

Quincy - Western Kirkland Safety Improvement Project

Design Options Feedback Report

This report summarizes public feedback on street design options for the Quincy Street - Western Kirkland Street safety improvements, and provides an overview of the project timeline, community feedback, and next steps.

About the Safety Improvement Project

The City of Cambridge is making safety and mobility improvements on Quincy Street and Western Kirkland Street. These streets are used every day by people walking, biking, taking transit, and driving. The project supports the City's broader goals to expand a safe, connected separated bicycle network and advance initiatives such as Vision Zero and the Cambridge Bicycle Network Vision.

Project Timeline

- **Fall 2025:** Launched website, feedback form and met with key stakeholders.
- **Winter 2025:** City hosted a community Open House on January 22, 2026, at the Harvard Graduate School of Design (GSD). Continued to engage with stakeholders. Met with City's Joint Transportation Committees (Bicycle, Pedestrian, Transit).
- **Spring 2026:** Project installation.

About This Feedback

Community feedback helped shape project's design. Feedback was gathered through a community Open House and an online Project Feedback Form, which collected input on proposed street layouts, parking and loading preferences on Quincy Street and Western Kirkland Street.

26

Total Comments

1

Community Open House

47

Joined Project Email List

What We Did With This Feedback

These engagement opportunities helped us better understand local conditions and identify context-specific insights that may not have been apparent otherwise. We will continue to review both the preferences shared and the reasons behind them even after installation is complete. Above all, the safety of all road users remains the top priority in the evaluation process.

Specific ways in which feedback influenced the design include:

- Addition of metered parking on Kirkland Street just east of Quincy Street.
- Modifications to light timing and bicycle and pedestrian circulation at the intersection of Quincy St and Kirkland St. This includes allowing bicycle travel during the exclusive pedestrian walk phase, with signage indicating bicycles shall yield to pedestrians.
- Changes in flex-post layout on Kirkland St. This will allow eastbound vehicles more space given feedback from Harvard and their shuttle operators.

The updated draft design is posted to the Quincy-Western Kirkland Safety Improvement Project webpage (camb.ma/quincykirkland), we made adjustments to improve the designs, such as modifying parking types, exploring new parking and bike lane layouts, and addressing community concerns as much as possible.

To stay updated on this project, visit the [project website](#) and [sign up for email updates](#).

Appendix: Public Comments (Complete List)

General Feedback Form Responses

Thank you for this important work - definitely needed and much appreciated!

Bicycling from Quincy St to left onto Kirkland St would mean turning Left in front of the vast majority of the motor vehicle traffic that will be turning Right onto Kirkland St which includes the 109 bus. Unless bicyclists can turn Left onto Kirkland St while the motor vehicles turning Right from Quincy St onto Kirkland St have a Red light, I believe that maneuver would be quite dangerous for bicyclists. Perhaps you have a plan to design the lights and light pattern similar to the Quincy/Cambridge St intersection, I note below.

Bicycling from Quincy St to left onto Cambridge St is currently safe because of the excellent manner in which the lights have been designed and programmed at Quincy/Cambridge St. Although, I currently "take the (middle) lane" to do that currently.

Thanks for the detailed notice about the project. And thanks for your continued efforts to improve the safety of transportation in Cambridge!

I understand the need for bike safety but there needs to be a plan to add more parking - not everyone can come into Cambridge by bike. You are hurting small businesses by removing parking and not providing more options.

Would appreciate green paint and/or flex posts or concrete curb to give cyclists space turning right from Cambridge to Quincy. Similarly, for cyclists going straight on Quincy into Cambridge let's make the slip lane safer to cross with green paint or other alternatives to slow cars down and make it safer. Should slip lane be eliminated altogether even?

Looking forward to these improvements! When traveling South on Quincy by bike, when the bike light turns green at Cambridge Street there is not enough time to get through the next light at Broadway. You always end up waiting at both lights. Or pedaling like crazy and going through the yellow or red light at Broadway (dangerous). Perhaps the timing of these lights could be adjusted slightly. I don't need a response but I'm happy to discuss further if that helps.

I'm disappointed that this project addresses such a tiny section of Kirkland. I would really like to see protected bike lanes down the entire length of Kirkland.

I'm so glad to see that separated bike lanes will be installed on Quincy and a section of Kirkland!

Could a green bike box be added at the end of the northbound vehicle lane on Quincy? This would be helpful for bikes that want to turn left at this intersection.

Also, are there plans to add separated bike lanes farther east along Kirkland up to the Somerville border? I know this is outside the scope of this project, but it feels stressful to bike there currently.

I'm a student and I often bike on this road northbound from the Quincy St corridor towards Oxford St. However, at times when the Science Center Plaza is less crowded I tend to go through there to avoid this route because of the mixed traffic and long signal at the intersection of Quincy and Kirkland. so it's great to hear the city is working on it! However, I am somewhat concerned about the left turn movement for bikes from Quincy to Kirkland with the new curbside bike lane. On the vehicle green this movement conflicts with right turning vehicles and would not be very safe. While bikes can still use the walk signal (this often happens currently), it can be kind of dangerous with people crossing. I don't exactly know how to solve this but I'm wondering about the viability of adding a lane and flexposts at the north side of the intersection (as part of the Kirkland St part of the project) so that bikes can make the left turn in one signal with the vehicle green.

With the eastbound bike lane ending in the bus stop, would it be possible to provide advance notice that a cyclist will be forced to merge into the car lane?

I am excited for this project as someone who regularly bikes, walks, and takes the bus through this area. I understand that the curb-to-curb widths are constrained and that this is a quick-build project, but I would hope to see the following improvements:

1. Concrete separators in addition to flexposts in bike lane buffers, especially at intersections.
2. Additional hardening of the right turn from Kirkland onto Quincy. The extremely wide turn radius here presents a severe right hook danger for bicyclists going straight on Kirkland. Please add a protected corner (even if quick-build materials) here. We don't want another Minh-Thi Nguyen.
3. I would like to see a PBL bus island/bypass constructed at the Quincy/Kirkland 109 bus stop. The existing design is routinely blocked by drivers and is more dangerous for bicyclists. Use Zicla if necessary (as in Washington, DC) for cost reasons.
4. It would feel safer, and the bike path would be less likely to get blocked, if the protected bike lane swung into the Gund Hall loading space and the loading space was "floated" to the left. I would even be okay with expanding the sidewalk cutout to the north or south if needed to achieve reasonable bike lane tapers to accomplish this.

Thank you for your work on this project!"

Overall the designs are great--more green paint for conflict points would be best. Two main suggestions:

- 1) Bikes turning right from Cambridge onto Quincy often get pressured by cars turning right. I would recommend using the flex post barrier island shown at the other end of Quincy here too to prevent the smushes. Could also do a bike lane "slip lane" between the curb cuts and the road on the sidewalk. Currently many bikers just

choose to ride the sidewalk on Quincy to avoid conflict. I would highly recommend the barrier island approach and explicitly say bikers can turn right on red but must yield to pedestrians and stay in bike land.

2) on Kirkland on the side near the church, remove that metered parking spot to make it easier for the bus to pull out and head to Union Square. 109 bus is frequent and carries thousands of people a day, shouldn't be hindered in operations by one unoccupied car. Especially because that bus will have a hard time pulling in early enough to get to the curb with that sharp right turn therefore hurting accessibility. I'd recommend just filling in that bus stop space with a parklet and make it a floating bus stop with a shelter. Similarly across the street at in front of William James Hall make that a floating bus stop and get rid of parking on the other side of the street to have enough road width."

Proposed parking on Kirkland should also be removed to install a bike lane.

Bike lanes on Kirkland - all of Kirkland - can't come soon enough. So thanks for working on this! One thing I noticed in the design is the awkward diagonal for bikers traveling north on Quincy to cross Cambridge Street. Will that particular intersection be reconfigured so that bikers can continue straight north along Quincy?

Hello,

I live nearby and bike through here very regularly. I also have used other basically all other modes at various points here. This is a good project please build it expeditiously. It has some room for improvement though:

The flex posts on the corner of Quincy and Kirkland will not be long for this world. The first bus around the corner and those will be gone. Please consider alternative means of separation there.

The left turn from Kirkland onto the Harvard paths does not look well thought out. Please consider improvements to that design including stripped markings across the intersection, a protected intersection design, something. This is a common movement and while protected bike lanes are safer in general one drawback in some instances is that it forces cyclists to cross traffic to turn left. More consideration needs to be given to making this movement easier as currently it looks like it will be harder and take movement priority away from cyclists. Same goes for those turning left from those paths onto Oxford Street.

Please consider bicycle left turns onto Fisher Place from Kirkland, there are bike racks there and a path people use on bikes through Harvard's campus. Again this is a common movement and in this case it is totally not considered.

Finally the parking and loading on Kirkland should be removed. Somerville has built high quality protected infrastructure up to the border on Washington Street. Kirkland is the natural and most direct connection between Harvard and Union Squares. Lots of people are biking on it and they shouldn't have the quality of their facilities drop off so sharply when entering Cambridge. There should be planning to extend this all the way to Beacon St and the end of the protected lanes in Somerville. At very least extend the bike lane all the way to Summer Street.

Thank you for your time and consideration,

Community Open House Street Design Roll Plan Comments

The following comments were collected during the Community Open House and placed on the roll plan as sticky notes. They are included below verbatim; however, some context from conversations with the project team while the comments were written may not be reflected.

Sharrow for way finding on Divinity Ave

Bluebike station (unmarked) and should be larger

Concerns as w/ cut thru on sumner

A crosswalk across Quincy would help access to bike racks + buildings

Comments and Questions from The Joint Meeting of the Transportation Committees Meeting on January 21, 2026

- **Question:** What type of protection is used in the protected bike lane?
 - Answer: Flex posts
- **Question:** Parking removed on the north side of Kirkland west of Quincy?
 - Answer: Yes
- **Question:** Can Harvard give up some land to make a path to Oxford Street
 - Answer: This project isn't focused on that, instead focusing on Cycling Safety Ordinance (CSO) streets requiring more separation
- **Question:** Vehicle stop bar on Quincy is way back. What will get cars to stop there?
 - Answer: It is far back today, this design only moves it 4 feet back. It helps buses make the turn
- **Question:** Exclusive phase, plus bikes can turn right on red?
 - Answer: Working out the specifics of the phasing, in particular for the bike movements. "Except bikes" will be placed under the "No Turn on Red" signage.
- **Question:** Right turn from Kirkland onto Quincy, can flex posts be added at the corner?
 - Answer: Flex posts can't be added at the corner because buses coming out of Memorial Hall circle need to make a U-turn onto Quincy Street and would run over flex posts
- **Comment:** Oxford really needs more traffic calming
- **Question:** Potential to harden the buffer down Oxford near the crosswalk, it needs something to keep parking from blocking visibility

- Answer: Good comment, we will look into this
- **Question:** Can crosswalks be more perpendicular to shorten crossing distance?
 - Answer: Not now, we are not changing the ramps right now but Kirkland will be reconstructed at some point in the next several years
- **Question:** Can the corner of Quincy/Kirkland have a concrete curb as a part of the protected intersection?
 - Answer: No, for maintenance reasons, but several flexposts will be put in
- **Question:** Can Harvard talk to shuttle drivers to be safer turning out of Memorial Hall?