

# Conclusion

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Over the last two years, DCR has engaged with a wide swath of the community to produce this study of the Mount Auburn Street and Fresh Pond Parkway Corridors. After a complete review of planning work to date, a robust public process engaged hundreds of neighbors, businesses, and commuters as we sought to improve multi-modal access and safety along these roadways in Cambridge and Watertown. The resulting short- and long-term measures improve safety of high crash locations for all users, while enhancing bicyclist and pedestrian access to the Charles River, and optimize transit operations for bus routes while maintaining smooth vehicular access to local businesses and destinations such as Mount Auburn Hospital.

The long-term designs activate public space and create acres of new parkland, in addition to intersection redesigns, traffic calming measures, and reallocation of space to protect vulnerable users. Of course, the implementation of long-term solutions will be subject to the availability of funding. DCR, with the help of its consultant, Howard Stein Hudson, continue to pursue avenues to qualify for federal Transportation Improvement Projects (TIP) funding to implement these recommendations.

In the shorter term, however, the dialogue sparked by this study has already created improvements. A reduction of the speed limit from 30 mph to 25 mph along Gerrys Landing Road from the Mount Auburn Street intersection to the Coolidge Corner Rotary, as well as direct-read speed indicators were completed in the fall of 2017. The City of Cambridge and DCR are coordinating short-term designs coming from this study, both to begin construction in the summer of 2018.

DCR and its consultant team would like to thank everyone who made space in their lives to engage with this process, including the members of the Stakeholder Group. In addition, the team would especially like to acknowledge the logistical support of the Russell Youth Community Center and Shady Hill School throughout the course of the project. The support, assistance, and input provided by the public as well as coordinating state and municipal agencies and officials were critical to the development of solutions for improving safety and access for all users along Mount Auburn Street and the adjoining roadways.

