

Submitted by
Rep. Barrios
7/31/00 meehy

Solutions to Truck Traffic Issues in Cambridge
Cambridge City Council Meeting- July 31, 2000

1. Problems with Excessive Truck Traffic

- The excessive noise and vibration caused by excessive commercial traffic is making it increasingly difficult to live on many of our residential streets.
- The speed and volume of this traffic endangers children and pedestrians.
- Traffic volumes are far too heavy on roads that are structurally ill suited for commercial traffic, causing infrastructure damage to pavement, sidewalks, and roadside vegetation.
- The volume of hazardous material transport is high, especially down residential streets.
- The volume of through truck traffic is far too high. There are too many trucks "cutting through" Metro North communities to avoid the interstate highway system.

2. The Regional Solution

- With the funding that Representatives Barrios, Toomey and Wolf secured in a supplemental budget, the Metropolitan Area Planning Council has begun a regional study of commercial truck traffic. The study will observe the current state of commercial traffic in MetroNorth communities and assess the problems that have been identified regarding excessive truck traffic. Upon completion of the study, the MAPC will release a final report, outlining its recommendations for alleviating traffic in the area.
- Public input is an important part of this process. There have been public hearings dealing with the regional study on April 26, 2000 and June 21, 2000. Attendance by Cambridge residents has been poor.
- These meetings are the public's chance to express concerns and alert agency officials to problem areas in your neighborhood. At the June 21 meeting, several streets throughout Cambridge, Somerville, and Everett were added to the list of potential targets for the study.
- If the City of Cambridge does not continue to interact with the MAPC, agency bureaucracy could unnecessarily protract the regional study. We must "keep the pressure on" the MAPC to ensure that the process is efficient and expedient.
- We must guard against results that do not address our most central concern: decreasing the volume of commercial traffic in residential neighborhoods. Without our support and interaction we run the risk that the study will produce unsatisfactory results.

3. How can the City Council encourage participation within the study?

- At the June 21, 2000 public meeting on regional truck traffic, Alderman Kevin Tarpley of Somerville proposed that the municipalities involved in the regional study should hold their own public meetings to obtain input from citizens on problem areas and possible solutions. The City Council could then organize citizen input for submission to the MAPC.
- The Council should urge citizens to convey their concerns to the MAPC directly and to remain abreast of the study's developments.
- The Council must continue to work with the MAPC and to remain abreast of the process.

Public hearings on the MAPC study are scheduled for early September and early November. We urge you to attend these hearings and to pass on any information that you feel will be helpful to the MAPC as they conduct the study. With an issue of this nature, you are our best resource. Residents of Cambridge like you are the ones who deal with our truck traffic problem every day and know what solutions will work. The MAPC needs your input.

Regional Truck Study Community Meeting
Somerville City Hall
June 21, 2000

Susan Clippinger, Director
Traffic, Parking & Transportation

The City of Cambridge has long been concerned about truck traffic in the city. Trucks have an important role serving the businesses, institutions and residents of the city. However, there are a series of problems associated with truck traffic.

These are:

- Disruption from truck, noise and vibration especially at night.
- Speeding
- Violations of truck weight and safety rules.
- Through trucks short cutting through the city with an origin or destination outside the city.
- Deliveries in larger trucks poorly suited to the city's street system and available loading areas.
- Hazardous cargo trucks being forced off the State Highway System (Mass. Pike, Central Artery) and routed through residential neighborhoods.

The city is pleased that the Attorney General, MAPC and Mass. Highway are doing a regional truck study. Something the city has been requesting for many years.

The City Manager's Truck Advisory Committee met over two years and produced two reports. Based on the recommendations of the committee, the city undertook two major truck count programs in May 1998 and May 1999. The data collection effort included:

- Seven-day truck counts at 82 locations around the periphery of the city and in Harvard Square, Central Square, Mt. Auburn Cemetery area and Porter Square.
- Hazardous cargo counts at 43 (52%) of the 82 locations.

In the information the city has collected from the counts, several findings have been identified.

- Truck trips peak between 8 and 10 am.
- Nighttime truck trips are a small percentage of total truck trips.
 - 7 pm - 7 am 13%
 - 11 pm - 6 am 5%
- Truck volumes increase rapidly from 5 am to 7 am.

- In the cordon around the city (inside O'Brien & Route 2/Alewife Parkway), the 9 locations where trucks entering and exiting the city exceed 600 daily trucks are:

1.	Mass. Ave. @ Memorial Drive	1231
2.	<u>Western & River combined</u>	970
3.	Cambridge St.	878
4.	Concord Ave. at Sozio Rotary	777
5.	Main St.	750
6.	Mass. Ave. at Alewife Brook Pkwy.	740
7.	Kirkland	718
8.	Gore St.	643
9.	Binney St.	625

- At the 43 locations where hazardous materials were counted, 50% or more of the vehicles were gasoline trucks mostly in larger tractor-trailers.
Based on these counts, the most heavily used corridors appear to be JFK St. - Harvard Square - Kirkland and Land Blvd - Binney - Main - Mass. - River/Western.

- At 14 of the 82 count locations truck were 5% or more of traffic.

5 were cordon locations

Cambridge

Binney

Cameron

Warren

Kirkland

9 were interior locations

Central Square 4 locations

Harvard Square 5 locations

- Four streets are of particular concern.
Cameron and Warren have over 5% trucks. Both are congested residential streets. Cameron has a truck ban. The high percentage of truck traffic on these streets is inconsistent with their role in the city's street system.

Kirkland and Gore with over 600 daily trucks are also of concern. Again, these volumes seem inconsistent with the role these streets play in the city's street system.

- A.1 four of these streets are on the Cambridge/Somerville border, which further reinforces the importance of these two cities working together on regional solutions to their shared problems.



OFFICE OF THE MAYOR

City Hall, Cambridge, Massachusetts

(617) 349-4321

Fax (617) 349-4287

TTY (617) 349-4242

Anthony D. Galluccio

Mayor

TO: Margaret Drury, City Clerk

FROM: Mayor Anthony D. Galluccio

ADG

RE: Report from State Representative Jarrett Barrios

DATE: July 27, 2000

State Representative Jarrett Barrios has been involved in discussions on traffic and truck matters with various stakeholders including officials from surrounding communities. I have asked him to report on these discussions at the July 31, 2000 meeting of the Cambridge City Council.

Comm. & Rpt. Other Officers
#4

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A communication was received from
Mayor Galluccio, relative to a
report from State Rep. Jarrett
Barrios regarding the discussions
on traffic and truck matters.

In City Council July 31, 2000

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