

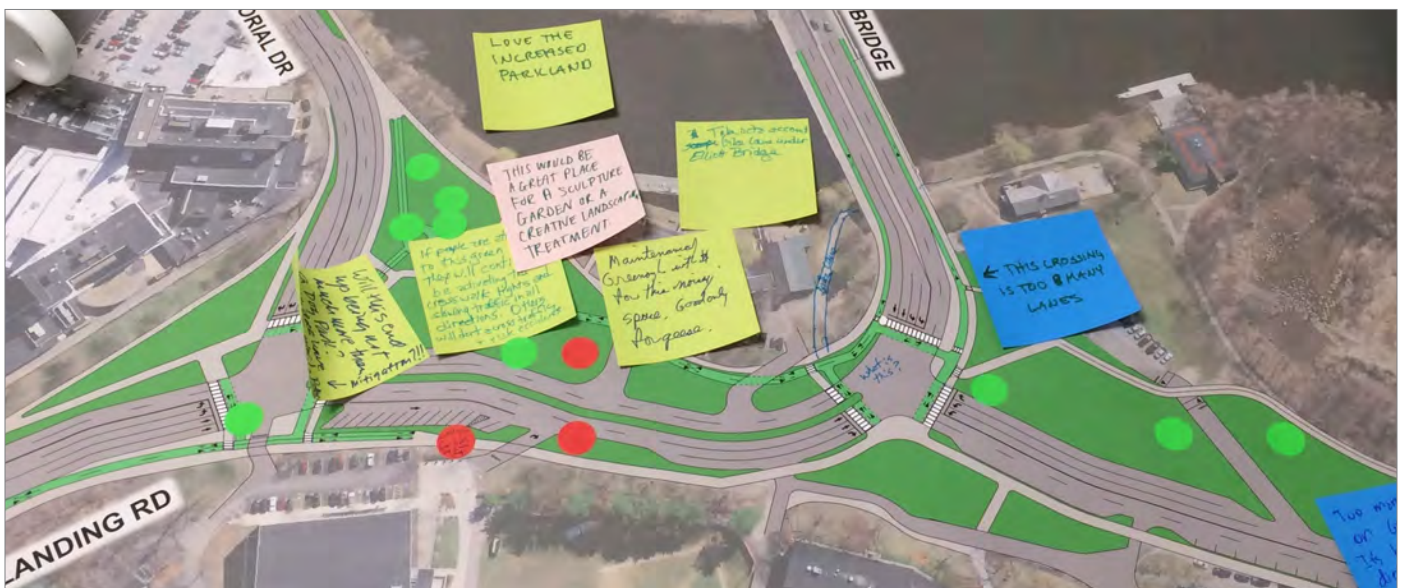
Parklands



The location of a new 1.6 acre park next to the Charles River offers an idyllic view that is often enjoyed from a bench next to the Head of the Charles Boathouse; however, the roadway is less than 20 feet from the bench. The new park would create a vast expanse from which to enjoy the riverfront.

True to DCR's mission, the design concept includes a significant enhancement of the project area's natural and recreational resources. The concept creates approximately 4.5 acres of parkland spread out over several locations, with the largest new acreage on the northern bank of the Charles River.

The area along the Charles River from the end of Memorial Drive to the outer extent of BB&N's parking lots is underused, a place that pedestrians and cyclists pass through rather than stay in. However, envisioned in the design concept is an outdoor fitness center similar to the successful fitness area 2.25 miles away between the Charles River and Storrow Drive. Landscaped berms along Gerrys Landing Road can also mitigate noise and pollution for park visitors.

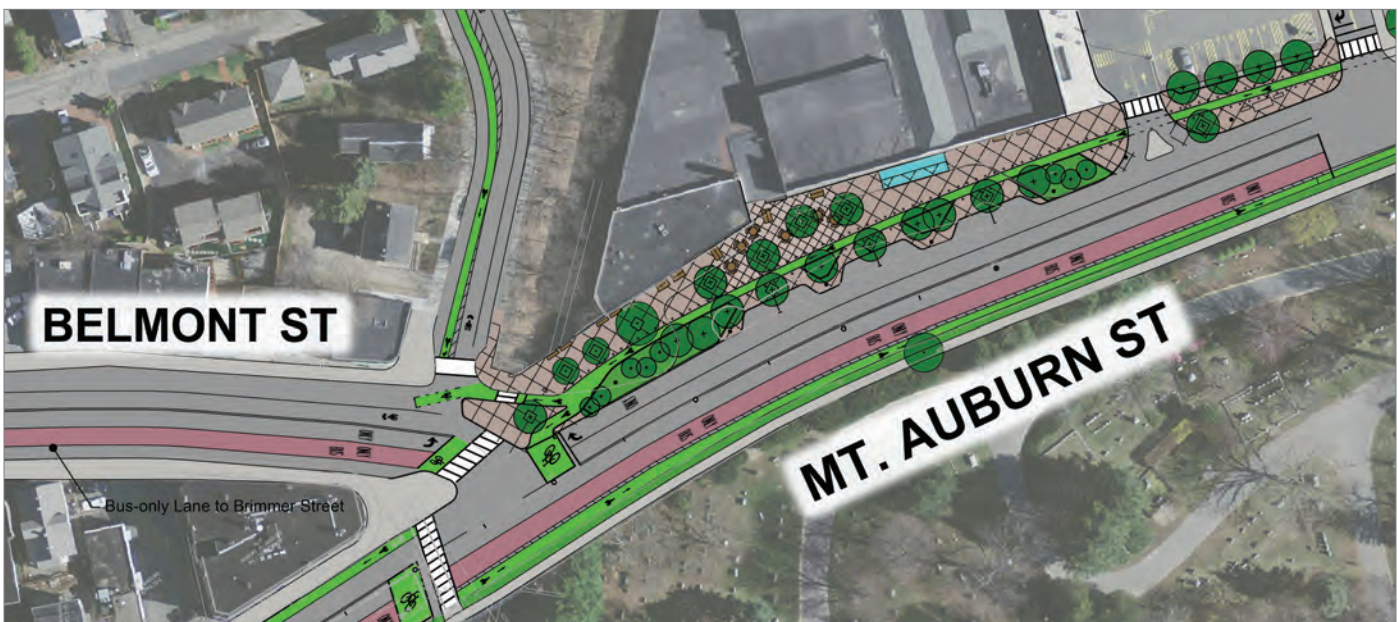


During the Design Development stage for Gerrys Landing, Memorial Drive, and Greenough Boulevard, the team sought feedback from residents, commuters, and local schools. The final design accommodates BB&N bus loading zones and stretches the cycle track to the intersection with the Eliot Bridge.

Public Realm Improvements

With clarity provided along Mount Auburn Street, and at the intersection with Belmont Street, the public space in front of local shops near Star Market deserved exploration. In response to an idea in the 2007 Strawberry Hill Neighborhood Plan to improve the attractiveness of key entry points to the neighborhood, the design team explored potential improvements to the public realm at the intersection of Mount Auburn, Belmont, and Holworthy Streets. Considering the large amount of publicly owned land at that location, the design team created a design charrette for the September 15, 2016 stakeholder meeting. The results indicated a neighborhood interest in creating a place where people could gather and relax, while providing safety improvements for east/west bikers.

The existing plaza, which now hosts 15 parking spaces, was redesigned to maintain six parking spaces but also create a space for public seating. The seating could support restaurant uses there as well as the existing grocery and coffee shop. There is also space to provide a one-way protected bike lane that allows people on bikes safe access to Belmont, Holworthy, and Mount Auburn Streets. If redesigned to be a people-oriented use, space could accommodate up to 95 four-foot wide tables, and as many as 380 people. It's more likely a smaller number would be accommodated to make room for large shade trees, public art, and other amenities. The introduction of a spur to the proposed Watertown Greenway at Holworthy Street would further increase active transportation activity here.



Clarifying space for all modes allows the design to capitalize on existing and proposed bicycle connections and provide activated public space.

Most evidence of success for tactical urbanism changes like this idea for a plaza at Mount Auburn and Holworthy Streets is anecdotal; yet one study of a space called the Porch in Philadelphia recorded that a widened sidewalk and 45 small tables with chairs in place of 33 parking spaces resulted in 13,500 al fresco lunches in its first year.³ This supported visits from 20 gourmet food trucks. The Porch is located outside a very busy train station in Philadelphia, but the constant pedestrian and vehicle traffic at Star Market and other local businesses at this gateway to Strawberry Hill and Watertown could support a smaller transformation — particularly in the evenings and on weekend. It can attract enough of a crowd to support a handful of small businesses that would enhance the neighborhood. However, in community meetings late in the design process, local property owners abutting the plaza in question were not supportive of this aspect of the design alternative. Further discussion is needed from the many stakeholders here before moving forward towards implementation.

At a second location near the Mount Auburn Cemetery entrance, the proposed T-intersection of Brattle and Mount Auburn Streets creates another opportunity for a new pedestrian plaza. The Mount Auburn Cemetery is a National Historic Landmark. Today, public space is cut off from neighbors on both streets, and sidewalks in both directions of travel feel narrow and uninviting. Its proximity to the Mount Auburn Cemetery and local shopping make it a natural future Blue Bikes location as well. Plantings, permanent seating, and bicycle parking here could make a more welcoming gateway to the cemetery, a local treasure prized for its beauty and solitude.



A variety of community-created design charrettes inspired the concept for the plaza in front of Star Market.

³ “Realizing the Potential of the Porch: A Case Study in Data-Driven Placemaking,” University City District with Interface Studio, September 2013.

Pedestrian and ADA Improvements

Many of the community comments received in the early stages of the design process indicated difficult pedestrian crossings of Fresh Pond Parkway and Gerrys Landing Road (to get to the Charles River), as well as some specific locations along Mount Auburn Street. In some cases, these crossings made people wait too long, or it took them too long to cross. In other cases, they were perceived as dangerous because of speeding traffic, or because there was no crossing in a place with high pedestrian demand. There were also reports of specific sidewalks that were too narrow or in poor condition. The preferred concept design addresses many of these concerns by shortening crossing distances, adding new crossings and signals, adding several traffic calming elements, and widening some sidewalks where people reported feeling uncomfortable.

SHORTENED PEDESTRIAN CROSSINGS AND REDUCED TURNING RADII

Shortened crossing distances were achieved at nearly all major intersections in the project area. However, opportunities were minimal on Fresh Pond Parkway at Huron Avenue and at Brattle Street where most crossings distances were already minimized, and at Mount Auburn Street and Aberdeen Avenue where the wide crossing of Aberdeen Avenue allows the 72 bus to make a wide U-turn as part of its route. At many locations, turning radii were also reduced to lower traffic speeds around corners.

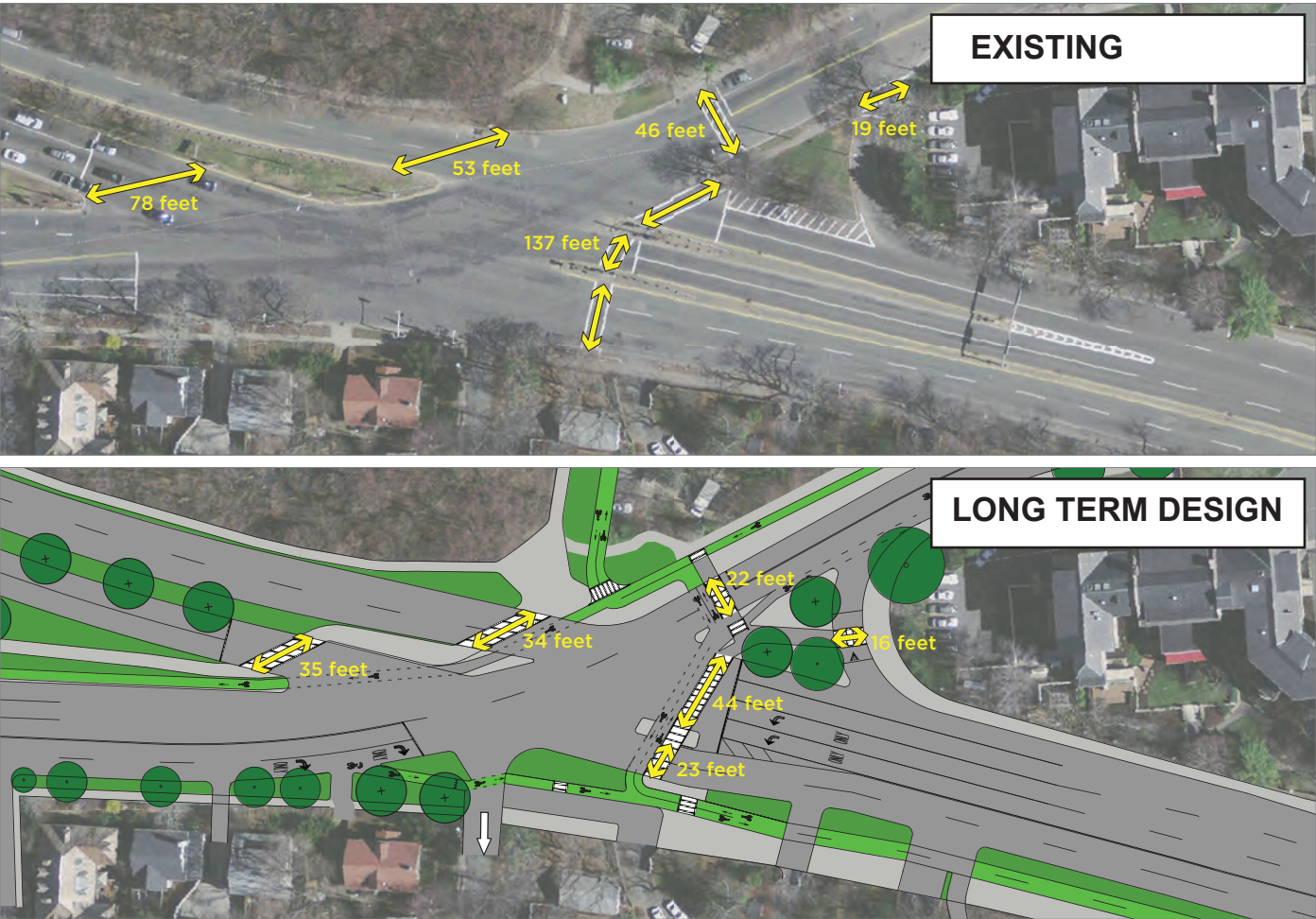
At Belmont and Mount Auburn Streets, a traffic island is eliminated and more pedestrian space is added to the sidewalk on the northwest corner of the intersection. This shortens the pedestrian crossing distance and slows westbound traffic turning onto Belmont Street. The increased pedestrian space also creates an opportunity to introduce a stronger “gateway” element for the Strawberry Hill neighborhood.

At Brattle and Mount Auburn Streets, a T-intersection is created by squaring the westbound travel lane of Brattle Street to Mount Auburn Street and adding a traffic signal. This creates a more direct pedestrian route for those walking down Mount Auburn Street and reduces the distance required to cross Brattle Street. The increase pedestrian space offers an opportunity for a new plaza with seating and other elements.

At Mount Auburn Street and Fresh Pond Parkway, crossing distances across Fresh Pond Parkway on the south side are shortened physically and temporally. They are physically reduced from 137 feet to 67 feet (not including widths of the pedestrian refuge), and they are temporally reduced by allowing pedestrians to cross in two phases of the signal cycle instead of three (see **Figure 25**). Along with other new elements, the changes will create a crossing that is faster and more comfortable and doesn't require hurrying across. Turning radii are also reduced on all corners to induce slower speeds and a safer condition.

Down by the Charles River, the design concept creates two T-intersections in place of today's three-legged intersections. This change is intended to influence more red-light compliance for motorists in addition to significantly shortening crossing distances and times to access the Charles River park system. Today, pedestrians and cyclists must cross three different roadways to access the Charles River. In the proposed design they will cross only one. The design also accommodates several new pedestrian crossing desire lines, including a frequented crosswalk between the BB&N School and the BB&N Boathouse.

Figure 25. Crossing Distance Improvements across Fresh Pond Parkways



Reduced crossing distances at Fresh Pond Parkway and Mount Auburn Street.

NEW PEDESTRIAN CROSSINGS AND SIGNALIZATION

The proposed design accommodates several new pedestrian crossings based on observed desire lines and community requests. New crosswalks and signals are included at the following locations:

- New signal at existing crosswalk across Mount Auburn Street at Brattle Street;
- New signalized crossing of Fresh Pond Parkway near Larch Road. This location will need further review with key stakeholders to ensure safety can be achieved despite restricted sightlines caused by the curve of Fresh Pond Parkway;
- New signalized crossing of Fresh Pond Parkway at the north side of the intersection with Mount Auburn Street;
- New signalized crossing of Mount Auburn Street at the east side of the intersection with Coolidge Road;
- New signalized crossing of Gerrys Landing Road between BB&N School and BB&N Boathouse; and
- New signalized crossing of the northern approach to the Eliot Bridge.

RAISED INTERSECTIONS



A raised crossing at Coolidge Road is designed to slow down traffic and denote a neighborhood context. This design element is intended to provide a safer environment for pedestrians, including students from the Shady Hill School.

To address speeding reported along Fresh Pond Parkway, generally calm traffic, and to denote the neighborhood context, raised intersections with stamped, brick-like pavement are proposed at three locations in the design concept. The design of these intersections is an ongoing

discussion to be continued in future design phases, as there is potential for noise concerns in the neighborhood because Fresh Pond Parkway's intersections are signalized and high volume. Those locations are:

- Mount Auburn Street at Coolidge Road;
- Fresh Pond Parkway at Brattle Street; and
- Fresh Pond Parkway at Huron Avenue.

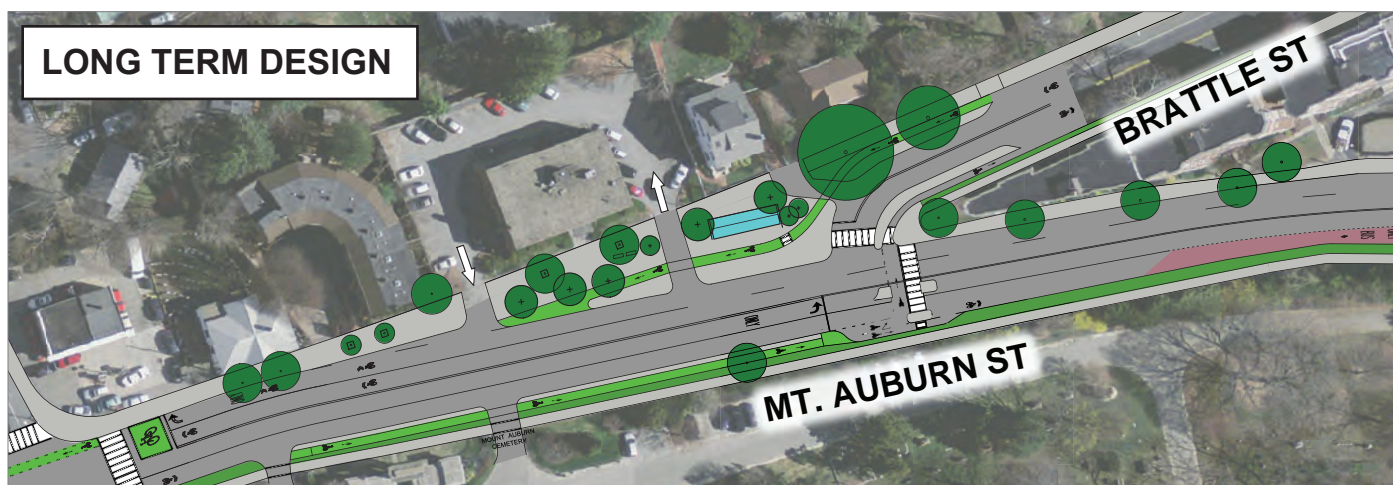
WIDENED SIDEWALKS, NEW SIDEWALKS, AND BUFFER IMPROVEMENTS

The design concept includes several small improvements intended to improve pedestrian comfort between intersections. These include wider sidewalks and improved buffers along Fresh Pond Parkway.

Responding to complaints from parents of Shady Hill School students, the design team eliminated the northernmost section of the median in the center of Fresh Pond Parkway at Brattle Street in order to widen the sidewalk at the northwest corner of that intersection. This widened sidewalk is continued down to Mount Auburn Street at Coolidge Road. A general narrowing of travel lanes on Fresh Pond Parkway from Brattle Street to Mount Auburn Street also allows for a wider sidewalk on the opposite, northbound side of the parkway. Widened sidewalks are also possible on sections of Fresh Pond Parkway south of Mount Auburn Street, and several hundred feet of new sidewalks and bike paths are included in the new parklands near the Charles River.

Speeding on Fresh Pond Parkway was a consistent complaint from abutters during the public process. To improve upon one traffic calming element, the design team mapped existing trees along the corridor between Huron Avenue and Mount Auburn Street and noted where replacement trees were needed. Vertical elements on the roadside help reduce traffic speeds and also provide a physical buffer for pedestrians, increasing safety and comfort.

Bicycle Improvements



The redesign of the Brattle Street intersection improves safety for both bicyclists and drivers, without adding significant delay for Brattle Street westbound drivers.

On the online WikiMap associated with this study, the most popular comment was one relating to a dangerous, eastbound left turn for bicycles at Brattle Street. After the first iteration of the design, DCR and the design team received many requests for improved separation between bicycles and traffic. Wherever possible, the design team has provided the best possible bicycle accommodation while balancing the transit and vehicle needs requested by other members of the community. The design concept improves bicycle safety at the area's three most dangerous intersections and adds 3,600 feet of protected bike lanes, including a traffic free connection from West Cambridge to the Charles River and a protected intersection at Mount Auburn Street and Fresh Pond Parkway. It also provides for a marked bikeway between Brattle Street and the westward project limit.

To improve the dangerous left-hand turn from Mount Auburn Street eastbound to Brattle Street, the design adds a short, protected bike lane on the eastbound approach to Brattle Street, a protected intersection at Brattle Street, and a new traffic signal. Observations indicated that two-thirds of eastbound cyclists prefer to take a left at Brattle Street rather than continue down Mount Auburn Street. Brattle Street has significantly lower traffic volumes than Mount Auburn Street and presumably lower average speeds. With these changes, more cyclists might choose this calmer route.

Both online and in person at the first public meeting, residents, and commuters expressed a desire for increased connection to the Charles River and its active transportation network. Adding a bidirectional protected bicycle lane along Gerrys Landing Road allows neighbors to cross this gap in the network, whether they are headed for Greenough Boulevard, BB&N School, or downtown Boston.

PROTECTED BICYCLE LANES

Protected bike lanes are included in the design concept at the following locations:

- Mount Auburn Street from Belmont Street to Homer Street;
- Mount Auburn Street from Traill Street to Coolidge Road (partial); and
- Gerrys Landing Road from Elmwood Street (near Mount Auburn Street) to the Eliot Bridge.



The redesign of the present-day, three-legged interchanges connects bicyclists via protected facilities to the Paul Dudley White Path and the new bike lanes on Greenough Boulevard.

PROTECTED INTERSECTIONS

Protected intersections (which improve separation for bikes from traffic and pedestrians) are included in the design concept at the following locations:

- Mount Auburn Street and Belmont Street;
- Mount Auburn Street and Brattle Street;
- Mount Auburn Street/Fresh Pond Parkway/Gerrys Landing Road;
- Gerrys Landing Road and Memorial Drive; and
- Gerrys Landing Road, Eliot Bridge, and Greenough Boulevard.

ADDITIONAL IMPROVEMENTS

- Bike box, signal-protected right turns, and protected corner at Fresh Pond Parkway and Huron Avenue;
- Bike lanes on Mount Auburn Street from Homer Street to Aberdeen Avenue; and
- Sharrows from Aberdeen Avenue to Brattle Street (where vehicle traffic is heaviest).

Transit Improvements



Increasing the speed and reliability for the 71 and 73 MBTA bus routes traveling the corridor was a top priority of this study.

Morning delays on the 71 and 73 bus routes were one of the issues that helped spark this study; and when defining the shared goals for Mount Auburn Street with the community, the design team was directed to measure the street's performance with people delay, not vehicle delay. Using this tool, the team set out to make the street more efficient by getting more people through the corridor faster.

To accomplish this, the team focused on ways to speed up buses (which represented between 43 – 52% of the people traveling through it) without significantly impacting the flow of vehicles through the corridor (the other half of the people). It was quickly discovered that the Mount Auburn Street and Fresh Pond Parkway intersection was inefficient due to its geometry and signal phasing.

INCREASED EFFICIENCY AT MOUNT AUBURN STREET AND FRESH POND PARKWAY

By narrowing all travel lanes and reducing the intersection width, the design team created more storage space for vehicles between Coolidge Avenue and Gerrys Landing Road and a shorter clearance time through the intersection for all movements. These changes created a more efficient signal cycle. The team also increased the green time for Mount Auburn Street eastbound and decreased the green time for Fresh Pond Parkway southbound.

BUS PRIORITY LANES

Bus priority lanes were added to the project at the following locations:

- Belmont Street between Brimmer Street and Mount Auburn Street (Watertown);
- Mount Auburn Street between Cottage Street and Belmont Street (Watertown);
- Mount Auburn Street between Belmont Street and Homer Street (Cambridge); and
- Mount Auburn Street between Brattle Street and Coolidge Avenue (Cambridge).

BUS PRIORITY SIGNAL

Bus Priority Signal capability would be added to the signal at Mount Auburn Street and Coolidge Avenue. This signal would detect the presence or the approach of the bus and provide a special signal to allow the bus to proceed and position to cross the intersection before the rest of vehicle traffic crowds the intersection.

REDUCTION IN PEOPLE DELAY

VISSIM was used to analyze the design concept's performance for buses and motor vehicles (**Appendix C**). VISSIM used traffic counts taken at the beginning of this study to simulate future traffic. The design team combined this data with bus ridership information gleaned from APC data provided by the MBTA and an assumed average of 1.10 occupancy for every car counted.

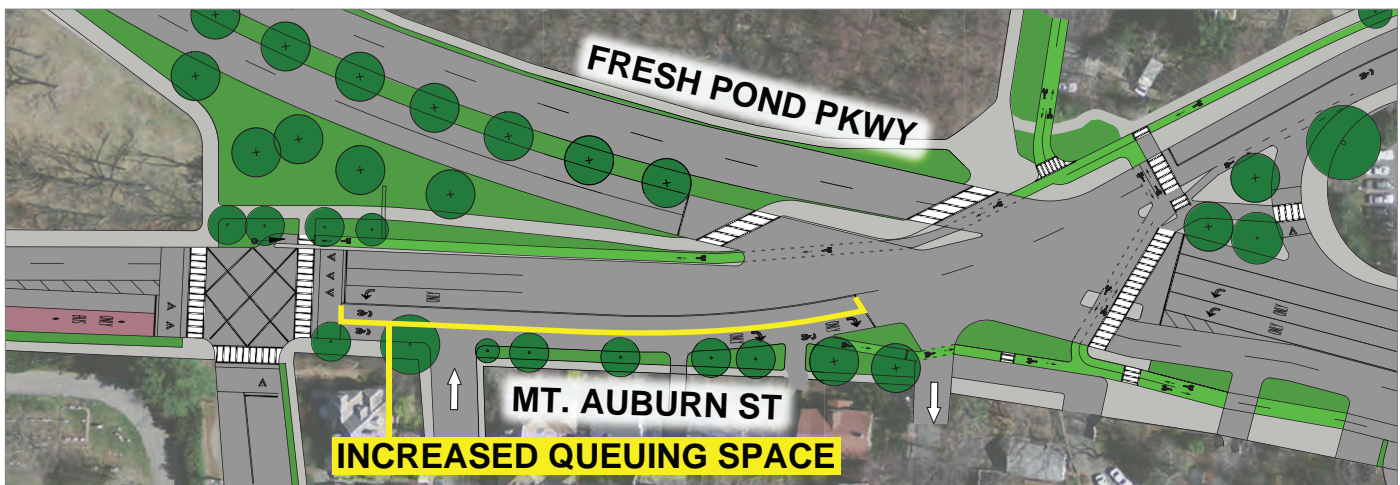
In the a.m. peak:

- The average eastbound bus will save two minutes and 24 seconds.
- During the worst delays (at the 90th percentile), eastbound buses will save three minutes and 42 seconds.
- The average eastbound motorist on Mount Auburn Street will save 49 seconds.
- Westbound buses will be 34-44 seconds slower.
- The average eastbound person on Mount Auburn Street will save two minutes and 20 seconds.

In the p.m. peak:

- The average eastbound bus will save 53 seconds.
- During the worst delays (at the 90th percentile), eastbound buses will save one minute and 11 seconds.
- The average motorist will lose between 53 (eastbound) and 67 (westbound) seconds.
- Westbound buses will be 34 seconds slower.
- The average eastbound person on Mount Auburn Street will save 24 seconds.

Traffic Safety and Traffic Calming Improvements



By narrowing travel lanes and reducing pavement in the intersection, the design concept creates more space to store eastbound cars on Mount Auburn Street between Coolidge Ave and Fresh Pond Parkway. This creates greater efficiency in the signal cycle by getting more cars through on green lights.

As identified in the Existing Conditions section of this report, the Fresh Pond Parkway/Gerrys Landing Road/Mount Auburn Street intersection is the keystone of the project. This intersection's design is causing significant delay today. It is the place where roadway designs from the 1880s meet others from the 1960s, where all modes meet and compete to get through an intersection with far too much asphalt and little in the way of guidance.

It was not surprising to discover this intersection's status as a MassDOT crash cluster, with a significantly higher than average crash incidence. The current design's heavy skew between the two streets is contributing to the problem, creating very long distances to clear the intersection and

shortening the approach between Gerrys Landing Road and Coolidge Avenue. Drivers need to travel over 350 feet to get through the intersection in any direction, and there is minimal storage for vehicles waiting on the Mount Auburn Street eastbound approach. This means that occasionally a green light is "starved" because cars are held at a red light at Coolidge Avenue. This cascades into problems for pedestrians who are not given enough time to cross the street and can be seen running for safety on any typical day.

The design concept resolves these problems with lane and road diets on Fresh Pond Parkway and Gerrys Landing Road that allow for an intersection with a much smaller footprint that is quicker to pass through and leaves more

room between Gerrys Landing Road and Coolidge Avenue for waiting cars. The improvements leave much more room in the signal cycle to process more vehicles while also providing a more comfortable pedestrian crossing with ample crossing time. New signal equipment, improved pavement markings, and advance signage is encouraged to reduce illegal moves such as the prohibited left from Fresh Pond Parkway to Mount Auburn Street eastbound that has caused many crashes, according to the recent RSA.

LANE DIET ON FRESH POND PARKWAY

In response to the neighborhood's call for reduced speeds on Fresh Pond Parkway, the design concept narrows travel lanes between Brattle and Mount Auburn Streets to the minimum allowable. Buses and trucks are not allowed on DCR parkways, so lanes that are 10.5 feet wide are possible. This lane diet, and the elimination of one southbound lane at Mount Auburn Street, will reduce speeds, add land to historic Lowell Park, and allows for wider sidewalks along this section of the corridor.

ROAD DIET ON GERRYS LANDING ROAD

The speeding problems of Fresh Pond Parkway/Gerrys Landing Road have historically continued towards the Eliot Bridge, where drivers are accessing Storrow Drive, mirroring the primary flow of traffic. On Gerrys Landing Road between Mount Auburn Street and Memorial Drive, the design concept reduces the width to four lanes, adding lanes where required at intersections to accommodate turning movements. This road diet creates space for a two-way protected bike lane that extends from Elmwood Street to the Charles River without impeding traffic.

ELIMINATION OF DANGEROUS MERGE

To mitigate the high crash incidence noted in the RSA, the design concept eliminates the westbound merge at Brattle and Mount Auburn Streets and replaces it with a T-intersection and a new signal. VISSIM traffic simulations showed that, even though the signal may add a little delay to westbound traffic and only at this location, the overall travel time along the corridor will not be affected. Furthermore, the intersection will be safer as it will provide the Right of Way

for vehicles to turn in to and out of Brattle Street without conflicting with other vehicles.

TRAFFIC PERFORMANCE

To analyze the performance of the concepts for Mount Auburn Street, Fresh Pond Parkway, and the other roadways connecting to the Charles River, the design team ran VISSIM traffic simulations. Traffic signal timings were developed that reflected the desire of the stakeholder group to improve traffic flow on Mount Auburn Street and for the Route 71 and 73 MBTA buses. A change in the balance between bus riders and automobile drivers, eastbound and westbound traffic, and Mount Auburn Street versus Fresh Pond Parkway traffic was sought. The proposed bus priority or signal timing changes allow flexibility for managing future traffic and vehicle types.

MOUNT AUBURN STREET CORRIDOR

On the Mount Auburn Street corridor, VISSIM simulations showed that the eastbound traffic in the a.m. peak will be significantly faster, while westbound traffic slows slightly. In the eastbound direction in the a.m. peak hour, bus and automobile travel times are expected to decrease by 2.4 minutes and 49 seconds respectively. In the p.m. peak hour, bus travel times are expected to decrease by approximately 53 seconds, whereas automobile travel times are expected to increase by approximately 53 seconds. In the westbound direction in the a.m. peak hour, bus and automobile travel times are expected to increase by 44 seconds and 12 seconds, respectively. In the p.m. peak hour, bus and automobile travel times are expected to increase by 44 seconds and 67 seconds, respectively.

By re-balancing bus and automobile traffic, Mount Auburn Street can move more people (whether they travel by bus or by motor vehicle) faster in the mornings and evenings. In the a.m. peak hour, people moving in the eastbound direction save 2.6 minutes, and those moving in the westbound direction save about 6 seconds. In the p.m. peak hour, those traveling eastbound see a 57-second decrease in travel time and those traveling westbound see a 32-second reduction in of travel time. In the p.m. peak hour, people generally have more flexibility in choosing their travel time, so there

is a possibility the increased travel time would cause people to choose other times to travel, lowering congestion.⁴ Moreover, generally an average person traveling the corridor would save about 10 seconds in the a.m. peak, and lose 13 seconds in the p.m. peak. For improvements that will even out across the board, the corridor would see significant improvements to align it with the shared goals expressed by the community as results of this study.

FRESH POND PARKWAY/ GERRYS LANDING ROAD CORRIDOR

The impacts on Fresh Pond Parkway/Gerrys Landing Road at its intersection with Mount Auburn Street are different; it is expected that Fresh Pond Parkway southbound vehicles will see an increase to their travel time of approximately two minutes, in both peak hours, when driving through the Mount Auburn Street intersection, whereas the northbound vehicles are expected to remain similar to existing conditions in both peak hours.

The concept's Two-T intersection concept near the Charles River where Memorial Drive, Gerrys Landing, Greenough Boulevard, and the Eliot Bridge developed during the study showed that the Storrow Drive/Eliot Bridge westbound traffic at Greenough Boulevard would experience a three-minute increase in their travel time in the p.m. peak hour, with queues reaching approximately 3,000 feet. As such, vehicular operations aren't desirable, and the Two-T intersection approach will require further study to determine ways to improve the operations analyzed during this study.

MINIMIZING NEIGHBORHOOD CUT-THROUGHS

The community process unearthed a number of traffic cut-through problems where motorists on Huron Avenue or Mount Auburn Street were using side streets to avoid congested intersections at peak hours. The Larchmont and Strawberry Hill neighborhoods in particular cited this issue, as noted in the Existing Conditions section of this report.

While this design concept does not include new designs for those streets, a number of traffic calming measures can be used to dissuade cut-through traffic by enhancing the perception that these routes are slower or more troublesome for those trying to avoid traffic. In lieu of creating a system of one-way streets that prevent cut-throughs, it is recommended that speed humps can be used in the Larchmont neighborhood—though at night speed humps can become a noise nuisance if volumes are high and particularly if they are not well marked and signed.

On Cushing Street in Strawberry Hill, raised intersections with four-way stop signs could be considered at Locust and Lawn Streets, at Thingvalla Avenue, and at Spruce Avenue. Today, because the street has no stop signs and few traffic calming elements, Cushing Street is a very rewarding cut-through; minimize the reward and a traffic reduction can be achieved. Although GPS systems will continue to search for short-cuts, traffic calming elements such as these, in addition to improved efficiencies at major intersections such as Mount Auburn Street at Fresh Pond Parkway can reduce traffic on local streets.

⁴ City of Everett. "Mount Auburn Street Corridor Study." Presentation, Everett, MA, December 13, 2017.

Ongoing Discussion Topics

On the feedback received during stakeholder and public meetings, as well as comments submitted, the following are notes for continuing the discussion around these designs as various projects move forward. The project spans three jurisdictions, Cambridge, Watertown, and DCR. It is anticipated that the work going forward may involve several individual projects, each with their own community processes. DCR is implementing a short-term design alternative at Fresh Pond Parkway and Mount Auburn Street and is seeking funding for design for long-term changes to Fresh Pond Parkway and parts of Gerrys Landing Road. The City of Cambridge will also be implementing a transit pilot and some bicycle infrastructure. Many of the design's other elements will require additional neighborhood support to continue. Recognizing that this is an ongoing conversation, the following points highlight areas where more dialogue with the community will be required when elements of this design are moved forward:

Residents have expressed significant concerns with the regional traffic demands of Fresh Pond Parkway. This design takes several steps to calm traffic through the neighborhoods. To this end, the design shows a raised intersection, with stamped asphalt surfacing, for both the intersections of Fresh Pond Parkway at Huron Avenue and Fresh Pond Parkway at Brattle Street. Noise and durability concerns were brought up during the review process, and constructability conversations should continue as design develops. A theme of many conversations at Stakeholder Group meetings, diversion and the possibility of reduced

demand arose when the group was asked to balance the often conflicting desires of user groups. Much of this was connected to the ongoing Envision Cambridge planning process, and more specifically the Alewife Working Group. With the introduction of this new guidance document (scheduled for later this year), these conversations about the capacity of Fresh Pond Parkway can continue.

The team used ideas based in the community to design a pedestrian plaza schematic for the space at the intersection of Holworthy, Mount Auburn, and Belmont Streets fronting local businesses. This was a preliminary design intended to clarify transportation demands on the space, and spark neighborhood interest in the space. Targeted conversations with local landowners and local businesses will be needed before implementation of this redesign.

The transit lane on Mount Auburn Street must extend back Belmont Street as far back as Brimmer Street in order to allow buses to move past the queue and proceed ahead of traffic. Towards the tail end of the design process, a number of residents of Cushing Street residents expressed concern with accessing the neighborhood as a result of this design, noting the network of one-way streets that make up Strawberry Hill. A signal at this intersection, or a "Don't Block The Intersection" pavement marking and signs were suggested, and these will be further investigated in coordination with the City of Cambridge when the long-term design moves forward.