

How Policies Shape Street Design

How We Design Streets Using Quick-Build Projects

What Guides Our Street Design

We design for people of all ages and abilities. This includes:

- People who may not have access to a car.
- Safe and accessible facilities, including bike lanes, that can be used by a wide range of people.

The focus is on moving people and goods, not their vehicles.

- Biking and riding transit are more efficient uses of limited street space.
- Keep access for trucks and local deliveries, but safely.



What is a Quick-Build Project?

- Quick-build projects allow us to make improvements to our streets more quickly.
- Involves no construction or coordination with utility companies.
- Fewer impacts to residents during implementation.
- More limited toolbox (i.e. no changes to curbs, drainage, or sidewalk materials).

Policies That Support This Work

- Vision Zero
- Cambridge Bicycle Plan
- Envision Cambridge
- “Flexible Parking Corridors” for off-street parking



How Policies Shape Street Design

The Bicycle Network Vision & The Cycling Safety Ordinance

The Cycling Safety Ordinance

The Cycling Safety Ordinance (CSO), passed by the Cambridge City Council, requires Cambridge to install about 25 miles of separated bike lanes by November 2026.

This includes:

- All of **Massachusetts Avenue**
- **Garden Street** (eastbound Huron Ave to Berkeley St, westbound from Mason St to Huron Ave)
- **Broadway** (Quincy St to Hampshire St)
- **Cambridge Street** (Oak St to Second St)
- **Hampshire Street** (Amory St to Broadway)
- **11.6 miles on other streets** (from within the Bicycle Network Vision)

Why Quincy St and Western Kirkland St?

Quincy Street: Project implementation lines up with planned utility work and street paving.

Kirkland Street: City data shows heavy use by people biking and walking. However, east of Quincy Street, design constraints make quick-build implementation challenging.



Scan to view
the Project
Selection Memo

What is the Cambridge Bicycle Plan?

- A vision for a city where all streets and destinations are accessible by bike.
- Bike lanes and other infrastructure is designed for people of all ages and abilities.



Scan to view
2020 Bicycle
Network
Vision



Scan to
learn more
about the
CSO



What's Happening on Quincy St and Western Kirkland St

Project Status and What to Expect

Project Area

Kirkland St: Divinity Ave to Oxford St

Quincy St: Kirkland St to Cambridge St

Project Timeline

Installation Spring 2026



What to Expect

Reduced Parking

We will eliminate 15 parking spaces on Kirkland St between Divinity Ave and Oxford St. 2 spaces on Oxford St will be eliminated as well, totaling 17 spaces.

Better Bike Lanes

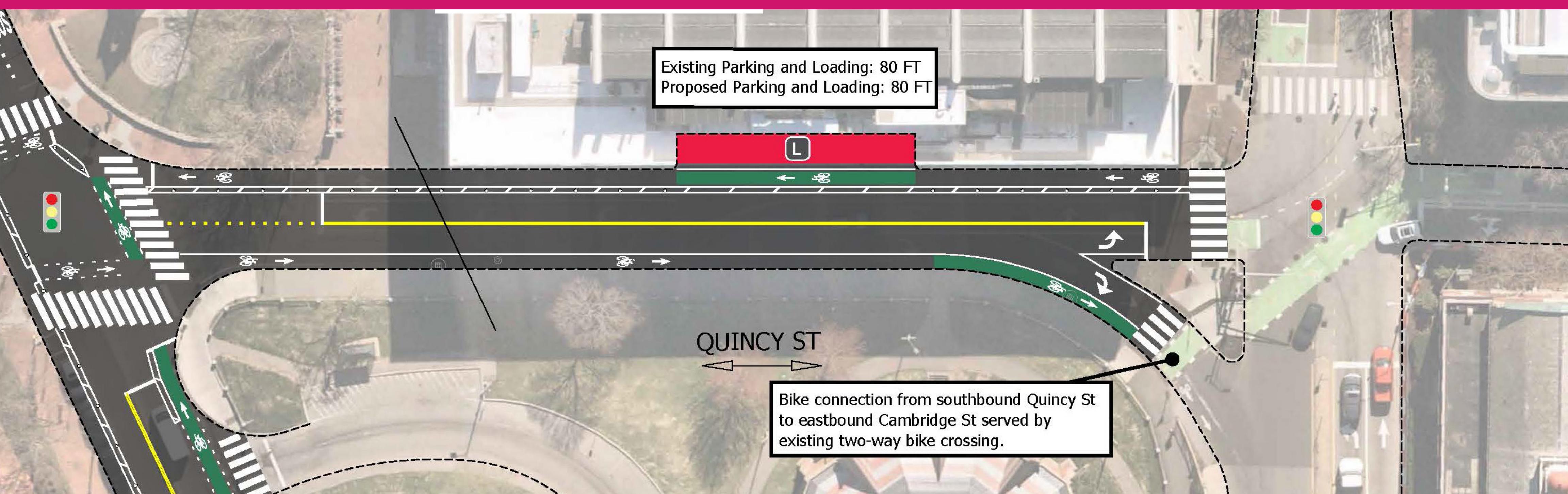
We will install better bike lanes, using mostly separated lanes with buffered and striped bike lanes where space is limited.

Fewer Vehicle Lanes on Quincy St

We will reduce the two northbound travel lanes on Quincy St to one. We plan to adjust the signal timing to Quincy St to keep traffic moving.

What's Proposed for Quincy St

Quincy Street - From Cambridge St to Kirkland St



Proposed Layout

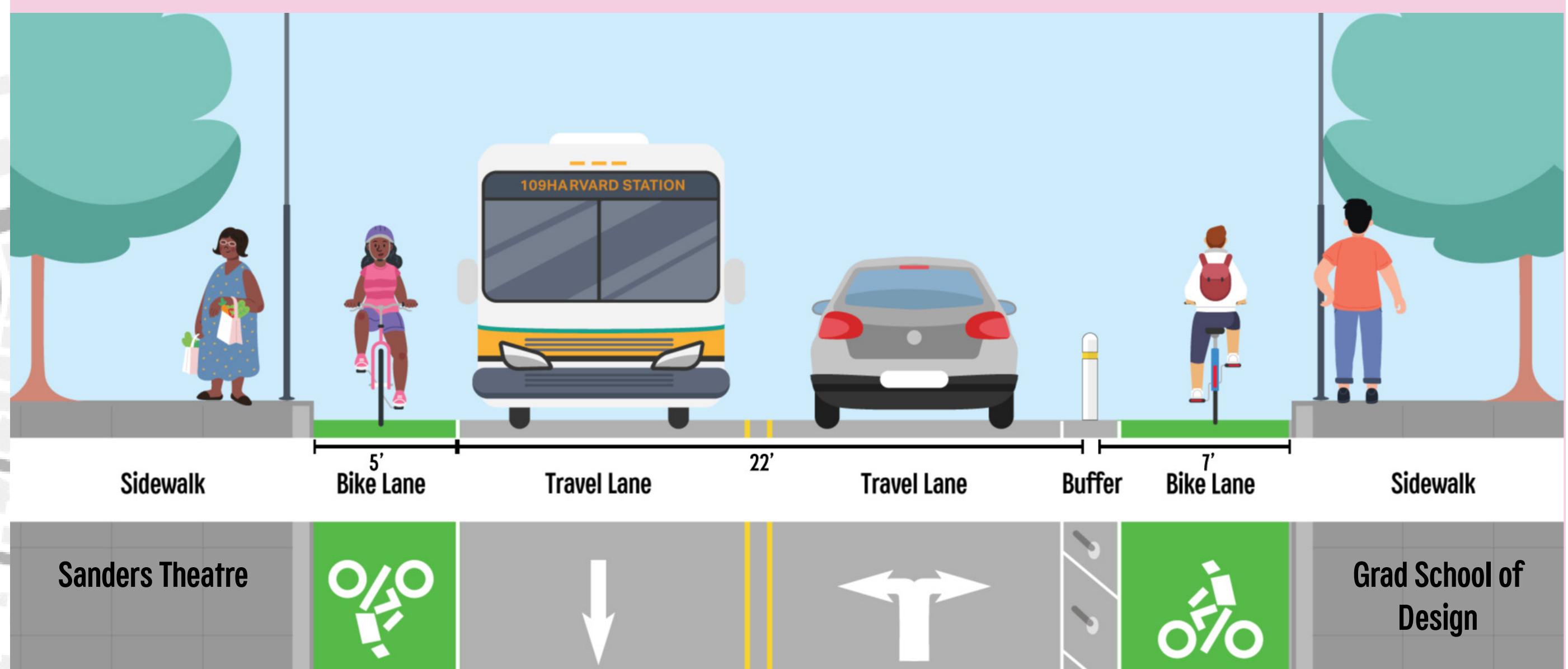
- Northbound separated bike lane.
- Southbound striped bike lane without separation.
- One vehicle lane in each direction

What Influenced Our Design

Year-round maintenance: We require a minimum of 7 feet between the curb and flex-posts to allow for maintenance and snow removal.

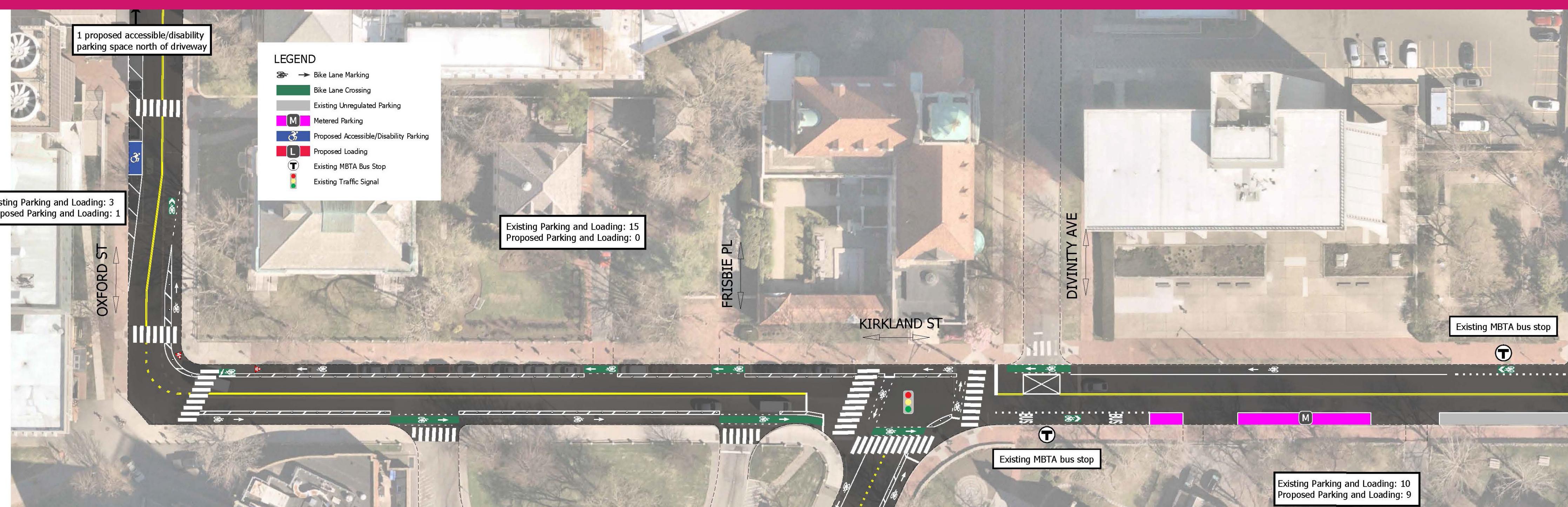
Two-way bus travel: Buses operate in both directions on Quincy Street. This requires at least 22 feet of width, limiting the amount of space for other uses.

Street width constraints: Quincy Street is 34 feet wide. Given these requirements, there is only enough space to accommodate a separated bike lane in one direction.



What's Proposed For Western Kirkland St

From Oxford St to Divinity Ave



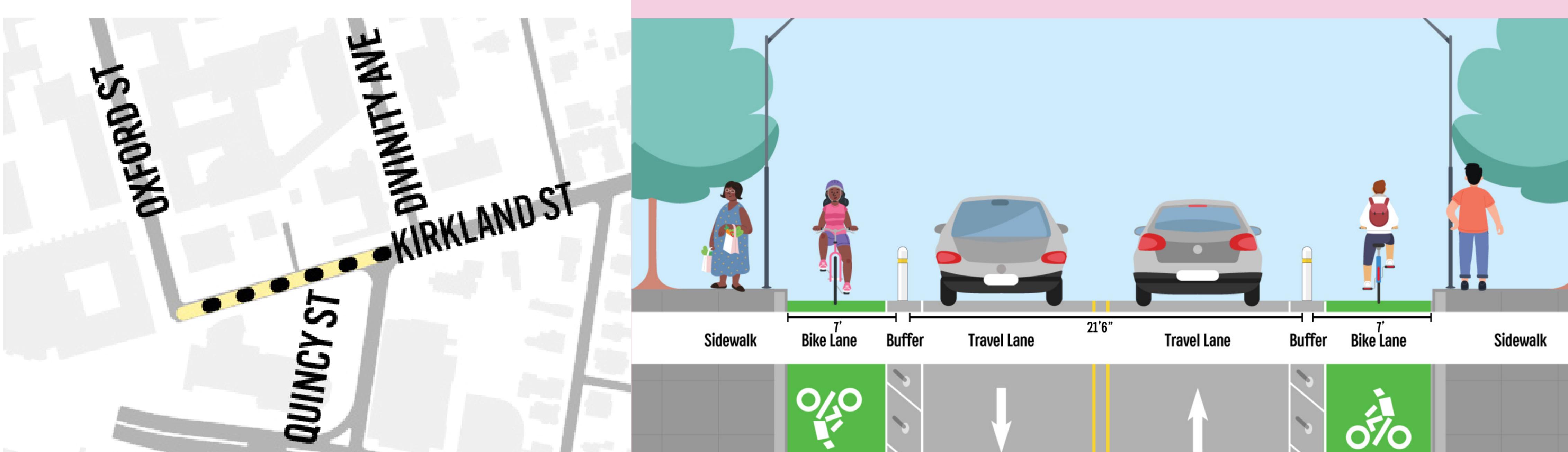
Proposed Street Layout

- Parking removed.
- Separated bike lanes in both directions.
- Parking meters added to 5 spaces east on Quincy St.

What Influenced Our Design

West of Quincy Street: Harvard shuttle buses travel eastbound only, and truck traffic is restricted. With fewer and smaller vehicles, travel lanes can be narrower.

East of Quincy Street: Buses travel in both directions and there is significant truck traffic. Providing separated bike lanes in this section would require substantial street reconstruction, which is beyond the scope of this project.



Changes Coming to Parking & Loading

Proposed Changes to Parking and Loading

Quincy Street: The existing Harvard Grad. School of Design loading zone will remain unchanged.

Western Kirkland Street: 15 on-street parking spaces will be removed.

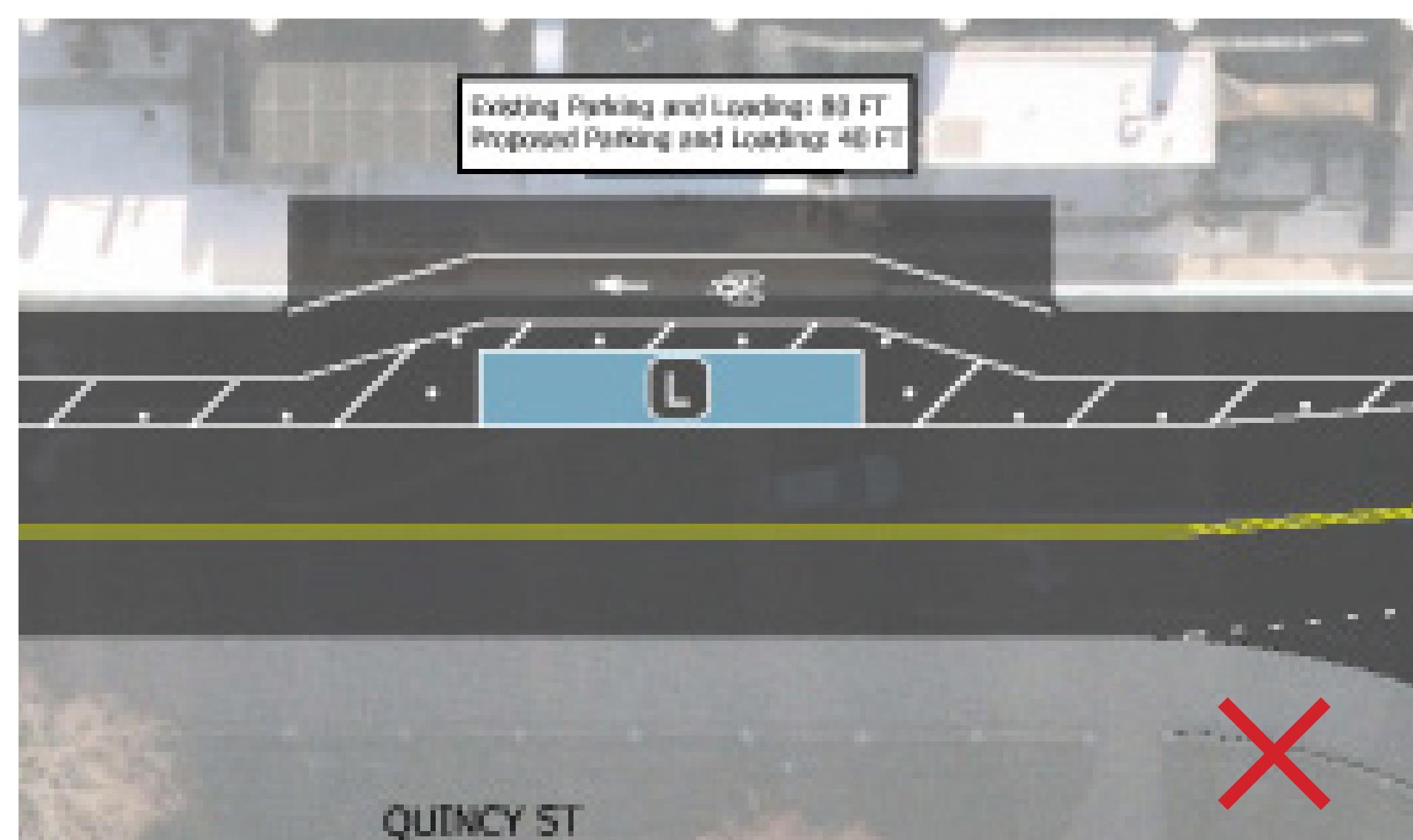
50 Kirkland Street: Five existing unrestricted parking spaces will be converted to metered parking.

Oxford Street: Two parking spaces will be removed, and two spaces will be re-designated as disability parking.

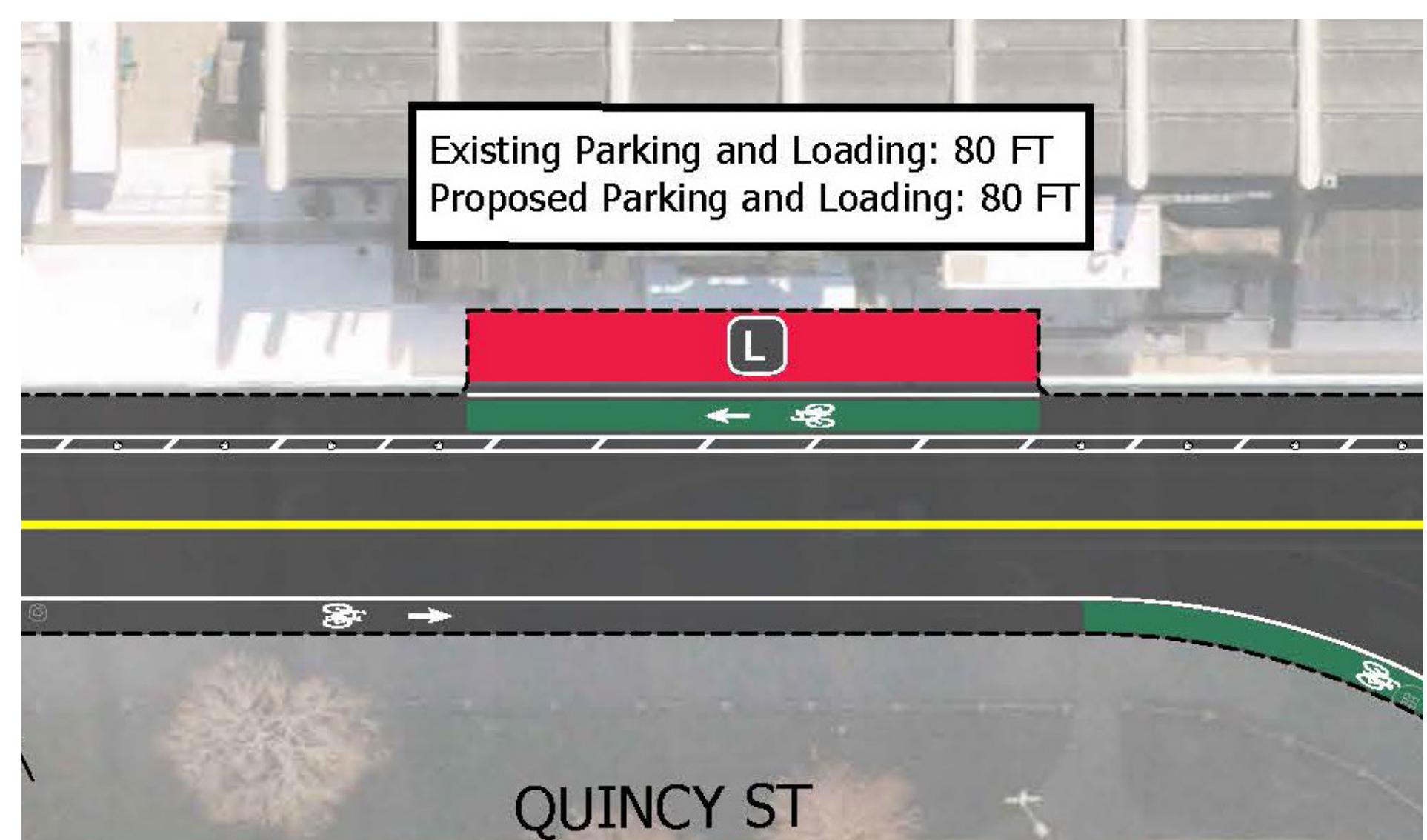
How Did Parking and Loading Affect the Project?

Western Kirkland Street: Installing separated bike lanes and retaining two-way vehical traffic requires the removal of on-street parking.

Quincy Street (in front of GSD): We will retain the existing loading zone. Instead of separated bike lanes, buffered bike lanes will run alongside the loading area. The current configuration of the loading limits feasible design options.



Option Not Chosen: Concept with shorter loading and no southbound bike lane in front of GSD.



Preferred Option: Short section of buffered bike lane that keeps the loading at GSD unchanged.

Ways to Stay Involved



Sign up for Emails

Scan the QR code to join our mailing list and get updates on the project.



Visit The Project Website

To learn more about the project, access high-resolution images and maps of the design, stay updated on events and the project timeline, scan the QR code.

Contact The Project Manager

Andreas Wolfe

Street Design Project Manager
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617 - 349 - 9162

Safety Improvement Project Next Steps

- Installation Spring 2026
- Additional Eversource Coordination on Quincy St in Spring 2026 related to sidewalk restoration obligations.

Future DPW Street Reconstruction Project

- Public Outreach begins in second half of 2027. Construction begins in 2029.



Welcome!

This is a community event for the Quincy - Western Kirkland Safety Improvement Project. The event is from 5:30 p.m. to 7:30 p.m.

About This Event

This event focuses on Quincy Street and the Western segment of Kirkland Street between Divinity Ave and Oxford Street.

The event is set up like a science fair. Posters are displayed around the room, and a project team member is available at each poster. There is no presentation or formal discussion.

You're welcome to stay as long as you like and talk with any staff member.

Event Stations

Station 1: How Policies Shape Street Design

Station 2: What Design Changes Are Coming?

Station 3: Project Roll Plan

Station 4: Parking and Loading Changes

Station 5: Ways to Stay Involved

Who's Here?

Brooke McKenna: Transportation Commissioner

Stephanie Groll: Assistant Commissioner for Transportation Planning

Andreas Wolfe: Street Design Project Manager

Leah Grodstein: Street Design Project Manager

Jackie McLaughlin: Communications Manager

Chaimaa Medhat: Community Relations Project Admin.

Andy Reker: Transit Program Manager

Petru Sofio: Street Management Co-Op