

Option A – Fresh Pond Parkway Huron Ave to Mt. Auburn Street



Option A for Fresh Pond Parkway between Huron and Mount Auburn includes the following: stamped asphalt intersection treatment at Huron and Brattle; signal protected bike lane eastbound on Huron; pedestrian refuge between the bike and motor vehicle lanes; road diet between Brattle and Mount Auburn (eliminating the right turn lane onto Mount Auburn); maintain existing geometry at Fresh Pond Parkway at Larch Road; eliminating the median and tightening geometry at Brattle. At the Fresh Pond Parkway/Mount Auburn intersection, major elements include: road diet of one southbound lane on Fresh Pond Parkway; reduce pavement; raised pedestrian crossing at the right turn slip lane; reduced pedestrian crossing times; bicycle crossing; and a two way protected bike lane.

Option B – Fresh Pond Parkway Huron Ave to Mt. Auburn Street



Option B for Fresh Pond Parkway between Huron and Mount Auburn includes many of the same elements as Option A (listed above). The differences are as follows: raised table intersections at Huron and Brattle; floating eastbound bicycle lane rather than signal protected bicycle lane on Huron (meaning the lane is located between turning and through movement vehicle lanes); and configuration change at Larch Road eliminating right turns onto Fresh Pond Parkway.

Option A – Gerry's Landing, Memorial Drive, and Greenough Blvd.



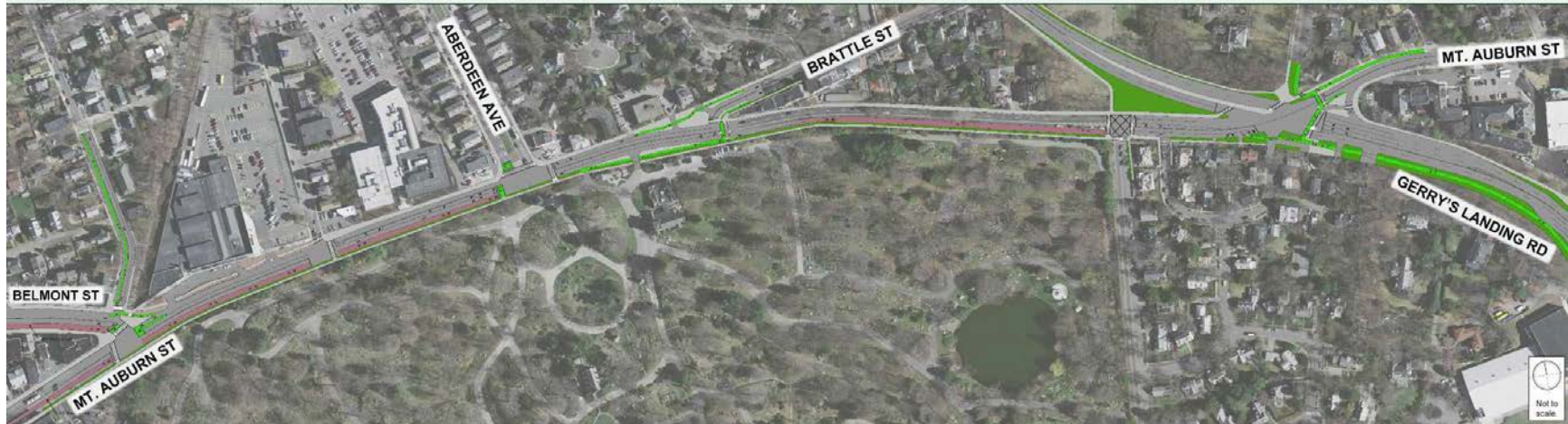
Option A for Gerry's Landing, Memorial Drive, and Greenough Boulevard includes the following elements: road diet; lane narrowing; two way protected cycle track; shortened pedestrian crossings and separated bicycle crossings; T-up intersections; organize school and boathouse curb use (school bus and boat loading zones); bicycle roundabout; connection to the proposed Greenough Boulevard bicycle lane; and increased parkland.

Option B – Gerry's Landing, Memorial Drive, and Greenough Blvd.



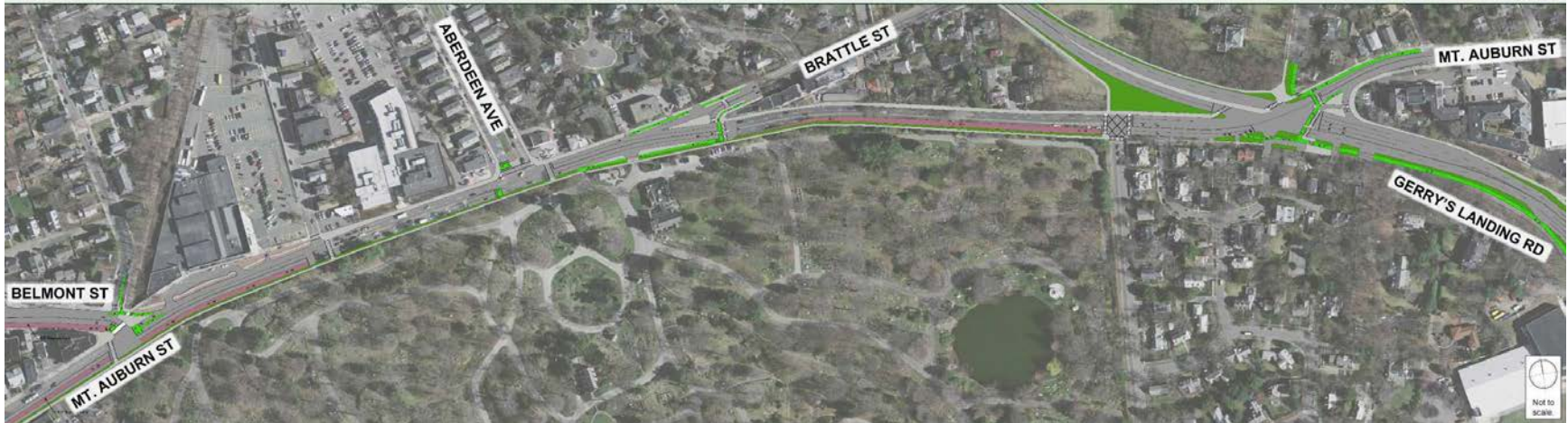
Option B for Gerry's Landing, Memorial Drive, and Greenough Boulevard includes many of the same elements as Option A (listed above). The major difference is curb use designations in front of BB&N and the boat houses – this option includes reverse angle parking and no large boat loading area.

Option A – Mt. Auburn Street Corridor



A partial transit lane is introduced from Mount Auburn at Belmont St to Aberdeen Ave, and from just east of Brattle St to Coolidge Ave. It also extends back through the eastbound queue on Belmont Street itself. Bike improvements include: contraflow protected bicycle lane on Holworthy to Holworthy Place, bicycle slip lane westbound from Mount Auburn to Belmont, bicycle boxes at two intersections (eastbound Belmont and westbound Mount Auburn, eastbound Mount Auburn and southbound Aberdeen); floating bicycle lane (between turning and through movement vehicle lanes) for westbound through movements at Mount Auburn; bicycle-only slip lane and bike crossing from Brattle to Mount Auburn; two way cycle track connection to Elmwood Ave; bicycle crossing at Fresh Pond Parkway; two way cycle track at Gerry's Landing. Other elements of the design include road diet, elimination of merge and T-up of Brattle Street, bus signal queue jump. Fresh Pond Parkway at Mount Auburn is further described above.

Option B – Mt. Auburn Street Corridor



Option B shared many elements of the design of the Mount Auburn Corridor with Option A (listed above). Major differences include: Holworthy bike lane is not contraflow; the transit lane does not continue between Homer and Aberdeen; and the Brattle Street merge onto Mount Auburn remains much as today.