City of Cambridge
Executive Department

YI-AN HUANG
City Manager

CMA 2026-319
IN CITY COUNCIL
November 16, 2026

To the Honorable, the City Council:

Please see attached a memo from Brooke McKenna, Commissioner for the Department of Transportation, regarding Awaiting Report 2026-39, which requested installation of traffic calming devices on Raymond Street, Buckingham Street, and other roadways surrounding Garden Street.

Very truly yours,

Yi-An Huang
City Manager

CITY OF CAMBRIDGE | Department of Transportation

To: Yi-An Huang, City Manager

From: Brooke McKenna, Commissioner

Date: November 12, 2026

Subject: Awaiting Report 2026-39

In response to Awaiting Report 2026-39 requesting that the City Manager work with the Transportation Department to install traffic calming devices on Raymond Street, Buckingham Street, and other area streets, we report the following:

Context and Background

As part of the Cycling Safety Ordinance, the Department of Transportation (CDOT) installed protected bike lanes on Garden Street between Huron and Concord Ave in 2022. As part of that project, we converted Garden Street from two-way traffic to one-way traffic for vehicles, eastbound toward Harvard Square.

The change to circulation resulted in drivers choosing new routes in the westbound direction. Answering traffic concerns, CDOT completed and released a traffic study in March 2023. The study reported vehicle volume and speed changes on 12 streets in the neighborhood.

Process

A group of citizens submitted a list of traffic calming requests to CDOT for Raymond Street. Subsequent correspondence added items to the list, which brought the total to 34 distinct items.

CDOT reviewed and refined the list, then generated a package of traffic calming elements we committed to installing in the 2026 construction season.

In August 2026, CDOT hosted a noticed pop-up tabling event at the intersection of Raymond Street at Upland Road, where we presented the package in person and answered questions about the project and the devices themselves. Two CDOT staff spoke with roughly three dozen attendees.

Following this meeting, CDOT made some minor changes to the package and programmed the elements for installation.

After all elements are installed, CDOT will measure vehicle speed and volume again and report results. After the new traffic study we will evaluate whether any additional measures are needed.

Brooke McKenna
Transportation Commissioner

Annex Building, 344 Broadway
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Existing Traffic Calming Devices

In addition to the new devices proposed in 2026, several devices have been installed previously and have been in place for many years.

- Curb extensions at Linnaean at Raymond
- Raised intersection at Raymond at Huron
- Curb extensions at Raymond at Upland
- Raised intersection at Raymond at Walden

Status of Traffic Calming Elements

All items included in this package will be completed by the end of the calendar year.

Speed Humps

Speed humps are installed and complete at four locations:

- Raymond Street at house #14
- Raymond Street at house #125
- Buckingham Street at house #34
- Buckingham Street at house #39

All four devices are full-height (4-inch) humps. The devices are marked with white paint and warning signs. Speed hump installations retain all parking spaces – it is legal to park upon a speed hump.

All-Way Stop Control

After receiving several comments at the pop-up meeting, stop signs on Raymond Street at Huron Avenue were added to the 2026 package.

CDOT will complete installation of the new stop signs by Thanksgiving.

Daylighting

At some side streets, sight lines turning onto Raymond Street can be impeded. Daylighting opens the line of sight by removing parking closest to the intersection. Additional pavement markings and signs will reinforce the No Parking regulation.

Daylighting is proposed for Raymond Street at:

- Bates Street
- Bellevue Ave
- Sheridan Street
- Hubbard Ave

CDOT and its contractor will complete installation by Thanksgiving

Radar Speed Signs

These electronic signs measure and instantly display the speed of the approaching vehicle, encouraging safer speeds.

Each sign needs to be mounted to a new pole. The foundation needed to support the pole has a large footprint, so we must find a suitable location so that the pole does not obstruct the sidewalk and meet all accessibility requirements.

In addition, we power the signs using a solar panel, so the signs need to be installed under an open sky with few obstructions. Otherwise, the panel will not be able to keep the battery charged.

Two new signs are proposed for Raymond Street. CDOT Engineering staff are finalizing the two locations. All equipment has been delivered, and we will install both signs shortly.

Two speed feedback sign foundations have also been installed on Appleton Street and the remaining equipment will be installed before the end of the calendar year.