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PLAN TO REDUCE SIZE OF ROTUNDA ON SQUARE

ONE PLAN ELIMINATES STRUCTURE IN STREET ENTIRELY

NO WRITER ATTRIBUTED

Agitation by the Harvard Square Business Men's Association has again resulted in preliminary plans being made and filled at the state house for the substitution of a new and smaller subway station in the center of Harvard Square in place of the present structure

The detailed plan of the proposed structure by Chief Engineer Henry W. Hayes of the state Department of Public Utilities provides in place of the present structure on the same location for a smaller subway entrance, which, however, retains the present entrances and escalator. The proposal involves an expense of between \$25,000 and \$30,000. This plan is a compromise between no change whatever and a proposal to entirely eliminate the structure now in the center of the Square and have several entrances along the side walks.

Present Structure Obstructs Traffic

The disadvantages of the present structure are obvious to anyone who has driven an automobile through the Square. Traffic moving toward the Square on Boylston, Brattle, and upper Massachusetts Avenue must all pass through the narrow strip of street between the subway station and the south sidewalk of Massachusetts where it intersects with Boylston. The congestion is further increased by the street cars, going both east and west, which stop near the subway entrance and often completely block the eastbound motor traffic which is fed into the Square by these three important highways.

In regard to the proposal to do away entirely with the present station, Representative Blanchard, who has introduced the bill involving the new plan, said; "There seems to be a powerful demand that the present Harvard Square surface station of the Cambridge subway be entirely removed, and new entrances and exits opened in the sidewalks. I have been forced to the conclusion that such a plan is absolutely not feasible. Even if this were feasible, it would mean seriously curtailing the traffic facilities of the subway itself, great inconvenience to the car riders--the escalator would be eliminated --and it would cost more than \$120,000.