Mount Auburn Street

A Complete Streets Project

Guide to Concept Plan Changes: **Segment 1**

The intent of this summary is to share the details, by segment, of the proposed Complete Streets Plan for Mount Auburn Street improvements. The plan has evolved over time for a number of reasons, including responding to suggestions made in public meetings by residents and business owners, learning more about traffic volumes and interactions in the segments, and complying with the Complete Streets program. The recommendations address residents' requests; fine tuning of plans for pedestrian, transit, traffic and parking and bicycle facilities; and safety. Read in conjunction with the complete roll plan, this list provides the details that meeting participants have requested. The team appreciates the ideas and suggestions provided by the community that have shaped the proposed plan.

Pedestrian Changes

- Across Mount Auburn Street
  - Crosswalk removed at Parker Street

Bus Changes

- Mt. Auburn Street **East Bound**
  - Queue Jump Lanes Added at
    - Walnut Street intersection
  - Consolidated Stops
    - Far-side stop at Phillips Street and the Midblock stop between Otis Street and Franklin Street combine in a near-side stop at Chester St.
- Mt. Auburn Street **West Bound**
  - Consolidated Stops
    - Near-side stop at Russel Avenue and the near-side stop at Marshal Street combined in a far-side stop at Common Street
  - Relocated Stops
    - Far-side stop at Bates Road East moved to the near-side of Bates Road

Bike Changes

- Mount Auburn Street **East Bound**
  - Dedicated bicycle facility continuous from Parker Street to Cambridge Town Line
  - Bike boxes added along Mount Auburn Street

        - Common Street
    - Bike boxes removed along Mount Auburn Street
        - East Bates Road
    - Buffers
        - Double Buffered from Chester Street to Boylston St
- Mt. Auburn Street **West Bound**
    - Dedicated bicycle facility continuous from Cambridge town line to Palfrey Street
    - Bike Boxes Removed along Mount Auburn Street at
        - Common Street intersection
    - Bicycle Turn Queue Box added
        - Across from Irving Street
- Palfrey Street
    - Addition of contra flow bike lane
- Common Street
    - Bike box removed from common street
        - At Mount Auburn Street intersection

Traffic Changes

- Mount Auburn Street **West Bound**
    - Left turn pocket added at Franklin Street

Parking Changes

- Mount Auburn Street **East Bound**
    - Irving Street to Phillips Street
        - Removed 2 parking spaces from signalized intersection
    - Phillips Street to Parker Street
        - Added 7 parking spaces from bus stop consolidation
    - Parker Street to Chester Street
        - Removed 3 parking spaces from bus stop consolidation
    - Otis Street to Franklin Street
        - Added 5 parking spaces from bus stop consolidation
    - Total of East Bound parking spaces
        - Added 12 parking spaces in total
        - Removed 5 parking spaces in total
- Mount Auburn Street **West Bound**
    - Russell Avenue to Common Street
        - Added 10 parking spaces from reduction of turn lane

Mount Auburn Street

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Guide to Concept Plan Changes: **Segment 2**

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Pedestrian Changes

- Across Mount Auburn Street
    - Between Oakley Road and Richards Road
        - Crosswalk removed
        - RRFB removed
    - At Langdon Avenue
        - Crosswalk added

Bus Changes

- Mt. Auburn Street **East Bound**
        - School Street intersection
    - Relocated Stops
        - Near-side stop at Boylston Street moved to the far-side of Boylston Street
        - Inside of intersection stop at School Street moved to the far-side of the School Street
        - Far-side stop at Adam Street moved to the near-side of Adam Street
- Mt. Auburn Street **West Bound**
    - Relocated Stops
        - Far-side stop at Langdon Avenue moved to the near-side of Windsor Avenue
        - Far-side stop at Adams Avenue moved to the near-side of Adams Avenue
        - Near-side stop at Amherst Road moved to the far-side of Amherst Road
        - Far-side stop at Bates Road East moved to the near-side of Bates Road

Bike Changes

- Mount Auburn Street East Bound
    - Dedicated bicycle facility continuous from Parker Street to Cambridge Town Line
    - Bike boxes removed along Mount Auburn Street
        - Boylston Street
    - Buffers
        - Double Buffered from Chester Street to Boylston St
        - Parking buffer from Boylston Street to Adams St
- Mt. Auburn Street West Bound
    - Dedicated bicycle facility continuous from Cambridge town line to Palfrey Street
    - Buffers
        - Travel lane buffer from Upland Road to Garfield Street

Traffic Changes

- Mount Auburn Street East Bound
    - Garfield Street
        - Left turn pocket added
    - Oakley Road
        - Left turn pocket added
    - Richards Rd
        - Left turn pocket added

Parking Changes

- Mount Auburn Street East Bound
    - Spruce Street to Boylston Street
        - Added 3 parking spaces from Bus Stop Relocation
    - Boylston Street to Winthrop Street
        - Added 2 parking spaces from removal of crosswalk
    - Chauncy Street to School Street
        - Removed 6 parking spaces for Right turn lane/ Transit Queue Jump lane
    - School Street to Boylston Street
        - Removed 1 parking space from Bus Stop Relocation
    - Total of East Bound parking spaces
        - Added 5 parking spaces in total
        - Removed 7 parking spaces in total
- Boylston Street
    - Project Limit to Mount Auburn Street
        - Added 3 parking spaces

Mount Auburn Street

A Complete Streets Project

Guide to Concept Plan Changes: **Segment 3**

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Pedestrian Changes

- Across Mount Auburn Street
  - Crosswalk removed east of Kimball Road
- Across Arlington Street
  - At Grove Street crosswalks are reconfigured to new intersection layout

Bus Changes

- Mt. Auburn Street **West Bound**
  - Relocated Stops
    - Midblock stop between Kimball Road and Templeton Parkway moved to the near-side of Templeton Parkway

Bike Changes

- Mount Auburn Street **East Bound**
  - Dedicated bicycle facility continuous from Parker Street to Cambridge Town Line
  - Bike boxes removed along Mount Auburn Street
    - Kimball Road
  - Buffers
    - Parking buffer from Elton Avenue to Arlington Street
- Mt. Auburn Street **West Bound**
  - Dedicated bicycle facility continuous from Cambridge town line to Palfrey Street

Traffic Changes

- Mount Auburn Street East Bound
    - Lloyd Road
        - Left Turn Pocket removed
    - Kimball Road
        - No left turns from Mount Auburn Street
    - Templeton Parkway
        - No left turns from Mount Auburn Street
- Kimball Road
    - One way North Bound
- Intersections
    - Bigelow Avenue / Mount Auburn Street
        - Intersection reconfigured to be closer to perpendicular
    - Kimball Road/ Mount Auburn Street
        - Removed from signal at Bigelow Avenue and Mount Auburn Street
    - Arlington Street/ Grove Street
        - Intersection reconfigured to be closer to perpendicular

Parking Changes

- Mount Auburn Street East Bound
    - Dexter Avenue to Melendy Avenue
        - Removed 1 parking space from Realignment
    - Melendy Avenue to Elton Ave
        - Removed 2 parking spaces No legal parking available
    - Bigelow Avenue to Arlington Street
        - Added 3 parking spaces from change in driveway location
    - Total of East Bound parking spaces
        - Added 3 parking spaces in total
        - Removed 3 parking spaces in total

- Mount Auburn Street West Bound
    - Kimball Road to Irma Avenue
        - Removed 1 parking space from intersection reconfiguration
    - Lloyd Road to Upland Road
        - Added 5 parking spaces from road realignment
    - Total of West Bound parking spaces
        - Added 5 parking spaces in total
        - Removed 1 parking space in total

Mount Auburn Street

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Guide to Concept Plan Changes: **Segment 4**

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Pedestrian Changes

- Across Mount Auburn Street
    - RRFB added at Cottage Street

Bus Changes

- Mt. Auburn Street **East Bound**
    - Relocated Stops
        - Midblock stop between Norseman Avenue and Ralph A. Piteri Terrace moved to the far-side Cottage Street

Bike Changes

- Mount Auburn Street **East Bound**
    - Dedicated bicycle facility continuous from Parker Street to Cambridge Town Line
    - Buffers
        - Double Buffered from Arlington Street to Cottage Street
    - Shared Bus-Bike lane provided
        - From Cottage Street to Cambridge city limit

- Mt. Auburn Street **West Bound**
    - Dedicated bicycle facility continuous from Cambridge town line to Palfrey Street
    - Bike Boxes Removed along Mount Auburn Street at
        - Cottage Street intersection
    - Shared Bus-Bike lane provided

        - From Cambridge city limit to Cottage Street
    - Buffers
        - Double Buffered from Cottage Street to Prentiss Street

Traffic Changes

- Intersections
    - Removed proposed signal at Cottage Street and Mt Auburn Street intersection

Parking Changes

- Mount Auburn Street **East Bound**
    - Arlington Street to School Ln.
        - Removed 5 parking spaces from extension of segment 3
    - Norseman Avenue to Ralph A. Piteri Terrace
        - Added 6 parking spaces from bus stop relocation
    - Cottage Street to Cambridge town line
        - Removed 4 parking spaces from bus stop relocation
    - Total of East Bound parking spaces
        - Added 6 parking spaces in total
        - Removed 9 parking spaces in total