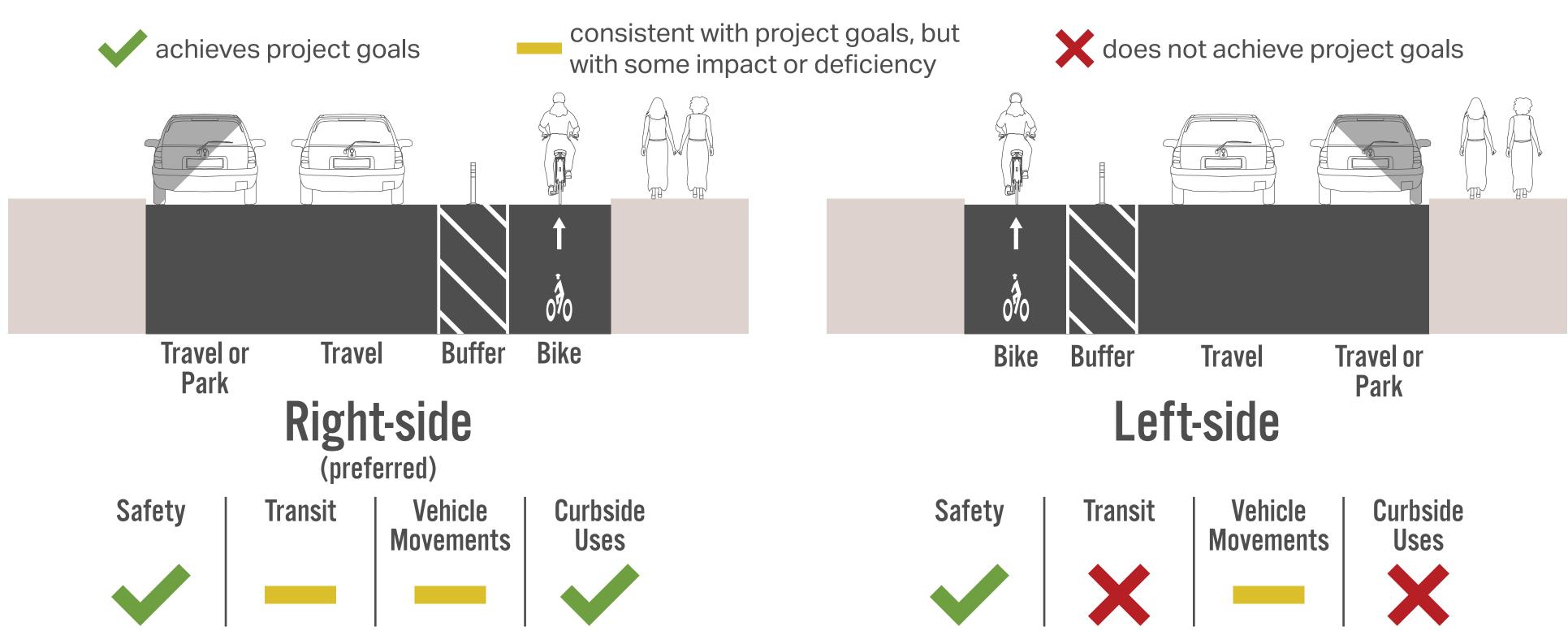
Inner Mount Auburn Overview

Project Goals

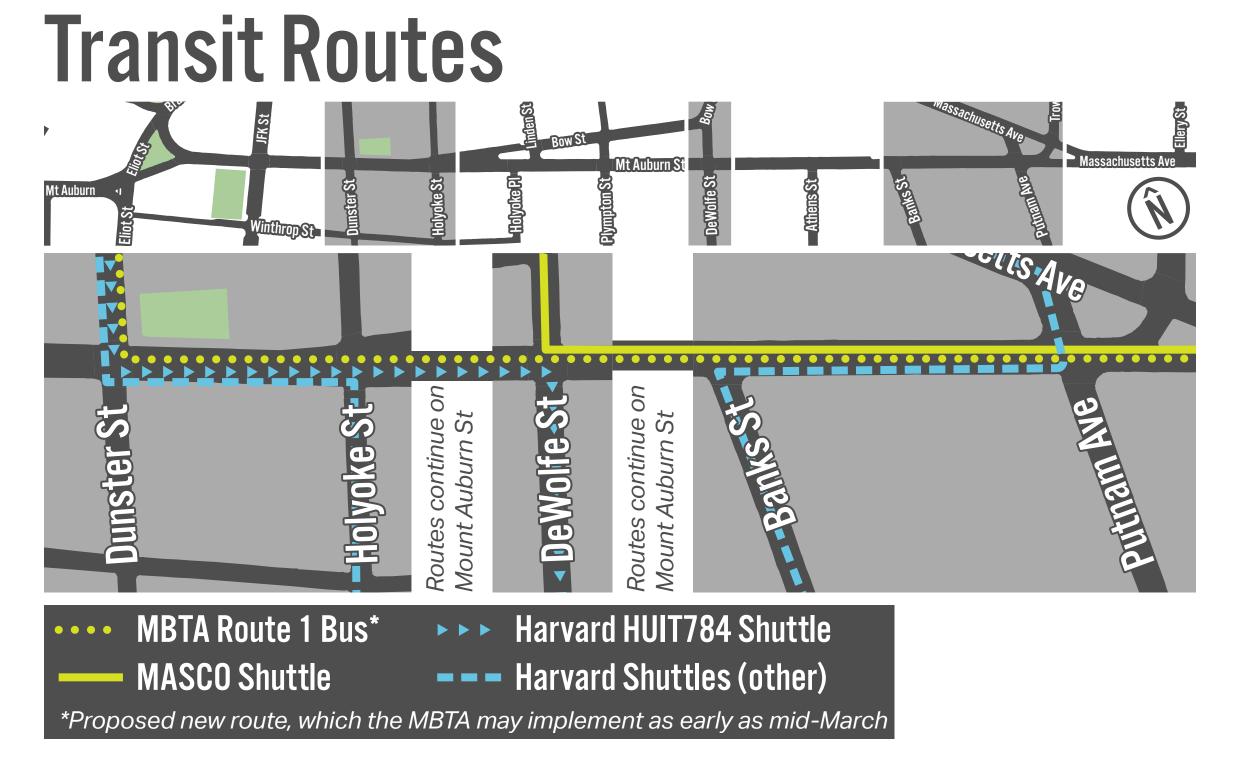
- > Improve safety and overall experience for all users
- > Implement separated bike lanes
- > Identify opportunities to improve transit operations
- Manage vehicular movements
- Manage curbside uses
 - Establish and/or improve pick-up and drop-off areas
 - Evaluate and adjust parking regulations to help ensure parking is available when people need it

Primary Design Alternatives

We considered two primary design alternatives for the corridor: a right-side separated bike lane and a left-side separated bike lane. We determined that a right-side separated bike lane would better achieve the project goals.



Today, there is only one travel lane on Mount Auburn St between Holyoke St and Plympton St. The plan includes reducing travel lanes at other unsignalized locations to match the Holyoke St to Plympton St blocks. By removing extra travel lanes, we are increasing safety by reducing the number of lanes that people have to walk across and creating space for separated bike lanes.



Parking Summary

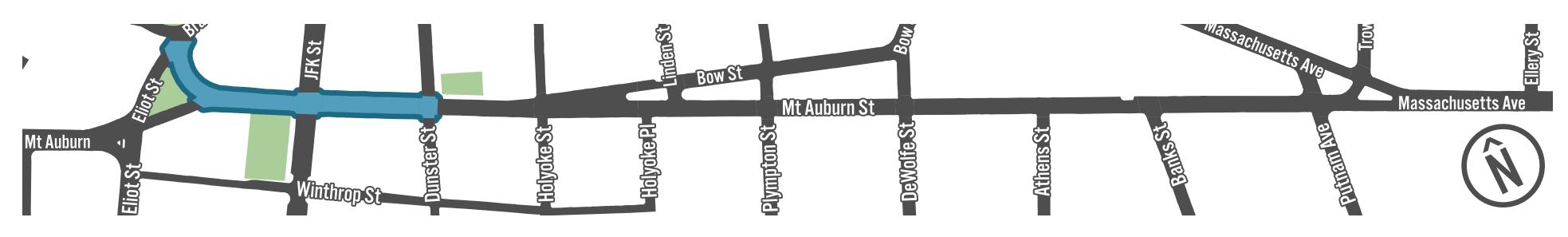
	Metered	Loading Zone	HP
Existing	41	9 spaces 180 feet	3
Proposed	16	21.25 spaces 425 feet	3
Difference	-25	+12.25 <i>spaces</i> +245 feet	0

Total Proposed: 40.25 spaces
Total Difference: -12.75 spaces

(24% of existing)

A standard parking space is 20'

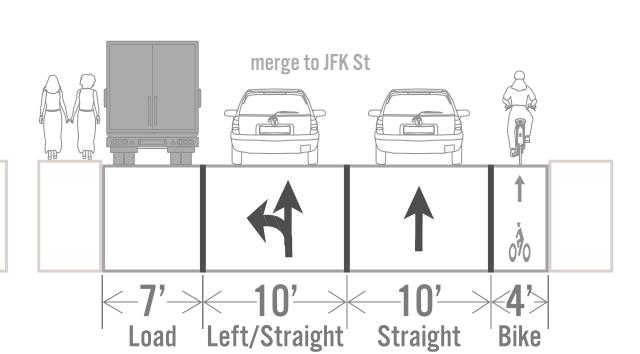
Eliot St to Dunster St



Ellot St to JFK St

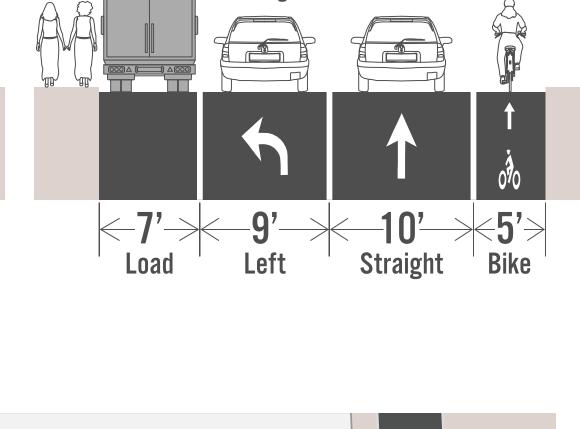
Loading Zone Loading Zone

Existing Cross Section Eliot St to merge 11' Buffer Through Flex



merge to JFK St

Proposed Cross Section Eliot St to merge 17' Through Buffer Bike



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.

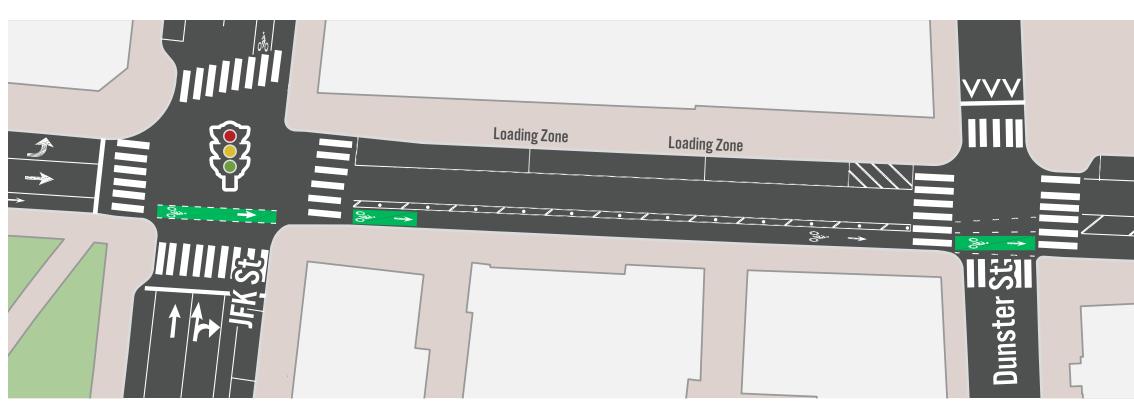
TransitNot applicable.

Parking

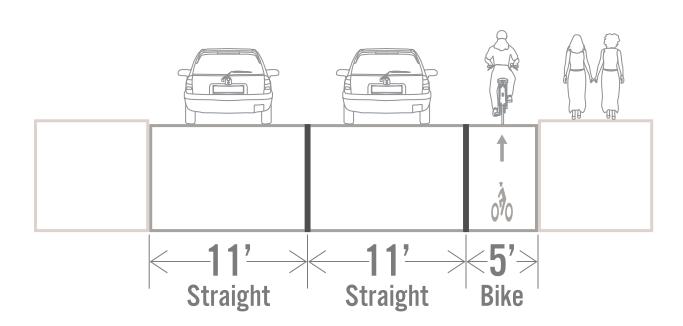
	Metered	Loading Zone
Existing	0	<i>4.25 spaces</i> 85 feet
Proposed	0	<i>4.25 spaces</i> 85 feet
Difference	0	<i>0 spaces</i> 0 feet

Total Proposed: 4.25 spaces
Total Difference: 0 spaces
A standard parking space is 20'

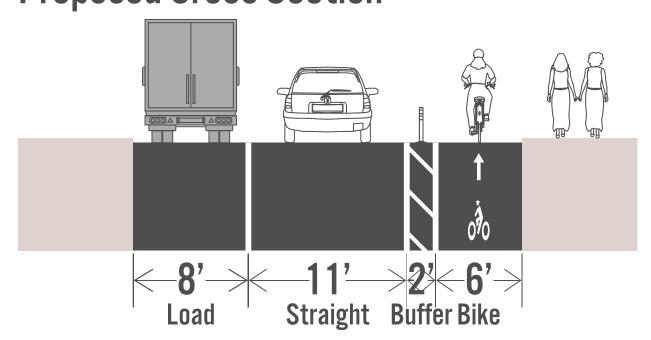
t to Dunster St



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

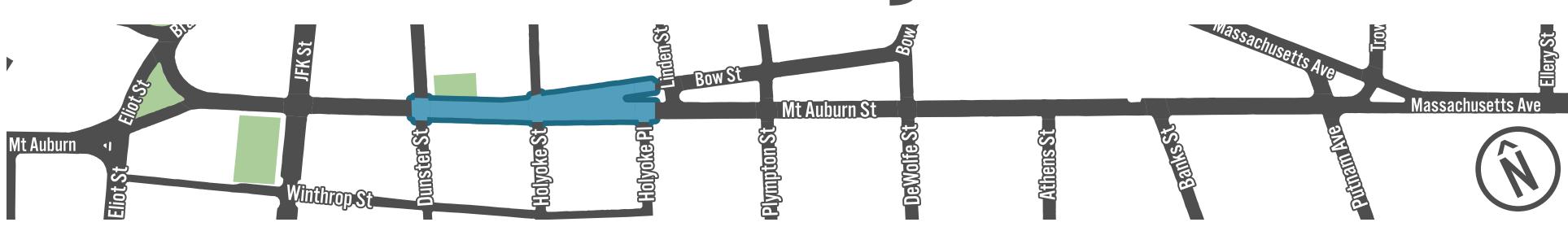
Not applicable.

Parking

. 4		
	Metered	Loading Zone
Existing	0	<i>0 spaces</i> 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'

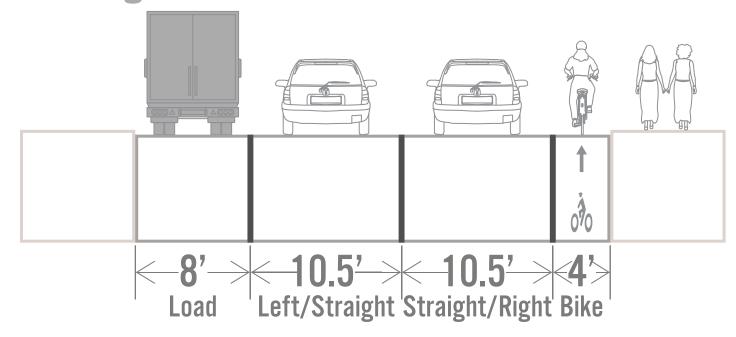
Dunster St to Holyoke Pl



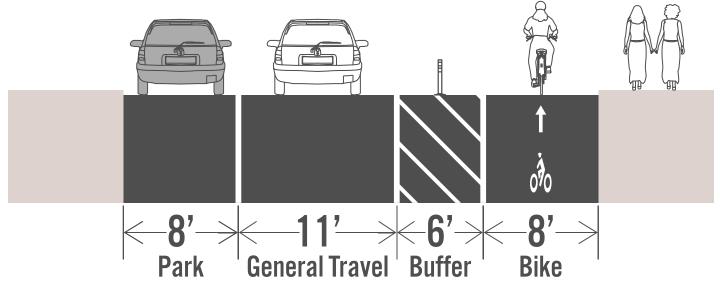
unster

VVV **Metered Parking** Disability (HP) Parking **Dunster** 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

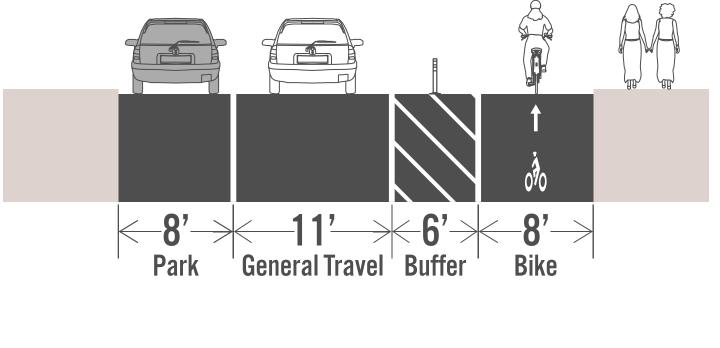
No direct impacts on the MBTA Route 1 Bus or Harvard Shuttles.

Parking

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

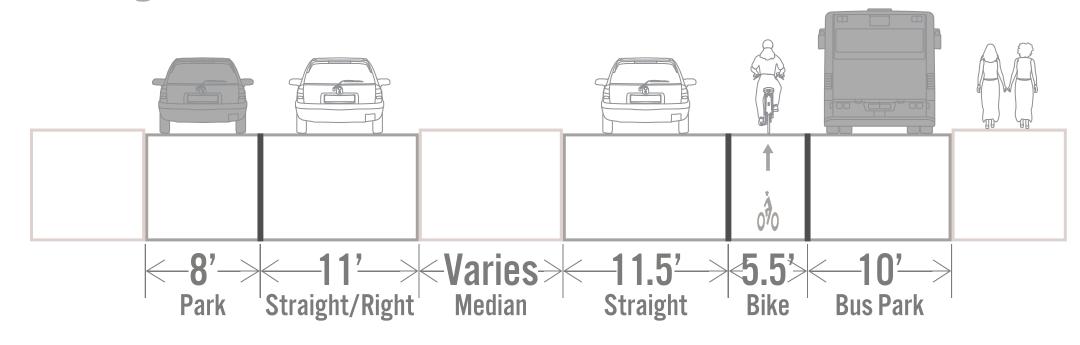
Total Proposed: 7 spaces **Total Difference: -**0.5 spaces A standard parking space is 20'

Holyoke Holyoke

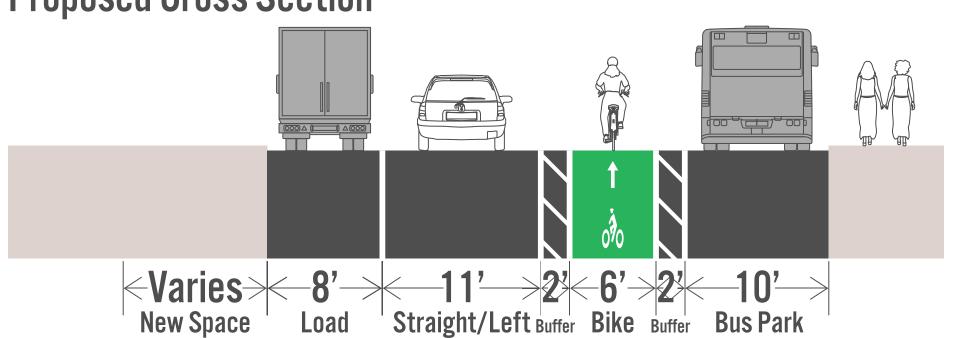


Bow St → Tour Bus Stop **Harvard Shuttle Stop** Holyo

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

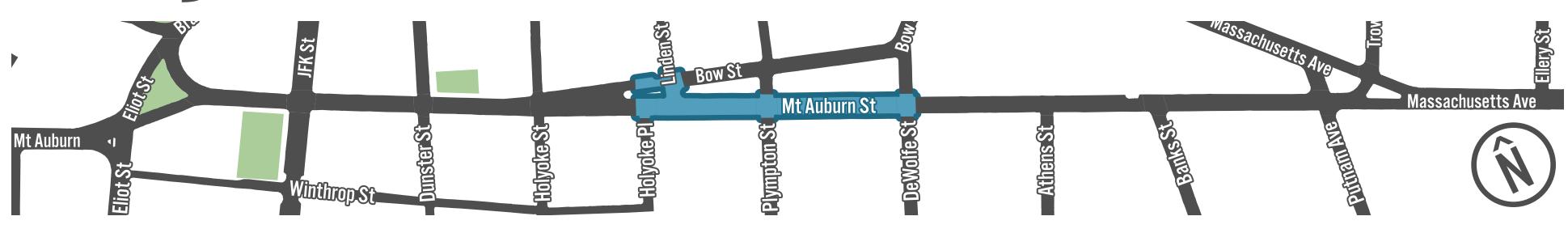
8		
	Metered	Loading Zone
Existing	5	<i>0 spaces</i> 0 feet
Proposed	0	<i>5 spaces</i> 100 feet
Difference	-5	+5 spaces +100 feet

Total Proposed: 5 spaces **Total Difference:** O 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



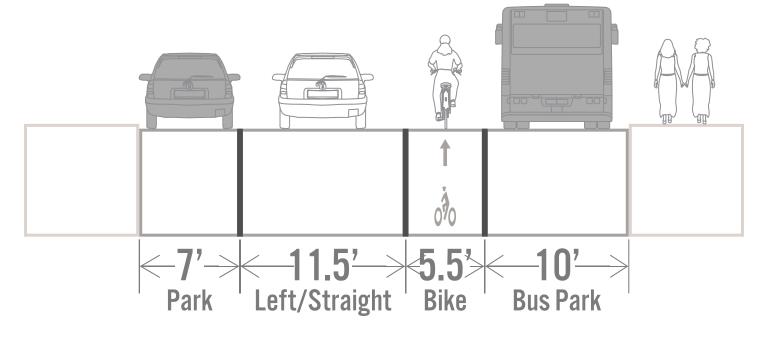
Holyoke PI to Plympton St

eWolfe

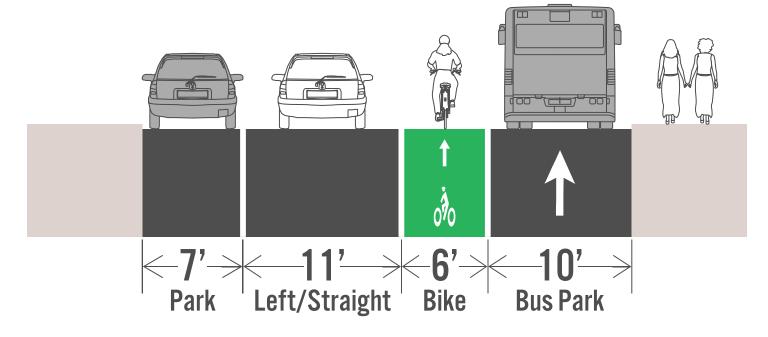
Plympton Plympton

Bow St Bo

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

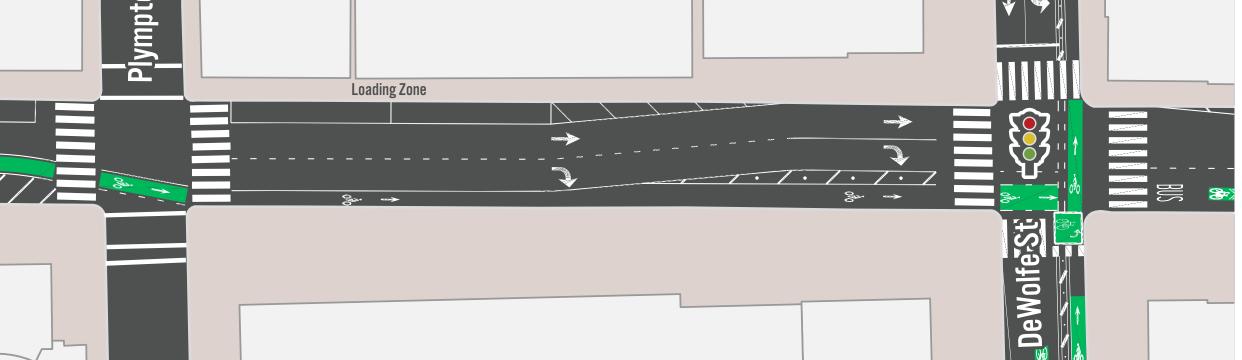
No direct impacts on the MBTA Route 1 Bus or Harvard HUIT784 Shuttle.

Parking

	Metered	Loading Zone
Existing	5	<i>0 spaces</i> 0 feet
Proposed	5	<i>0 spaces</i> 0 feet
Difference	0	<i>0 spaces</i> 0 feet

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

Parking was removed by the space for a separate of the spa



Existing Cross Section

A

7'

11.5'

Park/Load Straight Right Bike

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

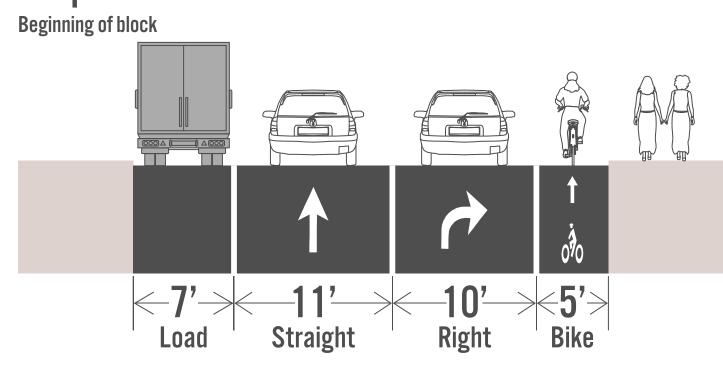
Signal changes will reduce the amount of time that the MBTA Route 1 Bus and Harvard HUIT784 Shuttle wait at red lights.

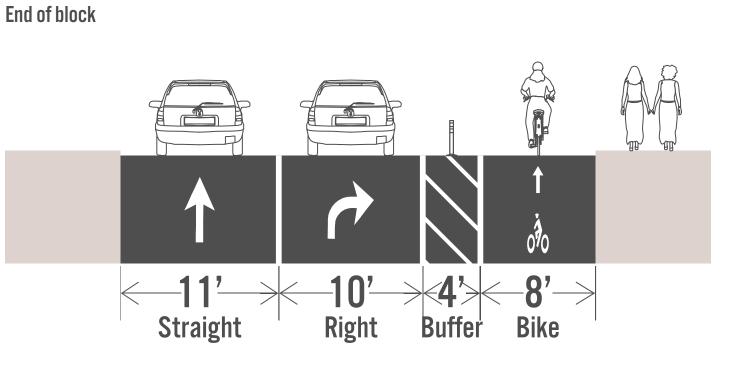
Parking

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

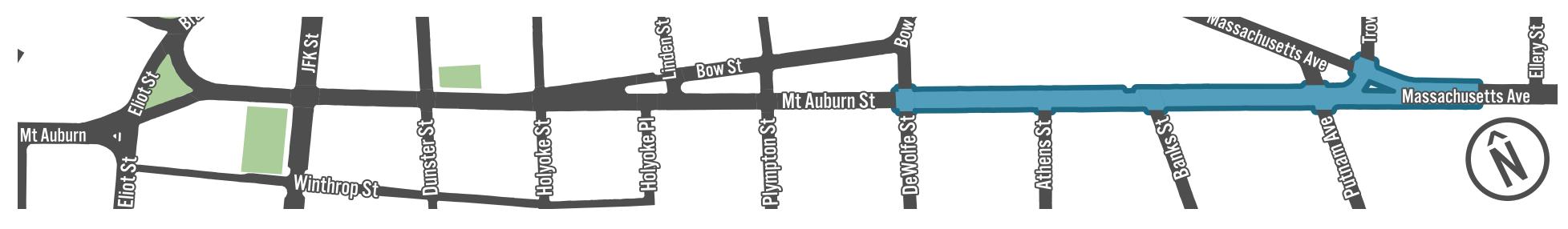
Total Proposed: 5 spaces **Total Difference:** -4.25 spaces *A standard parking space is 20'*

Proposed Cross Section





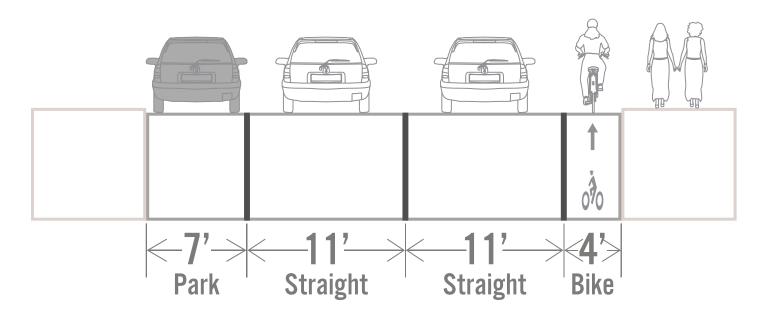
DeWolfe St to Past Putnam St



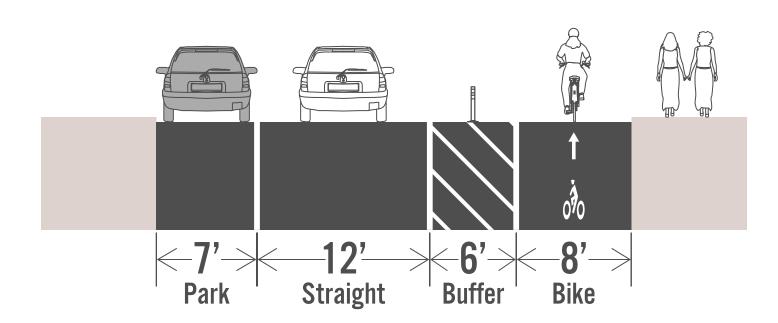
Banks St eWolfe

Metered Parking Metered Parking Metered Parking Metered Parking MBTA Bus Stop DeWolfe-St Athens

Existing Cross Section



Proposed Cross Section



Travel Lanes and Bike Facilities

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

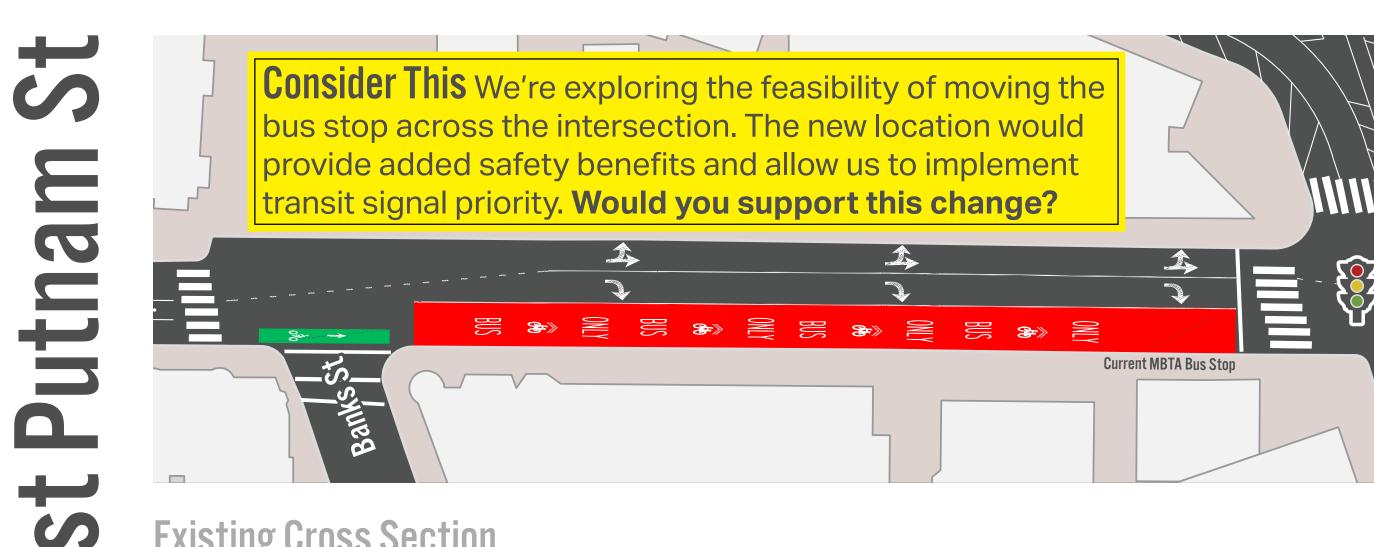
Transit

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

Parking

	Metered	Loading Zone
Existing	11	<i>0 spaces</i> 0 feet
Proposed	7	<i>0 spaces</i> 0 feet
Difference	-4	<i>0 spaces</i> 0 feet

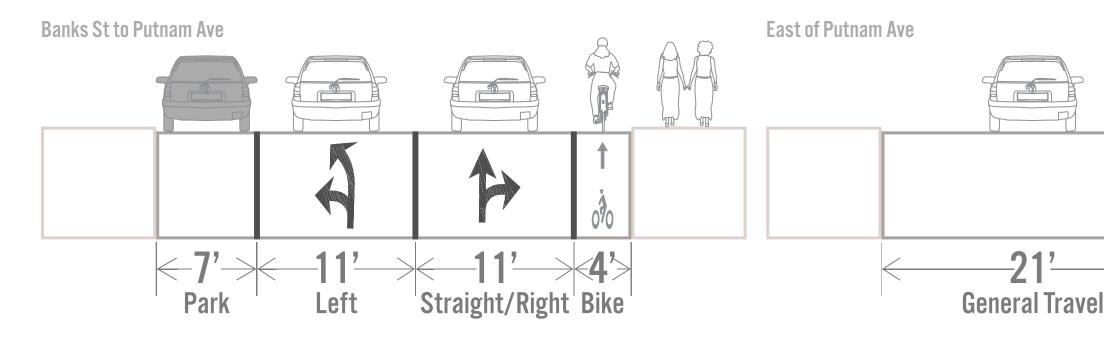
Total Proposed: 7 spaces **Total Difference: -4** spaces A standard parking space is 20'



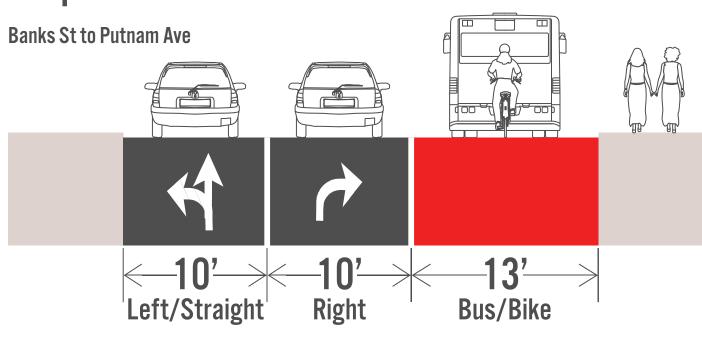
Existing Cross Section

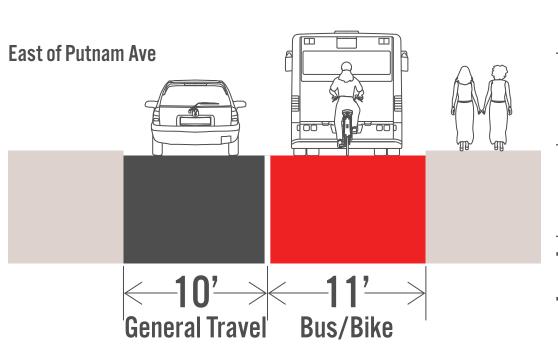
SE

anks St



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

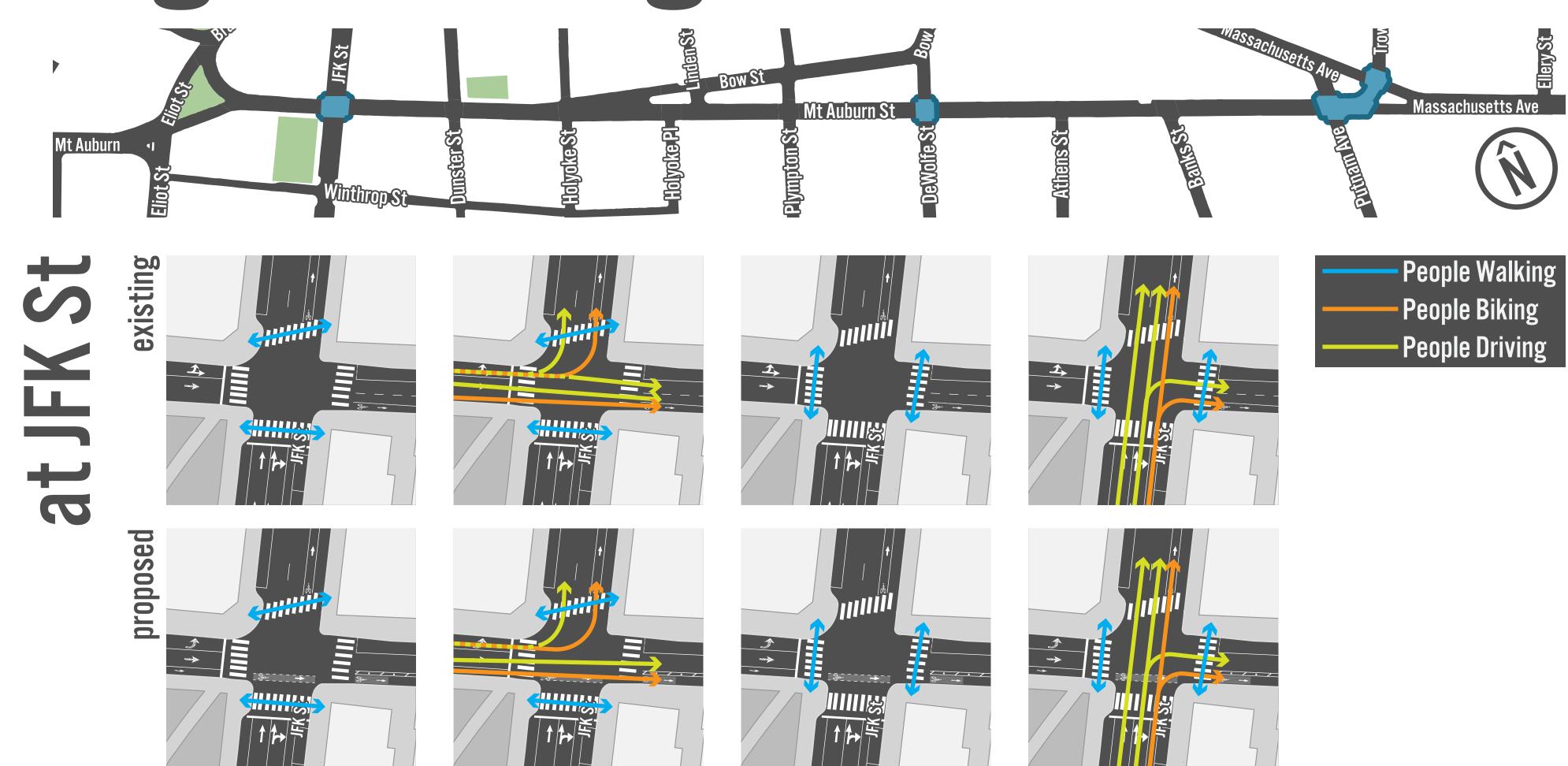
Bus/bike lane added, which can be used by the MASCO M2 Shuttle and MBTA Route 1 Bus. No direct impact on Harvard shuttles.

Parking

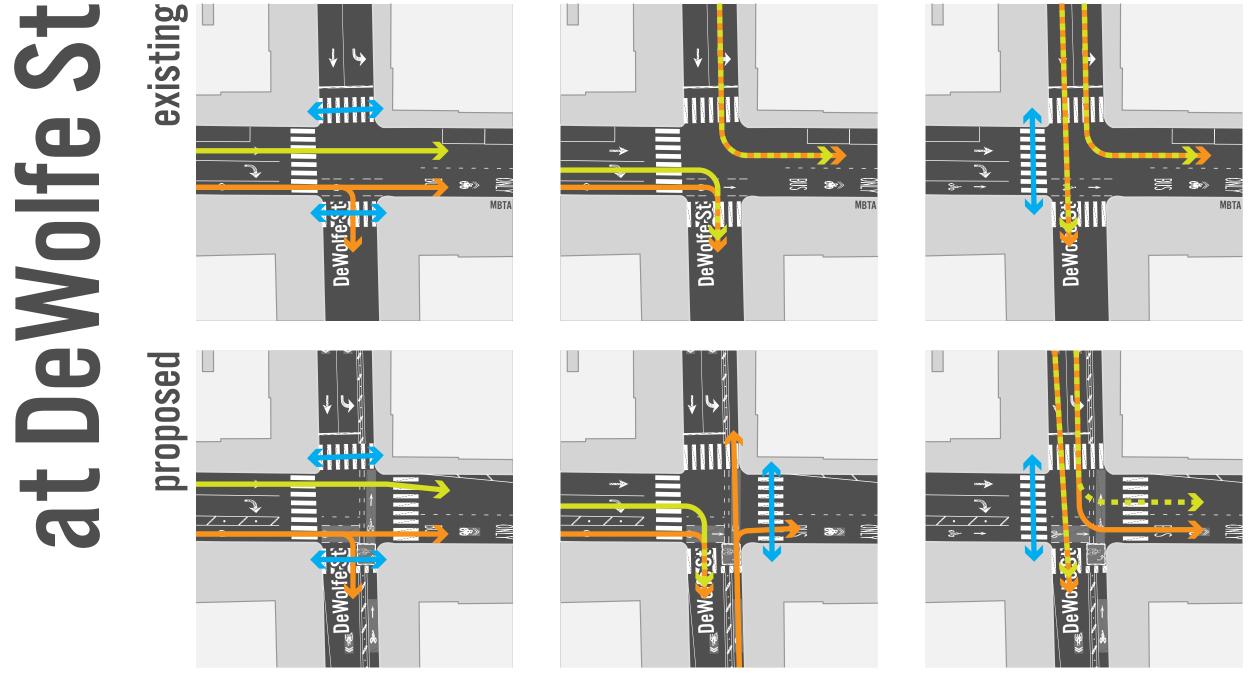
	Metered	Loading Zone
Existing	11	<i>0 spaces</i> 0 feet
Proposed	0	<i>0 spaces</i> 0 feet
Difference	-11	<i>0 spaces</i> 0 feet

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

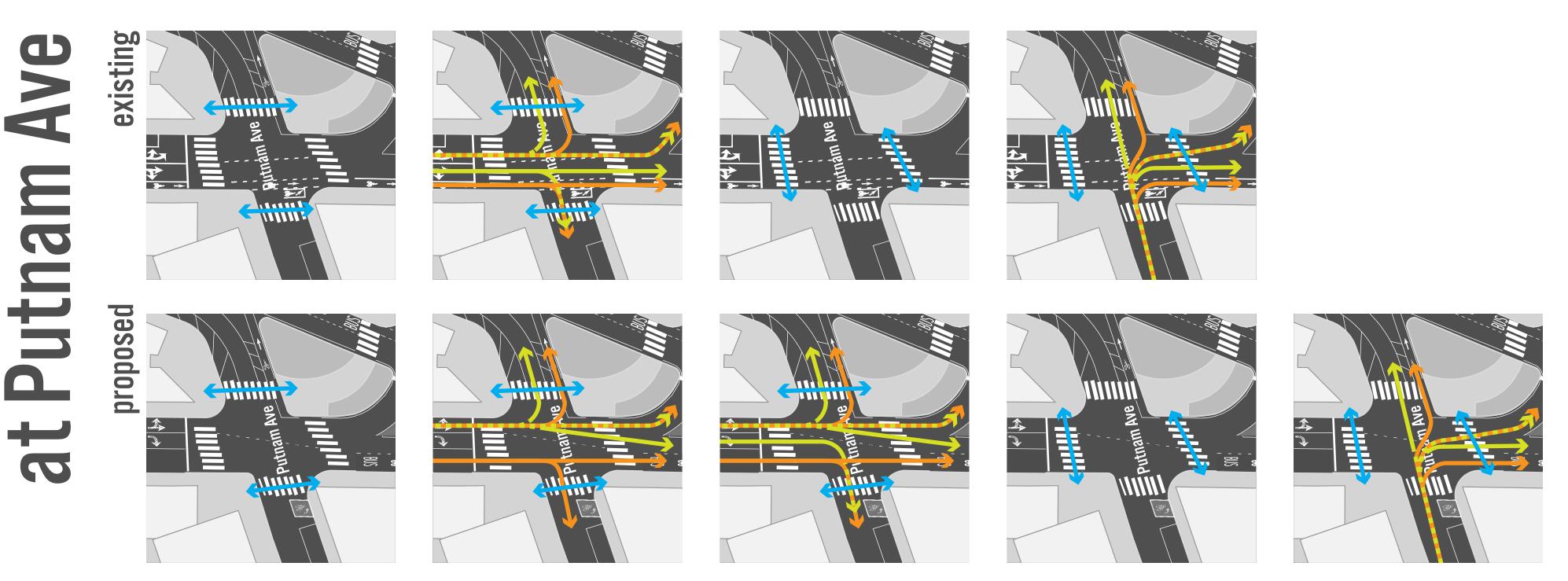
Signal Changes



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



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