Kiosk / Plaza Update & MassAve4 Improvements Harvard Sq Bus Stops

Community Meeting
March 10, 2022
Welcome

• Welcome & Introductions 6:00 PM
• Project Presentations 6:00-6:30PM
  • Kiosk and Plaza Construction Update
  • MassAve4 - Harvard Square Bus Stops
• Question and Answer 6:30-8:00 PM

Presentation available on the project webpages:
cambridgema.gov/Departments/publicworks/cityprojects/2021/harvardsquarekioskandplaza
cambridgema.gov/MassAve4B
Welcome

- Use "Raise Hand" button to signal you have a question or press *9 if you are joining by phone only
  - Verbal questions will be taken in order hands are raised
  - Questions/comments limited to 1 minute to allow as many people to participate
  - We will take 10 to 15 questions/comments at a time
- Write in questions in Q&A Window
  - Questions may be submitted at any time
  - Will answer as many questions as possible during Q & A
- Will alternate between verbal questions and responses to written questions
- Please be kind to each other and help us hear from as many people as possible
- Technical support: Kate Riley (kriley@cambridgema.gov)
- Closed Captioning available

Bottom Panel of Zoom Screen

Click "CC" and "Show Subtitles"
Harvard Square Kiosk and Plaza Reconstruction Update
Construction Timeline

- Out of Town News Kiosk and Harvard Square MBTA Headhouse
  - Contractor: WES Construction Corporation
  - Bid opening: May 2021
  - Estimated completion: November 2022

- Tenant Fit Out
  - Operator RFP to be released this month
  - Operator on board summer 2022

- Harvard Square Plaza
  - Contractor: TBD
  - Bid opening: March 10, 2022
  - Project duration: 24 months
In coordination with the Cambridge Arts Council, fence scrim was designed by artist Patricia Thaxton. For more on the artist & project please visit:

Coming soon to Harvard Square: Art to mend the fabric of life - The Boston Globe

Demolition of Kiosk Ticket Booth

Years of paint stripped from the Kiosk overhang

Kiosk interior after removal of OOT News fixtures

In coordination with the Cambridge Arts Council, fence scrim was designed by artist Patricia Thaxton. For more on the artist & project please visit:

Coming soon to Harvard Square: Art to mend the fabric of life - The Boston Globe
Folding Glass Doors with Sliding & Historic Windows

CAMBRIDGE SAVINGS BANK

Section - East/West

HARVARD SQUARE KIOSK - CAMBRIDGE, MASSACH USETTE
Proposed Safety Improvements

- Reduce travel lanes to 1 lane in each direction.
- Expand plaza area.
- Provide clear crosswalk markings.
- Shorten crosswalk from Kiosk to Coop (from 43’ to 34’).
- Reduce pedestrian delay with shorter cycle length.
- Eliminate merge for cyclists and drivers going towards Porter Square.
- Provide protected connection for northbound cyclists.
BUSINESS SUPPORT EFFORTS AND COMMUNITY OUTREACH

• Ongoing electronic and printed communications and periodic surveys of individual businesses to learn about critical operations issues
• “Preparing Your Business for Construction” tools and workshop
• Group and individual meetings with business owners on construction questions
• A “Shop Local” customer loyalty program (23 businesses currently participating)
• Distribution of promotional materials
• Continuing support of Harvard Square Business Association’s events and placemaking activities (e.g. banners, street furniture)

If you are interested in learning more about these programs and how you can participate, please contact Pardis Saffari at psaffari@cambridgema.gov

• City of Cambridge Community Relations Manager:
  • Kate Riley, kriley@cambridgema.gov

• Supervising Engineer, Dept. of Public Works:
  • Melissa A. Miguel, P.E., mmiguel@cambridgema.gov

• City Project Webpage:
  • https://www.cambridgema.gov/Departments/publicworks/cityprojects/2021/harvardsquarekioskandplaza
What drives our street design?

Many policies and plans are foundational to our work

• Cycling Safety Ordinance, Vehicle Trip Reduction Ordinance, Cambridge Growth Policy, Complete Streets Policy, Vision Zero Policy, Climate Protection Plan and others

We design for people of ALL ages and abilities. This means including:

• People who may not have access to a car
• Safe and accessible bike lanes that can be used by a wide range of people
• Streets that are safe and accessible for all abilities

Focus is on moving people and goods, not their vehicles

• Buses run less frequently than cars and carry more people
• Cannot ignore access for trucks and local deliveries

How we think about vehicle congestion and delay

• Moving people slowly is moving people safely
• We do not prioritize eliminating delay for people driving alone
Why Separated Bike Lanes?

• Fewer crashes
• Eliminates threat of “doorin” from parked vehicles
• Buffer space reduces conflicts between turning vehicles and people biking
• Shorter crossing distances for people walking
• Increased comfort for people of all ages and abilities who are biking
• Increased comfort for people driving as they know where to expect people biking
• Enables more people to choose cycling as a transportation option
• Supports City’s climate goals
• Supports Public Health goals
Study Area

• There are many installed, planned, and ongoing projects along Mass Ave
• Four segments of Mass Ave have complicating factors (MassAve4)
• This study is reviewing the MassAve4 segments with bus stops serving Harvard Square
Project Background

• City released MassAve4 Impacts Analysis report in April 2021
• Report reviewed impacts of quick-build separated bike lanes only
• It was identified that further analysis was required to review possible construction scenarios
Project Background

• Cambridge Cycling Safety Ordinance (CSO) requires separated bike lanes along Mass Ave

• For MassAve4 - by April 30, 2022 the City must:
  • Present analysis on which sections can be quick-build, and which sections require construction
  • Obtain approval from the City Council on a construction timeline for separated bike lane sections not recommended for quick-build

• Any sections recommended for quick-build must be installed by April 30, 2023

• If a timeline is not approved by the City Council for sections recommended for construction, those sections must be quick-build and installed by April 30, 2024
Existing Curbside Uses

Curbside uses:
- 1 hour, metered
- 30 mins, metered
- Bus Stop
- Accessible Parking
- Other - Taxi Stand

Map showing curbside uses along Mass Ave, Dunster St, Holyoke St, Linden St, Plympton St.
Existing Bus Routing
Existing Bus Layovers

• Buses often need to wait, or ‘layover’, between the last stop of a trip and first stop of the next one.
  • This time is needed as a buffer so that the next trip starts on schedule.

• Three MBTA routes end and begin at the Holyoke Gate stop.
  • Space for at least two and up to four buses to wait in this area is needed for the routes here.
Harvard and MASCO Shuttles

• Harvard shuttles pick-up/drop-off passengers at both the Mass Ave & Johnston Gate and Mass Ave & Holyoke St bus stops

• MASCO shuttle ends route in Harvard and may need space to layover
Plympton to Dunster - Existing

Existing bus stop area - 315 ft
Church to Garden - Existing
Quick Build vs Construction

- Quick build bike lanes use paint and flex posts to provide separation
  - Buses share space with bikes at bus stops
- Temporary bus islands expand bus stop area past the curb
  - May conflict with utilities
  - Present accessibility and maintenance issues
  - Would not accommodate the high number of bus riders and cyclists in this area
Quick Build vs Construction

• Construction allows for bike lanes to be raised and for bus stop islands to be placed next to the curb

• Due to heavy bus activity and need for layovers, quick build bike lanes are not recommended

• Construction is recommended between Plympton Street and Garden Street
Next Steps

• Get community feedback on DRAFT Recommendation

• By April 30, 2022, obtain City Council approval of Construction recommendation and timeline
  • If approved, there will be additional public engagement as the detailed design is developed

• If Council approval is not granted, this segment must be implemented as a quick-build by April 2024 in accordance with requirements of the CSO
Share your thoughts

**Kiosk / Plaza**
- Questions about the Kiosk / Plaza construction?

**MassAve4 – Harvard Square Bus Stops**
- How are these areas used today? Are there any challenges we should address?
- What do you think about the recommendation to reconstruct these bus stop areas?

Is there anything else you’d like to share with the project team?
Thank you
Plympton to Dunster- Existing

Existing bus stop area - 315 ft
Bus Layovers- Plympton to Dunster

- Need 4 independently operating bus layovers
- Consider separate drop-off/boarding islands with layover in between
  - Route 68/69 drop-off
  - Route layover
  - Route 68/69 boarding
  - Route 1 drop-off
  - Route 1
  - Route 1 boarding (new stop Dunster @ Mt. Auburn)

- Not MBTA standard distance; approx:
  - 80' per bus min (40' bus)
  - 100' per bus min (60' bus)
  - 150' per bus max/ideal
- Plan for no less than existing ~315'
Plympton to Dunster - Options

Maintain Layovers

Shift Layovers

Off-peak parking?

Curb extension impacts?
Church to Garden - Existing

Existing bus stop - 90 ft

Existing bike movements
Bus Layovers - Church to Garden

- 3-4 buses align at location a few times/week
- Existing:
  - 2 at Garden Street (Dawes Island)
  - 1 at Johnston Gate
  - 1 around Cambridge common
- Buses squeeze at Gate, not ideal
- Assume future layovers designated at Dawe's Island and other locations around Common/Harvard, not Johnston Gate
Church to Garden - Options

- Bus Pullout
- Bike Movements
# Church to Garden - Options

<table>
<thead>
<tr>
<th>6'</th>
<th>6'</th>
<th>2'</th>
<th>10'</th>
<th>10'</th>
<th>8'</th>
<th>11'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>Bike lane</td>
<td>Drive lane</td>
<td>Drive lane</td>
<td>Bus Pullout</td>
<td>Transit shelter</td>
<td></td>
</tr>
</tbody>
</table>

- **Shared bus stop / bike markings**

---

**Bike Movements**

![Diagram of bike and bus movements]

- Red arrows indicate bike movements.
- Green arrows indicate bus pullout movements.

---
Headhouse Pinch Point

- Modify median island