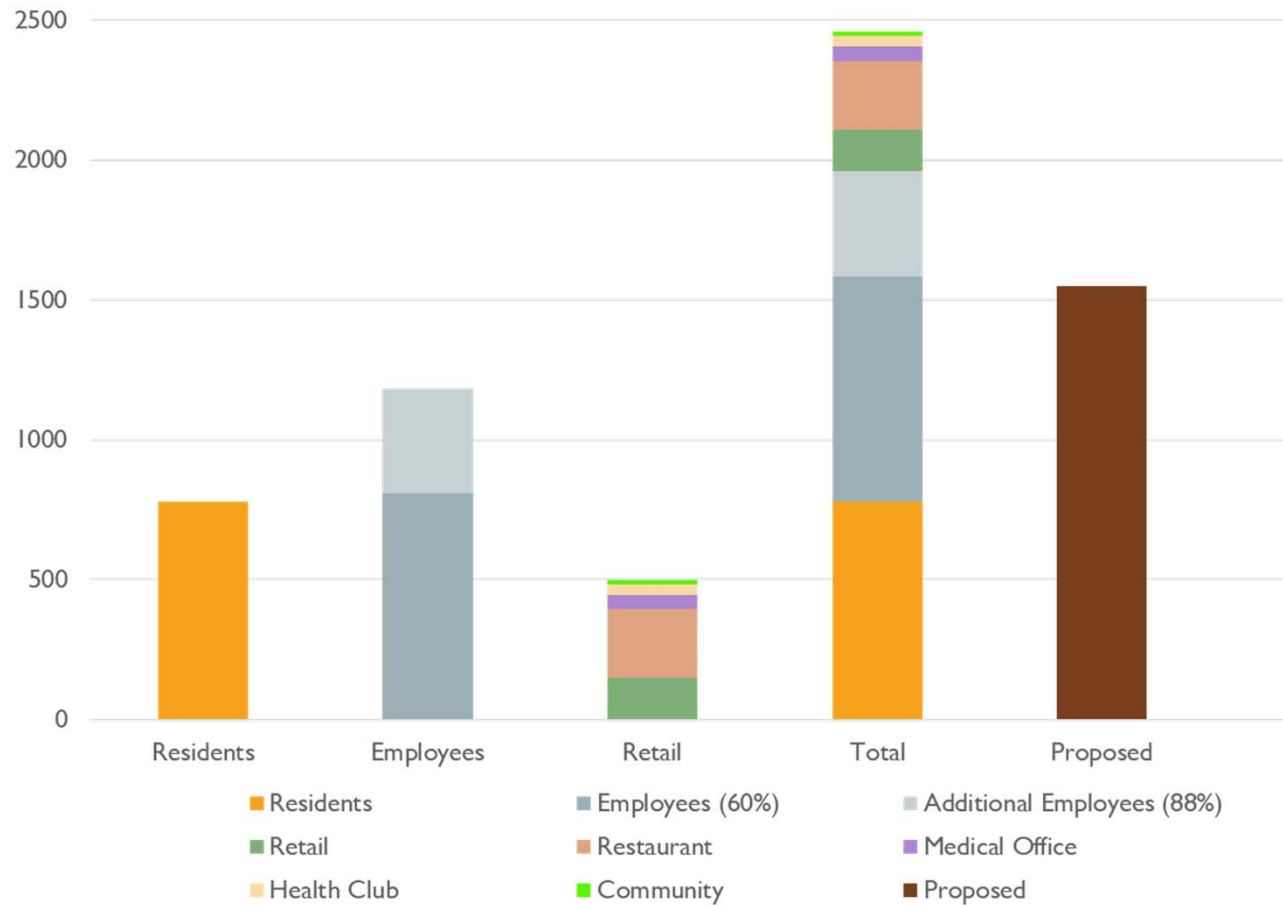
- Use of **MBTA/MassDOT TOD Guidelines** for parking ratios is **inappropriate**
  - For use with development “planned and implemented around MBTA rail and bus stations”
- “There is **not good data** that we are aware of that fully support the [public transit use] percentages outlined” – Northland
  - Yet Northland insists on using a 30% public transit use estimate for calculating needed parking





# INADEQUATE PARKING CONTINUED

- **1,550 total spots**
- **Simply not enough for:**
  - Cars belonging to residents, employees, customers, visitors and shuttle bus users



THANK YOU