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August 29, 2008

Mr. Joseph F. Tulimieri
Executive Director
Cambridge Redevelopment Authority
One Cambridge Center
Cambridge, MA 02142

Subject: Kendall Square Urban Renewal Area
2007 Traffic Count Program and Trip Generation Analyses

Dear Joe:

Fay, Spofford & Thorndike (FST) is pleased to submit this summary annual update of the Kendall Square Urban Renewal Area (the "Area") traffic count program to reflect May 2007 traffic conditions in the Area in compliance with its Section 61 Finding requirements. Also included in this letter is an updated evaluation of the Area's existing trip generation characteristics compared to earlier projections FST made in connection with Plan Amendment # 7 in our letter dated January 28, 2005. Year 2007 tenant/employee travel surveys and parking garage data compiled during the month of May by Boston Properties, LLP have also been analyzed and summarized. The 2007 count program represents the thirteenth year of the annual count update program.

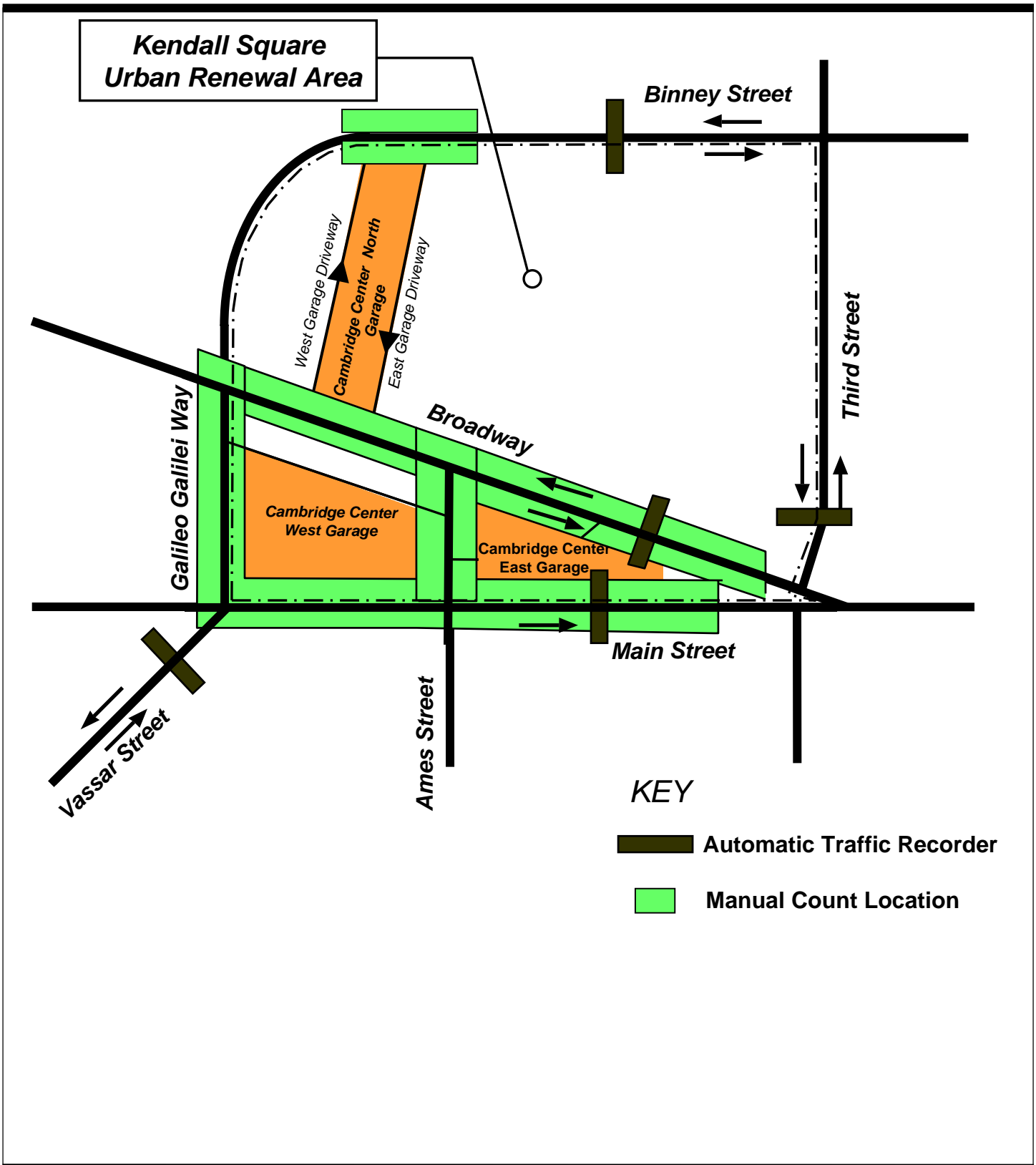
Task I - Traffic Count Program

Figure 1 illustrates the program of ATR and the manual vehicle count locations conducted within the Area. Copies of the ATR and manual count field sheets are provided in the attached Technical Appendix. The latest automatic traffic recorder count program was conducted during the third week in May 2007. Counts were conducted at the following locations with durations indicated:

- Main Street, east of Ames Street (May 14 - 18).
- Broadway, east of the Mid-Block Connector (May 14 - 18).
- Binney Street, west of Fifth Street (May. 14 - 18).
- Third Street, north of Broadway (May 14 - 18).
- Vassar Street, southwest of Main Street and the Western Connector (May 14 - 18).

Additionally, on Wednesday, May 16, 2007, manual vehicle counts were conducted to determine drop-off/pick-up activity and ins/outs from the Cambridge Center East and North garages between 7 AM - 9 AM, 11 AM - 1 PM, and 4 PM - 6 PM in the following seven block face areas:

- Main Street, between Ames Street and Wadsworth Street.
- Main Street, between Ames Street and Vassar Street.
- Broadway, between Ames Street and Third Street.
- Broadway, between Ames Street and Binney Street.
- Mid-Block Connector, between Main Street and Broadway
- Galileo Gallilei Way between Main Street and Broadway.
- Binney Street between Fulkerson and Sixth Streets.



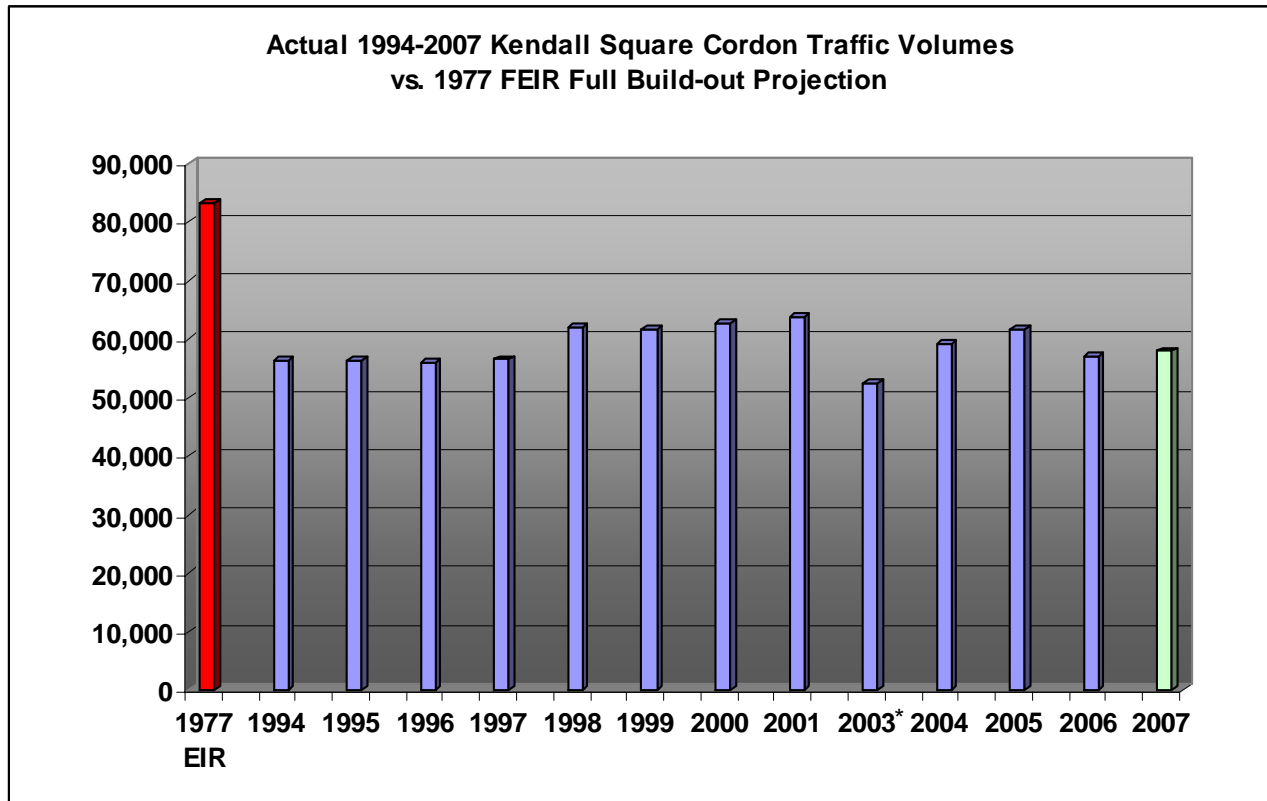
Schematic Diagram:
Not to Scale

Kendall Square Urban Renewal Area

2007 Traffic Count Locations

Cambridge Redevelopment Authority

Refer to the Technical Appendix for detailed automatic and manual count data. Table 1 compares the Average Annual Weekday Traffic volumes (AAWDT) projected in the 1977 FEIR to the Area’s AAWDT volumes counted by FST during 1989-2007. Comparisons of the 1994-2007 AAWDT volumes by location are illustrated on Figure 2. Between 1994 and 2007, the Area’s AAWDT volumes have varied between 52,500 and 63,750 vehicles per day. Overall, AAWDT volumes measured in 2007 were 2% higher than those measured during 2006, but only 3% higher than those measured in 1994, even though the Area has added more than 1 million square feet of gross floor area. Actual Area trip generation has grown relatively proportional to the levels measured in 1994. However, the background traffic in the Area apparently has declined following substantial completion of the Central Artery/Tunnel project. Fewer motorists may be diverting into the Area than during the late-1990’s to early 2000’s prior to substantial completion of the Central Artery project.



* Vassar Street was under construction during the 2003 count program and open to one-way traffic only.

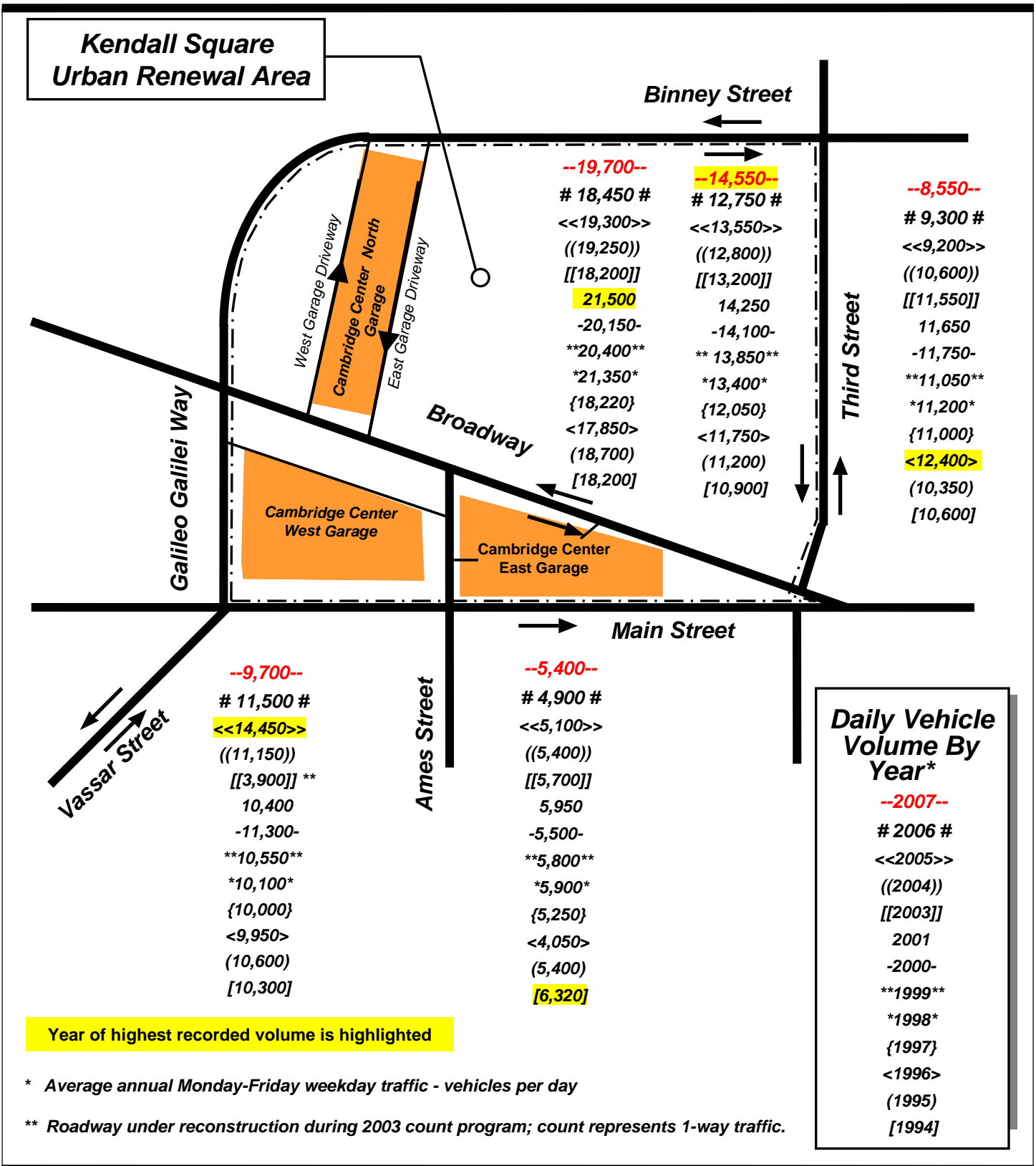
Two types of field data were collected manually -- entering and exiting vehicles to/from the Cambridge Center East, West, and North Garages, and curbside drop-off/pick-up activities on Area streets and in designated zones at the local land uses. A summary of this data, by type and location, is contained in Table 2, which compares year 2007 to year 2006 manual count data compilations.

Between the 2007 and 2006 manual count programs, the total occupied development square footage in the Area has remained constant. The Cambridge Center West parking garage in the block bounded by Main Street to the south, Ames Street to the east, Broadway to the north, Galileo Galilei Way is partially open.

Table 1
Kendall Square Urban Renewal Project Area
 Comparison of Projected FEIR Full Build-out Average Weekday Traffic Volumes
 To Actual 1989 - 2007 Average Weekday Traffic Volumes ¹

ROADWAY	1977 FEIR Max Plan (vpd) ²	1989 Volume (vpd)	1994 Volume (vpd)	1995 Volume (vpd) ³	1996 Volume (vpd) ⁴	1997 Volume (vpd) ⁴	1998 Volume (vpd) ⁴	1999 Volume (vpd) ⁴	2000 Volume (vpd) ⁴	2001 Volume (vpd) ⁴	2003 Volume (vpd) ⁴	2004 Volume (vpd) ⁴	2005 Volume (vpd) ⁴	2006 Volume (vpd) ⁴	2007 Volume (vpd) ⁴
Main Street ⁵ Near MBTA Station	7,900	4,250	6,300	5,400	4,050	5,250	5,900	5,800	5,500	5,950	5,700	5,400	5,100	4,900	5,400
Broadway west of Mid-Block Connector	36,700	17,700	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M	N/M
Broadway east of Mid-Block Connector	32,900	N/M	18,200	18,700	17,850	18,200	21,350	20,400	20,150	21,500	18,200	19,250	19,300	18,450	19,700
Binney Street west of Third Street	11,500	8,800	10,900	11,200	11,750	12,050	13,400	13,850	14,100	14,250	13,200	12,800	13,550	12,750	14,550
Third Street north of Broadway	16,300	N/M	10,600	10,350	12,400	11,000	11,200	11,050	11,750	11,650	11,550	10,600	9,200	9,300	8,550
Vassar Street west of Main Street	14,700	N/M	10,300	10,600	9,950	10,000	10,100	10,550	11,300	10,400	3,900 ⁶	11,150	14,450	11,500	9,700
TOTAL ⁶	83,300	N/A	56,300	56,250	56,000	56,500	61,950	61,650	62,800	63,750	52,550 ⁶	59,200	61,600	56,900	57,900

- 1 FEIR volume projections illustrated on FEIR Figures II.5.10 & II.5.11. Total volumes exclude Broadway west of Mid-block Connector. Measured volumes are on an average annual basis to nearest 50 vehicles per day.
 - 2 vpd = vehicles per day.
 - 3 March 11-18, 1996 measured volumes calibrated (increased by 2%) to reflect 1995 average annual conditions.
 - 4 Measured 1996-2007 volumes assumed to reflect average annual conditions.
 - 5 Eastbound AAWDT only for Main Street.
 - 6 Vasser Street was limited to one-way operation and under reconstruction during the 2003 survey.
 - 7 Broadway west of Mid-block connector not included.
- N/M = Not Measured.
 N/A = Not Applicable



Schematic Diagram:
Not to Scale

Kendall Square Urban Renewal Area

Average Annual Weekday Traffic Volumes 1994-2007

Cambridge Redevelopment Authority

Table 2
Kendall Square Urban Renewal Project Area
 Peak Hour Vehicle Count Summaries -- 2007 vs. 2006

LOCATION	AM PEAK HOUR						MIDDAY PEAK HOUR						PM PEAK HOUR					
	May 2006			May 2007			May 2006			May 2007			May 2006			May 2007		
	IN	OUT	D/P	IN	OUT	D/P	IN	OUT	D/P	IN	OUT	D/P	IN	OUT	D/P	IN	OUT	D/P
Cambridge Center North Garage ²	268	23	--	276	3	--	26	24	--	32	31	--	15	232	--	1	252	--
Cambridge Center East Garage ²	156	10	--	194	6	--	54	53	--	55	26	--	15	96	--	21	181	--
Cambridge Center West Garage ²	109	6	--	167	7	--	34	23	--	29	35	--	6	100	--	11	151	--
Main Street; Near MBTA Station	--	--	194	--	--	196	--	--	134	--	--	212	--	--	226	--	--	178
Broadway; east of Mid-Block connector	64	28	64	64	28	64	31	37	50	31	37	50	23	95	76	23	95	76
Broadway; west of Mid-Block connector	0	0	82	--	--	126	--	--	54	--	--	72	5	5	120	--	--	190
Mid-Block Connector; ³ south of Broadway	89	15	24	32	21	34	27	23	12	27	30	26	18	94	22	11	5	18
Binney Street; vicinity of North Garage Driveways	--	--	8	--	--	4	--	--	2	--	--	--	--	--	2	--	--	8
Vassar Street/Main Street/Western Connector Area	98	13	12	43	7	4	23	30	22	11	7	2	38	131	12	40	62	--
RAW SUBTOTALS	784	95	384	776	72	428	195	190	274	185	166	362	120	753	458	107	746	470
HOURLY TOTALS	1263			1276			659			713			1331			1323		
Drop-off/Pick-up %		30%			34%			42%			51%			34%			36%	
% Difference (2007 vs. 2006)		1%						8%						-1%				

- 1 D/P = Drop-off/Pick-up vehicle trips in or out counted on and Wednesday, May 16, 2007 and Tuesday, May 23, 2006.
- 2 Based on peak hour garage activity counted on Tuesday, May 23, 2006 for the Cambridge Center East, West, and North garages, and on Wednesday, May 16, 2007 for the Cambridge Center East, West, and North garages.
- 3 Includes vehicles activity on both sides of the Mid-Block Connector except the West Garage.

During 2007, overall trip generation during the combined AM, mid-day, and PM peak hours increased by under 2%, inclusive of drop-off/pick-up activity compared to 2006. Area trip generation increased by 1% during the AM peak hour and increased by 8% during the mid-day peak hour, while it decreased by 1% during the PM peak hour. The year 2007 count program took place during a period when drop-off/pick-up activity represented 38% of all trip making, within the range of drop-off/pick-up activity observed during prior years, but higher than the 34% measured in 2006. Overall rates of AM, mid-day, and PM peak hour trip generation from Area developments are generally comparable to trip generation rates found during previous count programs.

During the combined AM, mid-day, and PM peak hours, year 2007 Cambridge Center East, North, and West garage activity increased by approximately 18% compared to the year 2006. Year 2007 drop-off/pick-up activity increased overall by approximately 12% compared to the year 2006. During the 2007 count program, the Area's drop-off/pick-up activity represented approximately 34% of its actual AM, 51% of its actual mid-day, and 36% of its PM peak hour traffic generation. Drop-off/pick-up activity continues to represent the most significant variable in the Area's trip generation totals. Binney Street remains the only roadway that has exceeded its projection of average weekday volumes at full build-out provided in the 1977 EIR. **Overall, actual year 2007 average weekday volumes measured on the Area roadway cordon are approximately 30% below those projected at full build-out of the Area in the 1977 EIR.**

As it has in prior years, the AM peak hour within the Area varies by location but typically occurs during the one-hour period between 8 AM and 9 AM. The Area's PM peak hour also varies by location but typically occurs from 5 PM to 6 PM. Count data indicates that the mid-day peak hour is typically from 12:00 Noon to 1 PM.

Table 3 provides a breakdown of the existing year 2007 land use quantities and types within the Area, and compares these development quantities to the maximum Area development permitted under the most recent Plan Amendment No. 7. As of May 2007, buildings in the Area contained approximately 2,569,200 square feet of gross floor area (sf GFA). This represents approximately 86% of the Area's maximum approved build-out potential of 3,077,100 gross square feet with Area Plan Amendment No. 7, the same as it was during 2006.

FST's January 28, 2005 letter to you contained estimates of AM peak hour, PM peak hour, and daily trip generation projected for the Area at maximum build-out with Area Plan Amendment No. 7. In that letter, trip generation rates (i.e., trips per 1,000 sf GFA of development) were developed for each of the development land use types using the ITE Trip Generation manual. FST adjusted these rates to reflect the Area's localized proximity to transit, walk-in activity, employer shuttles, carpool promotion, etc. The adjusted trip generation rates, verified by thirteen years of counts performed between 1994-2007, were used as the basis for trip generation estimates associated with the maximum build-out condition under MEPA-approved Area Plan Amendment No. 7. Table 4 provides a summary of adjusted trip generation rates for Area land uses from FST's January 28, 2005 letter.

Table 3
 Kendall Square Urban Renewal Project Area
 Existing 2007 and Future Development Quantities
 By Land Use Category¹

LAND USE TYPE	2007 EXISTING ²	PROJECTED MAXIMUM AREA DEVELOPMENT WITH PLAN AMENDMENT NO. 7
Biotech Manufacturing	189,500	214,550
General and Technical Office	1,769,700	1,977,550
Retail	90,000	90,000
<i>Multi-family Residential</i>	0	200,000 ³
Business Hotel	190,000	190,000
Hotel	<u>330,000</u>	<u>330,000</u>
TOTAL	2,569,200	3,002,100

- 1 Quantities indicate square feet (sf) of Gross Floor Area (GFA) from Plan Amendment # 7.
- 2 Existing quantities remain the same as during the 2006 count program.
- 3 While the multi-family residential land use category increased by 75,000 square feet under approved Plan Amendment # 7, the City of Cambridge did not approve the increase.

Table 4

Kendall Square Urban Renewal Project Area
Adjusted Trip Generation Rates¹

LAND USE TYPE	AM PEAK HOUR	PM PEAK HOUR	DAILY
Biotech Manufacturing	0.48	0.49	2.48
General and Technical Office	0.62	0.55	4.41
Hotel	0.46	0.48	5.71
Business Hotel	0.35	0.38	4.39
Retail	0.26	1.71	13.79
Multi-family Residential²	0.26	0.27	2.84

1 Trips per 1,000 sf GFA based on trip generation adjustments made in FST's January 28, 2005 letter concerning Plan Amendment No. 7.

2 Rate per unit, assuming 1,000 gsf/unit.

Table 5 applies adjusted trip generation rates from FST's January 28, 2005 letter on the traffic impacts of Plan Amendment No. 7. Table 5 contains an estimate of the number of trips projected for land uses in the Area assuming existing 2007 development quantities from Table 3 above. From Table 5, combined AM and PM peak hour trips to/from the Area constitute approximately 23.5% of the Area's 2007 projected total daily trip ends (i.e., 1,431 AM peak hour + 1,451 PM peak hour trips represent 23.5% of the 12,238 daily trips).

Table 6 provides a summary comparison of projected 2006 Area AM and PM peak hour trip generation (from rates contained in the FST's January 28, 2005 letter and summarized in Table 5) to 2007 rates calculated from measured 2007 Area ground counts (from Table 2). Table 6 also contains a comparison of 2007 daily Area trip ends based upon measured AM and PM peak hour volumes to 2007 daily trip end volumes based on the adjusted trip generation rates contained in the Plan Amendment No. 7 analysis and reiterated in Table 5.

Table 5

Kendall Square Urban Renewal Area
Adjusted ITE Rate Trip Generation Computations for May 2007¹

LAND USE TYPE	Gross Floor Area	AM Peak Hour		PM Peak Hour		Daily	
	(000's SF)	RATE	TRIPS	RATE	TRIPS	RATE	TRIPS
Biotech Manufacturing	189.5	0.48	91	0.49	93	2.48	470
General and Technical Office	1769.7	0.62	1,097	0.55	973	4.41	7,804
Business Hotel	190	0.35	67	0.38	72	4.40	836
Hotel	330	0.46	152	0.48	158	5.71	1,884
Retail	90	0.26	23	1.71	154	13.79	1,241
Multi-family Residential	0	0.26	0	0.27	0	2.84	0
TOTAL	2,569.2		1,430		1,450		12,238

1 Trips per 1,000 gsf GFA adjusted to reflect assumed high use of transit and other non-single occupant vehicles per FST's January 28, 2005 letter concerning Plan Amendment No. 7.

Table 6

Kendall Square Urban Renewal Area
Actual vs. Projected 2007 Trip Generation

	AM PEAK HOUR ¹	PM PEAK HOUR ¹	DAILY TRIP ENDS
2007 PROJECTED FORECAST ²	1,430	1,450	12,238
2007 ACTUAL COUNTS ³	1,276	1,323	11,044 ³
NET DIFFERENCE (%)	- 11%	-9%	- 10%

1 AM and PM peak hour trips represent the sum of entering and exiting vehicle trip ends.

2 Predicted trip totals are based on adjusted trip generation rates developed for FST's January 28, 2005 letter regarding Area Plan Amendment No. 7 and the 2007 Area development quantities reported in Table 3 of this correspondence.

3 Refer to Table 2 for existing May 2007 AM and PM peak hour trip counts. Daily trip ends were **estimated** from the actual AM and PM peak hour trip generation totals and their expected relationship to daily trip generation based upon the relationship of AM and PM peak hours to daily generation reported in Table 5 (adjusted ITE rates).

From Table 6 on the previous page, the year 2007 actual trip generation for Area uses in the AM peak hour is 11% lower than the level calculated by applying the Amendment No. 7 trip generation projection methodology (1,276 trips versus 1,430 trips). Similarly, actual PM peak hour trip generation is 9% lower than the projected volume from the Amendment No. 7 trip generation projection methodology (1,323 versus 1,450 trips). Area development continues to generate traffic at rates generally lower than projected. Daily trip ends to and from Area land uses during the year 2007 were 10% lower than using the 2005 Plan Amendment No. 7 analysis methodology.

Task II - Review of Tenant/Employee Travel Surveys

Two types of tenant/employee travel surveys were reviewed: 1) a survey by Boston Properties of their tenants; and 2) surveys of tenant garage use in the North, West, and East Cambridge Center garages.

Boston Properties LLC conducted 2007 surveys of its Cambridge Center tenants to provide an indication of employee travel mode choices and use within the Area. This information is supplemental to the actual count data. Refer to the Technical Appendix for a copy of the overall survey results.

The tenant survey was completed by a total of 42 firms and businesses representing 2,344 employees or approximately 49% of the Area's approximately 4,790¹ total employees. Overall tenant survey results are generally consistent with prior year surveys. Respondents to the 2006 tenant survey indicated that their employees arrive to Kendall Square as follows:

- 29 % drive alone;
- 48 % use MBTA services;
- 19 % cite other modes, primarily walking or biking; and
- 4 % carpool with 2 or more people.

Approximately 71% of respondents indicated they use alternative modes of transportation to and from work rather than drive alone. The proportion of employees who indicated they drive alone increased by 3% compared to respondents of the 2006 survey. However, the proportion of respondents who report using MBTA services decreased by 17% over those who responded to the 2006 survey. The Broad Institute at MIT, the largest of the employer respondents, indicates that 49% of its employees use the MBTA. Approximately 95% the responding Area businesses start business operations between 7:00-9:00 AM and 83% conclude business operations between 4:00-6:00 PM. Of the respondents, 76% offer flextime hours. Of employers surveyed, at least 17% offer incentives for free or subsidized parking (i.e., driving) incentives, while 67% offer MBTA (i.e., transit) pass use incentives. Approximately 25% of the employers offering transit incentives also offer driving incentives. Overall, survey responses are compatible with earlier FST projections. Survey responses continue to indicate a very strong reliance on alternative travel modes compared to typical suburban areas where 90% or more employees drive alone to work sites.

The *ITE Trip Generation* report (7th Edition, 2003) indicates that the vehicle trips per employee for the General Office category are 0.48 during the AM peak hour and 0.46 during the PM peak hour. The May 2007 update data indicates that 0.30 vehicle trips are actually generated per employee during the AM and PM peak hours. ***Therefore, during 2007, actual employee-based trip generation rates were 35% -38% lower than unadjusted ITE employee-based AM and PM peak hour rates estimated for the Area.***

¹ Source: Cambridge Redevelopment Authority (refer to Technical Appendix for a table of this data).

Task III - Review of Area Parking Garage Data

We assume the May 2007 traffic counts at the garages generally reflect average annual conditions. Detailed hour-by-hour garage occupancy data was compared to garage data collected for a similar period during May 2006.

The number of trips destined for the Area that park outside the Area, and subsequently would not have been accounted for in the data collection program is likely to be small. Similarly, the amount of vehicles that may have parked in the Area, and were not destined for the Area is also likely to be small. Copies of comparative weeklong garage surveys are contained in the attached Technical Appendix.

Boston Properties LLC provided a weeklong usage survey of the Cambridge Center North, Cambridge Center West, and Cambridge Center East parking garages for the period from May 14-18, 2007. These records indicate that a maximum of 2,039 tenant employees who leased monthly parking in the East, West, and North Cambridge Center garages and transient parkers were parked in the garages simultaneously. This is approximately 19% more vehicles than found during the May 2006 survey period that found 1,716 parked vehicles, at maximum occupancy. Excluding transient parkers, if the number of employees is assumed to be relatively constant throughout the year, during peak demand times, the Area averaged approximately 0.43 occupied parking spaces per employee during 2007 – 19% higher than the 0.36 occupied parking spaces per employee found during the 2006 survey.

Table 7 summarizes and compares average trip activity data during the AM and PM peak hours when one-day garage surveys were conducted on May 16, 2007 and May 23, 2006. The AM peak hour at both garages continues to occur from 8 to 9 AM, and the PM peak hour continues to occur between 5 to 6 PM. Findings of the garage peak hours are consistent with findings for the Area's street peaks (from the ATR data) and the Area's drop-off/pick-up activity.

Table 8 contains an estimated comparison of peak parking accumulation, as well as a comparison to the total spaces available in the Cambridge Center North garage during the week average for May 2006 and May 2007. While new development square footage did not change, measured AM and PM peak hour garage activity increased approximately 25% between the three Area garages. Activity at the North garage was stable, while parking demands at the two other garages were higher than in 2006. While there is no particular reason to explain this increase, it may have resulted from greater activities than were occurring in 2006. The 25% variation for the same level of development is still within the range of changes within the Area during prior years.

This count program accurately accounts for the vast majority of vehicle trips related to the Area. This finding is due to the proximity of the East, West, and North Garages to the Area's land uses, the modest price differential to surface lots external to the Area.

Table 7

Kendall Square Urban Renewal Project Area
 Cambridge Center East and North Garages
 Summary and Comparison of 2007-2006 Garage Vehicle Trip Activity¹

LOCATION	May 16, 2007 ²		May 23, 2006 ³		PERCENT CHANGE BETWEEN MAY 2007 AND MAY 2006	
	AM	PM	AM	PM	AM	PM
Cambridge Center North Garage	279	253	291	247	-4%	+ 2%
Cambridge Center East Garage	200	223	166	111	+ 20%	+101%
Cambridge Center West Garage	174	162	115	106	+ 51%	+ 53%
COMBINED TOTAL	653	638	572	464	+ 14%	+ 33%

- 1 Volumes represent total vehicular movements entering and exiting each garage.
- 2 Volumes represent a typical one-day sample on Wednesday, May 16, 2007.
- 3 Volumes represent a typical one-day sample on Wednesday, May 23, 2006.

Table 8

Kendall Square Urban Renewal Project Area
 Cambridge Center East, North, and West Parking Garages
 Summary and Comparison of Peak Parking Occupancy - 2006 to 2007

LOCATION	CAPACITY Number of Spaces ³	PEAK PARKING OCCUPANCY 5/22-5/26/06 ¹		PEAK PARKING OCCUPANCY 5/14-5/18/07 ²	
		Number Occupied	% of Capacity	Number Occupied	% of Capacity
Cambridge Center North Garage	1170	867	74%	844	72%
Cambridge Center West Garage	734	363	49%	563	78%
Cambridge Center East Garage	844	486	58%	657	78%
COMBINED TOTAL	2,748	1,716	62%	2,064	75%

- 1 Average peak garage occupancy data for the Cambridge Center East, West, and North Garages for the week of May 22-26, 2006.
- 2 Average peak garage occupancy data for the Cambridge Center East, West, and North Garages for the week of May 14-18, 2007.
- 3 Numbers are the reported year 2007 Area parking capacities.

Overall, peak garage occupancy was up by approximately 20% in 2007 compared to 2006. The Cambridge Center North garage had approximately the same percentage of peak parking demands in 2007 compared to 2006, while peak occupancy of both the East and West Garages was up substantially compared to 2006. While the Area is well served by public transportation, the West Garage provides enough additional parking to ensure that Area parking demands are accommodated within the Area. The May 23, 2006 week was less busy than the May 16, 2007 week from a parking perspective.

Conclusion

'Background' cordon traffic volumes measured during May 2007 were found to be approximately comparable than those measured back in 1994, even though more than a million square feet of new development has been occupied in the Area. Because garage volumes generally have continued to grow as the Area land uses have come on line, background traffic must have declined, perhaps in part due to substantial completion of the Central Artery/Tunnel Project that may have diverted some traffic from Cambridge and the Kendall Square area back to the I-90 and Memorial Drive mainlines.² The Area continues to generate vehicle trips at rates far lower than those contained in the *ITE Trip Generation* report.

Actual Area vehicle trip generation rates -- including garage trips plus drop-off/pick-up trips -- continue to be similar to, but lower than, those contained in FST's January 28, 2005 Amendment No. 7 letter to you. **We therefore conclude there is no 'significant variation' to report regarding the traffic generation and its impacts within the Area.**

² The 2006 traffic count program was performed in May prior to the closure of portions of the Central Artery/Tunnel ramps for repairs during the latter part of 2006.

Mr. Joseph F. Tulimieri

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August 29, 2008

Please do not hesitate to contact me should you have questions on the study update or require additional information.

Very truly yours,

FAY, SPOFFORD & THORNDIKE
By

A handwritten signature in black ink, appearing to read "Gary L. Hebert", is centered within a light gray rectangular box.

Gary L. Hebert, P.E., PTOE
Vice President

GLH:gh

LG-038B:000E57

Attmts: Technical Appendix

cc: Mr. M. Cantalupa, Boston Properties
Mr. M. O'Hearn, Boston Properties
Mr. D. McGarrah, Foley, Hoag & Eliot
City of Cambridge Traffic and Parking Department