Path to high school uses signalized crossing

Crosswalk behind bus stop

Available space for queueing buses

Path to high school

Requires one crossing to high school

Consolidated stop at Common St.

Suitable for Transit Signal Priority

Removing stop creates 5 parking spaces

Bus stop moved to Bates Road

No net loss of eastbound spaces

Legend

PROPOSED BUS STOP

Parking (Total)
- Existing Legal Spaces: 21
- Proposed Legal Spaces: 31
- Net Gain: +10

Delineated parking spaces for discussion purposes only.
Path to high school uses signalized crossings

Loss of 1 space eastbound

Path to high school uses signalized crossings

Removing stop creates 5 parking spaces

Bus stop moved to Bates Road

Distributes spaces through business district

Requires two crossings to high school

Delineated parking spaces for discussion purposes only.

Parking (Total)
- Existing Legal Spaces: 21
- Proposed Legal Spaces: 30
- Net Gain: +9

LEGAL SPACES

- Existing: 21
- Proposed: 30
- Net Gain: +9

Delineated parking spaces for discussion purposes only.

**Mount Auburn Street**
A Complete Streets Project

**Parker Street Intersection Alternatives**
October 2018
Maintains existing route to high school

Loss of 6 spaces eastbound

Bus stop moved to Bates Road

Requires two crossings to high school

Parking (Total)
- Existing Legal Spaces: 21
- Proposed Legal Spaces: 25
- Net Gain: +4

Delineated parking spaces for discussion purposes only.

Parker Street Intersection Alternatives
October 2018

Mount Auburn Street
A Complete Streets Project

LEGEND
PROPOSED BUS STOP

Maintains existing route to high school
Parking within a signalized intersection

Parking within 10’ of a fire hydrant

Parking within a signalized intersection and within 20’ of a crosswalk

Spots cannot be maintained (typ.)

EXISTING BUS STOP

EXISTING ILLEGAL PARKING AREAS