



City of Cambridge

Committee Rpt. #1

IN CITY COUNCIL

October 19, 1998

COUNCILLOR BORN

ORDERED: That the City Manager be and hereby is directed to contact the Director of Traffic and Parking in Watertown, Somerville, Belmont and Arlington to apprise these communities of what Cambridge is doing and request these communities to join Cambridge.

In City Council October 19, 1998.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk

Citing statistics from the report regarding truck weight violations, Councillor Davis asked if the operating truck teams were finding these violations. Commissioner Watson responded in the affirmative. He further stated that all the state highways have signs stating that the weigh stations are closed. Mr. Healy stated that the 15% reduction in the violations between 1997 and 1998 is an indication that truckers are paying attention to their weight.

Councillor Davis asked about the timing for the new truck team. Commissioner Watson responded that by the spring he would hope to have the new team working. He also responded that there are two officers from street cleaning enforcement who are assigned to Selective Enforcement Unit (SEC) to do truck enforcement. He informed the committee that sixteen recruits would spend three months in training assigned to the traffic unit. Mr. Healy stated that the sixteen recruits are to graduate on October 29th and will have two weeks of intensive localized training. Radar Certification training will be done. Commissioner Watson stated that radar trucks will be assigned to streets where speeding has been reported.

Councillor Russell asked how an officer decides to stop a truck. Sergeant Jones responded that first a safe location is selected and trucks are stopped randomly. If a safety violation exists, such as leaking, the truck is cited. City Manager Healy stated that if the word gets out that trucks will be weighed in Cambridge this will deter trucks from travelling through Cambridge.

Councillor Born, citing the information from the year end report by streets contained in the report, stated that some streets listed have truck bans, such as Beech Street, and asked if the trucks were stopped because they should not be on these streets. Commissioner Watson stated that the truck team works all the streets in the city because the truckers use other routes.

Councillor Born further stated that there are certain corners where trucks routinely go over the curbing in the city because the streets are not wide enough. She wanted assurances that these trucks were being ticketed. Commissioner Watson stated that any officer can stop a truck and give a ticket for this violation. He also stated that many people who rent trucks cannot drive them properly. The truck team data, he stated, does not include tickets issued by other officers. Commissioner Watson informed the committee that when the new data collection system is in operation the department will be able to provide a better breakdown of the violations. Councillor Born stated that if we build narrower streets the trucks might be deterred from travelling through the city. Commissioner Watson informed the committee that the corner of Massachusetts Avenue and River Street is a corner that is being watched for truck violations.

Councillor Born asked whether a report from a citizen who sees a violation could be the basis for a ticket. City Manager Healy responded that such a ticket would not be enforceable, however a report from a citizen could trigger awareness for the officer. He further stated that the new recruits are being radar certified which will allow them to do speeding and enforcement.

Councillor Davis stated that she has received complaints from citizens where there were trucks travelling in their neighborhood between 4:00 a.m. and 6:00 a.m. This is an important piece of the picture, she said. Councillor Davis stated that the nighttime enforcement needs to be beefed up. The city needs data which shows that enforcement is being done during this time, she said. Commissioner Watson stated that the eight-hour tours are for truck duty during the day when weighing and inspections can be done. At night the department is out there to keep the citizens safe while they are sleeping, he said. If we receive complaints of speeding at night we will cover the area, he said. Councillor Davis stated that the main concern is to make Cambridge unpleasant for truckers, but we need to pay attention to enforcement during the midnight to 7:00 a. m. time slot.

Commissioner Watson stated that with the data from the Director of Traffic, Parking and Transportation the Police Department will be able to assign officers where needed. Councillor Davis asked if the City Council would get the data on trucks and nighttime travel. Ms. Sue Clippinger, Director of Traffic, Parking and Transportation stated that she was not including enforcement in the data collection.

Councillor Russell asked if there is collaboration with the surrounding cities and towns. City Manager Healy stated that he is communicating with Somerville to have a united effort but there is not much cooperation with Watertown. Councillor Russell stated that it would be good to communicate with Watertown.

The discussions now turned to the issue of the nighttime truck ban.

City Manager Healy stated that the city is still gathering data for the cordon count. The Massachusetts Highway Department (MHD), he said, requires there to be a reasonable alternative route. The nighttime ban requires data collection, he said.

Ms. Clippinger explained the cordon count. She stated that the cordon count is taken around the edge of the city. The truck counts are part of the cordon count, she said. This will give the city data as to where trucks are, where they enter and exit the city, she said. Ms. Clippinger stated that this information becomes an important tool to let the state know. She further stated that the city is trying to create a political environment to get support from the state.

Councillor Born asked about the time frame. Ms. Clippinger stated that by October 21, 1998 the Traffic, Parking and Transportation Department should be able to review and share the information on the cordon counts.

Councillor Born asked how long after the city presents a completed application to the MHD can the city expect a response. City Manager Healy stated that this is hard to answer because he has not had conversation with the state. He stated that the city needed well-prepared documents. The MHD needs to be able to defend regulations and the city needs alternatives.

Councillor Born asked if the city's request would be stronger if other communities joined Cambridge. Ms. Clippinger stated that was an interesting question. She stated that the city needs specific data to present to the state and this will effect the question of trucks.

Councillor Davis stated that she was happy to hear that the alternate route was the Mass. Pike to Route 128 and Route 93.

At this time Councillor Davis opened the meeting to public testimony.

The committee heard from Thomas Bracken, 89 Irving Street, member of the Truck Advisory Committee, who stated that he lives close to Kirkland Street, a main thoroughfare, used by trucks during the night. He was glad to hear City Manager use the term "reasonable alternatives." Mr. Bracken stated that reasonable alternative truck routes usually go around the city. He stated that he was glad that the city got support from the court that municipalities can control trucks through zoning (the Plaistow case). He said that the truck committee spent two years trying to find an industrial commercial route through the city and there was none. He did not understand why the city did not use the Plaistow case and zoning as authority to prevent nighttime travel. Mr. Bracken stated that he hopes the city does not depend on getting approval from the MHD. Mr. Bracken stated that the only thing to do is to have a nighttime ban for through trucks; this will not prevent deliveries. He further stated that banning trucks from streets causing truckers to use other city streets causes division throughout the city. In conclusion, Mr. Bracken stated that the ban needs to be on all streets and urged the city to use the zoning authority in the Plaistow case to achieve this.

The committee heard from Benjamin Woznick, 240 Brattle Street, who asked if other cities have nighttime bans. No response was received to this question.

The committee heard from Susan Miller-Havens, 151 Brattle Street, a member of the Truck Advisory Committee, who asked why the hearing was not televised. She requested reinstatement of the hearings being televised. She informed the committee that it was disturbing to have the City Manager and the Police Commissioner leave the hearings before their conclusion. She stated that Truck Advisory Committee was caught off guard regarding the nighttime truck ban on Kirkland Street. Ms. Clippinger stated that Fulkerson Street, Putnam Avenue and Kirkland Street were streets that were studied for nighttime bans. She stated that additional counts will be done in May on Kirkland Street to see the change in traffic. She stated that trucks use various routes depending on their destination. Councillor Davis asked that this information be supplied to the Truck Advisory Committee. Ms. Clippinger responded in the affirmative.

Councillor Davis asked about the truck restriction on River Street. Ms. Clippinger stated that trucks are restricted from River Street from 7:00 p.m. to 7:00 a.m. weekdays and entirely on weekends, however, this restriction excludes hazard material vehicles.

Ms. Miller-Havens stated she was not concerned about what other communities think of Cambridge. If Cambridge sets an example, she said, this will encourage them to collect data also. Cambridge should set an example and not be afraid, she said.

The committee heard from Chuck Swartz, 1707 Cambridge Street, who stated that he felt the city was doing something about the nighttime truck ban. He informed the committee that the Kirkland Street truck ban caused him resentment because the truck traffic was driven onto Cambridge Street. He also stated that the River Street truck restriction does not say hazardous material. He urged a scientific study be done before more streets are banned.

6.

Councillor Born made the following motion:

That the City Manager be directed to contact the Director of Traffic and Parking in Watertown, Somerville, Belmont and Arlington to apprise these communities of what Cambridge is doing and request these communities to join Cambridge.

The motion carried on a voice vote.

At eight o'clock and five minutes p. m. the meeting adjourned on motion of Councillor Born.

For the Committee,

A handwritten signature in cursive script, appearing to read "Henrietta Davis".

Councillor Henrietta Davis,
Chair



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EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

In November, 1995, at the request of the City Council and in response to citizen concerns surrounding problems associated with large commercial trucking, the City Manager established the Truck Traffic Advisory Committee. Since that time, the City has worked toward achieving the following objectives:

1. Protect residential neighborhoods, commercial areas and institutions from the detrimental effects of truck traffic.
2. Accept through traffic only to the extent that, if at all, Cambridge is the most suitable route for the region as a whole.
3. Accommodate any necessary through traffic in a manner that is equitable and spreads the traffic burden among different City neighborhoods.
4. Facilitate access of suitable-sized trucks to origins and destinations within Cambridge.
5. Ensure the legality and enforceability of regulations put in place to achieve these ends.

In order to meet these objectives, the City Manager has initiated a multifaceted approach involving several City departments; Enforcement, regulation, data collection, and regional coordination form the pillars of the City's efforts to reduce the negative impact of trucks on the quality of life in Cambridge. This report highlights the progress that has been made thus far, suggests options as well as challenges in implementing these options, and outlines the next steps the City is undertaking to meet the objectives stated above.

ENFORCEMENT

Over the past two years, the Police Department has increased enforcement efforts, personnel, training, equipment and deployment of officers in the Selective Enforcement Unit (Traffic Team) and Commercial Vehicle Enforcement Unit (Truck Team). Increases in Police enforcement efforts has led to an unprecedented number of trucks stopped and ticketed for a variety of infractions and has reduced the number of trucks violating street restrictions.

Many citizens may not be aware of what is considered permissible truck usage of a truck-restricted roadway. According to the Traffic, Parking and Transportation Department's Rules and Regulations (Article 17, Section 2) entitled "Commercial Vehicles Prohibited From Using Certain Streets," roadway restrictions:

"... shall not apply to heavy commercial vehicles going to or coming from places upon said (restricted) streets or adjoining streets or ways to which access cannot otherwise be gained, or to vehicles or municipal departments or public service corporations having emergency work to do on said streets or adjoining streets or to the United States Mail vehicles collecting mail on said streets."

In order to clarify what areas of traffic enforcement fall under the purview of particular police personnel, the following is a summary of the enforcement tasks associated with regular patrol officers, members of the Selective Enforcement Unit (Traffic Team), and members of the Commercial Vehicle Enforcement Team (Truck Team). In all cases, deployment of police personnel and specific duty assignments can vary depending on the City's most critical needs. Citizen safety is the top priority.

DAY AND NIGHT PATROL SECTIONS

Staff: 136 officers, 33 supervisors

Hours: Three shifts: 7:40am-4:20pm, 4pm-12:20am, 12am-8am (seven days a week)

Traffic Enforcement Responsibilities:

Patrol officers may stop vehicles believed to be in violation of Chapter 90 State laws regarding vehicle condition (e.g. broken signal lights) or driving violations (e.g. failure to stop at a stop sign) and issue citations for violations of restricted roadways. Additionally, officers trained in radar use also monitor vehicles for speeding.

Duty Assignments:

When time permits, patrol officers monitor truck-restricted roadways and issue citations if trucks are found to be in violation. In the course of their regular assignments, each officer is given truck restricted routes to monitor, and are periodically dispatched to sites of potential truck violations.

Day Patrol Enforcement of Article 17.2 "Commercial Vehicles Prohibited" Assignments*

	<u>1997</u>	<u>1998</u>		<u>1997</u>	<u>1998</u>
January	81	100	July	90	95
February	50	100	August	95	228
March	59	110	September	90	110
April	50	88	October	96	
May	85	91	November	120	
June	85	81	December	100	

*One Assignment = 8 hours

Night Patrol Enforcement of Article 17.2 "Commercial Vehicles Prohibited" Assignments*

	<u>1997</u>	<u>1998</u>		<u>1997</u>	<u>1998</u>
January	137	270	July	223	164
February	109	210	August	219	167
March	196	201	September	192	205
April	195	111	October	184	
May	251	151	November	191	
June	257	186	December	161	

*One Assignment = 8 hours

DAY AND NIGHT SELECTIVE ENFORCEMENT UNIT "Traffic Team"

Staff: 10 officers, two supervisors

Hours: 7:40am-4:20pm, 4pm-12:20am (Monday-Friday)

Traffic Enforcement Responsibilities:

These officers are dedicated entirely to enforcing traffic regulations as well as addressing traffic-related public safety needs. Monitoring truck restricted roadways is one of the many responsibilities of the Traffic Team.

Duty Assignments:

SEU officers are assigned to truck enforcement locations within their assigned area of patrol as well as to other traffic related duties.

COMMERCIAL VEHICLE ENFORCEMENT TEAM "Truck Team"

Staff: Two officers and one supervisor are included in the Traffic Team staffing numbers

Hours: 7:40am-4:20pm (Monday-Friday)

Traffic Responsibilities:

Two SEU officers are currently in the process of being certified by the Massachusetts State Police to conduct North American Truck Inspections. Less than 40 state officers in the commonwealth hold such a certification. Once certification is complete, these officers will be able to stop any commercial vehicles within the City of Cambridge, check trucks for dangerous mechanical or structural defects, and examine driver's required health certificates, licenses, waivers, etc. All three Truck Team members (including the Truck Team's supervisor) are appointed weight inspectors and have the authority to stop and inspect any truck for weight and dimensional violations.

In 1997, of the 339 trucks weighed, 57 percent, or 194, were found to be in violation. Up to mid-September of 1998, 44 percent, or 94 out of 214 trucks weighed, were found to be in violation.

Traffic Duty Assignments:

Working with the state police, Truck Team members conduct the North American Truck Inspections (Level One Inspections) at random locations throughout the City. Since its formation on January 29th 1997, this Unit has removed numerous dangerous trucks and drivers from Cambridge streets, putting some vehicles out-of-service permanently. Unlike Patrol and Traffic Team officers, members of the Truck Team currently do not work at night for safety reasons.

In the month of September, the Truck Team conducted 17 Level One Inspections with state police. During this period, 17 driver and 97 vehicle violations were found. Due to the seriousness of some of the violations, the Truck Team took nine vehicles and one driver out of service.

1997 and 1998 Truck Team Citations *

	1997	1998		1997	1998	
January	---	193	July	129	72	Note: The Truck Team was formed in January, 1997 and did not generate records until March, 1997. * includes overweight, restricted roadway, speeding, and other violations.
February	---	176	August	64	84	
March	162	187	September	135	82	
April	91	75	October	37	---	
May	119	114	November	104	---	
June	96	6	December	179	---	

Police Policy

At the request of the Council, the City Manager has asked the Police Department to initiate a policy that will attempt to ascertain origins and destinations of trucks involved in accidents. But this is not the only change the Police Department has undergone to improve its traffic enforcement efforts; Beyond adding a nighttime team to the Selective Enforcement Unit in 1996, training and equipment expansion has provided traffic enforcement officers, as well as patrol officers, with more tools to use in the improvement of Cambridge's truck-traffic situation.

Training

- **Weight Certification.** The City Manager appointed three members of the Truck Team as weighers. These officers may stop and inspect any vehicle traveling in the City for weight and dimensional violations.
- **North American Standard Truck Inspection Certification.** This highly specialized training incorporates the Federal Motor Carrier Regulations under Title 49 and State Motor Vehicle Regulations. Two members of the Truck Team are currently undergoing their certification process and expect to be certified by November, 1998.
- **Hazardous Material Certification.** Two members of the Truck Team are also scheduled to undergo Hazardous Material Certification. This will remove the City's reliance on state police to enforce federal regulations relating to the transportation of hazardous materials.
- **Radar Training.** During their initial academy training and later at yearly in-service sessions, all officers undergo extensive training in traffic enforcement. In addition to this training, the Commissioner is working on ensuring that all new police officers will be certified in the use of radar equipment used is determining vehicle speed, and that this equipment will be deployed during each shift. This initiative will increase the number of officers available to monitor traffic speeds throughout Cambridge.
- **Speed Meter Training.** The Police Department will be training a number of officers in the use of the Solar Mobile Trailer Unit (Speed Meter). This piece of equipment, which displays miles-per-hour on a large digital screen, will not only allow police personnel to record vehicle speeds, but will also register the type of vehicle utilizing a particular street. In essence, this portable meter will allow police to conduct their own vehicle counts. Placing this device on restricted roadways will provide the Department will valuable information regarding the frequency of truck violations, thereby aiding in officer deployment to areas with the highest violation rates.

Personnel and Equipment

- Created a nighttime Selective Enforcement Unit consisting of five officers and one sergeant in 1996.
- Acquired six portable scales in November 1996.
- Established the Commercial Vehicle Enforcement Team (Truck Team) in 1997.
- Acquired one truck dedicated to the Commercial Vehicle Enforcement Team.
- Acquired a Solar Mobile Trailer Unit (Speed Meter), a piece of equipment that can register speed and type of vehicle utilizing a street. The Department is currently working toward purchasing another unit.
- Initiated installment of a new computer tracking system called Records Management System (RMS). Earlier this year, the City contracted with a private company to create an automated tracking system that will enable the Police Department to more easily generate relevant traffic enforcement data. Current data tracking methods are extremely manual intensive, time consuming, and inconsistent. RMS will improve this situation dramatically.

REGULATION

The second pillar of the City's efforts to mitigate the negative impacts of truck traffic is regulation. The City of Cambridge has a 25 year history of utilizing selective street bans to ease the traffic burden on neighborhoods. The process of acquiring necessary Massachusetts Highway Department (MHD) approval for street bans is a complicated task that, among other data, requires an analysis of traffic volumes, adjacent residential uses, and MHD approval of a suitable alternative route to the proposed banned roadway.

Selective Street Restrictions

The City has established partial or full truck restrictions on all Cambridge streets where they were warranted. Since 1993, the City has sought, and received, MHD approval for truck bans on the following streets:

<u>STREET</u>	<u>HOURS</u>	<u>EFFECTIVE DATE</u>
Oxford St.	All	Aug. 26 th 1993
Kirkland St. (Oxford St. to Quincy St.)	All	Aug. 26 th 1993
Fulkerson St.	All	May 7 th 1996
Putnam Ave.	7P-7A	Nov. 22 nd 1996
Kirkland St. (Quincy St. to Somerville line)	11P-6A	June 25 th 1998
Quincy St.	11P-6A	June 25 th 1998

Citywide Nighttime Truck Ban

Whereas nighttime truck traffic is particularly bothersome to residents of Cambridge, the City has sought to clarify the risks involved in establishing a citywide nighttime truck ban. In response to a council order requesting "...a legal opinion based on an analysis of the Plaistow case outlining the ability of the City to restrict trucks within the City," the City Manager sought an opinion from Harvard Law Professor Richard H. Fallon, Jr. While the interplay between local, state and federal regulation of truck traffic is complex, at the request of the Council, the City is taking steps to investigate the potential for a citywide nighttime truck ban.

DATA

The third pillar of the City's efforts to mitigate the negative impacts of truck traffic is data collection. The Department of Traffic/Parking and Transportation conducted an extensive citywide cordon count this summer. This traffic and classification count, which occurred at 51 locations around the periphery of Cambridge, recorded the quantity and type of vehicles utilizing targeted roadways. This traffic study is also the first to quantify the number of trucks carrying hazardous materials through Cambridge. The statistical data culled from the cordon count will allow the City to understand current truck traffic patterns and to identify shifts in these patterns over time. This information is critical in understanding the effects of restricting streets to truck traffic.

The Traffic Department is currently working closely with the Police Department to ascertain the most effective use of cordon count data for traffic enforcement purposes. With the information regarding peak-time vehicle trips on restricted streets, the Police Department will better be able to target deployment of personnel to restricted route "hot spots." As soon as the tremendous amounts of data are analyzed, the Traffic Department will also share this information with the Council and the public.

COORDINATION

The fourth pillar of the City's efforts to mitigate the negative impacts of truck traffic is coordination. Ultimate success in reducing the number of trucks violating restricted routes will require the cooperation of, and coordination with, contiguous cities, MHD, and the Federal Highway Administration.

OPTIONS AND CHALLENGES

In addition to the policies and initiatives stated above, the City is considering a variety of options in mitigating detrimental truck traffic:

- **Increasing number of officers assigned to the Selective Enforcement Unit**

Challenge: Financial costs associated with adding additional personnel and equipment.

- **Expanding hours of enforcement**

Challenge: Assigning Selective Enforcement Unit officers to weekend duty will require negotiating with the Cambridge Police Patrol Officers Association (CPPOA). Negotiations with the CPPOA are complex and the outcome is uncertain. Barring approval for weekend duty, the Commissioner can approve overtime for traffic enforcement assignments. The cost of this approach is unknown.

- **Selective street restrictions**

Challenge: Restrictions on one street may increase truck traffic on a nearby street of a similar character.

- **Citywide through-truck nighttime ban.**

Challenge: Securing MHD support for such a restriction will be very difficult, and representatives of the trucking industry may wish to challenge the City of Cambridge in court.

NEXT STEPS

In attempting to achieve the truck traffic objectives stated earlier, the City has learned that a measured combination of increased enforcement, strengthened regulations, data collection and regional cooperation is an effective method of mitigating the negative impacts of truck traffic.

ENFORCEMENT

- The Police Commissioner is considering an initiative that will dedicate two officers to enforcing truck restricted roadways.
- New police recruits will now be assigned to the Selective Enforcement Unit for three months of their year-long training period. The new officers will be posted to specific truck restricted roadways for enforcement duties, and Truck Team members will serve as their mentors during this period.
- In order to increase the number of police officers trained and certified in the use of radar equipment, the Police Commissioner has initiated a policy that will ensure new recruits receive radar certification.
- The Police Department is working toward developing new report and/or tracking sheets that will capture useful data regarding truck citations.
- The City is currently negotiating with the Cambridge Police Patrol Officers Association to include Selective Enforcement Unit weekend shifts in their contract.

- After Truck Team members receive their North American Standard Truck Inspection and Hazardous Material Certifications, the Police Commissioner will evaluate this unit's workload and decide whether to recommend an additional Commercial Vehicle Enforcement Team for FY00.

REGULATION / COORDINATION / DATA ANALYSIS

- While investigating the potential for a citywide nighttime truck ban, the City Manager is also attempting to reduce residential truck traffic through selective street restrictions and traffic calming measures. Data emerging from the Traffic Department's recent cordon count will help the City gauge likely outcomes of specific street restrictions.
- The City will continue to advocate for the completion of a regional truck traffic study that will help identify more ways to reduce detrimental traffic on Cambridge streets.
- As the City is interested in video camera enforcement on restricted roadways, the City is supervising a change in state legislation that will allow placement of video monitoring devices on restricted streets in Cambridge.

While the City continues to work toward mitigating the negative impacts of trucks as well as protect the safety, property, and quality of life of residents, truck transportation is a central feature of commerce in the United States, and a fact of life in an urban environment. This multifaceted approach, however, has conveyed a message to the trucking community that Cambridge is a City in which truck restrictions and safety requirements will be strictly enforced, thereby discouraging some drivers from viewing a short cut through Cambridge as a time and cost effective alternative to regional highways.

Truck Team

“1997”

Year End Report

Location	Stops	Citations	Violations	Weighed	Overweight
Aberdeen	1	1	1	0	0
Ames	1	1	2	0	0
Alewife	1	1	1	1	1
Albany	4	5	11	3	2
Beech St.	154	126	143	6	1
Binney St.	90	52	70	41	25
Blanchard	53	34	41	4	2
Brattle St.	36	26	40	15	6
Broadway	14	10	12	3	2
Brookline	1	2	2	1	1
Cambridge	36	24	35	8	3
Cameron	1	2	2	0	0
Cardinal Medeiros	31	16	24	21	10
Cedar	1	0	0	0	0
Columbia St.	56	36	50	9	5
Concord Av.	56	42	63	21	13
Coolidge	10	9	11	0	0
East	4	6	12	3	2
Ellery	1	2	3	1	1
Fayerweather	3	3	3	0	0
Fifth	4	3	3	0	0
First	6	2	3	2	1
Franklin	3	2	2	0	0
Fulkerson St.	89	32	36	4	2
Garden	14	14	19	5	3
Gore St.	37	24	24	2	1
Granite	2	3	7	1	1
Green	9	12	20	0	0
Hampshire	2	2	2	0	0
Huron	4	3	5	1	1
Irving	3	2	2	0	0
JFK	1	1	1	1	0
Kirkland St.	79	41	58	35	16
Lakeview	1	1	1	1	1
Landsdowne	9	5	5	9	4
Linnaean	1	0	0	1	0
Main	18	16	24	3	3

Mass. Av. (Central)	112	92	140	16	11
Mass. Av. (North)	100	98	124	25	12
Mt. Auburn	13	13	15	6	4
Oxford	14	8	8	1	1
Pearl	2	3	5	0	0
Pemburton	1	1	1	1	1
Pleasant	1	3	6	0	0
Prospect St.	305	210	233	19	8
Putnam	4	4	7	1	0
Richdale	2	2	2	1	1
Rindge Av.	95	38	42	2	2
River St.	36	27	36	1	1
Second	1	2	1	1	1
Seventh	0	0	0	0	0
Shepard	1	3	5	0	0
Sherman	1	1	2	0	0
Sidney	11	10	10	10	7
Sixth	17	8	9	1	1
Smith Pl.	46	27	36	17	12
Somerville	1	1	1	1	1
Sparks	1	1	1	1	1
State	1	1	1	1	1
Third	55	31	33	5	2
Walden St.	83	62	76	20	16
Ware	1	1	2	0	0
Washburn	4	0	0	0	0
Western	17	14	19	6	3
White	1	1	1	0	0
Windsor	5	4	5	0	0
Upland	1	1	1	0	0
Vassar	1	1	2	1	1
TOTAL	1769	1229	1562	339	194

Truck Team Enforcement January 1 to June 30 1998

Location	Stops	Citations	Violations	Weighed	Overweight
Albany	5	4	5	4	2
Alewife	2	2	2	0	0
Baystate	0	0	0	0	0
Beech St.	118	105	120	4	2
Bennett	1	1	2	0	0
Binney St	58	49	73	27	17
Blanchard	12	5	5	0	0
Brattle St.	24	22	28	10	1
Broadway	21	26	43	10	4
Brookline	2	2	2	1	1
Cambridge	10	7	11	2	0
Cameron	3	0	0	0	0
Cardinal Medeiros	5	4	6	4	3
Cedar	1	0	0	0	0
Columbia	32	22	26	4	2
Concord	12	8	12	2	0
Coolidge	3	4	5	1	1
East	3	0	0	0	0
Edmunds	0	0	0	0	0
Eliot	3	4	5	0	0
Everett	1	1	1	0	0
Fayerweather	4	4	6	0	0
Fifth	1	1	2	0	0
First	9	8	10	2	1
Fulkerson St.	39	14	17	0	0
Garden	3	4	8	1	1
Gore St.	11	9	11	0	0
Granite	0	0	0	0	0
Green	3	2	2	0	0
Hampshire	1	0	0	0	0
Harvard	2	2	2	0	0
Huron	12	11	12	7	3
JFK	3	4	9	0	0
Kirkland St.	25	15	21	12	7
Landsdowne	11	11	13	6	3
Magazine	2	2	3	0	0
Magoun	0	0	0	0	0
Main	22	18	22	3	0

Mass. Av. (Central)	54	46	71	13	4
Mass. Av. (North)	58	60	85	12	8
Mt. Auburn	14	11	13	1	0
Oxford	5	1	1	0	0
Pacific	1	1	1	0	0
Pleasant	3	0	0	3	0
Prospect St.	150	124	144	2	1
Putnam	9	6	7	1	1
Regent	2	2	2	2	1
Rindge Av.	57	20	22	0	0
River	15	8	8	0	0
Russell	0	0	0	0	0
Shepard	1	1	1	0	0
Sherman	1	1	1	0	0
Sidney	5	3	3	0	0
Sixth	2	2	2	1	0
Smith Pl.	9	6	10	2	1
Somerville	2	2	4	0	0
Sparks	1	1	1	1	0
Third	52	36	40	3	3
Upland	2	2	3	0	0
Vassar	7	8	10	2	1
Walden St.	33	18	24	5	4
Warren	1	0	0	1	0
Washburn	2	1	1	0	0
Western	22	25	33	5	4
White	1	1	1	0	0
Windsor	5	2	2	0	0
TOTAL	976	759	976	154	77

July Totals	93	72	97	17	4
Aug. Totals	115	84	107	27	9
Sept. Totals	143	113	177	16	4
1998 Year to Date	1327	1032	1356	214	94



Cambridge Police Department Home

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617-349-3301 (voice) · 617-349-3320 (fax)

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Truck Restrictions

Below is a listing and a map of all streets in the city restricted to trucks. For further questions, call the Cambridge Police Department's Traffic Unit at 349-3306.

All restrictions are for 24 hours a day, seven days a week unless otherwise noted.

Please note that delivery vehicles *are* allowed on these restricted roadways *if* delivering to an address on that street.

Streets Restricted to Trucks (a map follows this list):

Bay Street between Kinnaird Street and Green Street

Beech Street (entire street)

Blanchard Road (from Concord Avenue to Belmont line)

Cameron Avenue (entire street)

Chester Street (entire street)

Clarendon Avenue (entire street)

Columbia Street between Main Street and Cambridge Street

Columbus Avenue (entire street)

Coolidge Avenue (entire street)

Coolidge Hill Road (the loop off of Gerry's Landing Road only)

Day Street (entire street)

Dover Street (entire street)

Eighth Street (entire street)

Fifth Street between Winter Street and Charles Street

Franklin Street between Pleasant Street and Putnam Avenue




Fulkerson Street between Cambridge Street and Charles Street
Gore Street between Third Street and Lambert Street
Green Street between Sellers Street and Putnam Avenue
Harrison Avenue (entire street)
Hurley Street between Third Street and Fulkerson Street
Irving Street between Kirkland Street and Scott Street
Kimball Street (entire street)
Kirkland Street between Quincy Street and Oxford Street
Madison Avenue (entire street)
Magoun Street (entire street)
Otis Street between Third Street and Fulkerson Street
Oxford Street (entire street)
Prospect Street (entire street)
Putnam Avenue (entire street): restricted 7:00 P.M. to 7:00 A.M. all week
Rindge Avenue (entire street)
River Street (entire street): restricted 7:00 P.M. to 7:00 A.M. Monday-Friday, 24 hours on weekends. Restriction excludes HAZMAT vehicles.
Russell Street (entire street)
Sciarappa Street between Monsignor O'Brien Highway and Charles Street
Scott Street (entire street)
Seagrave Road (entire street)
Seventh Street (entire street)
Sixth Street between Gore Street and Spring Street
Spring Street between Third Street and Fulkerson Street
Third Street between Monsignor O'Brien Highway and Binney Street
Thorndike Street between Third Street and Fulkerson Street
Walden Street Massachusetts Avenue to Concord Avenue
Washburn Avenue (entire street)

Western Avenue (entire street): restricted 7:00 P.M. to 7:00 A.M. Monday-Friday, 24 hours on weekends. Restriction excludes HAZMAT vehicles.

Windsor Street between Main Street and Cambridge Street

Winter Street (entire street)

Truck Restriction Legend

	24 Hour / 7 Day restriction
	1900-0700 / 7 Day restriction
	1900-0700 Mon-Fri. / 24 hour Sat & Sun restriction, excluding HAZMAT vehicles

Truck Restrictions - East Cambridge

City of Cambridge

In City Council October 19, 1998

The Traffic and Transportation Committee conducted a public meeting on Wednesday, October 7, 1998 at six o'clock and forty-five minutes p. m. in the Sullivan Chamber.

The purpose of the meeting was to discuss the nighttime truck ban and issues of enforcement in the City and to receive a report from the City administration.

Present at the meeting were Councillor Davis, Chair; Councillors Born and Russell; Robert W. Healy, City Manager; Sue Clippinger, Director of Traffic, Parking and Transportation; Ronnie Watson, Police Commissioner; Harold Murphy, Superintendent of Police; Sergeant John Jones and Donna P. Lopez, Deputy City Clerk.

Councillor Davis opened the meeting by stating that the format of the meeting would be that the City Manager and his staff would make a presentation with questions then from the City Council and then the general public.

Robert W. Healy, City Manager, gave an overview of the report, which is attached as ATTACHMENT A. He stated that increased police enforcement efforts have lead to an increase in the number of trucks stopped and tickets issued for a variety of violations and have reduced the number of trucks violating street restrictions. He highlighted the enforcement patrols as contained in page three of the report. There are ten officers and two supervisors who work a split shift on the traffic team and a truck team, he said. He further stated that nighttime selective enforcement has increased and the statistics will show this fact. He informed the committee that the truckers communicate with each other by CB radio about where enforcement is being conducted and that area is avoided.

Councillor Davis asked whether enforcement has been increased. Commissioner Watson stated that the truck team has increased enforcement and he has requested the City Manager to add an additional truck team. He informed the committee that trucks cannot be weighed at night. The one team weighs and inspects the trucks. Both of these activities are daytime activities because of safety issues, he said. City Manager Healy stated that he is committed to creating a second team. He informed the committee this would be a deterrent to truckers using the streets of Cambridge.

Committee Report #1

569CM

A report received from
Councillor Davis, Chair of
the Traffic and Transportation
Committee, for a meeting held
on 10/7/98 to discuss the night-
time truck ban and issues of
enforcement in the City.

In City Council October 19, 1998

Report Accepted.

PLACED ON FILE

ORDER ADOPTED