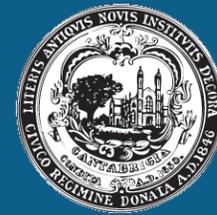


# Kiosk / Plaza Update & MassAve4 Improvements Harvard Sq Bus Stops



*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](https://cambridgema.gov/Departments/publicworks/cityprojects/2021/harvardsquarekioskandplaza)**

**[cambridgema.gov/MassAve4B](https://cambridgema.gov/MassAve4B)**

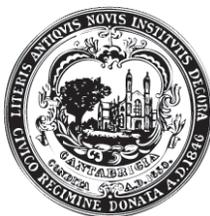
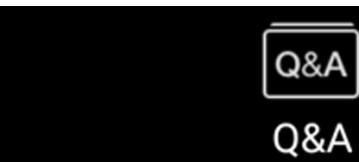
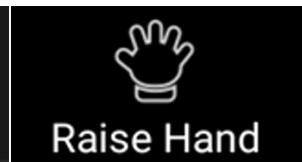
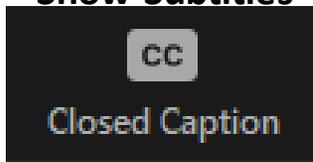


# Welcome

- 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 as possible 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](mailto: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





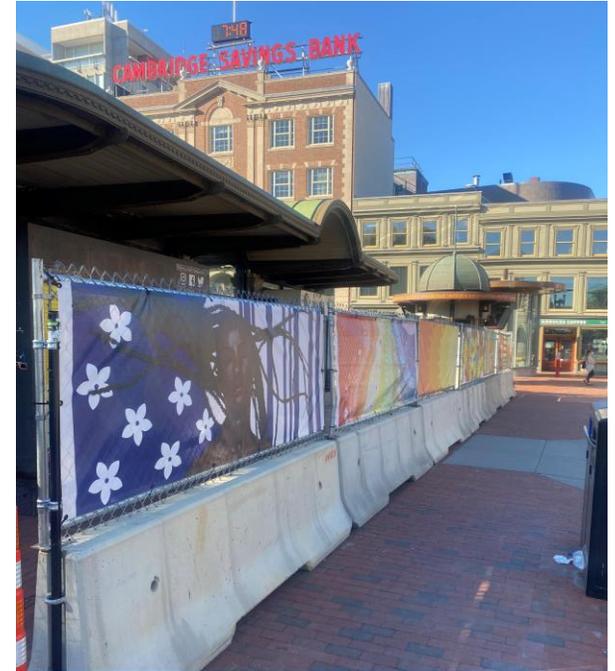
**Demolition of Kiosk Ticket Booth**



**Kiosk interior after removal of OOT News fixtures**

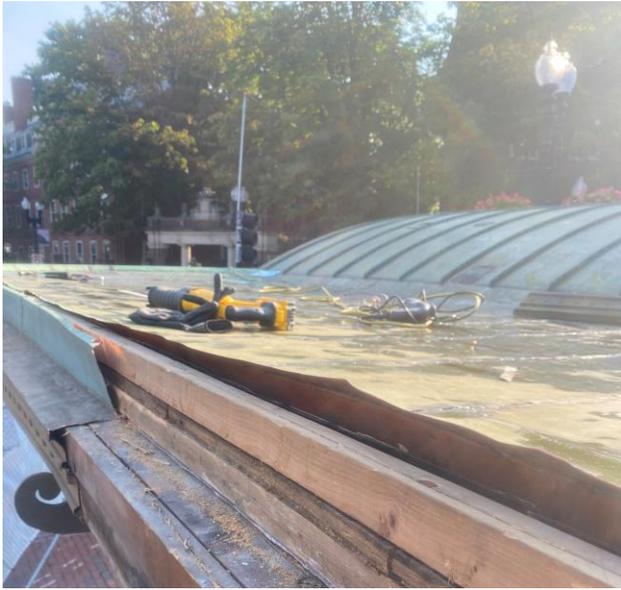


**Years of paint stripped from the Kiosk overhang**



**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](#)*



# EXISTING CONDITIONS

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**HARVARD SQUARE - CAMBRIDGE, MASSACHUSETTS**  
MARCH 18, 2010

**tt** Touloukian Touloukian Inc.  
ARCHITECTS

**PERSPECTIVE RENDERING**  
**HR** HALVORSON DESIGN  
PARTNERSHIP



**HARVARD SQUARE - CAMBRIDGE, MASSACHUSETTS**  
MARCH 18, 2015

**tt** Touloukian Touloukian Inc.  
ARCHITECTS - LANDSCAPE ARCHITECTS

**HR**

**PERSPECTIVE RENDERING**  
HALYORSON DESIGN  
PARTNERSHIP

PERSPECTIVE VIEW FROM DUNSTER STREET - PLAZA AT NIGHT



HARVARD SQUARE - CAMBRIDGE, MASSACHUSETTS  
2 MAY, 2019

**tt** Touloukian Touloukian Inc.  
Architecture + Urban Design

**HR**

HALVORSON DESIGN  
PARTNERSHIP

CITY OF CAMBRIDGE



## Folding Glass Doors with Sliding & Historic Windows



Section - East/West

HARVARD SQUARE KIOSK - CAMBRIDGE, MASSACHUSETTS  
06 NOVEMBER 2018

**tt** Touloukian Touloukian Inc.  
www.touloukian.com

**HDR**

HALVORSON DESIGN  
PARTNERSHIP

MODIFIED



CAMBRIDGE, MASSACHUSETTS

**tt** Touloukian Touloukian Inc.  
Architecture + Urban Design

**HR**

HALVORSON DESIGN  
PARTNERSHIP

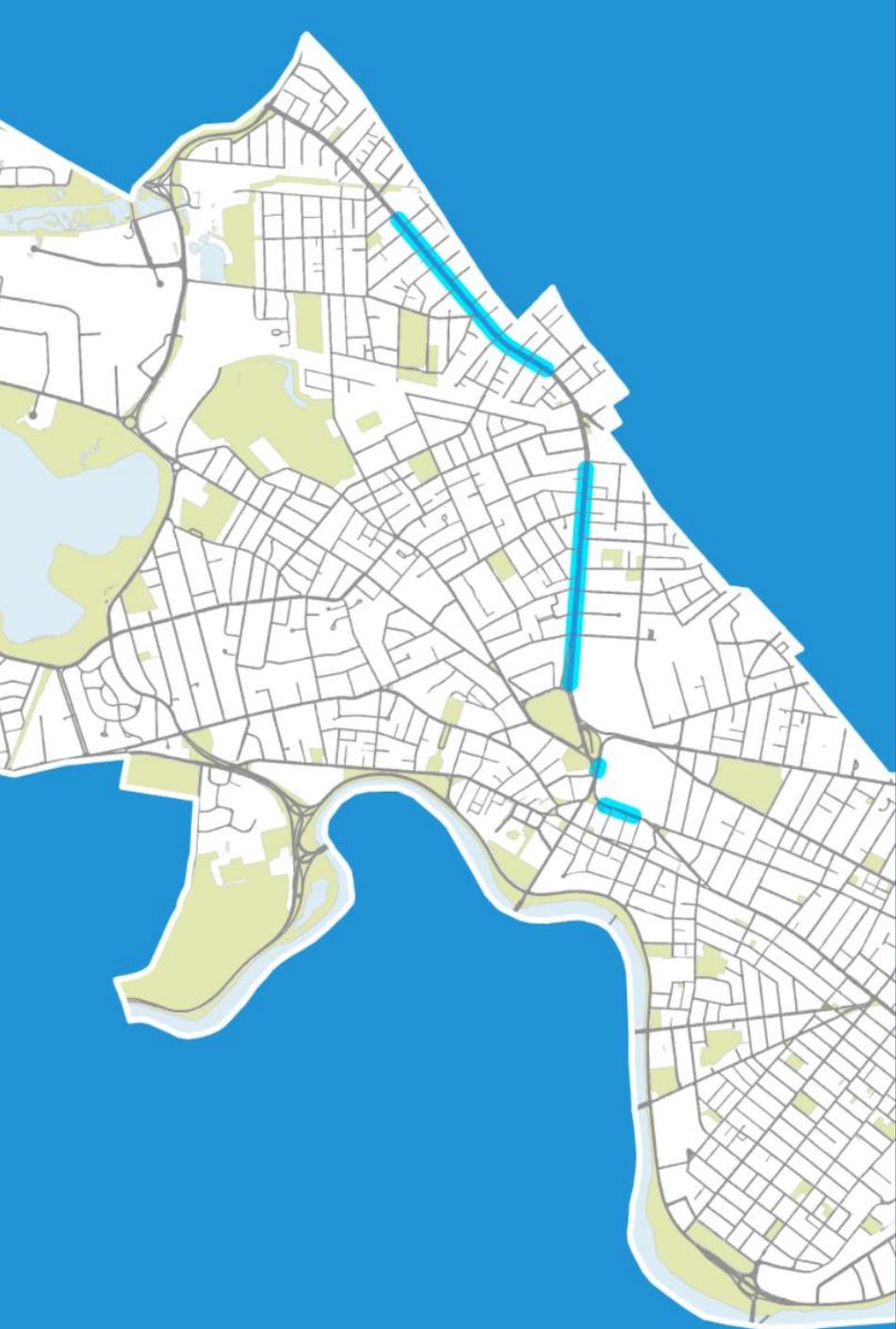
CITY OF CA

## 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](mailto:psaffari@cambridgema.gov)*
- City of Cambridge Community Relations Manager:
  - **Kate Riley, [kriley@cambridgema.gov](mailto:kriley@cambridgema.gov)**
- Supervising Engineer, Dept. of Public Works:
  - **Melissa A. Miguel, P.E., [mmiguel@cambridgema.gov](mailto:mmiguel@cambridgema.gov)**
- City Project Webpage:
  - **<https://www.cambridgema.gov/Departments/publicworks/cityprojects/2021/harvardsquarekioskandplaza>**



# MassAve4 Improvements Harvard Sq Bus Stops



# 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:

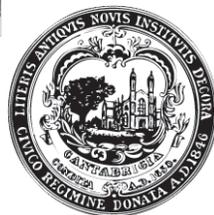
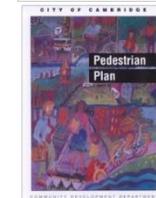
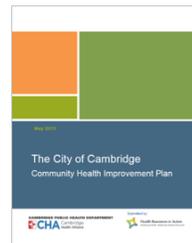
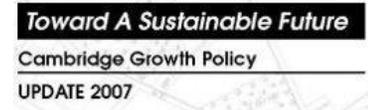
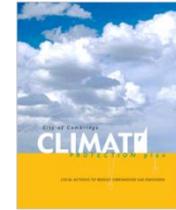
- People who many not have access to a car
- Safe and accessible bike lanes that can be used by a wide range of people
- Streets that are safe and accessible for all abilities

## 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 “dooring” 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



Top Image: Mt Auburn St before a separated bike lane was installed  
Bottom Image: Mt Auburn St after a separated bike lane was installed in 2020



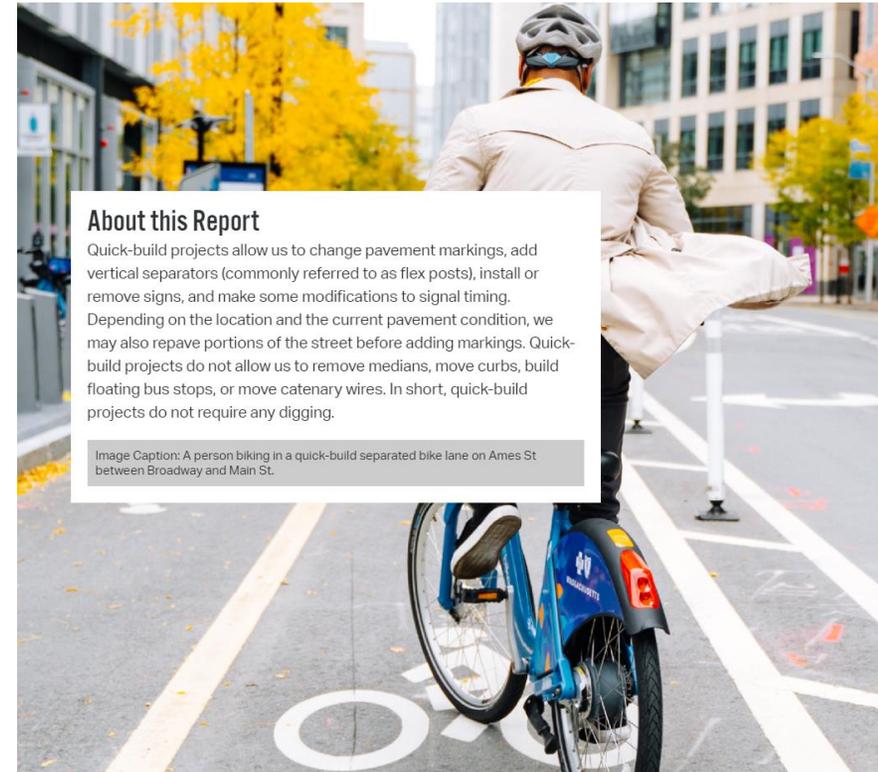
# Study Area

- 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



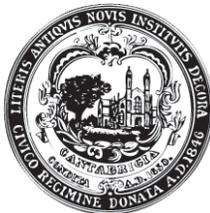
# Project Background

- 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

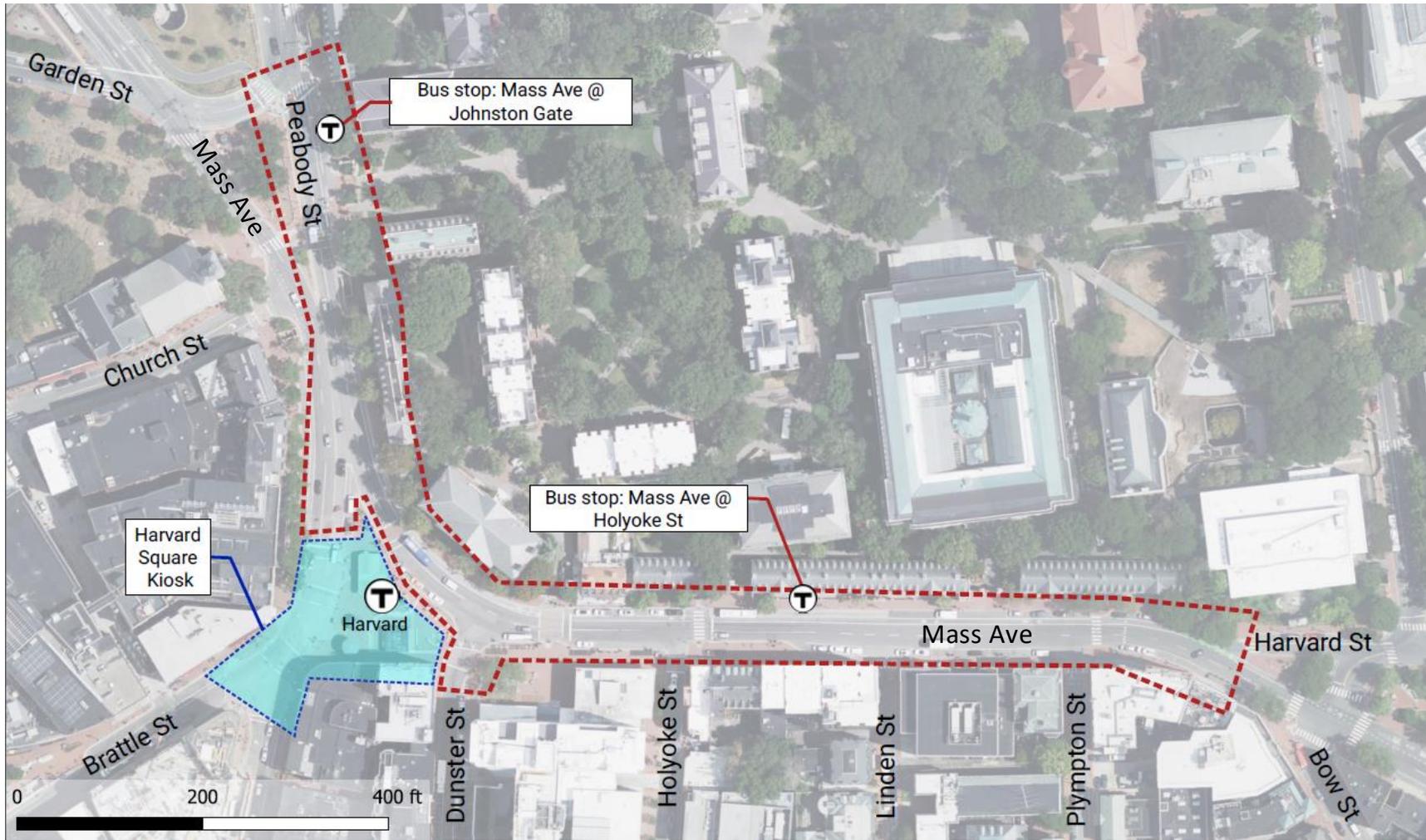


# Project Background

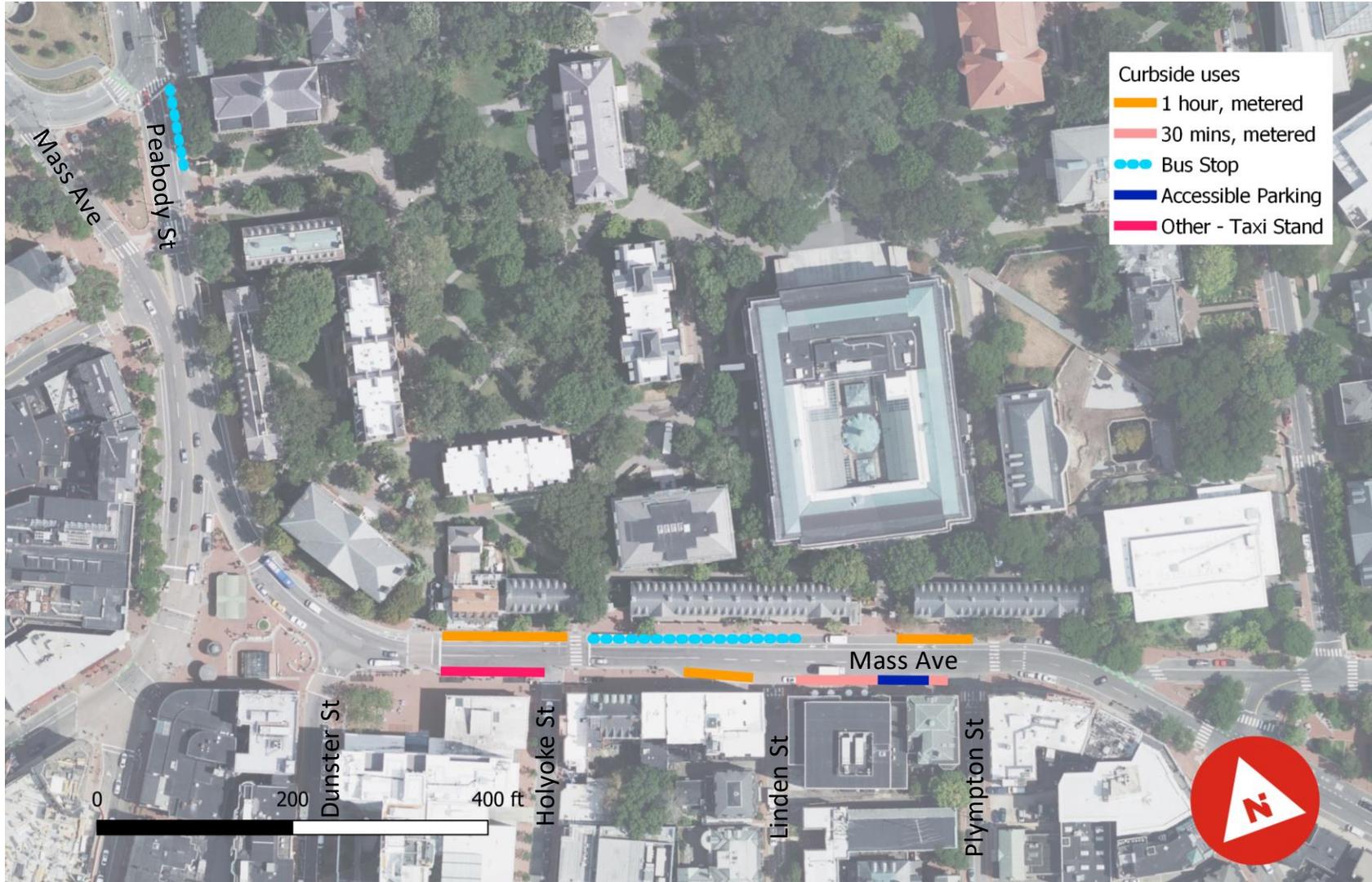
- Cambridge Cycling Safety Ordinance (CSO) requires separated bike lanes along Mass Ave
- For MassAve4 - by April 30, 2022 the City must:
  - Present analysis on which sections can be quick-build, and which sections require construction
  - Obtain approval from the City Council on a construction timeline 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



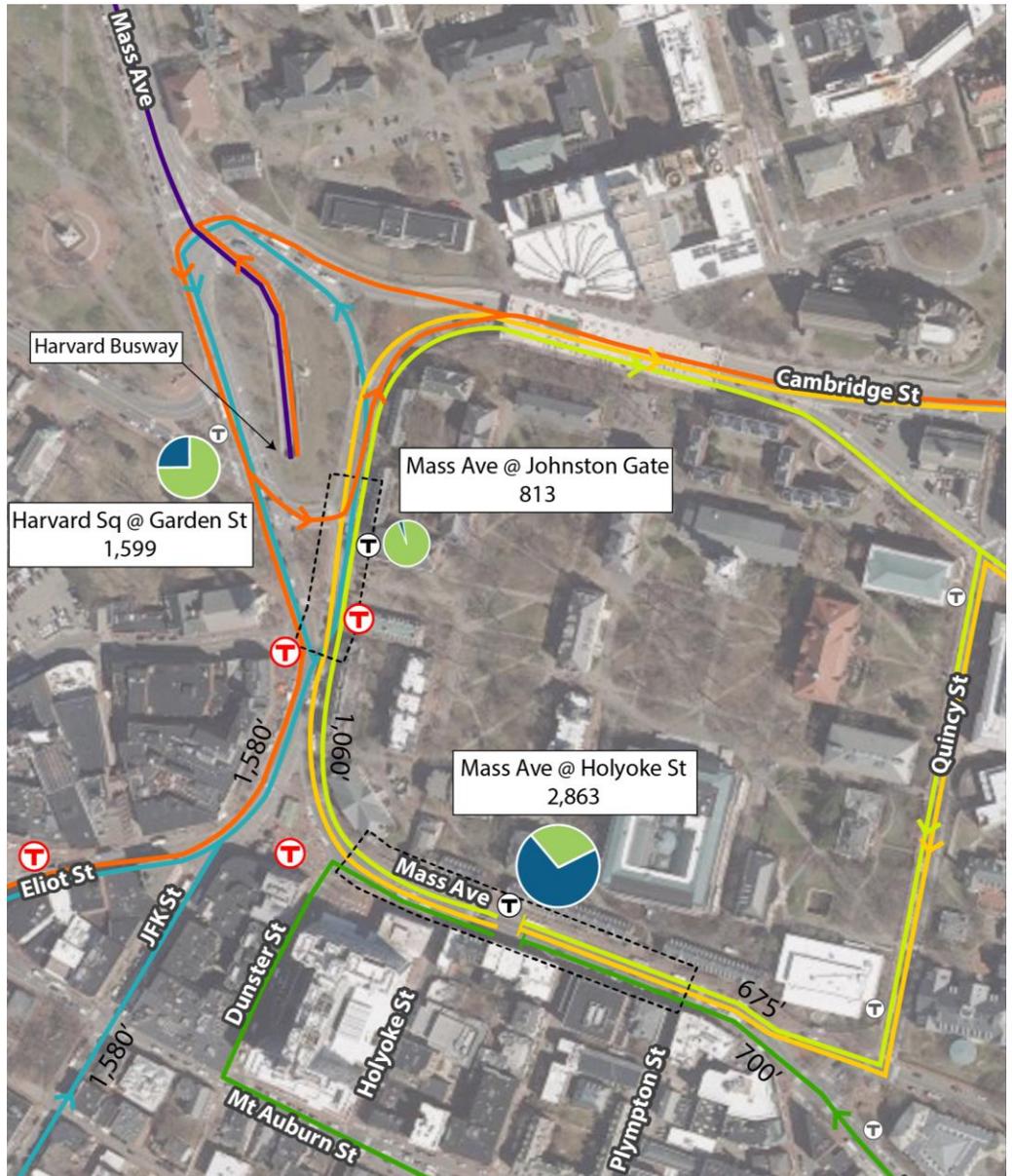
# Project Limits



# Existing Curbside Uses



# Existing Bus Routing



Stop Name  
Total Weekday Ridership

Offs  Ons

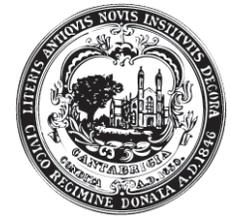
 Mass4 Segment Bus Stop

 Other Bus Stop

 Harvard Station Red Line Head House

MBTA Bus Route

-  01
-  66
-  68
-  69
-  86
-  96



# 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.

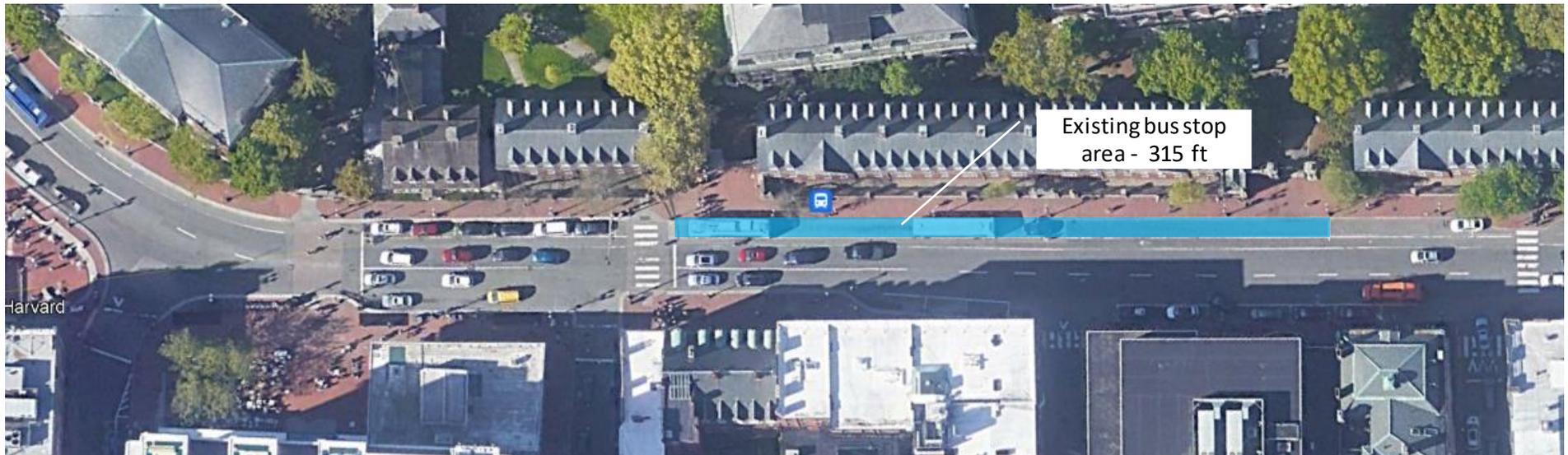


# Harvard and MASCO Shuttles

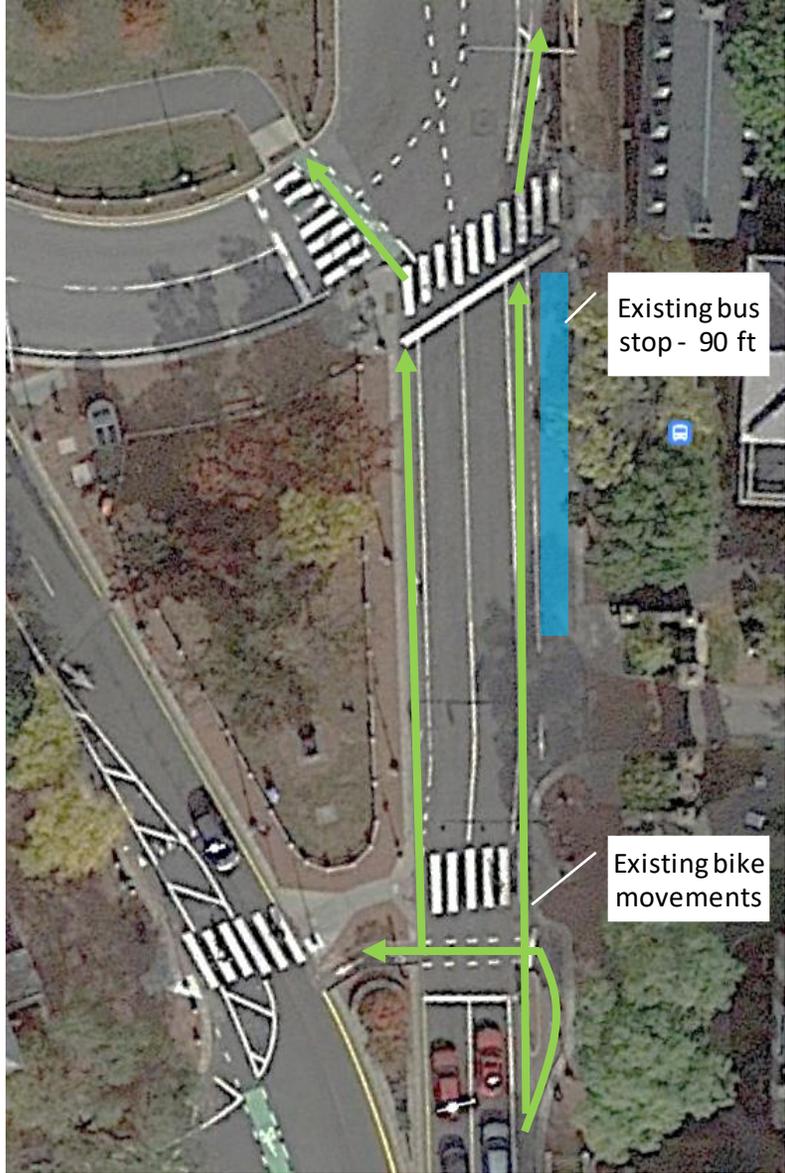
- Harvard shuttles pick-up/drop-off passengers at both the Mass Ave & Johnston Gate and Mass Ave & Holyoke St bus stops
- MASCO shuttle ends route in Harvard and may need space to layover



# Plympton to Dunster- Existing



# 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



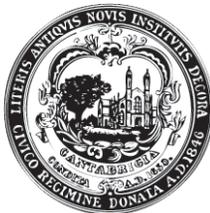
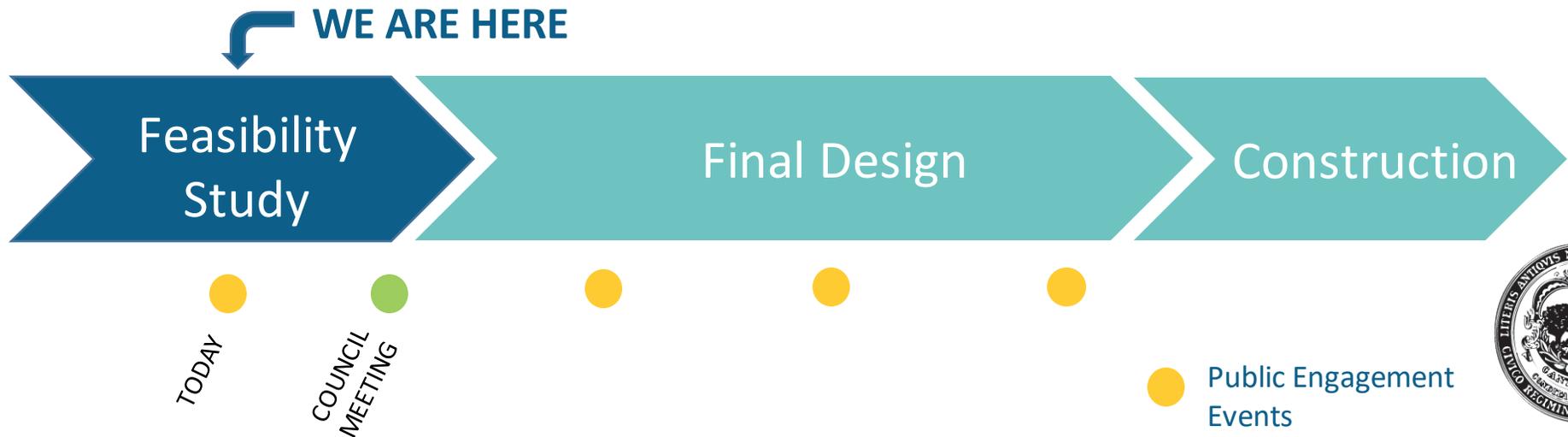
# Quick Build vs Construction

- 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





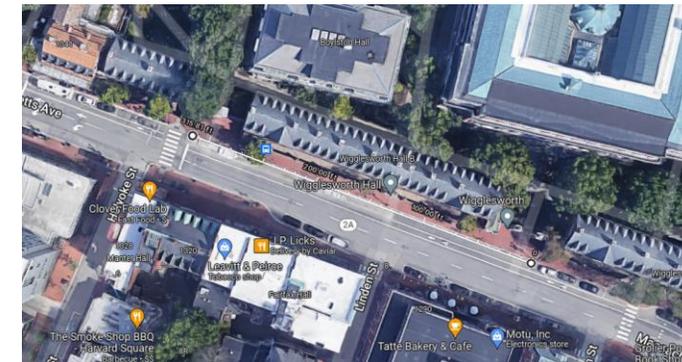
# Plympton to Dunster- Existing



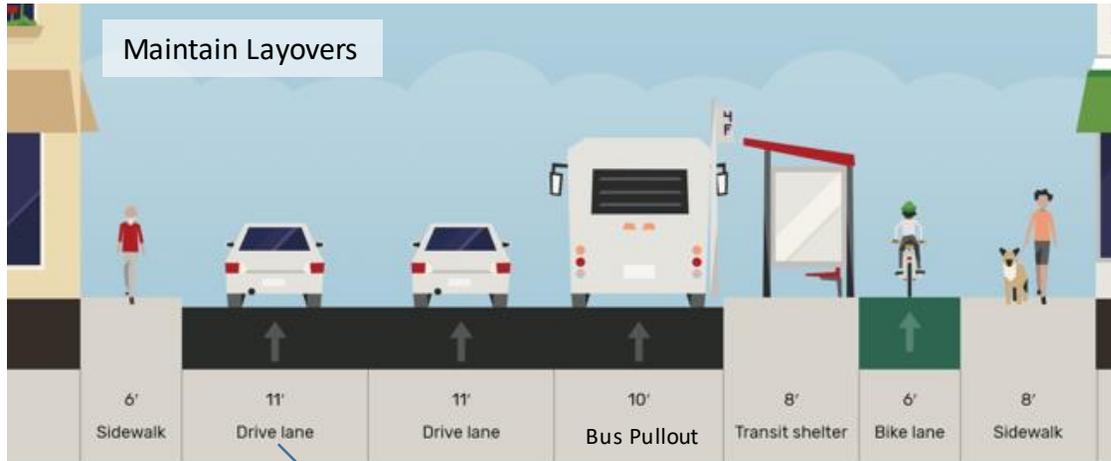
# Bus Layovers- Plympton to Dunster



- Need 4 independently operating bus layovers
  - Consider separate drop-off/boarding islands with layover in between
- |  |                      |  |  |
|--|----------------------|--|--|
|  | Route 68/69 drop-off |  | Route 1 drop-off                                 |
|  | Route layover        |  | Route 1  |
|  | Route 68/69 boarding |  | 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



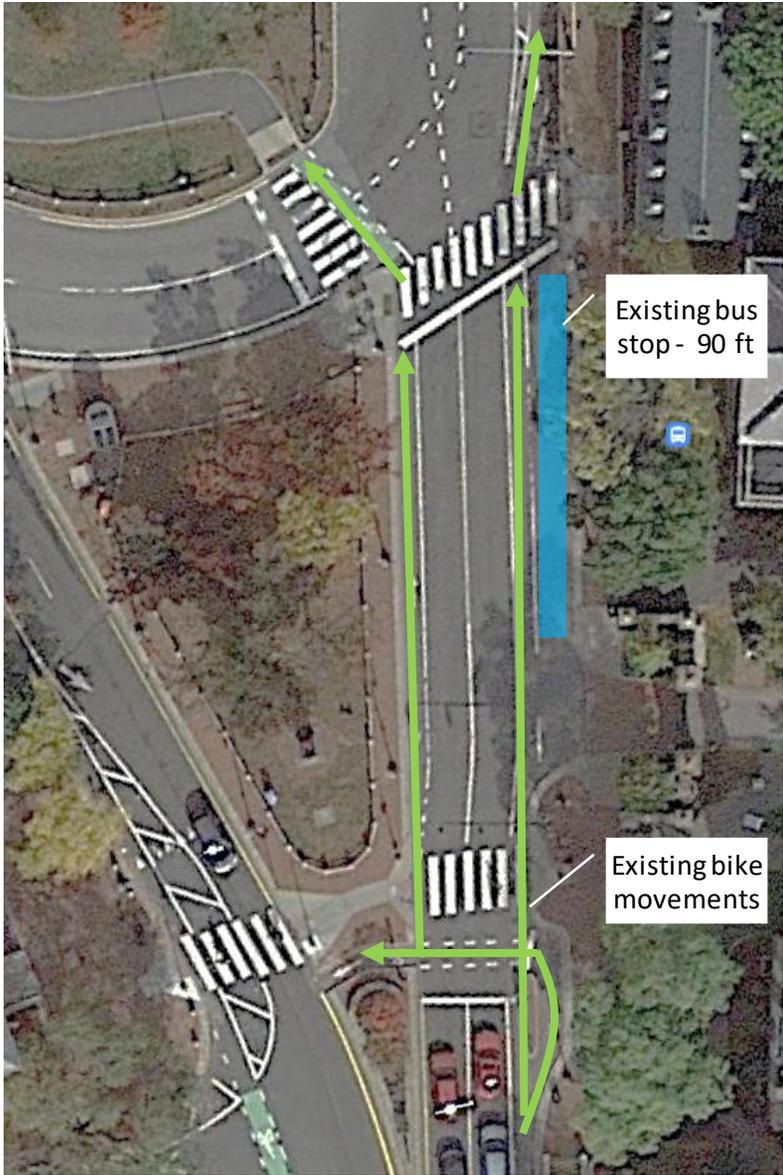
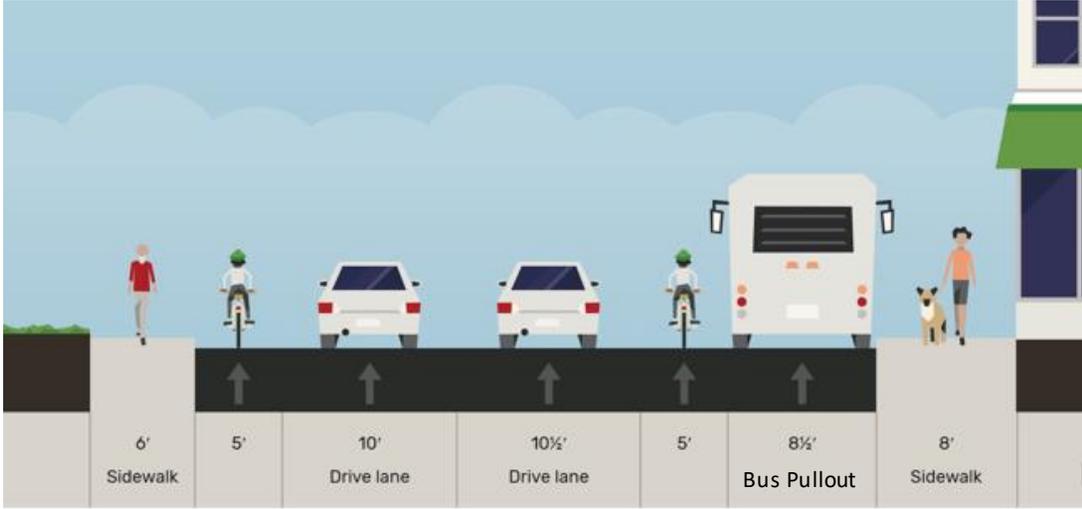
Off-peak parking?



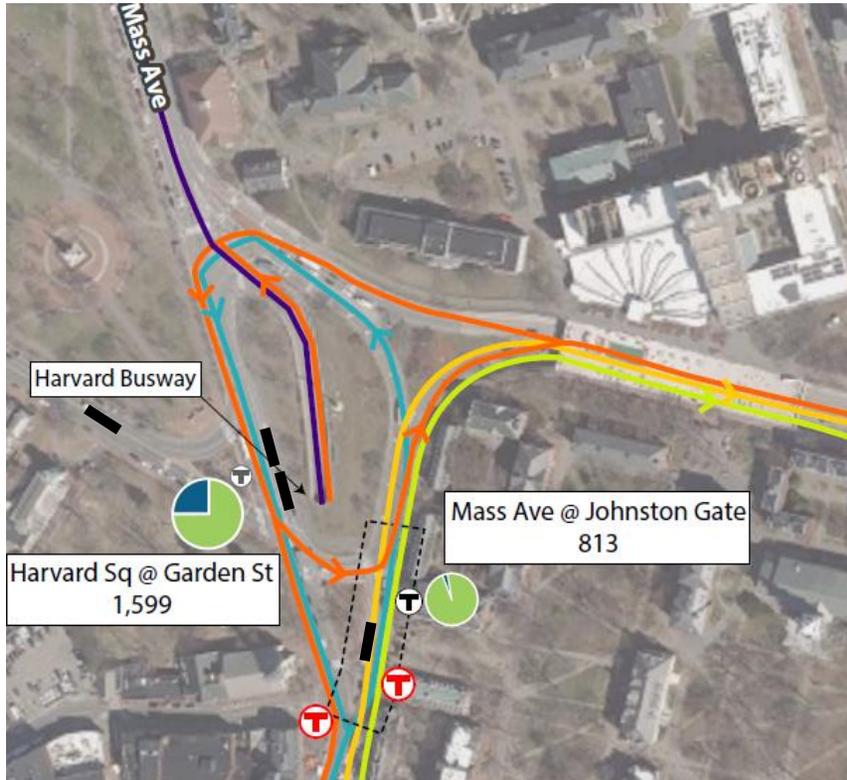
Curb extension impacts?



# Church to Garden - Existing



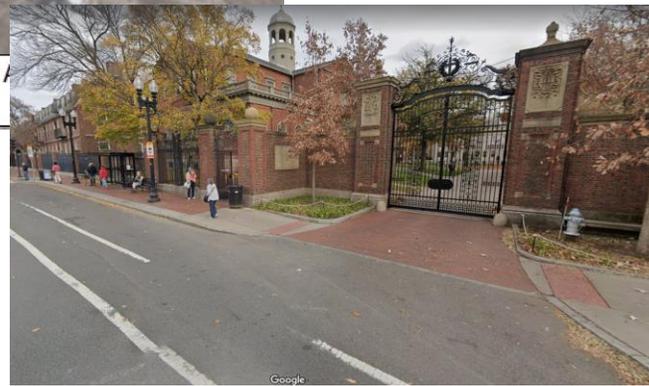
# Bus Layovers - Church to Garden



- 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



Harvard Sq @ Garden St

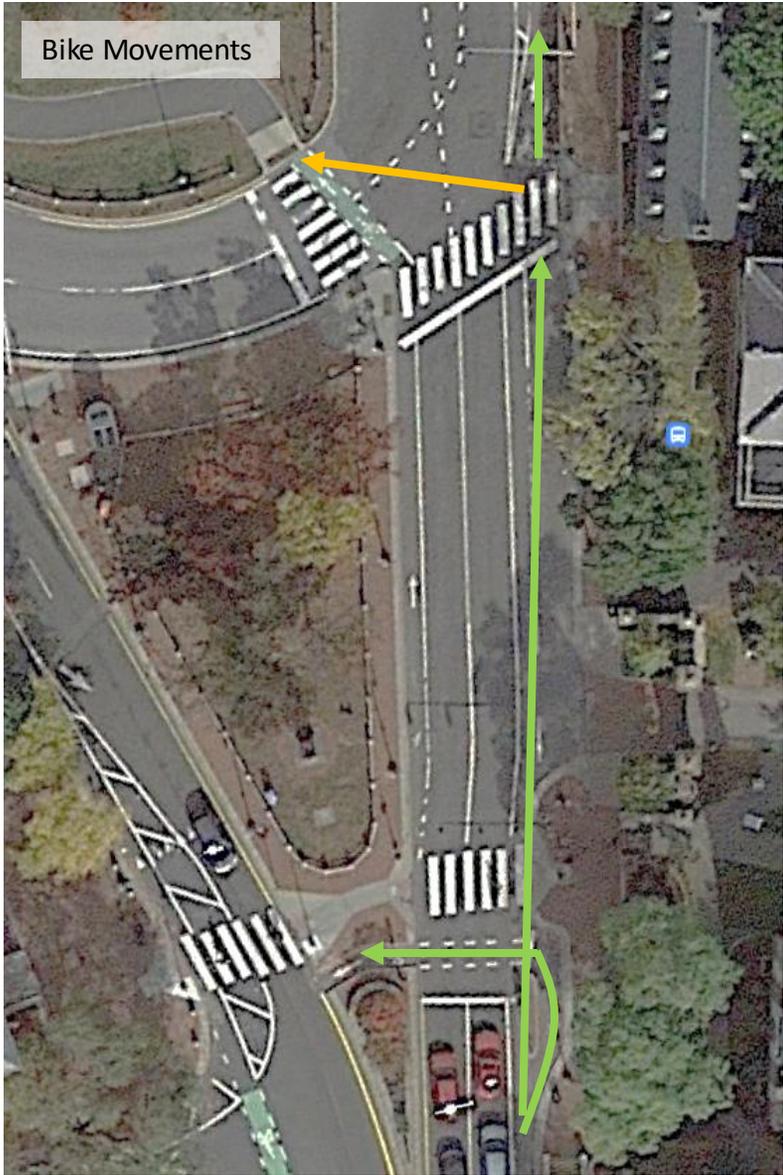
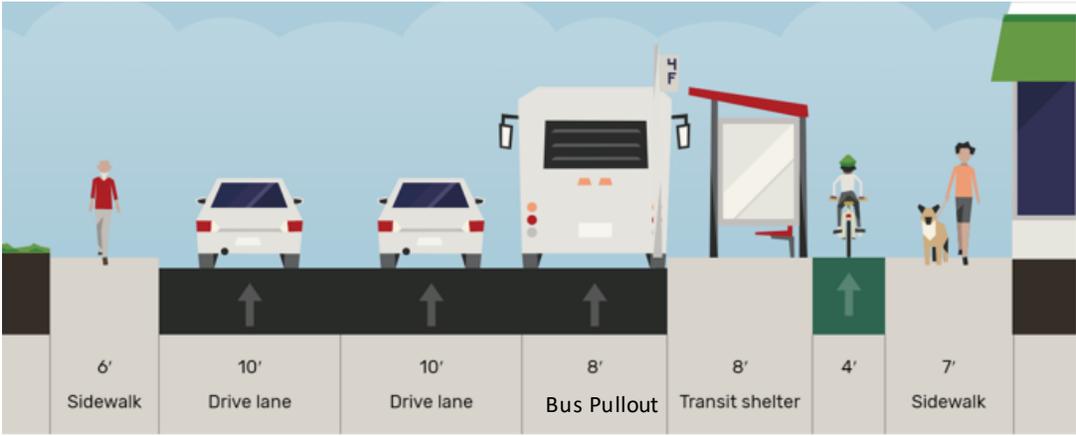


Johnston Gate

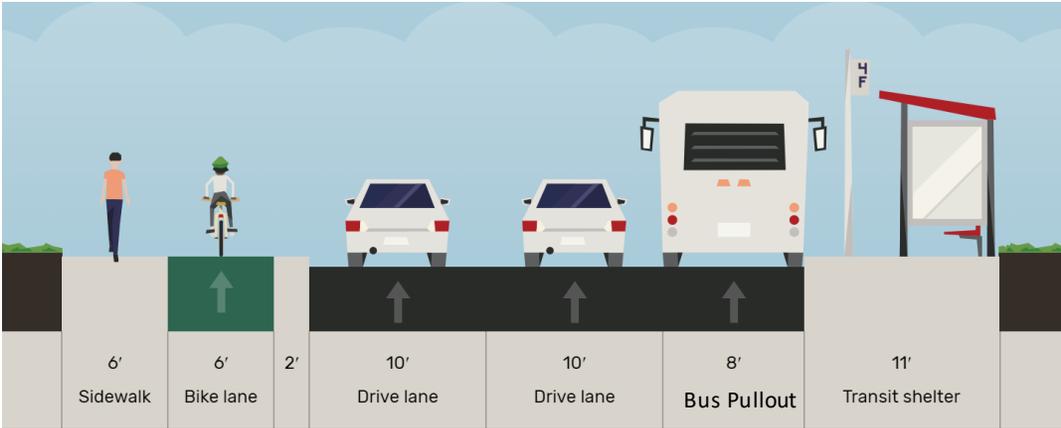


Johnston Gate – No Bus Layover Signs (Red)

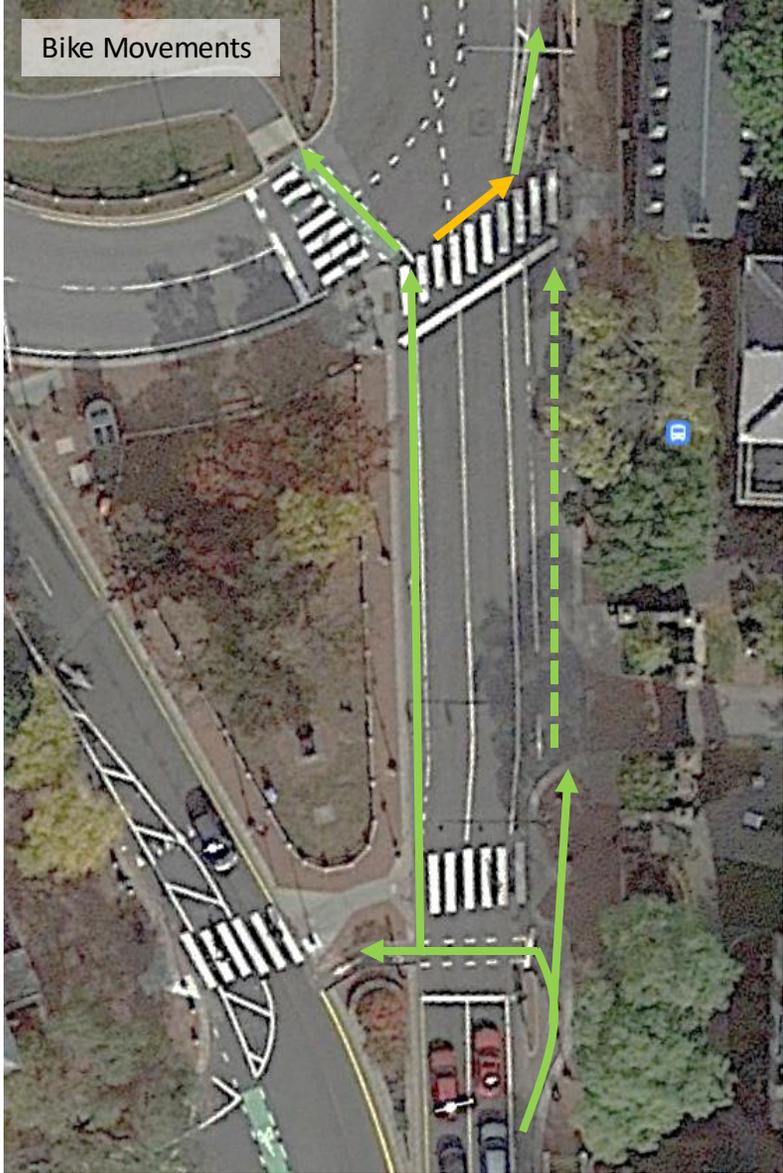
# Church to Garden - Options



# Church to Garden - Options



Shared bus stop / bike markings



# Headhouse Pinch Point



- Modify median island

