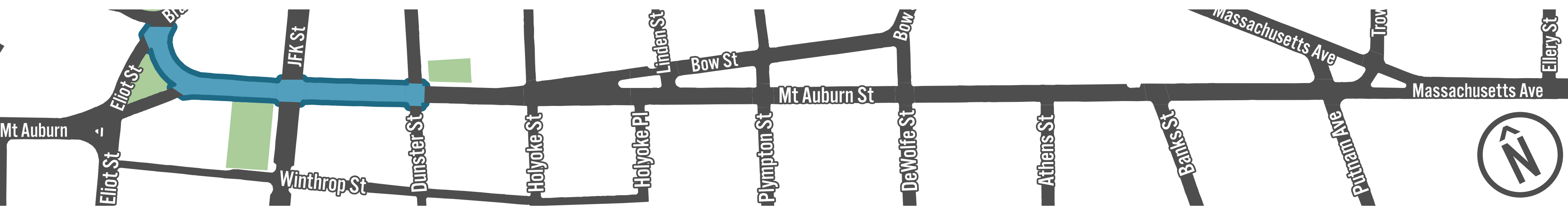


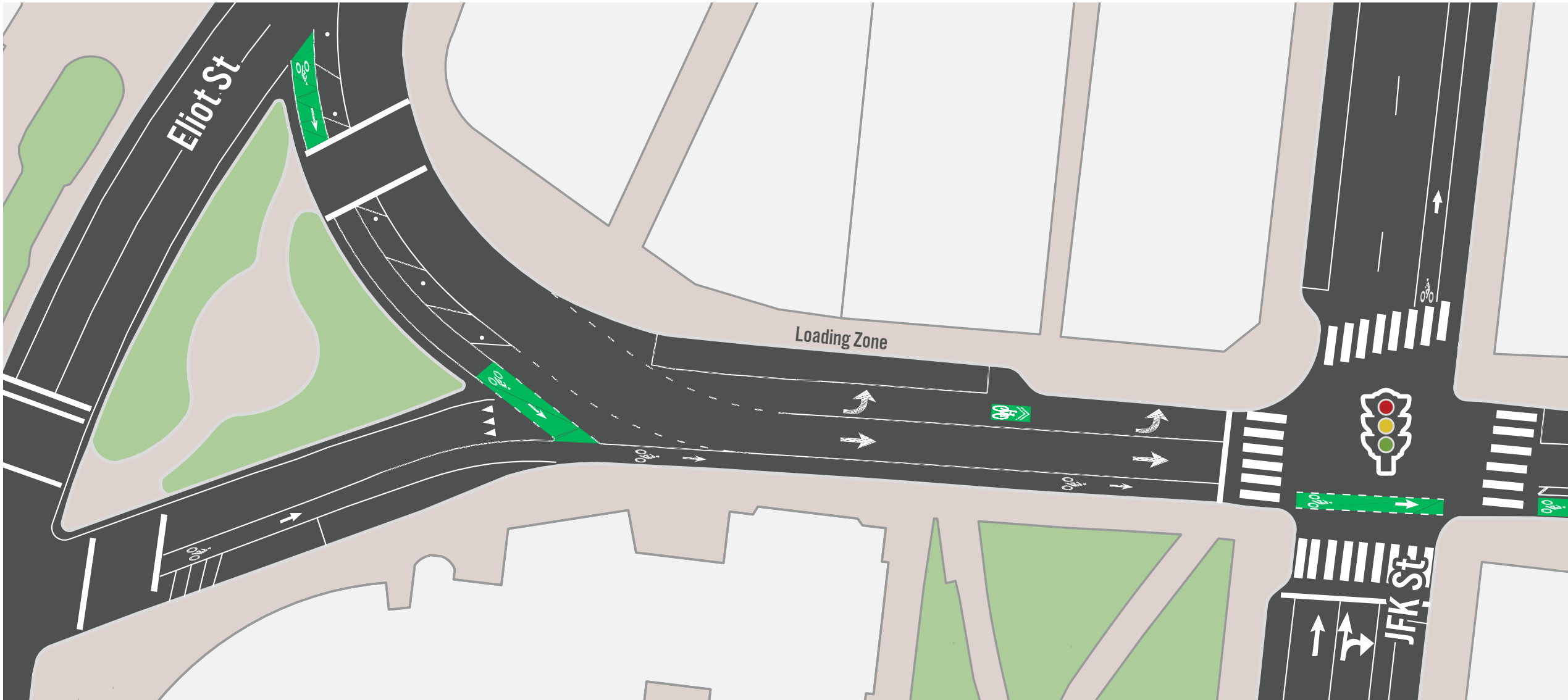




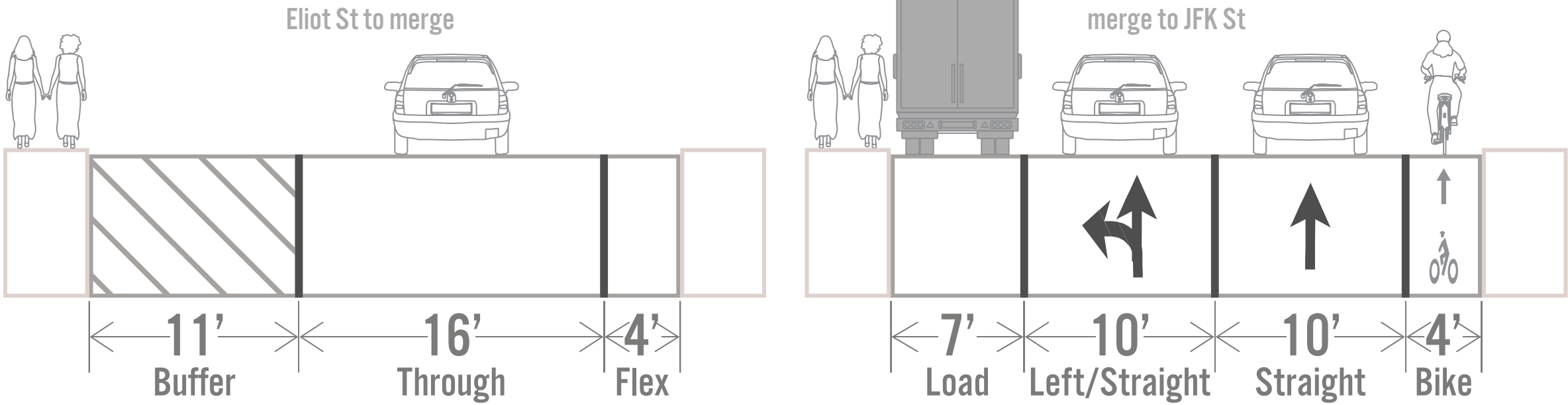
# Eliot St to Dunster St



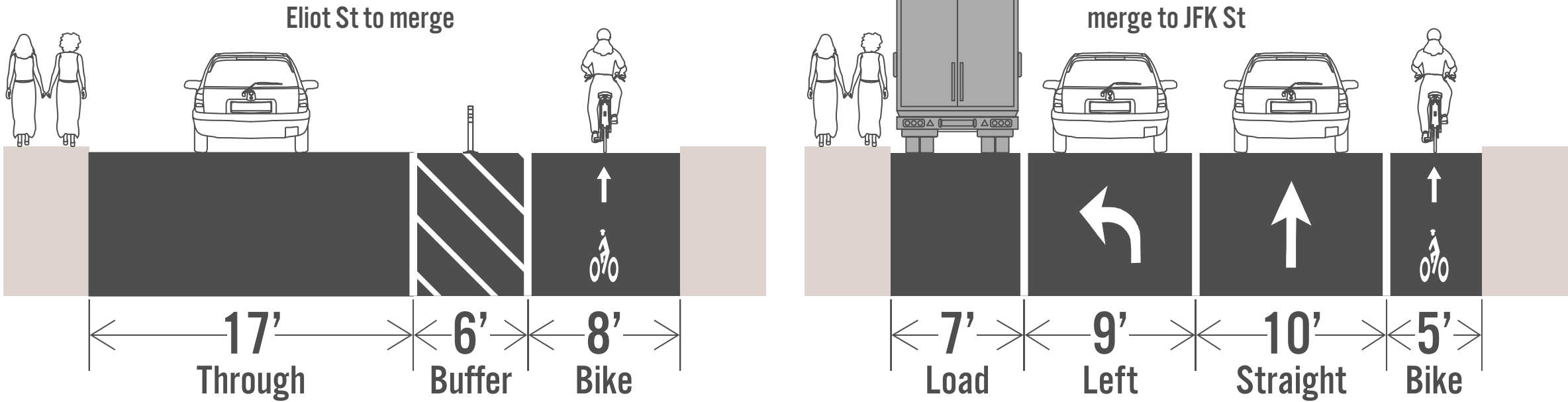
## Eliot St to JFK St



Existing Cross Section



Proposed Cross Section



### Travel Lanes and Bike Facilities

Eliot St to Merge: A separated bike lane was added.  
Merge to JFK St: The left lane was changed to a "Left Turn Only" lane.

### Transit

Not applicable.

### Parking

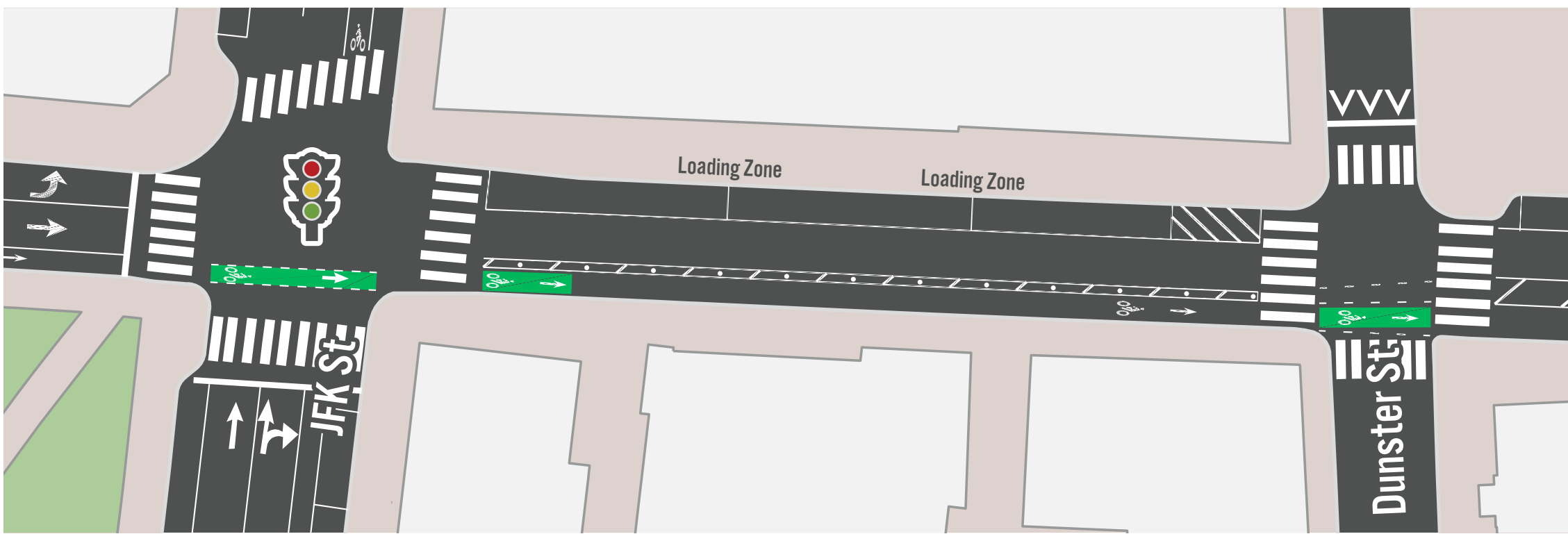
	Metered	Loading Zone
Existing	0	4.25 spaces 85 feet
Proposed	0	4.25 spaces 85 feet
Difference	0	0 spaces 0 feet

Total Proposed: 4.25 spaces

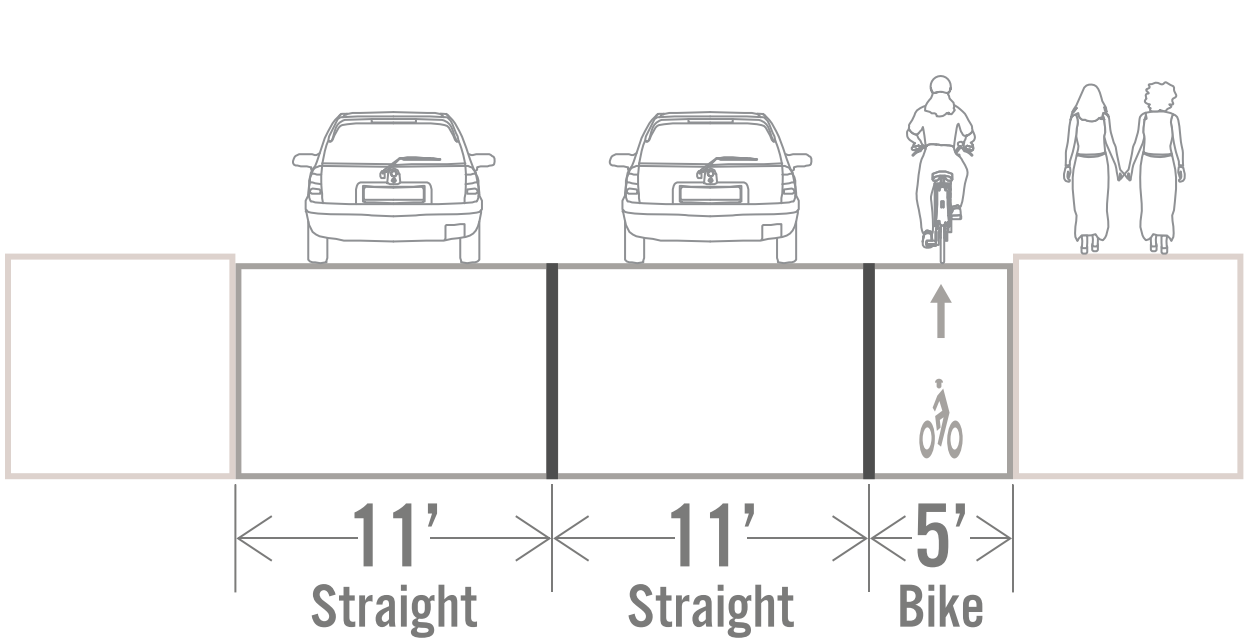
Total Difference: 0 spaces

A standard parking space is 20'

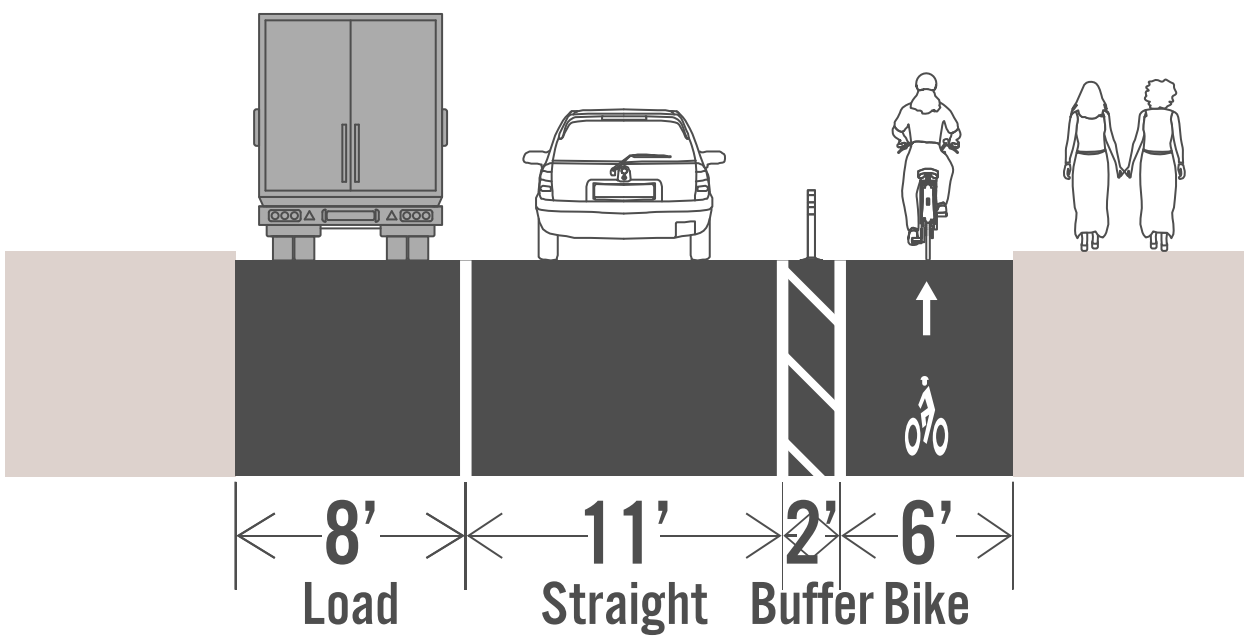
## JFK St to Dunster St



Existing Cross Section



Proposed Cross Section



### Travel Lanes and Bike Facilities

One travel lane was removed to create space for a separated bike lane.

### Transit

Not applicable.

### Parking

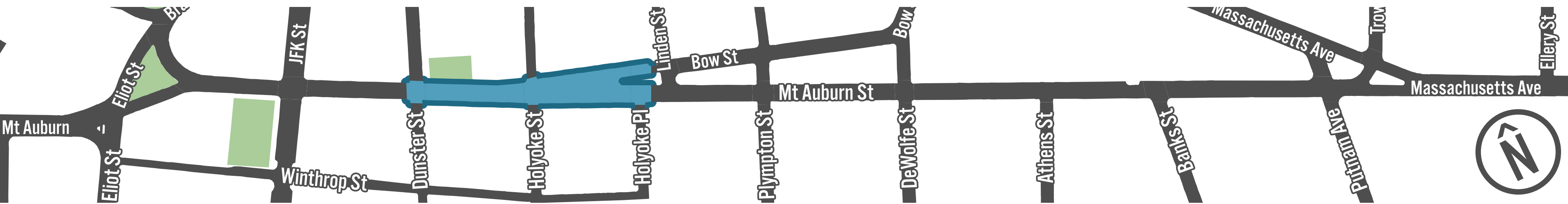
	Metered	Loading Zone
Existing	0	0 spaces 0 feet
Proposed	0	7 spaces 140 feet
Difference	0	+7 spaces +140 feet

Total Proposed: 7 spaces

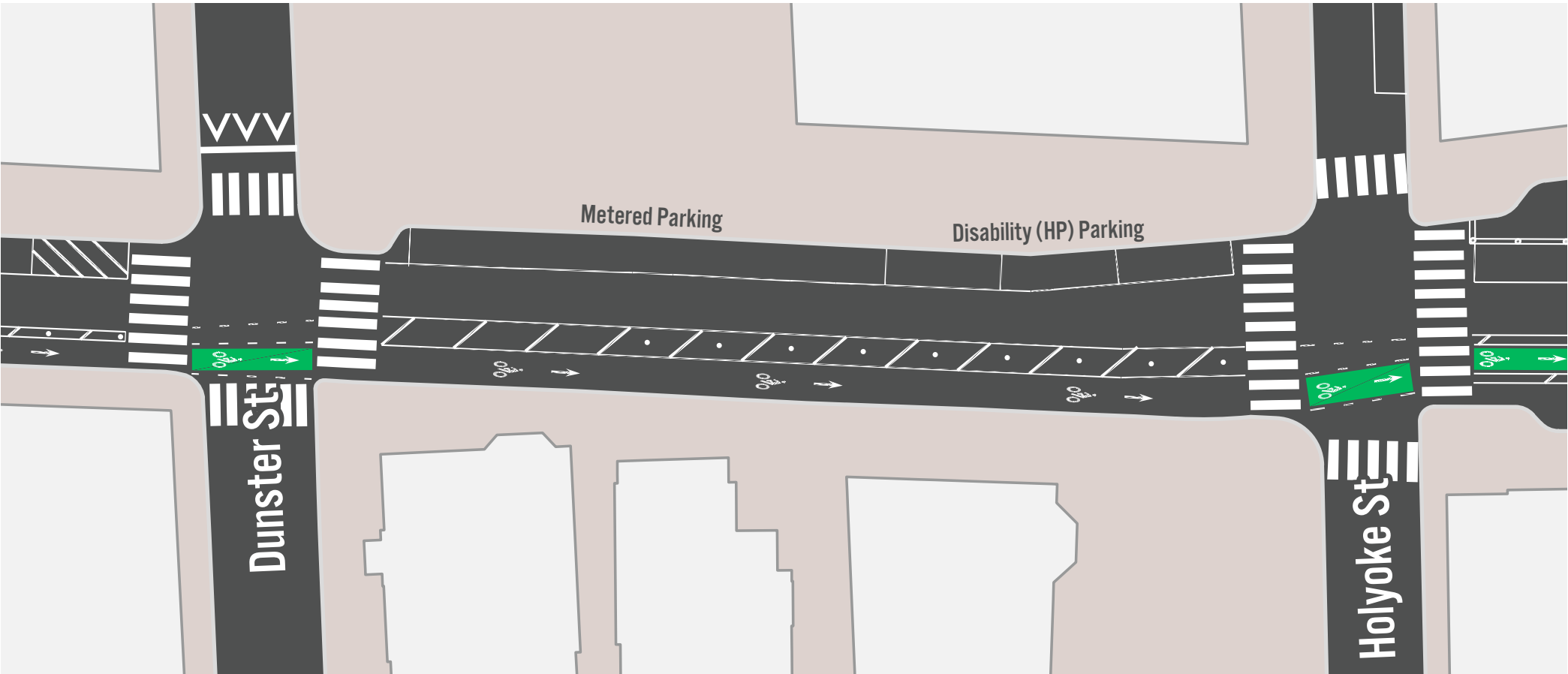
Total Difference: +7 spaces

A standard parking space is 20'

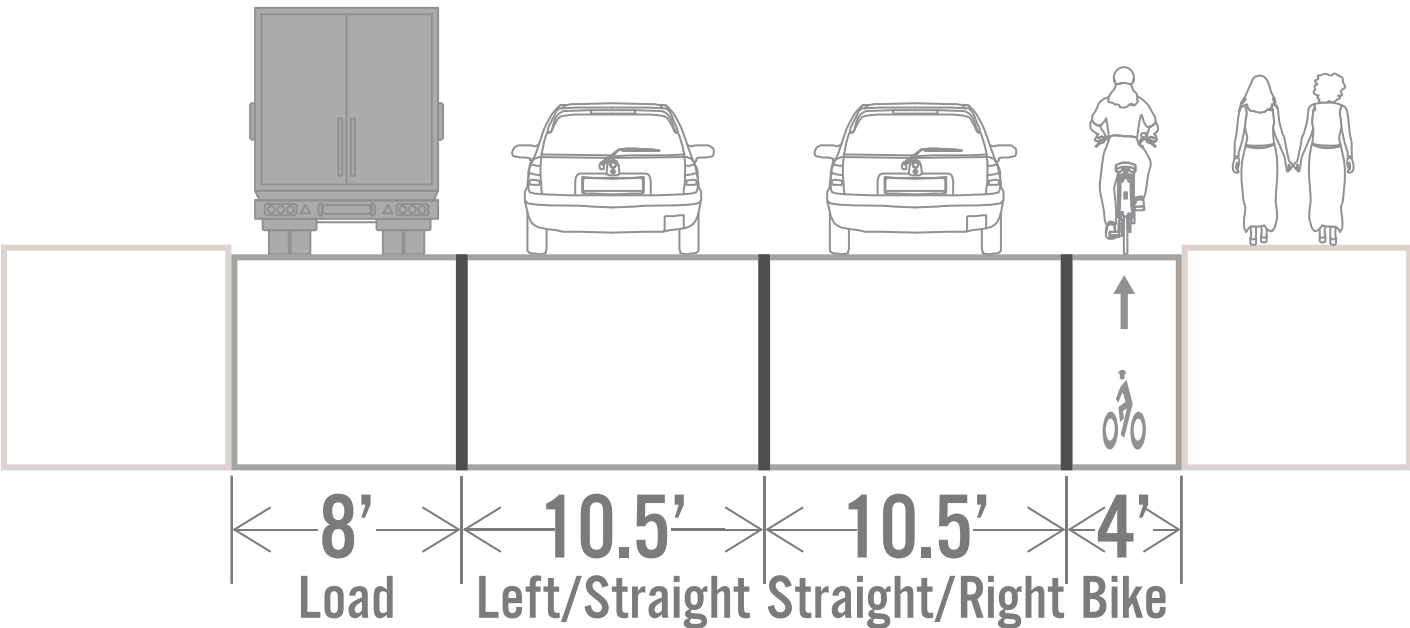
# Dunster St to Holyoke Pl



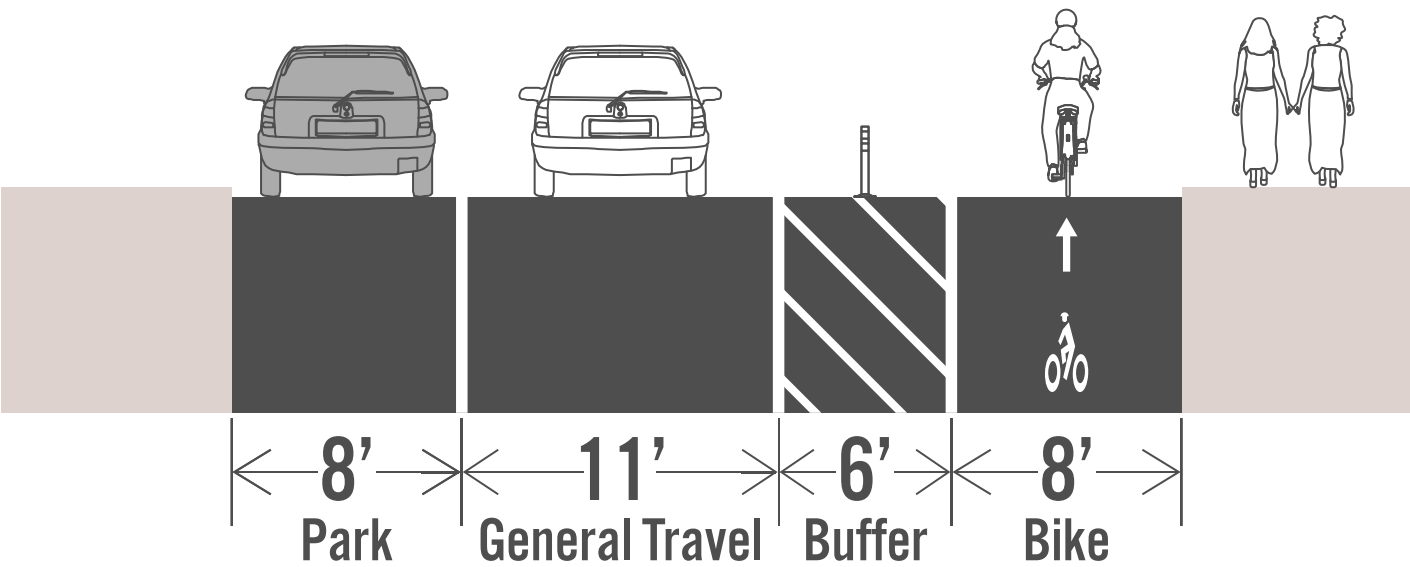
## Dunster St to Holyoke St



Existing Cross Section



Proposed Cross Section



### Travel Lanes and Bike Facilities

One travel lane was removed to create space for a separated bike lane.

### Transit

No direct impacts on the MBTA Route 1 Bus or Harvard Shuttles.

### Parking

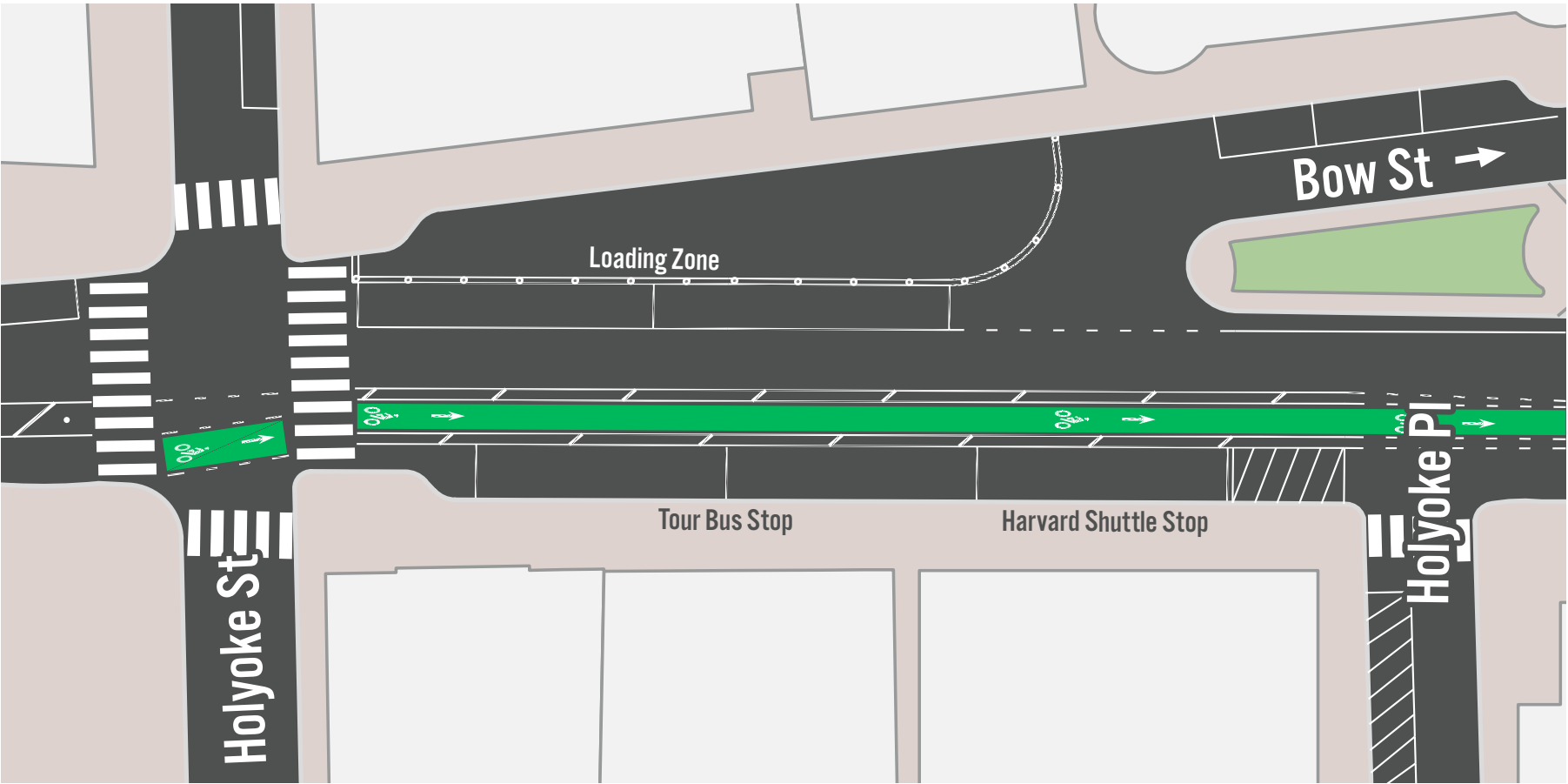
	Metered	Loading Zone	HP
Existing	2	2.5 spaces 50 feet	3
Proposed	4	0 spaces 0 feet	3
Difference	+2	-2.5 spaces -50 feet	0

Total Proposed: 7 spaces

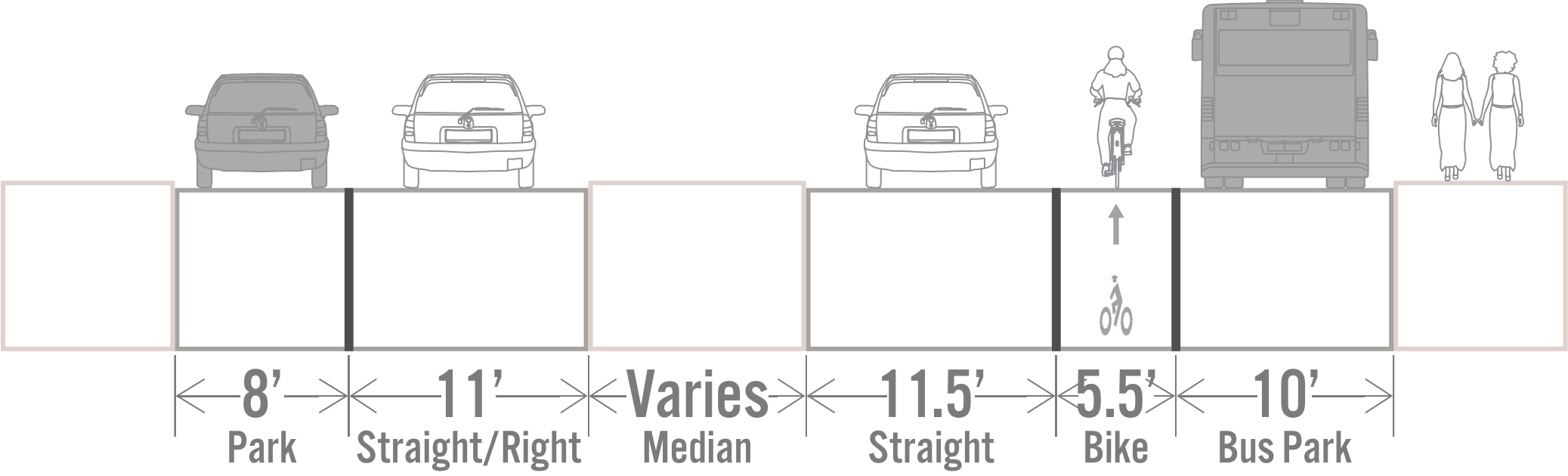
Total Difference: -0.5 spaces

A standard parking space is 20'

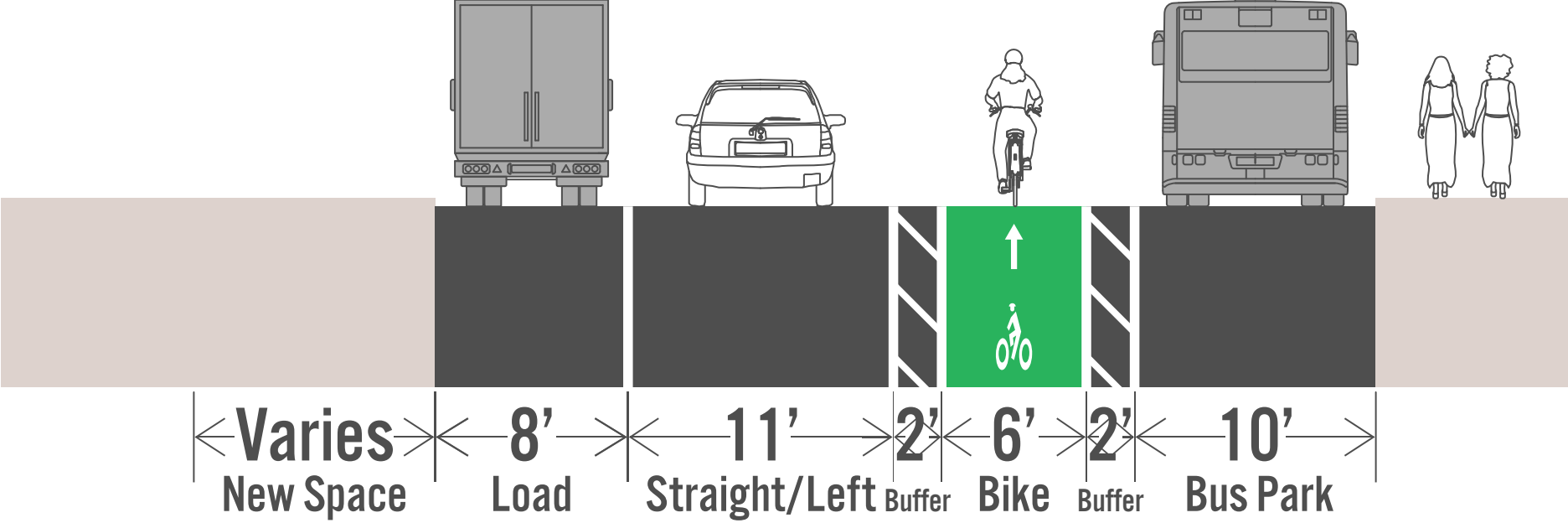
## Holyoke St to Holyoke Pl



Existing Cross Section



Proposed Cross Section



### Travel Lanes and Bike Facilities

Bow St configuration was changed to create a new curb along Mt Auburn St. The new layout means that people who want to travel on Bow St will need to make a left turn from Mt Auburn St.

### Transit

No direct impacts on the MBTA Route 1 Bus or Harvard HUIT784 Shuttle.

### Parking

	Metered	Loading Zone
Existing	5	0 spaces 0 feet
Proposed	0	5 spaces 100 feet
Difference	-5	+5 spaces +100 feet

Total Proposed: 5 spaces

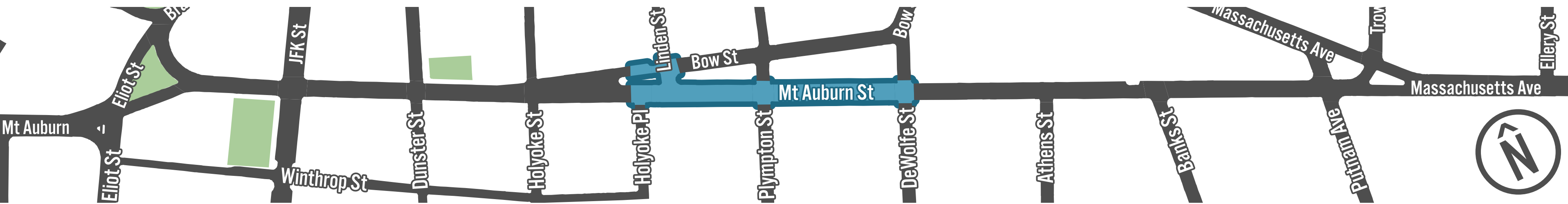
Total Difference: 0 spaces

A standard parking space is 20'

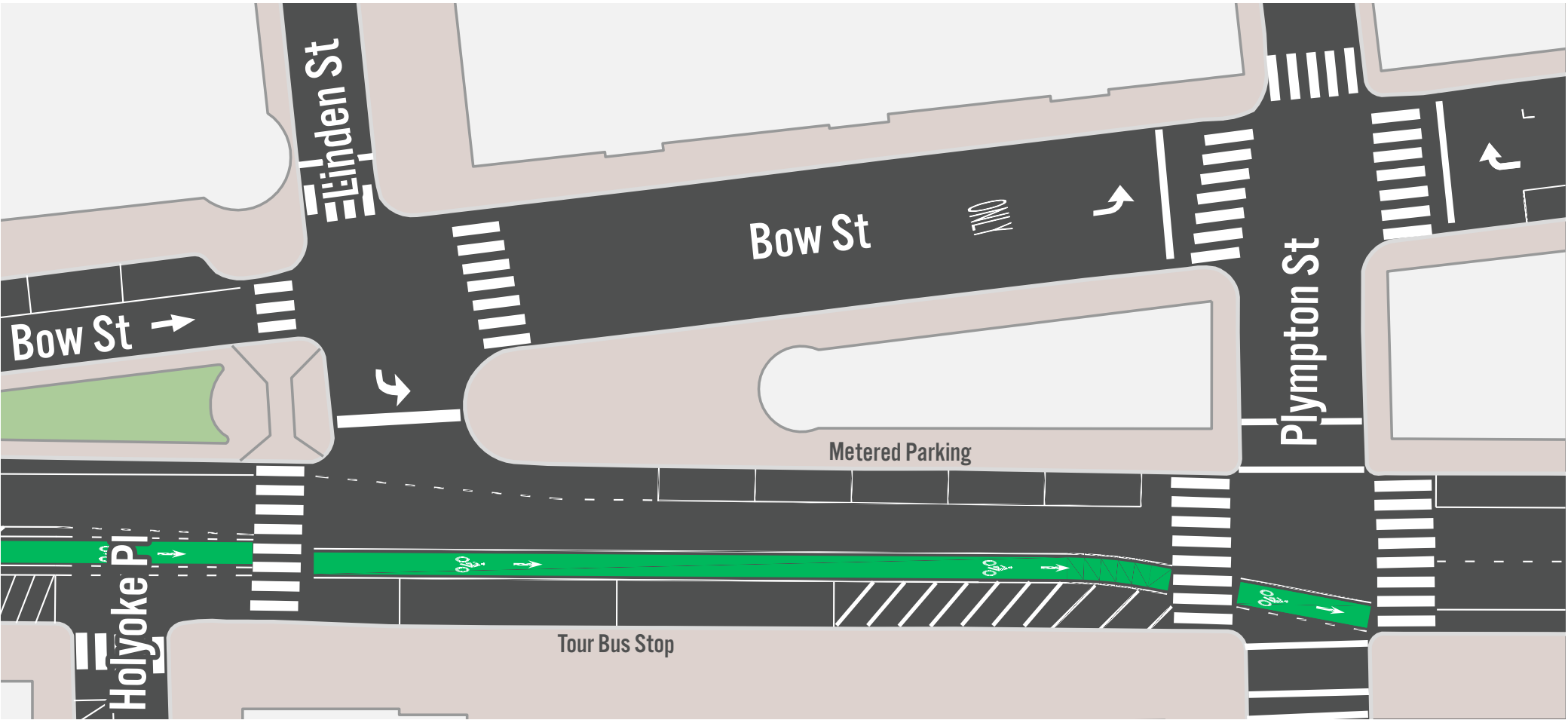
**Consider This** We're proposing converting the meters to loading zones. You can stop in a loading zone for up to 15 minutes. These loading zones may make it easier for people driving to stop at nearby businesses. **Would you prefer meters or loading zones?**



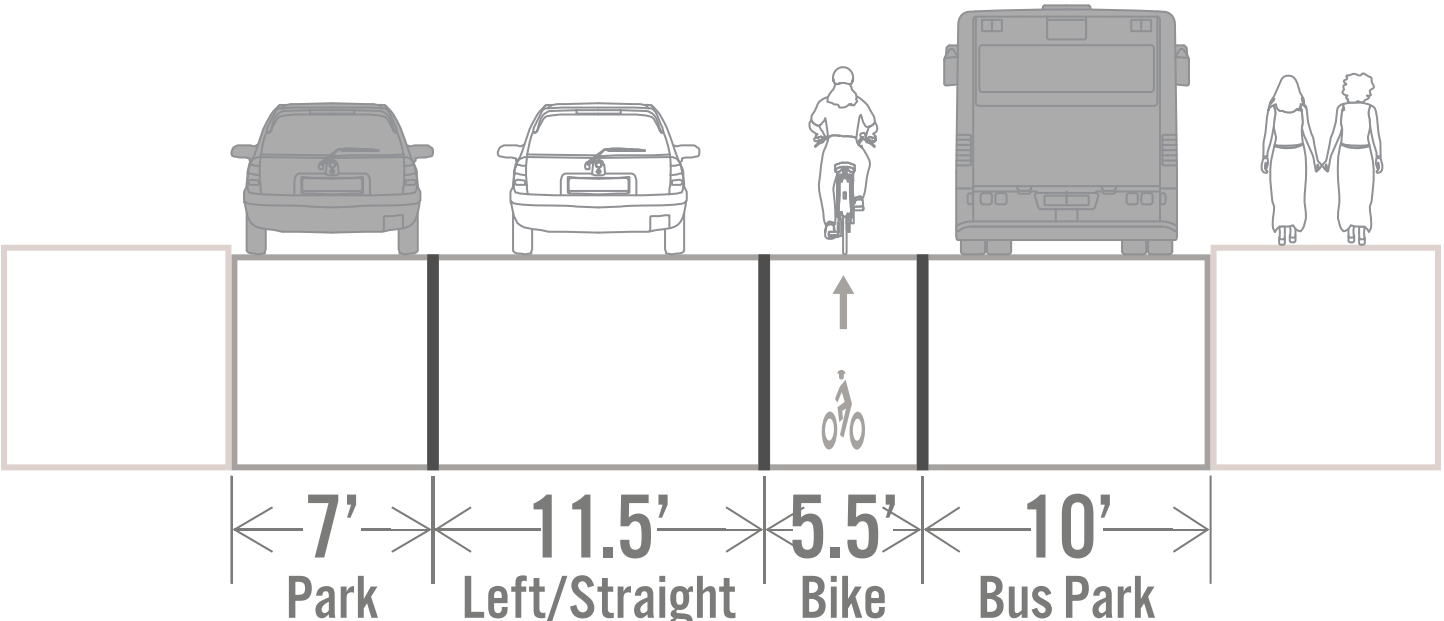
# Holyoke Pl to DeWolfe St



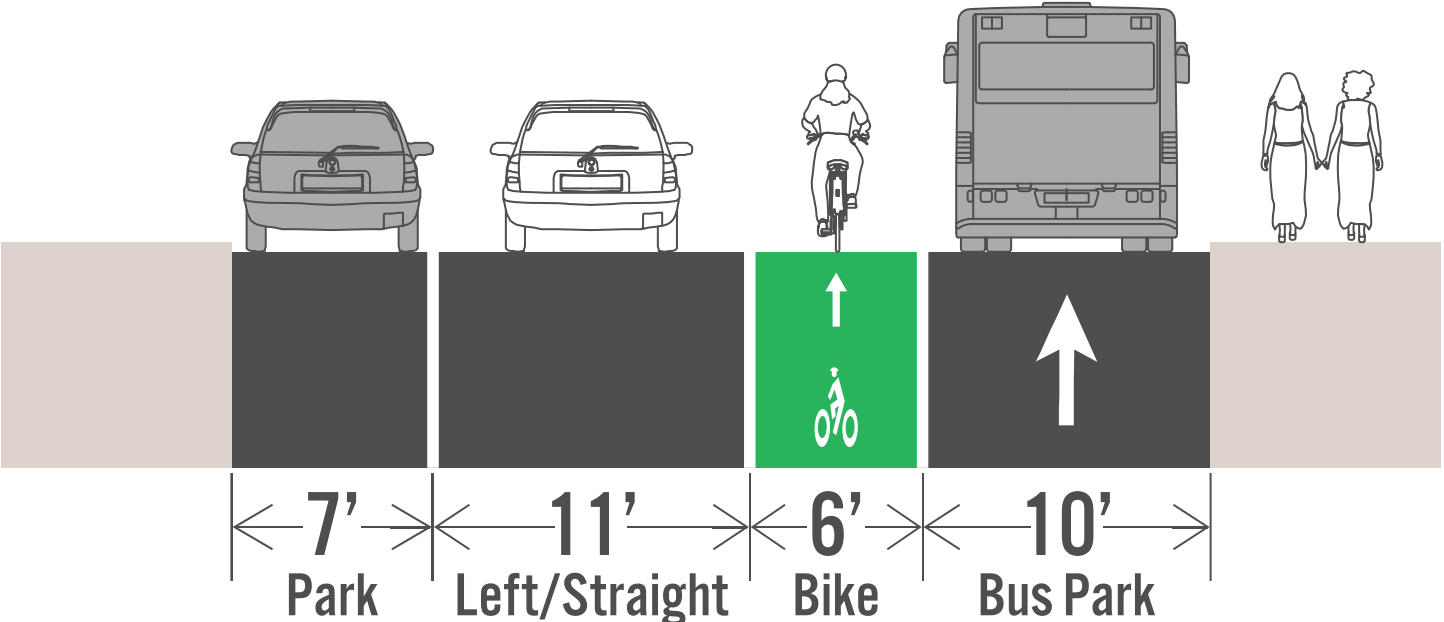
## Holyoke Pl to Plympton St



Existing Cross Section



Proposed Cross Section



### Travel Lanes and Bike Facilities

The bike lane widened by six inches, and the travel lane was reduced by six inches.

### Transit

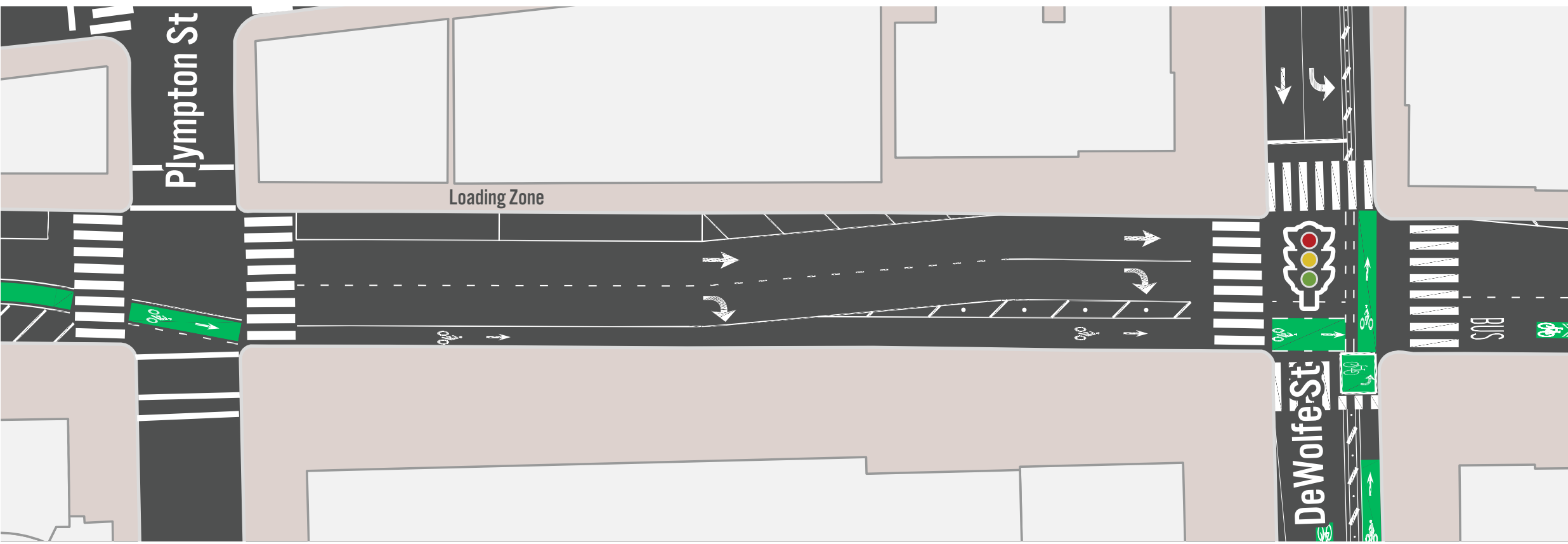
No direct impacts on the MBTA Route 1 Bus or Harvard HUIT784 Shuttle.

### Parking

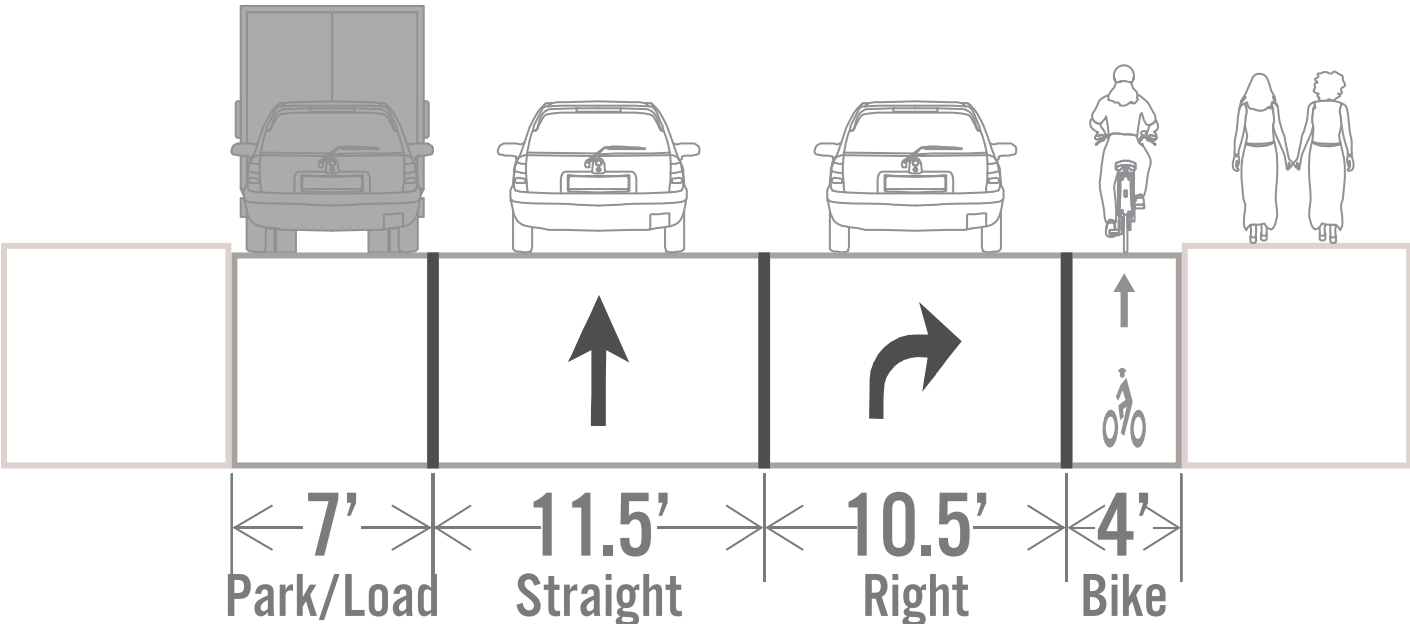
	Metered	Loading Zone
Existing	5	0 spaces 0 feet
Proposed	5	0 spaces 0 feet
Difference	0	0 spaces 0 feet

Total Proposed: 5 spaces  
Total Difference: 0 spaces  
A standard parking space is 20'

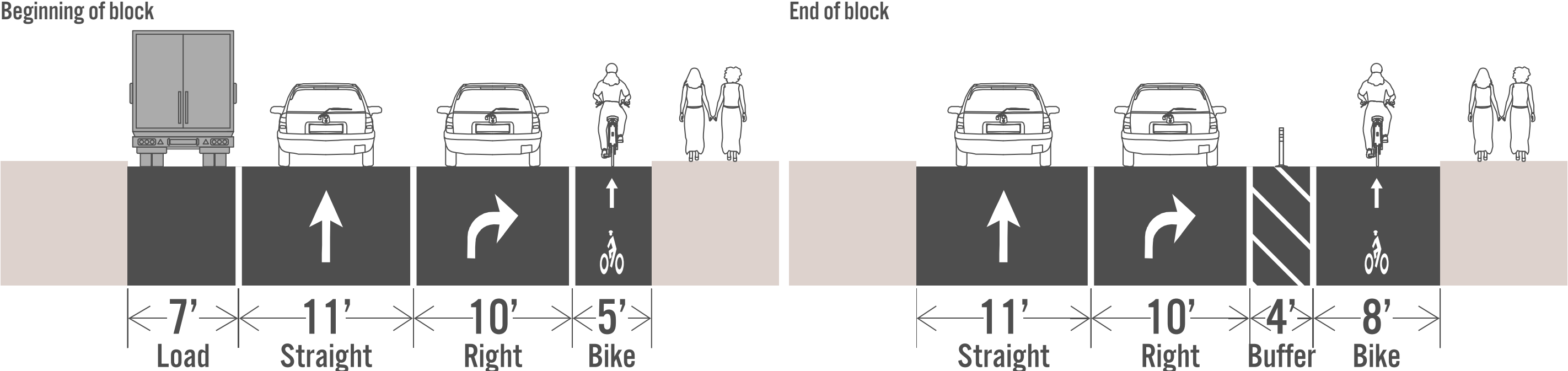
## Plympton St to DeWolfe St



Existing Cross Section



Proposed Cross Section



**Consider This** We're proposing converting the meters to loading zones. You can stop in a loading zone for up to 15 minutes. Loading zones may make it easier for people driving to stop at nearby businesses. **Would you prefer meters or loading zones?**

### Travel Lanes and Bike Facilities

Parking was removed on the second half of the block to create space for a separated bike lane.

### Transit

Signal changes will reduce the amount of time that the MBTA Route 1 Bus and Harvard HUIT784 Shuttle wait at red lights.

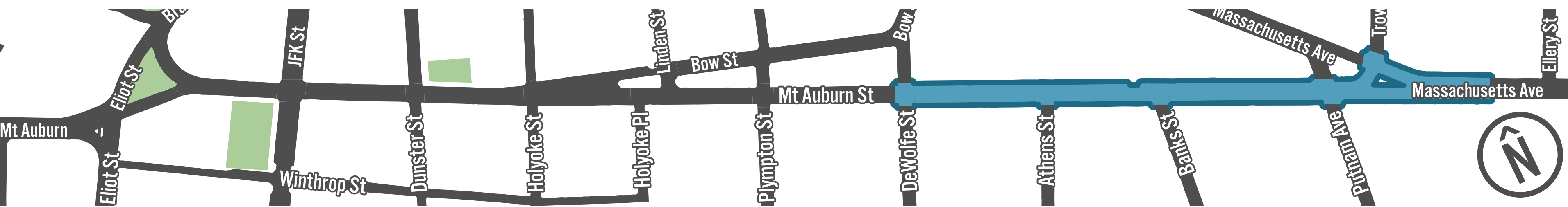
### Parking

	Metered	Loading Zone
Existing	7	2.25 spaces 45 feet
Proposed	0	5 spaces 100 feet
Difference	-7	+2.75 spaces +55 feet

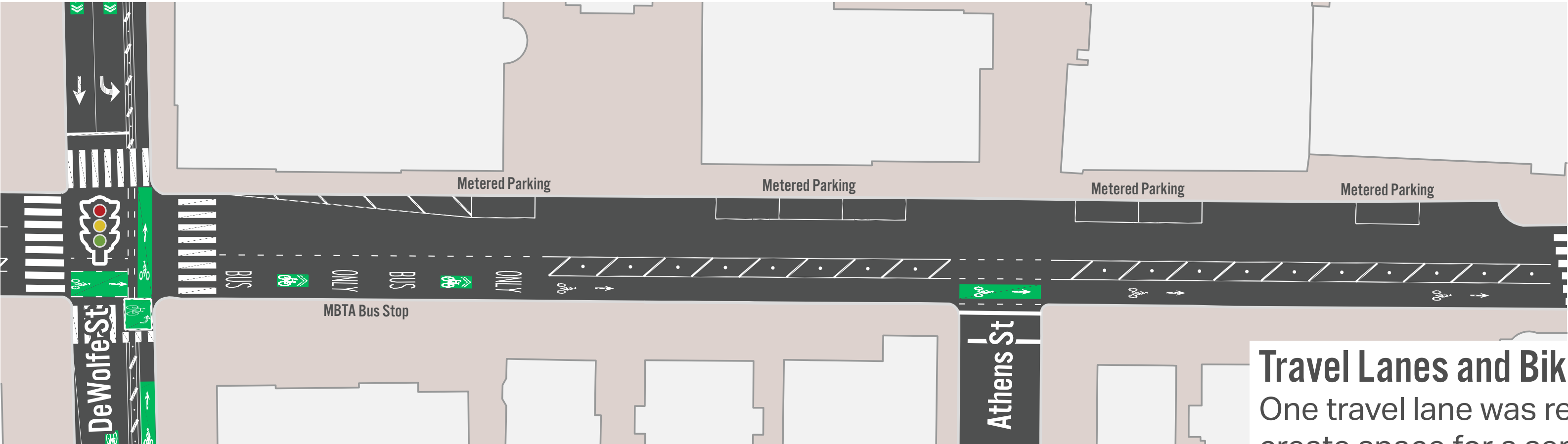
Total Proposed: 5 spaces  
Total Difference: -4.25 spaces  
A standard parking space is 20'



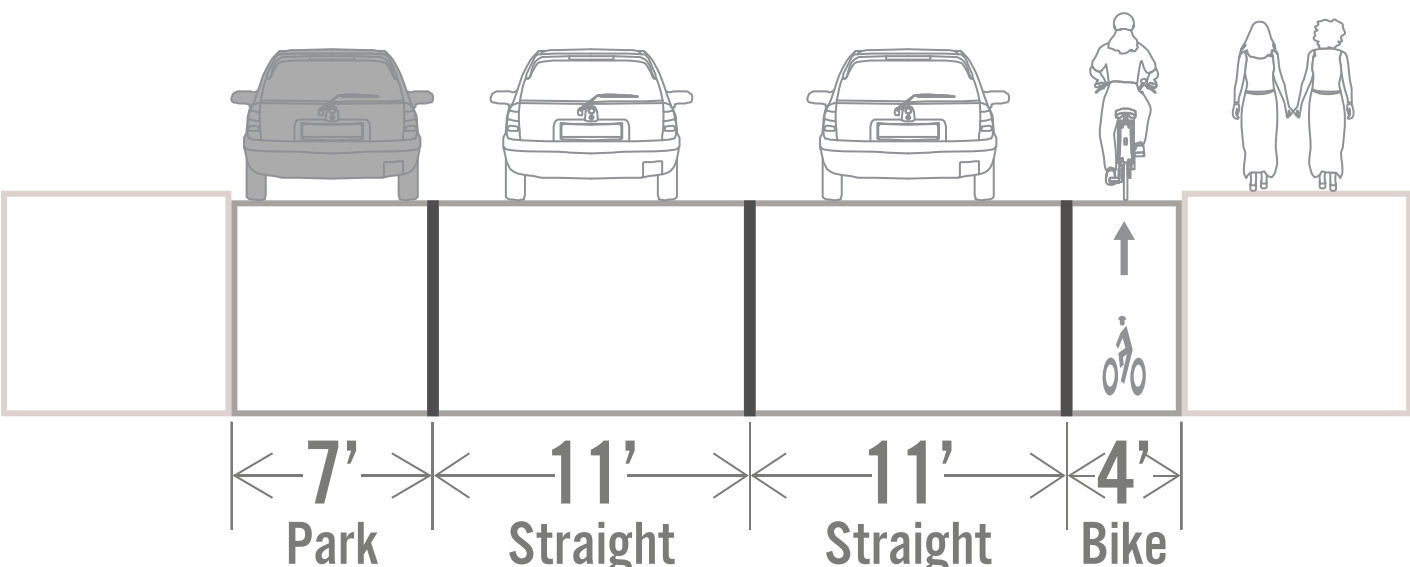
# DeWolfe St to Past Putnam St



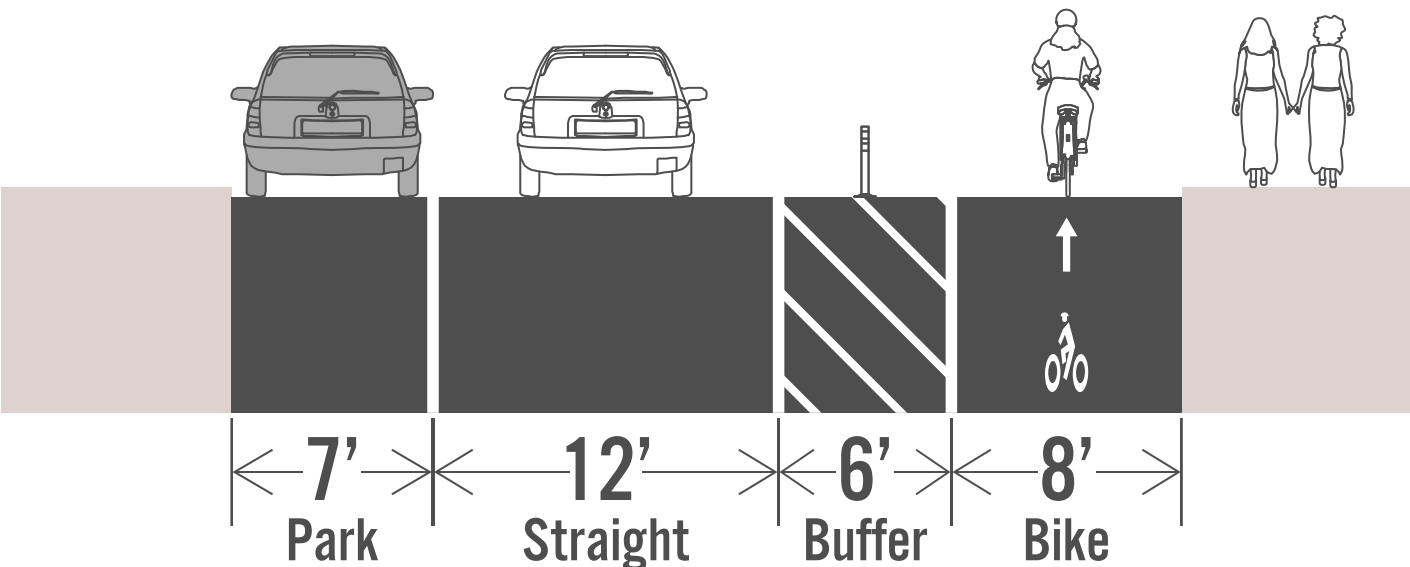
## DeWolfe St to Banks St



Existing Cross Section



Proposed Cross Section



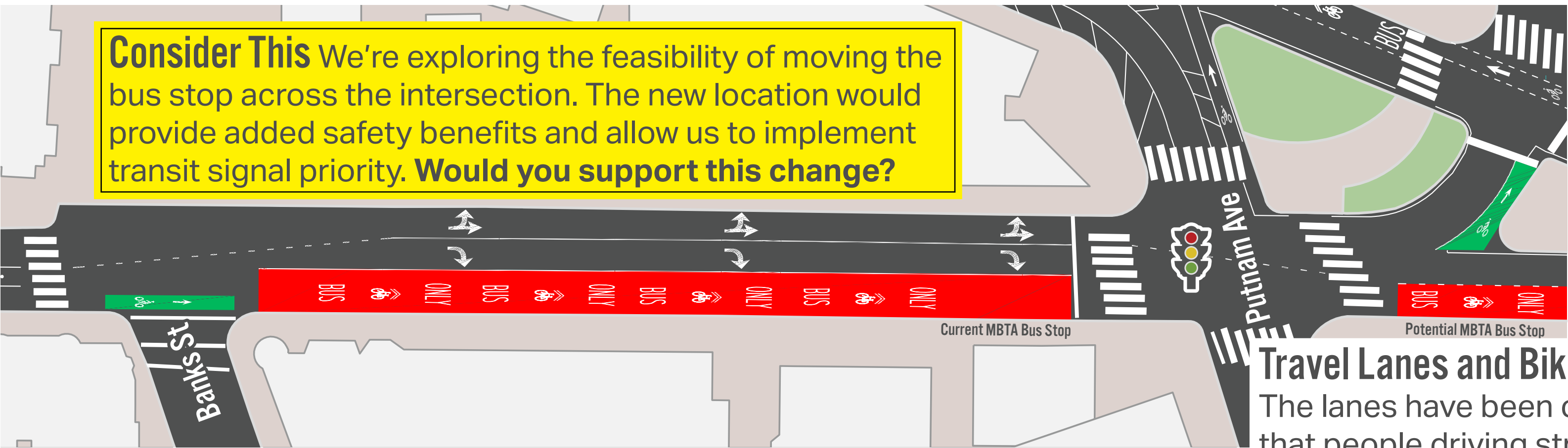
**Travel Lanes and Bike Facilities**  
One travel lane was removed to create space for a separated bike lane.

**Transit**  
No direct impacts on the MASCO M2 Shuttle or MBTA Route 1 Bus.

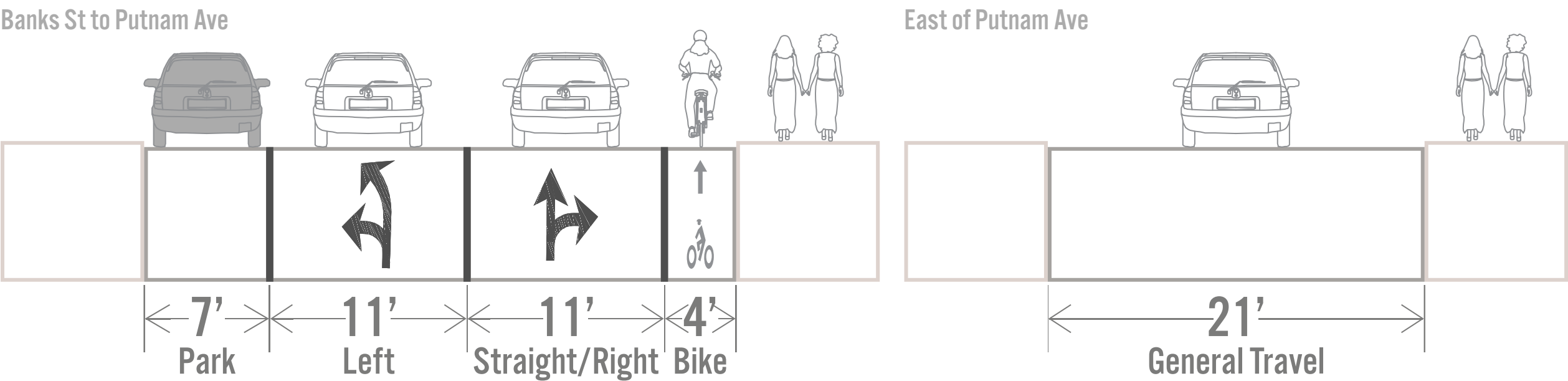
	Metered	Loading Zone
Existing	11	0 spaces 0 feet
Proposed	7	0 spaces 0 feet
Difference	-4	0 spaces 0 feet

Total Proposed: 7 spaces  
Total Difference: -4 spaces  
A standard parking space is 20'

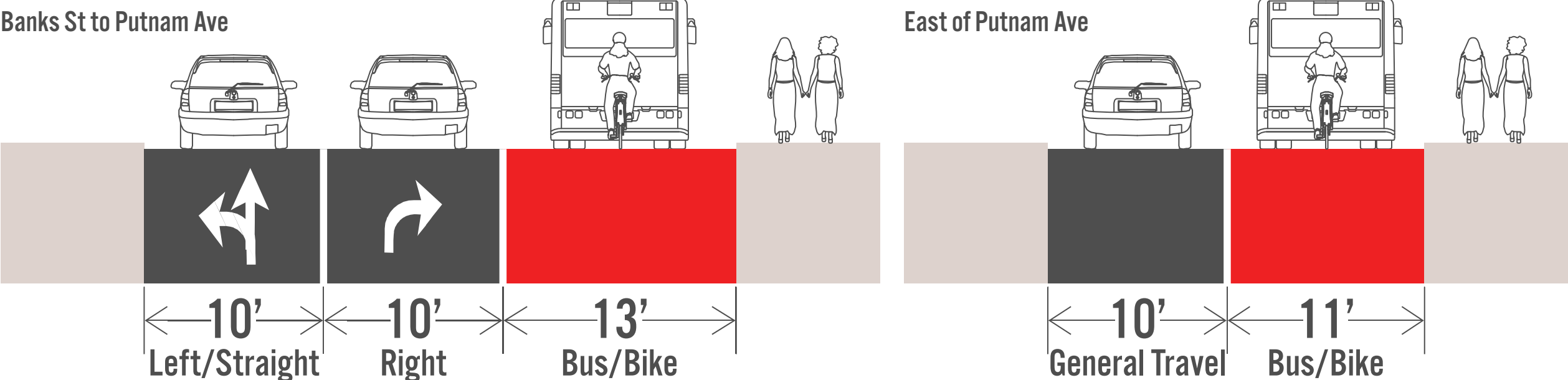
## Banks St to Past Putnam St



Existing Cross Section



Proposed Cross Section



**Travel Lanes and Bike Facilities**  
The lanes have been changed so that people driving straight on Mount Auburn St use the left lane rather than the right lane.

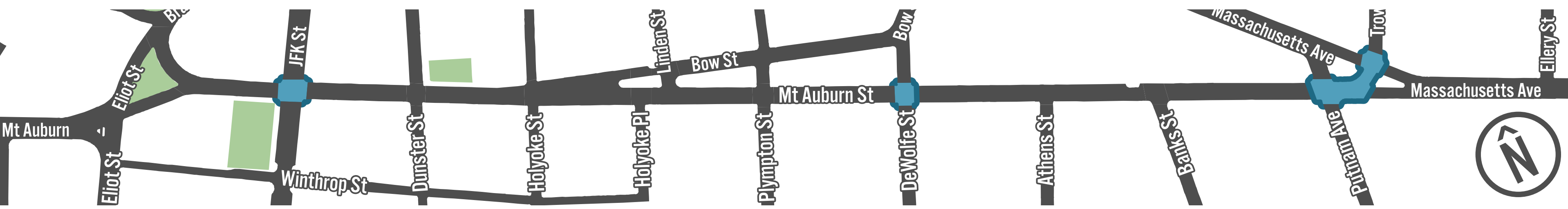
**Transit**  
Bus/bike lane added, which can be used by the MASCO M2 Shuttle and MBTA Route 1 Bus. No direct impact on Harvard shuttles.

	Metered	Loading Zone
Existing	11	0 spaces 0 feet
Proposed	0	0 spaces 0 feet
Difference	-11	0 spaces 0 feet

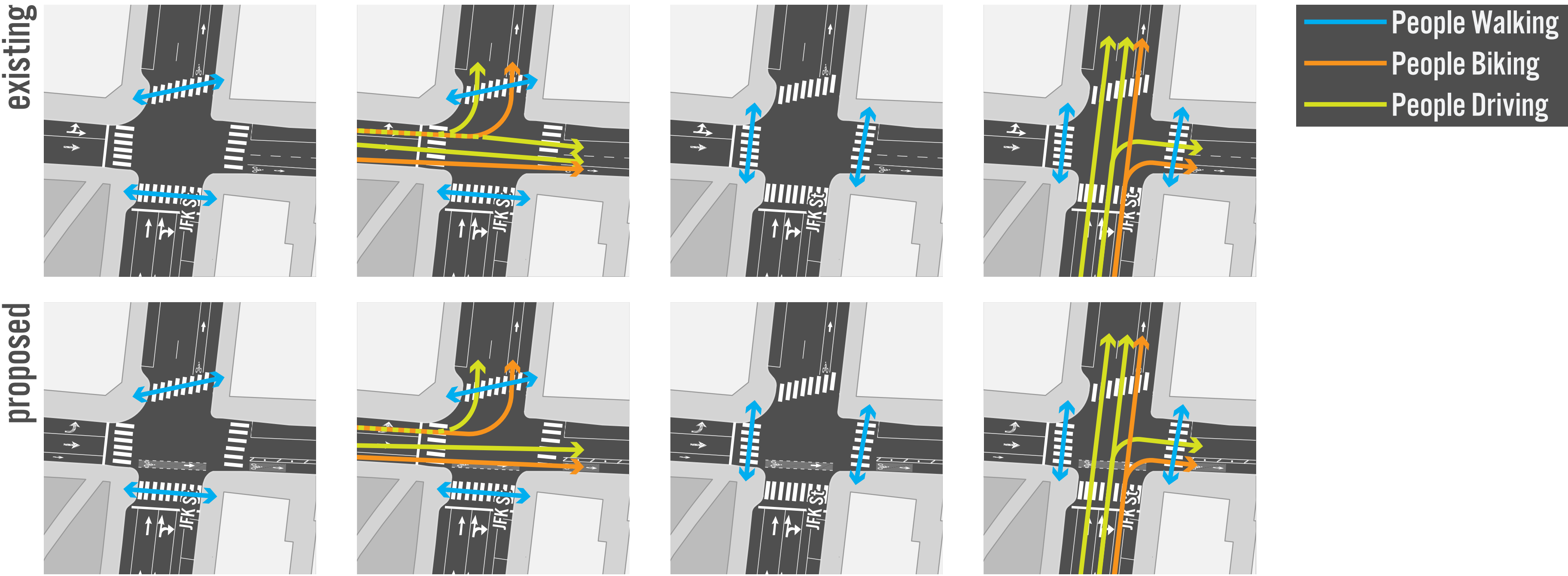
Total Proposed: 0 spaces  
Total Difference: -11 spaces  
A standard parking space is 20'



# Signal Changes

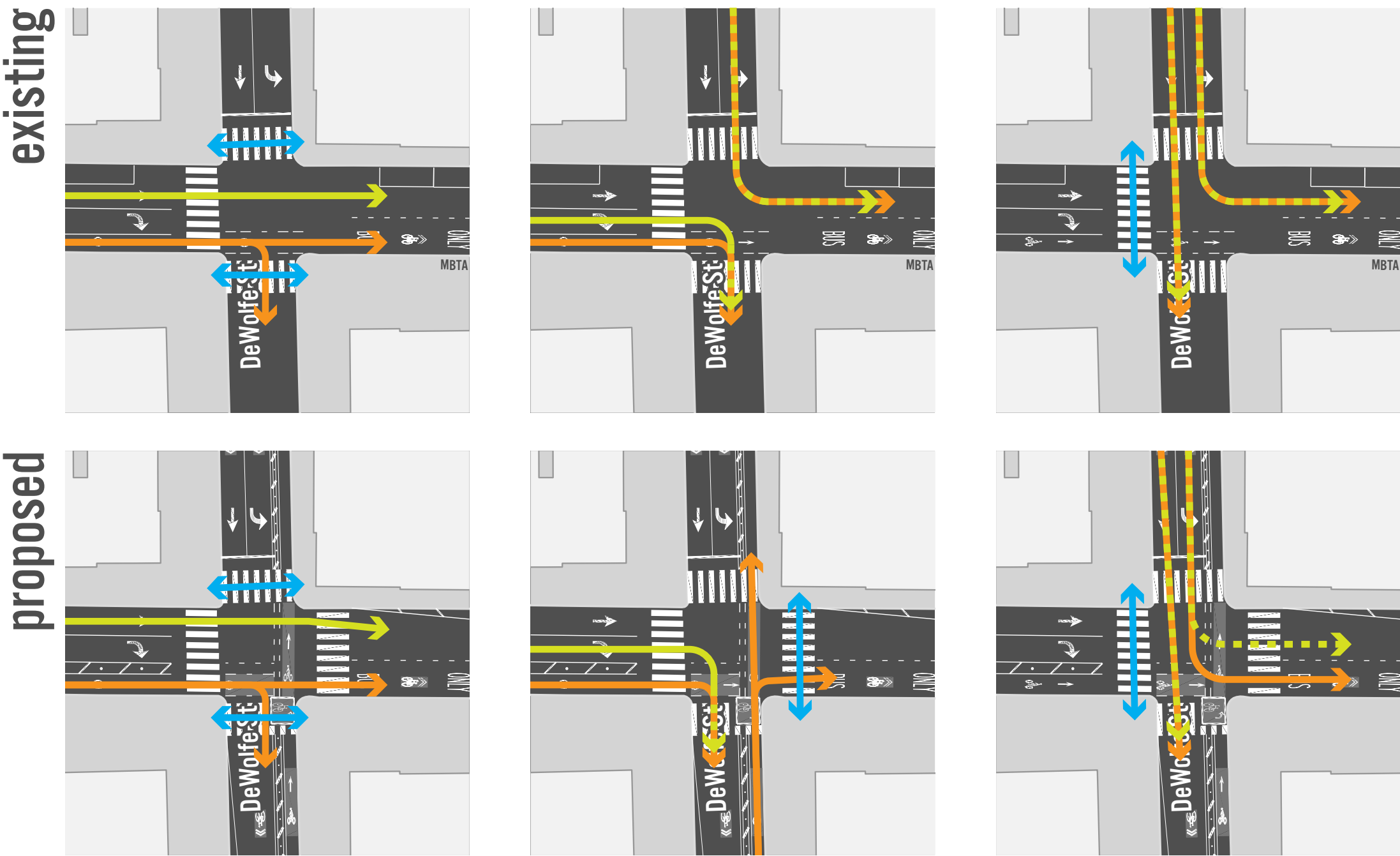


## at JFK St



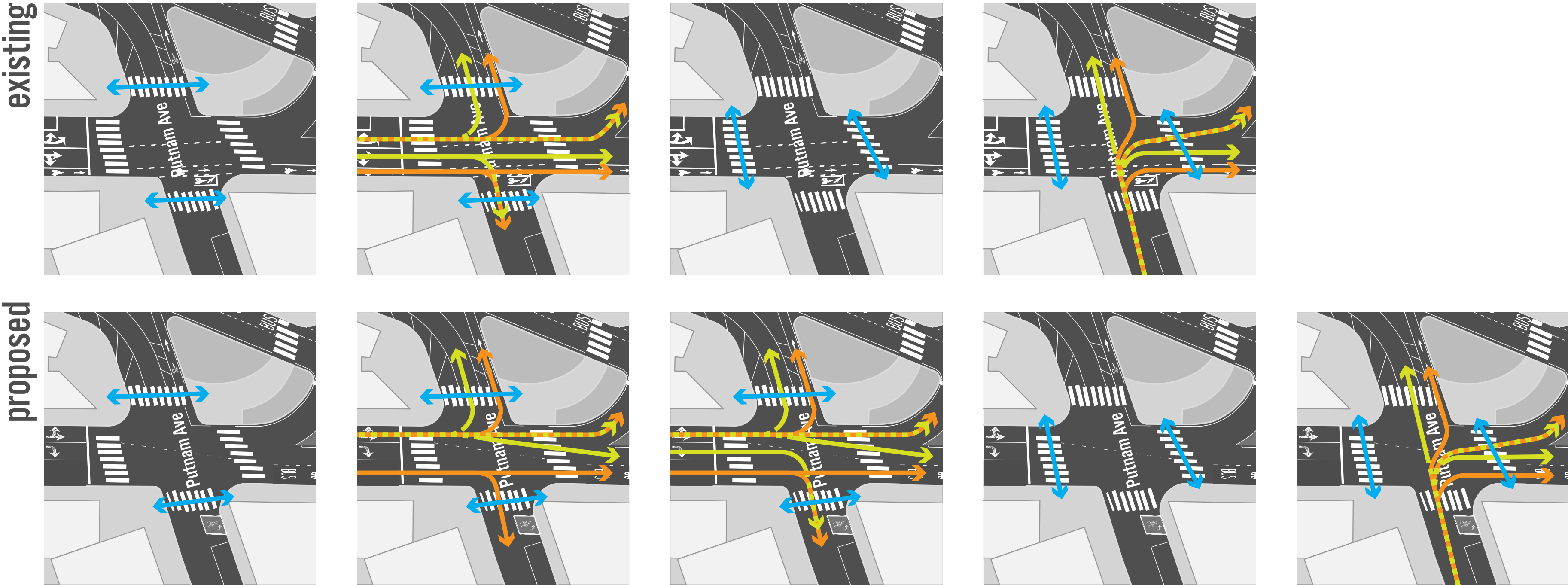
The new signal plans account for the removal of a through lane on Mount Auburn St.

## at DeWolfe St



The new signal plans account for the new crosswalk on the east side of the intersection and people biking north on DeWolfe St. Signal changes also reduce the amount of time that the MBTA Route 1 Bus and Harvard HUIT784 Shuttle wait at red lights.

## at Putnam Ave



The new signal plans provide additional time for people to begin walking across the street before people who are driving on Mount Auburn St are allowed to turn right.

# Next Steps

## Inner Mount Auburn Project

- › Through January 5, 2020 - Feedback collection period
- › Through winter - City of Cambridge and consultants work to revise drawings based on feedback
- › Early spring - Pre-implementation meeting to allow community members to review the plans
- › Spring - Project implementation

## Quincy/DeWolfe Project

- › Early January - Incorporation of community feedback
- › Through winter - Technical Design Review by the City of Cambridge and Department of Conservation and Recreation
- › Early spring - Pre-implementation meeting to allow community members to review the plans
- › Spring - Project implementation