



# City of Cambridge

O-11.  
Amended Order  
**IN CITY COUNCIL**

October 1, 2001

COUNCILLOR DAVIS

- ORDERED: That the City Manager be and hereby is requested to instruct the Police Commissioner to report statistics on truck citations on a quarterly basis, including the 11:00 p.m. to 7:00 a.m. timeframe; said report to contain information on citations for speeding trucks, trucks in banned areas, loading issues, especially Noise Ordinance violations; and be it further
- ORDERED: That the City Manager be and hereby is requested to continue to look at issue of hazardous cargo trucks on Cambridge Streets - could empty hazardous cargo trucks take another route; and be it further
- ORDERED: That the City Manager be and hereby is requested to thank all involved in the process.

In City Council October 1, 2001.  
Adopted as amended 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

SEE COMMITTEE REPORT #1



# City of Cambridge

O-11  
Original Order

**IN CITY COUNCIL**  
October 1, 2001

COUNCILLOR DAVIS

ORDERED: That the City Manager be and hereby is requested to instruct the Police Commissioner to provide the City Council with the number of citations issued on trucks.

amend order in Committee Report to add

17D CM be + 45 is requested to City of Police Commission  
to Report slab on quarterly basis  
include 11 pm to 7 am time period  
include speeding trucks, trucks in  
banned areas, loady issues esp noise and  
violations

CM to amend list if further

Old Continue to look at issue of hazardous cargo  
trucks on Cambridge Street - could hazardous  
trucks take another route

Thanks to all involved in the  
process

W/9

# City of Cambridge

**TRANSPORTATION, TRAFFIC AND PARKING**

In City Council October 1, 2001

**COMMITTEE MEMBERS**

*Councillor Henrietta Davis, Chair*

*Councillor Jim Braude*

*Councillor Timothy J. Toomey, Jr.*

The Transportation, Traffic and Parking Committee held a public meeting on Wednesday, July 25, 2001 beginning at 7:10 p.m. at the Senior Center Ballroom, 806 Massachusetts Avenue, Cambridge, Massachusetts.

The purpose of the meeting was to discuss the draft recommendations on the Regional Truck Study.

Present at the meeting were Councillor Henrietta Davis, Chair of the Committee, Donald Drisdell, Deputy City Solicitor, Jason Schrieber, Transportation Planner, Traffic, Parking and Transportation Department, David Szeto, Truck Enforcement Unit, Police Department and Donna P. Lopez, Deputy City Clerk.

Councillor Davis opened the meeting and stated the purpose. She requested Mr. Schrieber to give an overview of the recommendations of the Regional Truck Study. Mr. Schrieber outlined the history of the issues surrounding trucks in Cambridge. **(ATTACHMENT A)**. He reviewed the events in Cambridge that led to the passage of the Through Truck Zoning Ordinance which the City Council adopted in 1999. He stated that the Committee on Regional Truck Issues ("Committee") was formed by the creation of a Memorandum of Understanding ("MOU") last year. This Committee agreed to perform a Regional Truck Study ("Truck Study"). Both the Committee and the Truck Study grew out of the response by the Massachusetts Highway Department (MHD) and the City of Somerville to the passage of the overnight zoning truck ban. Both the MHD and Somerville threatened to sue Cambridge challenging the validity of the overnight through-truck ban. The Attorney General's office, in an effort to avoid litigation between the MHD and Cambridge, proposed that the Truck Study be facilitated by the Metropolitan Area Planning Council (MAPC). The City Council and the City Manager agreed, through the MOU that Cambridge would not enforce the through truck zoning ordinance pending completion of the Truck Study and recommendations from the Committee.

The Committee completed the Truck Study and adopted Final Recommendations on June 27, 2001. Mr. Schrieber reviewed the findings and recommendations of the Truck Study. **(ATTACHMENT B)**. Four strategies were used to approach the truck issues. **(ATTACHMENT C)**. He outlined the Truck Study recommendations as contained in the Policy Regulatory Strategy. **(ATTACHMENT D)**. He also provided a summary of the Final Recommendations of the Regional Truck Study. **(ATTACHMENT E)**. The Final Recommendations focus on the creation of designated routes for trucks, particularly in the nighttime, and the ability to ban trucks in the nighttime from residential streets unless the truck has an origin or destination in the City

or is carrying hazardous cargo. In exchange for Cambridge clarifying the available routes for nighttime through trucking (which would be limited to numbered state highways and the eastern truck route), the Massachusetts Highway Department ("MHD") would promptly approve an 11:00 p.m. to 6:00 a.m. ban on through trucks on most of the streets in the City. The Final Recommendations also propose infrastructure improvements on truck routes throughout the region covered by the study. There are further proposals for a voluntary ban by truckers on the use of so-called "jake brakes", which can cause excessive noise. Additional recommendations address enforcement issues and proposals to develop routing and restriction maps for truckers, education programs modeled on the Cambridge Truck Enforcement Unit, and a state grant program to help local truck enforcement efforts. Mr. Schrieber stated that the entire trucking industry will be notified of the institutional strategies to help get the word out to all the drivers.

In conclusion, Mr. Schrieber stated that the effectiveness of the recommendations will be improved by education and enforcement. He informed the committee of the steps to be followed by the truck enforcement unit. Officer Szeto informed the committee that the truck enforcement unit operates from 7:40 a.m. to 4 p. m. Councillor Davis requested an enforcement plan from the Police Department. Officer Szeto stated that approval has been secured for overtime for the officers. He further stated that there is a safety issue with the truck enforcement unit working during the nighttime while inspecting trucks. Mr. Drisdell stated that the Truck Enforcement Team is a highly trained team that inspects trucks. Every police officer has the authority to enforce the truck ban and traffic law related to trucks, he said. Councillor Davis stated that she could not support the recommendations of the Truck Study unless there is an enforcement plan on the nighttime truck ban.

Councillor Davis asked how many officers were on the Truck Enforcement Team. Officer Szeto responded that the team contains five officers.

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

Sam Seidel, representing Jarrett Barrios, asked about the time restriction. Mr. Schrieber stated that the License Commission enforces the Noise Ordinance. Mr. Drisdell informed Mr. Seidel that there are restrictions in the Noise Ordinance relating to noise caused by truck deliveries. In response to a question from Mr. Seidel about a 24-hour Putnam Avenue ban, Mr. Schrieber stated that the Massachusetts Highway Department ("MHD") has to approve the truck restriction and the city has to provide the necessary data. Mr. Drisdell stated that if a community provides for designated nighttime routes, the MHD will approve nighttime truck bans on other streets.

Hermes Grillo, 20 Lilac Court, asked what the regulations are concerning the hours on loading at commercial property. Mr. Drisdell responded that loading and unloading is prohibited by the noise ordinance between the hours of 9:00 p.m. and 7:00 a.m. on weekdays, and between 9:00 p.m. and 9:00 a.m. on weekends and holidays, if the loading activity is plainly audible at a distance of fifty (50) feet from the lot line of the property where the loading is occurring.

James Gray, 84 Kirkland Street, asked if each of the six communities will have a legislative vote to approve the recommendations. Mr. Schrieber responded in the affirmative. Mr. Gray asked what is the timeline in the legislative bodies voting on the recommendations - does Cambridge have to wait for Belmont and Watertown to approve the recommendations? Mr. Drisdell stated that the zoning ordinance on banning trucks got the Attorney General involved in this issue. There are advantages with Cambridge going forward with the recommendations even if other communities do not approve the recommendations, he said. Mr. Gray asked if Cambridge can go forward without the six communities. Mr. Schrieber responded in the affirmative. Every community, he said, is committed to the Memorandum of Understanding (MOU).

John Moot, 44 Coolidge Hill Road, asked what is the time frame. Mr. Drisdell stated that there is no specific time frame, but that the MOU had been extended to the end of September.

Mr. Gray asked if there it is an intent to get the hazardous material trucks (HAZMAT) off of Kirkland Street and onto the truck route all the time. Mr. Schrieber responded in the affirmative. Reaching out to educate truckers on the desired route, and clearer signage will improve compliance with the existing route. The truck industry seems to be on board as long as Cambridge provides the truck route.

Mr. Moot asked how the issue will be resolved with the MDC opening one quarter of a mile of the Alewife Brook Parkway. Mr. Drisdell stated that the MDC was unwilling thus far to agree with this. Mr. Moot asked if the MDC is required to improve the roadbed. Mr. Schrieber responded in the negative.

Stash Horowitz, 12 Florence Street, applauded all the participants in this process. He asked if warnings will be issued at the municipal level. Mr. Drisdell stated that in June 2001, the City Council voted to have the City Manager place a moratorium on the zoning ordinance. The zoning ordinance, he said, will not be enforced in exchange for the MHD approval of the truck bans. Mr. Schrieber stated that if a truck driver is cited more than two times, he will lose his commercial driver's license. It is a career threat, he said. Officer Szeto stated a warning is not counted as a citation. A monetary fine is a citation. The truck team will cite drivers as well as companies. Mr. Horowitz asked how many citations are issued per year. Officer Szeto responded 300 - 400. Councillor Davis made the following motion.

**ORDERED: That the City Manager be and hereby is requested to instruct the Police Commissioner to provide the City Council with the number of citations issued on trucks.**

Fred Meyer, 83 Hammond Street, asked why the HAZMAT trucks are not allowed to go through the Prudential Tunnel, but are allowed to go through the Harvard Tunnel. Mr. Schrieber stated that there is no building above the Harvard Tunnel and it is a short tunnel. Fire officials have serious concerns regarding their ability to fight a large fire in a tunnel, and automatic suppression systems have not been deemed adequate. Mr. Meyer asked if there is any possibility to ban trucks from Harvard Square. Mr. Schrieber responded in the negative. In a response to a question, Mr. Schrieber stated that

Massachusetts Avenue, and portions of Mt. Auburn Street in Harvard Square, is a numbered state highway (Rt. 2A), and JFK Street provides a necessary connection to Allston. Some petroleum truck drivers are not aware that they can use River Street/Western Avenue at night, he said. Councillor Davis stated that there is no change in the number of trucks on River Street/Western Avenue, but HAZMATs have increased. Mr. Meyer asked for a review of the HAZMAT truck numbers.

Steven Wayne, 179 Western Avenue, asked if the amount of HAZMAT cargo traveling on Western Avenue can be changed. Mr. Schrieber stated that exclusion from the Prudential Tunnel dictates the number of HAZMAT trucks on Western Avenue. The number of trucks that move through Cambridge are in decline. This route is the quickest way to get through Cambridge. Nighttime volume is lower on Western Avenue than on River Street, he said. Mr. Wayne stated that the MBTA buses are speeding on Western Avenue. He asked if there is any enforcement in this area. Officer Szeto stated that during the day the Police enforce speeding issues. Mr. Moot asked if fines are inadequate. Officer Szeto stated that the fines are adequate.

Councillor Davis stated that clarity is needed on enforcement issues. An enforcement plan is needed. She again stated that she cannot support the recommendations if an enforcement plan is not submitted.

James Williamson, 17 Perry Street, stated that enforcement is a problem at Pearl and Granite Streets at 2:00 A.M. Officer Szeto stated that the truck enforcement team works until 4:30 p.m. and the Traffic Division works until midnight. Mr. Williamson stated that gaps in enforcement need to be addressed. He asked if there is a list of Hazardous Placard materials. Mr. Schrieber responded that the MHD has a list of hazardous materials. Mr. Williamson asked when at night there is a production of increased trucks travelling on Massachusetts Avenue. Mr. Schrieber stated that over the length of Massachusetts Avenue, between the hours of 11:00 - 6:00 there is an increase of 6% of trucks. Mr. Williamson stated that he was skeptical that there is no increase in trucks on Western Avenue and River Street, since trucks cannot go onto JFK Street.

Councillor Davis stated that River Street bears the burden of trucks. She stated that she would like to see a decrease in trucks on River Street and efforts to decrease the number of trucks here, possibly diverting empty trucks.

Councillor Davis made the following motion:

**ORDERED: That there City Manager be and hereby is requested to provide the City Council with an enforcement plan for the recommendations of the Regional Truck Study.**

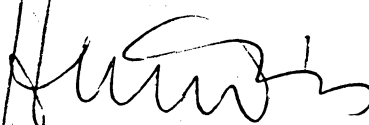
*Subsequently Councillor Davis submitted this motion at the July 30, 2001 City Council meeting where it was adopted. (Order #16)*

The motion - Carried.

Councillor Davis received correspondence from various individuals on this subject that is attached to this report. (ATTACHMENT F).

Councillor Davis thanked all the attendees. The meeting adjourned at 8:40 P.M.

For the Committee

A handwritten signature in black ink, appearing to read 'Henrietta Davis', written in a cursive style.

Councillor Henrietta Davis  
Chair

# History of Truck Issues in Cambridge

- 1995 - City Council Hearing on adverse impacts of trucks**
- 1996-98 - City Manager's Truck Traffic Advisory Committee meets and issues Report A & Report B**
- 1998-99 - Citywide Truck Count Program conducted**
- 1999 - Through Truck Zoning Ordinance passed**
- 2000 - MOU with Attorney General, MHD, MassPike, others suspending Ordinance during a regional truck study**
- 2000 - Committee on Regional Truck Issues formed to oversee study**
- 2001 - MOU extended during implementation of recommendations**

# Study Findings: What We've Learned

- Through truck trips are 16% of all truck trips in Cambridge over a 24-hr. period (13,600 total) [CTPS Model Data]. Cambridge Police have found that 35-40% of early morning trips are through trips.
- Only 6% of daily truck trips are at night (11PM-6AM) [Cambridge Truck Counts]
- Early morning truck trips increase nearly 300% between 5AM and 7AM (from 250 to 950 trucks) [Cambridge Truck Counts]
- HAZMATS are under 0.5% of truck trips [Cambridge Truck Counts]
  - 80-90% are gasoline tankers or fuel oil trucks (50/50)
  - Most tankers serve Cambridge and western suburbs from Chelsea & Everett fuel farms
- Petroleum carriers support nighttime truck restrictions as long as they can continue to use the existing Cambridge truck route
- Daytime bans tend to shift the impact between neighborhoods

# Approaching Truck Issues

## Strategies

### **1. Policy/Regulatory Strategies:**

- New truck restrictions and requirements

### **2. Infrastructure Strategies:**

- Changes/improvements to the existing street network

### **3. Operational Strategies:**

- Improved methods for ensuring accepted operations

### **4. Institutional Strategies:**

- Improved inter-jurisdictional coordination

# Committee's Recommendations:

## 1. Policy/Regulatory Strategies

### ● Truck Routes & Exclusions:

- Sign truck routes in Cambridge & Somerville
- Open 1/4 mi. of Alewife Brook Pkwy. to Broadway for 2-axle trucks
- Maintain unsigned routes in Boston & Watertown
- Sign State numbered routes
- Encourage trucks to remain on Turnpike
- Ban Putnam, C. Medeiros & Warren 24-hours
- Expedite MHD review of new restrictions

### ● Nighttime Restrictions:

- Implement new nighttime bans
  - Designate truck routes
  - Ban trucks in residential areas 11PM-6AM

### ● Hazardous Cargo Routing:

- Conduct HAZMAT risk assessment for Prudential Tunnel
- Sign HAZMATs on River/Western

# Recommendations (continued)

## 2. Infrastructure Strategies

- **Prioritize improvements on truck routes in TIP (helps reduce noise/vibration impacts)**
- **Identify additional sources of funding**
- **Prioritize funding for Advanced Traveler Information System (ATIS) projects**

# Recommendations (continued)

## 3. Operational Strategies

- **Noise**

- Voluntarily ban use of jake brakes by the trucking industry in the study area

- **Enforcement**

- Develop and provide routing & restriction maps to truckers during enforcement & over Internet
- Develop trucker education program modeled on Cambridge Truck Enforcement Unit
- Develop state grant program to help local truck enforcement efforts

# Recommendations (continued)

## 4. Institutional Strategies

- **Outreach to the Trucking Community**
  - Distribute routing & restriction maps directly to trucking organizations
  - Explore other methods, including a web site, phone hotline, etc. facilitated by MHD.
- **Ongoing Agency & Community Efforts**
  - Organize a stakeholder group
  - Investigate bulk distribution terminals & other ideas as part of regional freight plan

Final Recommendations of the Committee on Regional Truck Issues - June 27, 2001

Summary

STUDY OBJECTIVES	2
RECOMMENDATIONS	
<i><u>Policy/Regulatory Strategies:</u></i>	
Truck Routes	2
<ul style="list-style-type: none"> <li>- Sign truck routes in Cambridge &amp; Somerville: the existing eastern Cambridge truck route (First, Land &amp; Binney); JFK Street; Broadway in Somerville; Somerville Avenue; and Washington Street west of Route 28.</li> <li>- Maintain unsigned routes: Gilmore Bridge; Cambridge Street in Charlestown; Arsenal Street in Watertown; and Western Avenue &amp; North Harvard Street in Boston.</li> <li>- Open Alewife Brook Parkway from Mass Ave to Broadway in Somerville to 2-axle trucks.</li> <li>- Ensure all State numbered routes are well-signed with route numbers.</li> <li>- Sign the Turnpike to encourage trucks not destined for Cambridge to continue past Exit 18.</li> </ul>	
Truck Exclusions	3
<ul style="list-style-type: none"> <li>- Ban Putnam Avenue, C. Medeiros Avenue &amp; Warren Street to trucks 24-hours a day.</li> <li>- Reduce MassHighway's approval time for new truck bans to 30 days or less.</li> </ul>	
Nighttime Restrictions	5
<ul style="list-style-type: none"> <li>- Communities willing to designate a through truck route that connects to those in adjoining communities can request 11PM-6AM bans on all other streets.</li> <li>- The Cambridge nighttime through truck Ordinance should be repealed.</li> </ul>	
Hazardous Cargo Routing	5
<ul style="list-style-type: none"> <li>- Conduct a risk assessment for allowing HAZMATs in the Prudential Tunnel.</li> <li>- Sign the HAZMAT route on River &amp; Western Streets.</li> </ul>	
<i><u>Infrastructure Strategies:</u></i>	
Infrastructure Needs	6
<ul style="list-style-type: none"> <li>- Prioritize road and bridge improvements on truck routes in the Transportation Infrastructure Program (TIP) to help reduce noise &amp; vibration impacts on residents.</li> <li>- Identify additional sources of funding to reduce the adverse impacts of trucks.</li> <li>- Prioritize funding for Advanced Traveler Information System (ATIS) projects.</li> </ul>	
<i><u>Operational Strategies:</u></i>	
Noise	6
<ul style="list-style-type: none"> <li>- The trucking industry will voluntarily ban the use of jake brakes in the study area.</li> </ul>	
Enforcement	7
<ul style="list-style-type: none"> <li>- Develop truck routing and restriction maps, and provide them to truckers during enforcement stops and over the Internet.</li> <li>- Develop a trucker education program modeled on that of the Cambridge Truck Enforcement Unit.</li> <li>- Develop a state grant program to help local truck enforcement efforts.</li> </ul>	
<i><u>Institutional Strategies:</u></i>	
Outreach to the Truck Community	7
<ul style="list-style-type: none"> <li>- Distribute routing &amp; restriction maps directly to trucking organizations</li> <li>- Explore other methods of outreach, including a web site, phone hotline, etc. facilitated by MHD.</li> </ul>	
Ongoing Agency & Community Efforts	7
<ul style="list-style-type: none"> <li>- Organize a stakeholder group comprised of members of state, local and private interests.</li> <li>- Investigate bulk distribution terminals &amp; other ideas as part of MHD's regional freight plan.</li> </ul>	

**Final Recommendations of the Committee on Regional Truck Issues  
June 27, 2001**

**STUDY OBJECTIVES**

- 1) Reduce the impacts of truck noise and vibrations on residents in the six MOU communities, especially at night, by reducing nighttime truck traffic in residential neighborhoods.
- 2) Ensure the continued delivery of goods and services by maintaining truck access to businesses and residences in those communities.
- 3) Ensure, where feasible, that truck traffic is directed towards those roadways with the least impact on residential areas and other sensitive receptors, and whose physical characteristics are best able to accommodate truck traffic.
- 4) To carry out these objectives, truck routes will be designated based on the following criteria:
  - a) Existing truck volumes
  - b) Truck origins and destinations along the route
  - c) Roadway geometrics and conditions
  - d) Current truck restrictions and National Highway System requirements
  - e) Continuous connections between communities
  - f) Impacts on residential areas and sensitive receptors

**RECOMMENDATIONS**

**Truck Routes**

- 1) The following roads (shown in dark blue on the attached map) should be designated as truck routes, and should be clearly signed as such by the appropriate community:
  - a) Eastern truck route comprised of First Street, Land Boulevard, and Binney Street in Cambridge
  - b) JFK Street in Cambridge
  - c) Broadway in Somerville
  - d) Somerville Avenue in Somerville (when the reconstruction project is completed)
  - e) Washington Street between the Somerville City Line and McGrath Highway in Somerville

Truck route signs should be consistent with the Manual on Uniform Traffic Control Devices (MUTCD). MassHighway should work with communities that lack sufficient resources to provide truck route signs. Sign maintenance should be the responsibility of the community.

- 2) The following roads (shown in light blue on the map) should be designated as truck routes for connectivity purposes only, but not signed as such:
  - a) Gilmore Bridge in Cambridge
  - b) Cambridge Street in Charlestown
  - c) Arsenal Street in Watertown
  - d) Western Avenue in Boston
  - e) North Harvard Street in Boston
- 3) Alewife Brook Parkway between Massachusetts Avenue in Cambridge and Broadway in Somerville, a distance of approximately one-quarter mile, (shown in light blue on the map) should be open to two-axle trucks, in addition to automobile traffic. It should be noted that the Metropolitan District Commission does not concur with this recommendation.
- 4) All state-numbered routes in the study area where trucks are allowed and cannot be excluded (shown in dark green on the map) should have sufficient route guide signs. MassHighway should inventory these routes and install additional signs as necessary; specific attention should be shown to ensuring sufficient route guide signs in the vicinity of Harvard Square in Cambridge to allow trucks to easily follow Route 2A in that area. Route guide signs inappropriately erected should be removed. In addition, Route 1 signs on Metropolitan District Commission roadways in the Fenway area of Boston should be removed to avoid confusion.
- 5) National Highway System roads where trucks are allowed and cannot be excluded are shown in light green on the map.
- 6) The Massachusetts Turnpike should install signs, consistent with MUTCD designs, that encourage trucks to remain on the Turnpike into Boston and the north-south expressway system, except for Hazardous Material (HAZMAT) trucks, which must exit at the Brighton/Cambridge interchange.
- 7) Communities should not change their intercommunity truck routes without consultation with adjacent communities and approval by MassHighway. Intercommunity routes are defined as those truck routes affecting more than one community.

### **Truck Exclusions**

- 1) The following coordinated actions are recommended to improve access between the cities of Cambridge and Somerville to ensure continued economic activity for the industrial areas in southeast Somerville:
  - a) Continue the truck exclusion on Prospect Street in Cambridge from Massachusetts Avenue to the Somerville City Line and on Prospect Street in Somerville from the Cambridge City Line to Webster Avenue.

- b) Remove the truck exclusion on Prospect Street from Webster Avenue to Washington Street in Somerville to allow for truck access from Cambridge Street to Washington Street.
  - c) Remove the truck exclusion on Webster Avenue from Washington Street to Prospect Street to allow for truck access from Union Square in Somerville to Cambridge Street in Cambridge, when Webster Avenue is structurally capable.
  - d) Continue to allow trucks on Webster Avenue in Cambridge from Prospect Street to Cambridge Street.
  - e) After the project to reconstruct the Webster Avenue bridge has been completed, change Webster Avenue from Union Square to Prospect Street and Prospect Street from Washington Street to Webster Avenue from one-way to two-way streets to improve traffic flow in the Union Square area.
- 2) The City of Cambridge should request from MassHighway a 24-hour truck exclusion on Cardinal Medeiros Avenue, Warren Street, and on Putnam Avenue. The planned relocation of the MBTA's Lechmere Station and associated intersection improvements should be designed to make First Street a more attractive north-south route for trucks.
  - 3) The majority of the committee recommends that Alewife Brook Parkway should be opened to two-axle trucks from Massachusetts Avenue in Cambridge to Broadway in Somerville. Based on model results, this is expected to divert a large portion of trucks accessing Somerville from Somerville Avenue to Broadway. The MDC, which owns and operates Alewife Brook Parkway, does not concur with this recommendation. Also, the majority of the committee recommends that Broadway in Arlington from the Somerville City Line to Route 60 should be designated as part of the regional truck network. The Town of Arlington, through a unanimous vote of its Board of Selectmen on June 25, 2001, does not concur with this recommendation.
  - 4) Roadways with truck exclusions should be well signed.
  - 5) Every effort should be made to reduce the length of the approval process for truck restrictions currently in place with MassHighway. An expedited review should be established for functionally classified local roadways that is no longer than 30 days.
  - 6) The communities in the study area should review locations of currently posted truck exclusions, and, for routes without official exclusions, and based on the information developed as part of this study, either remove those posted exclusion signs, or work with MassHighway to formally designate those roadways for truck exclusions. Where communities have been granted truck exclusions but do not wish to post exclusion signs, the community should inform MassHighway to revoke the truck exclusion permit.

### Nighttime Restrictions

- 1) MassHighway should consider permits for necessary truck exclusions between the hours of 11 PM and 6 AM in the six MOU communities, except on the designated nighttime truck routes or for trucks that have an origin or destination in that community, after consultation with trucking industry representatives. Those routes are shown on the attached regional truck network map. A community's application for this nighttime restriction should list all streets where trucks are expected to be prohibited between 11 PM and 6 AM. As part of the approval, each community must provide within its borders an appropriate, continuous, designated, alternate truck route open to trucks at all times.
- 2) Based on the work that has been done as part of the regional truck study, the Committee recommends that the ban on nighttime traffic enacted as part of the Cambridge zoning ordinance be repealed and replaced by the series of recommendations included in the Technical Subcommittee's recommendations.

### Hazardous Cargo Routing

- 1) The Subcommittee does not recommend pursuing opening of tunnels to hazardous cargo trucks on the expressway system in Boston at this time. However, the Technical Subcommittee recommends that the following actions be taken:
  - a) Determine how other states deal with hazardous cargoes in tunnels, and,
  - b) Conduct a risk/hazard assessment, based on Boston Fire Department and Mass Turnpike requirements, to determine whether it is feasible to open the Prudential tunnel to gas and oil cargoes. This assessment should review previous risk assessments that have been conducted, including a discussion of the assumptions regarding type of vehicular traffic that were made by the designers of the tunnels. It should also include a review of short-term and long-term impacts of previous tunnel fire/hazardous material incidents around the world. The review should consider the impact from a life safety, property protection, and economic/continuity of operations perspective. The City of Boston Fire Department should be invited to help in the development of the scope of work for the study and to participate in the study itself.
- 2) The City of Cambridge should post additional signs on River, Western, and Pleasant Streets between Massachusetts Avenue and Western Avenue to indicate that hazardous cargo trucks are allowed on these roadways 24 hours a day. This, along with the recommendations of posted truck route signs, should provide clear information for truckers.

### Infrastructure Needs

- 1) Funding for adequate maintenance of pavement and bridges along the preferred regional truck routes should be a priority in future Transportation Improvement Programs. Four bridges and one roadway along these routes are currently structurally deficient with posted weight restrictions:
  - a) Route 2, Cambridge/Arlington
  - b) Mass Ave over Memorial Drive, Cambridge
  - c) Webster Avenue, Somerville
  - d) O'Brien Highway at the Museum of Science
  - e) Somerville Avenue, Somerville
- 2) Bridges with structural problems on routes with significant truck traffic should be identified and repaired as soon as possible although with lower priority than those on designated truck routes. The bridges currently identified in the study area include:
  - a) Sycamore St, Somerville
  - b) Lowell St, Somerville
  - c) Walnut Street, Somerville
  - d) School Street, Somerville
  - e) Cross Street, Somerville
- 3) The Boston Metropolitan Planning Organization should seek to identify additional funding sources, beyond those currently existing, to make sure that sufficient funds are available for these infrastructure needs.
- 4) Advanced Traveler Information Systems (ATIS) and mapping projects that help identify truck routes and improve flow along them should also have priority funding.

### Noise

- 1) The trucking industry has agreed to promote a voluntary limit on the unnecessary use of jake brakes in densely populated urban areas, especially at night. Although documented use of jake brakes has not been widespread, it is acknowledged by the trucking industry that even infrequent use of jake brakes (a mechanism on large trucks whereby engine compression is used to slow a vehicle in addition to the vehicle's normal braking system), especially during nighttime hours, can be disturbing to residents. The industry will alert its members to the need to limit use except at the discretion of the driver in preserving public safety, and will urge compliance among all its members and drivers. This request should also be made through all outreach efforts, including maps and Internet postings, to the trucking industry.

**Enforcement**

- 1) Truck route and exclusion maps should be provided to all local and state police departments for distribution to truckers during routine stops. This map should also be provided through the Internet.
- 2) State and local police departments should continue enforcement of truck exclusions throughout the study area.
- 3) A program to educate truckers regarding excluded roadways throughout the entire study area should be developed. Current education efforts employed by the Cambridge Police Department have been effective and can be used as the basis for this program.
- 4) The six MOU communities should work together to encourage the Legislature to develop a program providing state grants to municipalities to supplement state and local truck law enforcement efforts.

**Outreach to the Trucking Community**

- 1) An essential part of mediating truck impacts involves informing the truck drivers themselves. Maps showing truck routes and restriction information will be produced and should be directly distributed to all trucking organizations with operations in the State. Companies making truck deliveries on routes through the study area should provide drivers with these maps and should also indicate the most appropriate routes to use.
- 2) Other ways to distribute this information should be explored. (For example, a web site could also be developed with this information, and a phone hotline could be established for drivers to contact when confronted with a confusing regulatory situation on the road.) The education program can be facilitated through MassHighway.

**Ongoing Agency and Community Efforts**

- 1) This study effort has been greatly benefited by the coordination of a number of concerned public and private sector organizations. This coordination should be continued because trucking-related concerns will continue indefinitely. MAPC and MassHighway should organize an on-going regional truck-related stakeholder group that would meet at least quarterly to discuss and develop regional truck issues and possible solutions and to monitor the implementation of the recommendations of this study.
- 2) As part of the Boston MPO's development of a comprehensive plan for moving freight into and within the Boston region, new ideas to limit the need for large trucks in residential areas, such as "bulk distribution terminals," should be investigated.



ATTACHMENT F

# CAMBRIDGE CITY COUNCIL


CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4280

FAX: (617) 349-4287

TTY/TDD (617) 349-4242

Henrietta Davis  
City Councillor

**To:** Sue Clippinger, Director of Traffic, Parking & Transportation  
**From:** City Councillor Henrietta Davis   
**Date:** August 23, 2001

2001 AUG 27 AM 5:50

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I am passing copies to you of correspondence that I have received:

- 1) A letter from Tom Bracken dated June 27<sup>th</sup>;
- 2) Three correspondences from Dianne Rice of Putnam Avenue relative to nighttime and early morning truck traffic.

She has documented truck traffic that she believes may be in violation of the existing truck ban. I will also send this to the City Manager asking him to refer this to the Police Department for enforcement of the existing ban.

- 3) A copy of an email from Steven Wayne of Western Avenue that refers to hazardous cargo and also to enforcement on Western Avenue;
- 4) An email from Doug Brugge of Blanchard Road asking for enforcement of the posted truck exclusion and some other ideas about slowing down traffic.

I am also submitting, where appropriate, these correspondences as Hansens and will make them part of the record from the truck hearing from July 25, 2001.

cc: Robert W. Healy, City Manager, Ronnie Watson, Police Commissioner,

D. Margaret Drury, City Clerk ✓

89 Irving Street  
Cambridge, MA 02138

June 27, 2001

Councilor Henrietta Davis  
Chair, Transportation, Traffic  
and Parking Committee  
City Hall  
795 Massachusetts Avenue  
Cambridge, MA 02139

Re: Trucks

Dear Henrietta:

Based on information provided to me by Sue Clippinger in a telephone conversation, I understand that the nighttime restrictions recommended by the Truck Study Policy Committee and Technical Subcommittee, as they apply to Cambridge, would place a curfew on through trucks from 11:00 PM to 6:00 AM on all Cambridge streets, except for the "Eastern truck route," JFK Street and State roadways (Massachusetts Avenue and Route 16) and that these roadways will be the designated "alternate truck route open to trucks at all times." One concern is that including a portion of the Alewife Brook Parkway in the truck route may set a precedent for allowing further infringement of the MDC managed parkway system. If such use is allowed, the Highway Department and the MDC should make clear that the limited use of the Parkway does not establish a precedent for truck use generally on State parkways.


Implementation of the recommended nighttime restrictions would be close to the provisions of the nighttime curfew in the Cambridge Ordinance, which, as you know, was adopted unanimously by the City Council in June, 1999, except for removing the 6 AM to 7 AM period from the curfew. Presumably truckers have made a case that this is a critical hour for them to travel, and if so, shortening the period of the curfew may be a reasonable trade-off for the seven hours of nighttime peace and quiet provided to many residents by the recommended restrictions.

At such a time as the City submits an application for these nighttime restrictions to the Highway Department, the Department approves the application and a program to enforce the restrictions is put in place and becomes operable, it would seem appropriate, as recommended by the Study Committee, for the City Council to consider repealing the Ordinance. However, until these events occur, I believe it is important for the City to

enforce its Ordinance, particularly during the hot summer months when people without air conditioners need to keep their windows open.

I will be unable to attend the public meeting of your Committee scheduled for July 25, at which the recommendations are to be presented and discussed. However, please submit this letter for inclusion in the record of the proceedings. I appreciate your helpfulness in making information available on a timely basis and working in cooperation with the residents to effect a permanent satisfactory solution to the truck problem.

Sincerely,



Thomas B. Bracken

TBB/pah

cc: Councilor Kathy Born  
Representative Jarrett Barrios

DATE	TIME	TYPE OF TRUCK
6/28	5:43 AM	WASTE DISPOSAL
6/28	11:26 PM	not sure
6/29	5:55 AM	not sure
6/30	6:00 AM	not sure
7/1-Sun	9:48 PM	large white tractor trailer *
7/1	10:20 PM	Penske truck rental vehicle
7/2-Mon	3:22 AM	chem delivery type truck
7/2	5:37 AM	large flat bed truck
7/8-Sun	9:10 PM	large white tractor trailer *
7/8	9:35 PM	not sure
7/8	10:00 PM	flat bed truck
7/9-Mon	5:00 AM	tractor trailer" Carriers"
7/9	5:55 AM	waste disposal
7/10-tues.	9:40 PM	not sure
7/11-wed.	4:30 AM	not sure
7/11	6:00 AM	not sure
7/11	6:05 AM	Cox disposal type truck
7/29	10:17 PM	large tractor trailer *
8/8	12:30 AM	not sure
8/12	9-10pm	3 trucks-not sure of type
8/15	6:00 AM	Siegel eggs
8/15	5:45 AM	not sure
8/15	8:00 PM	tractor trailer with "hummer" on it
8/15	8:10 PM	not sure
8/16	5:00 AM	?Siegel Egg-white truck
8/16	5:30 AM	large flat bed truck
8/16	5:35 AM	large tractor trailer *

since  
7/25  
mtg.

\* The large tractor Trailers are delivering to Siegel Egg on Albany St. I've seen them there

8/16/01

Dear Officer Szeto,

Enclosed is a spreadsheet cataloging some of the "scofflaws" on Putnam ave. I have indicated which ones are the most recent, since you've been made aware of most of them already.

After attending the truck meeting at the Cambridge senior center on 7/25, it seemed that the AM traffic subsided. Recently, however, it's picked up. I believe that a lot of the AM traffic (as well as some of the PM traffic) is concerned with Siegel Egg Co- a neighborhood business. Does this mean they're ok to use Putnam Ave at any time?

I learned a lot from that meeting on the 25<sup>th</sup> and I am looking forward to the day (hopefully very soon) when Putnam Ave. is "truck free" 24/7.

Sincerely,

Dianne Rice  
460 Putnam Ave.  
(617) 547-0897

cc/ H Davis, Jschreiber, Com. Watson

*Hennetta,*

*thought this would be of interest  
to you.*

*D. Rice*

Subj: trucks on Putnam Ave.  
Date: Wednesday, August 15, 2001 11:36:19 AM  
From: Stngdsvoy  
To: jschrieber@ci.cambridge.ma.us  
cc: HenriDavis

D Rice p3

Hi Jason,

I was one of the few attendees at the truck mtg at the senior center on 7/25. I live on Putnam Ave and gave you a spread sheet of some "scofflaws". Since that meeting, truck traffic between 7pm at night and 7am in the morning diminished somewhat but I do want to make you aware of a few miscreants and I have 2-3 questions for you.

#### TRUCK TRAFFIC ON PUTNAM AVE.

7/29 (Sunday)	10:17pm	large tractor trailer-probably going to Siegel Egg I saw one like it parked there not long ago-making a delivery
8/8	12:30 AM!!	not sure(But probably a confused trucker!)
8/12 (Sunday)	between 9 and 10pm	2/3 trucks
8/15	6am	Siegel Eggs
8/15	5:45 am	not sure

#### QUESTIONS:

- 1) When does the 24 hour truck ban on Putnam Ave. take effect?
- 2) Siegel Egg is in the area so they can use Putnam Ave during the truck ban time, correct?
- 3) What was the name of the traffic dept. officer present at that meeting and does he have an email address? ( I guess I can just call the Cambridge Police for that info)

#### COMMENTS:

The meeting on 7/25 was so informative and helped me a lot to see things from the truckers point of view. In addition, I hadn't realized that there was so much going on in the city to alleviate this problem.

Sincerely,  
Dianne Rice

Subj: trucks on Putnam ave.  
Date: Thursday, August 23, 2001 12:35:47 PM  
From: Stngdsvoy  
To: jalbert@ps.ci.cambridge.ma.us  
cc: HenriDavis

D. Rice p4

Officer Albert,

Thanks for listening to my complaints this morning when I stopped by your office. I submitted a spread sheet of offenders which documents activity from about the end of June through last week. Both officer Szeto and Com Watson have that data. I also sent a copy to councilor Davis.

However, I thought I would update you on this week alone-just so you have some facts on paper. The trucks have been particularly active this week.

Date	Time	Type of truck
8/20	4:20am	not sure
8/20	5:20am	not sure
8/20	10pm	VERY noisy and large
8/22	5:20am	construction type
8/22	5:30am	"
8/23	4:20am	empty construction dump truck with noisy metal flap
8/23	4:23am	"
8/23	4:40am	"
8/23	4:49am	"

I was up with my 2 year old grandson this morning and was very aware of those last 4 trucks during that 20 minute period.

I would appreciate anything you can do to reduce those AM trucks.

Thank you  
Dianne Rice

Subj: Re: Trucks  
Date: Sunday, August 19, 2001 11:57:00 AM  
From: WSquirrelBait  
To: HenriDavis

Ms. Davis,

HC is hazardous cargo.

I have been going to as many of the study committee meetings as possible. The committee has mentioned the problem but of course the change would have to be a traffic pattern that runs through many jurisdictions. If we could just get some late night traffic enforcement on the trucks on Western Ave. I would hope they would get the message. When the officers set up a traffic stop on Western Ave. They usually set it up near the station. If they set it up down by Jay street the trucks and busses have sped up at that point.

~~I have noticed that many of the sewer covers in riverside have been tagged with a spot of spray paint. Do you know of any big sewer project coming?~~ ✓

Thanks for all your help.

Steven Wayne Western Ave

Subj: Traffic on Blanchard Road  
Date: Tuesday, July 31, 2001 9:34:57 AM  
From: Dbrugge  
To: HenriDavis  
cc: phyllis.fonseca@salem.mass.edu

Ms. Davis,

My wife and I recently moved into a single family house on Blanchard Road on the Cambridge side of the Belmont line between Fresh Pond and the railroad. We knew that the road had a lot of traffic, but since moving in a year and a half ago we have become convinced that there are ways that the situation could be improved.

One example is that the posted exclusion of commercial trucks over 2 and 1/2 tons is regularly violated. This morning a semi truck was turning from Concord onto Blanchard as I walked to the bus stop. Could there be an enforcement campaign by the city police?

Another problem is that vehicles travel at a high rate of speed. We have wondered whether an additional signal, a four-way stop or speed bumps might help. Slowing down traffic might also make it a less appealing short cut, especially in the off hours.

Doug Brugge  
Assistant Professor  
Department of Family Medicine and Community Health  
Tufts University School of Medicine  
136 Harrison Ave.

# City of Cambridge

**TRANSPORTATION, TRAFFIC AND PARKING**

In City Council October 1, 2001

**COMMITTEE MEMBERS**

*Councillor Henrietta Davis, Chair*  
*Councillor Jim Braude*  
*Councillor Timothy J. Toomey, Jr.*

The Transportation, Traffic and Parking Committee held a public meeting on Wednesday, July 25, 2001 beginning at 7:10 p.m. at the Senior Center Ballroom, 806 Massachusetts Avenue, Cambridge, Massachusetts.

The purpose of the meeting was to discuss the draft recommendations on the Regional Truck Study.

Present at the meeting were Councillor Henrietta Davis, Chair of the Committee, Donald Drisdell, Deputy City Solicitor, Jason Schrieber, Transportation Planner, Traffic, Parking and Transportation Department, David Szeto, Truck Enforcement Unit, Police Department and Donna P. Lopez, Deputy City Clerk.

Councillor Davis opened the meeting and stated the purpose. She requested Mr. Schrieber to give an overview of the recommendations of the Regional Truck Study. Mr. Schrieber outlined the history of the issues surrounding trucks in Cambridge. **(ATTACHMENT A)**. He reviewed the events in Cambridge that led to the passage of the Through Truck Zoning Ordinance which the City Council adopted in 1999. He stated that the Committee on Regional Truck Issues ("Committee") was formed by the creation of a Memorandum of Understanding ("MOU") last year. This Committee agreed to perform a Regional Truck Study ("Truck Study"). Both the Committee and the Truck Study grew out of the response by the Massachusetts Highway Department (MHD) and the City of Somerville to the passage of the overnight zoning truck ban. Both the MHD and Somerville threatened to sue Cambridge challenging the validity of the overnight through-truck ban. The Attorney General's office, in an effort to avoid litigation between the MHD and Cambridge, proposed that the Truck Study be facilitated by the Metropolitan Area Planning Council (MAPC). The City Council and the City Manager agreed, through the MOU that Cambridge would not enforce the through truck zoning ordinance pending completion of the Truck Study and recommendations from the Committee.

The Committee completed the Truck Study and adopted Final Recommendations on June 27, 2001. Mr. Schrieber reviewed the findings and recommendations of the Truck Study. **(ATTACHMENT B)**. Four strategies were used to approach the truck issues. **(ATTACHMENT C)**. He outlined the Truck Study recommendations as contained in the Policy Regulatory Strategy. **(ATTACHMENT D)**. He also provided a summary of the Final Recommendations of the Regional Truck Study. **(ATTACHMENT E)**. The Final Recommendations focus on the creation of designated routes for trucks, particularly in the nighttime, and the ability to ban trucks in the nighttime from residential streets unless the truck has an origin or destination in the City

or is carrying hazardous cargo. In exchange for Cambridge clarifying the available routes for nighttime through trucking (which would be limited to numbered state highways and the eastern truck route), the Massachusetts Highway Department (“MHD”) would promptly approve an 11:00 p.m. to 6:00 a.m. ban on through trucks on most of the streets in the City. The Final Recommendations also propose infrastructure improvements on truck routes throughout the region covered by the study. There are further proposals for a voluntary ban by truckers on the use of so-called “jake brakes”, which can cause excessive noise. Additional recommendations address enforcement issues and proposals to develop routing and restriction maps for truckers, education programs modeled on the Cambridge Truck Enforcement Unit, and a state grant program to help local truck enforcement efforts. Mr. Schrieber stated that the entire trucking industry will be notified of the institutional strategies to help get the word out to all the drivers.

In conclusion, Mr. Schrieber stated that the effectiveness of the recommendations will be improved by education and enforcement. He informed the committee of the steps to be followed by the truck enforcement unit. Officer Szeto informed the committee that the truck enforcement unit operates from 7:40 a.m. to 4 p. m. Councillor Davis requested an enforcement plan from the Police Department. Officer Szeto stated that approval has been secured for overtime for the officers. He further stated that there is a safety issue with the truck enforcement unit working during the nighttime while inspecting trucks. Mr. Drisdell stated that the Truck Enforcement Team is a highly trained team that inspects trucks. Every police officer has the authority to enforce the truck ban and traffic law related to trucks, he said. Councillor Davis stated that she could not support the recommendations of the Truck Study unless there is an enforcement plan on the nighttime truck ban.

Councillor Davis asked how many officers were on the Truck Enforcement Team. Officer Szeto responded that the team contains five officers.

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

Sam Seidel, representing Jarrett Barrios, asked about the time restriction. Mr. Schrieber stated that the License Commission enforces the Noise Ordinance. Mr. Drisdell informed Mr. Seidel that there are restrictions in the Noise Ordinance relating to noise caused by truck deliveries. In response to a question from Mr. Seidel about a 24-hour Putnam Avenue ban, Mr. Schrieber stated that the Massachusetts Highway Department (“MHD”) has to approve the truck restriction and the city has to provide the necessary data. Mr. Drisdell stated that if a community provides for designated nighttime routes, the MHD will approve nighttime truck bans on other streets.

Hermes Grillo, 20 Lilac Court, asked what the regulations are concerning the hours on loading at commercial property. Mr. Drisdell responded that loading and unloading is prohibited by the noise ordinance between the hours of 9:00 p.m. and 7:00 a.m. on weekdays, and between 9:00 p.m. and 9:00 a.m. on weekends and holidays, if the loading activity is plainly audible at a distance of fifty (50) feet from the lot line of the property where the loading is occurring.

James Gray, 84 Kirkland Street, asked if each of the six communities will have a legislative vote to approve the recommendations. Mr. Schrieber responded in the affirmative. Mr. Gray asked what is the timeline in the legislative bodies voting on the recommendations - does Cambridge have to wait for Belmont and Watertown to approve the recommendations? Mr. Drisdell stated that the zoning ordinance on banning trucks got the Attorney General involved in this issue. There are advantages with Cambridge going forward with the recommendations even if other communities do not approve the recommendations, he said. Mr. Gray asked if Cambridge can go forward without the six communities. Mr. Schrieber responded in the affirmative. Every community, he said, is committed to the Memorandum of Understanding (MOU).

John Moot, 44 Coolidge Hill Road, asked what is the time frame. Mr. Drisdell stated that there is no specific time frame, but that the MOU had been extended to the end of September.

Mr. Gray asked if there it is an intent to get the hazardous material trucks (HAZMAT) off of Kirkland Street and onto the truck route all the time. Mr. Schrieber responded in the affirmative. Reaching out to educate truckers on the desired route, and clearer signage will improve compliance with the existing route. The truck industry seems to be on board as long as Cambridge provides the truck route.

Mr. Moot asked how the issue will be resolved with the MDC opening one quarter of a mile of the Alewife Brook Parkway. Mr. Drisdell stated that the MDC was unwilling thus far to agree with this. Mr. Moot asked if the MDC is required to improve the roadbed. Mr. Schrieber responded in the negative.

Stash Horowitz, 12 Florence Street, applauded all the participants in this process. He asked if warnings will be issued at the municipal level. Mr. Drisdell stated that in June 2001, the City Council voted to have the City Manager place a moratorium on the zoning ordinance. The zoning ordinance, he said, will not be enforced in exchange for the MHD approval of the truck bans. Mr. Schrieber stated that if a truck driver is cited more than two times, he will lose his commercial driver's license. It is a career threat, he said. Officer Szeto stated a warning is not counted as a citation. A monetary fine is a citation. The truck team will cite drivers as well as companies. Mr. Horowitz asked how many citations are issued per year. Officer Szeto responded 300 - 400. Councillor Davis made the following motion.

**ORDERED: That the City Manager be and hereby is requested to instruct the Police Commissioner to provide the City Council with the number of citations issued on trucks.**

Fred Meyer, 83 Hammond Street, asked why the HAZMAT trucks are not allowed to go through the Prudential Tunnel, but are allowed to go through the Harvard Tunnel. Mr. Schrieber stated that there is no building above the Harvard Tunnel and it is a short tunnel. Fire officials have serious concerns regarding their ability to fight a large fire in a tunnel, and automatic suppression systems have not been deemed adequate. Mr. Meyer asked if there is any possibility to ban trucks from Harvard Square. Mr. Schrieber responded in the negative. In a response to a question, Mr. Schrieber stated that

Massachusetts Avenue, and portions of Mt. Auburn Street in Harvard Square, is a numbered state highway (Rt. 2A), and JFK Street provides a necessary connection to Allston. Some petroleum truck drivers are not aware that they can use River Street/Western Avenue at night, he said. Councillor Davis stated that there is no change in the number of trucks on River Street/Western Avenue, but HAZMATs have increased. Mr. Meyer asked for a review of the HAZMAT truck numbers.

Steven Wayne, 179 Western Avenue, asked if the amount of HAZMAT cargo traveling on Western Avenue can be changed. Mr. Schrieber stated that exclusion from the Prudential Tunnel dictates the number of HAZMAT trucks on Western Avenue. The number of trucks that move through Cambridge are in decline. This route is the quickest way to get through Cambridge. Nighttime volume is lower on Western Avenue than on River Street, he said. Mr. Wayne stated that the MBTA buses are speeding on Western Avenue. He asked if there is any enforcement in this area. Officer Szeto stated that during the day the Police enforce speeding issues. Mr. Moot asked if fines are inadequate. Officer Szeto stated that the fines are adequate.

Councillor Davis stated that clarity is needed on enforcement issues. An enforcement plan is needed. She again stated that she cannot support the recommendations if an enforcement plan is not submitted.

James Williamson, 17 Perry Street, stated that enforcement is a problem at Pearl and Granite Streets at 2:00 A.M. Officer Szeto stated that the truck enforcement team works until 4:30 p.m. and the Traffic Division works until midnight. Mr. Williamson stated that gaps in enforcement need to be addressed. He asked if there is a list of Hazardous Placard materials. Mr. Schrieber responded that the MHD has a list of hazardous materials. Mr. Williamson asked when at night there is a production of increased trucks travelling on Massachusetts Avenue. Mr. Schrieber stated that over the length of Massachusetts Avenue, between the hours of 11:00 - 6:00 there is an increase of 6% of trucks. Mr. Williamson stated that he was skeptical that there is no increase in trucks on Western Avenue and River Street, since trucks cannot go onto JFK Street.

Councillor Davis stated that River Street bears the burden of trucks. She stated that she would like to see a decrease in trucks on River Street and efforts to decrease the number of trucks here, possibly diverting empty trucks.

Councillor Davis made the following motion:

**ORDERED: That there City Manager be and hereby is requested to provide the City Council with an enforcement plan for the recommendations of the Regional Truck Study.**

*Subsequently Councillor Davis submitted this motion at the July 30, 2001 City Council meeting where it was adopted. (Order #16)*

The motion - Carried.

Councillor Davis received correspondence from various individuals on this subject that is attached to this report. (ATTACHMENT F).

Councillor Davis thanked all the attendees. The meeting adjourned at 8:40 P.M.

For the Committee

A handwritten signature in black ink, appearing to read 'Henrietta Davis', written in a cursive style.

Councillor Henrietta Davis  
Chair

# History of Truck Issues in Cambridge

- 1995 - City Council Hearing on adverse impacts of trucks**
- 1996-98 - City Manager's Truck Traffic Advisory Committee meets and issues Report A & Report B**
- 1998-99 - Citywide Truck Count Program conducted**
- 1999 - Through Truck Zoning Ordinance passed**
- 2000 - MOU with Attorney General, MHD, MassPike, others suspending Ordinance during a regional truck study**
- 2000 - Committee on Regional Truck Issues formed to oversee study**
- 2001 - MOU extended during implementation of recommendations**

## Study Findings: What We've Learned

- **Through truck trips are 16% of all truck trips in Cambridge over a 24-hr. period (13,600 total) [CTPS Model Data]. Cambridge Police have found that 35-40% of early morning trips are through trips.**
- **Only 6% of daily truck trips are at night (11PM-6AM) [Cambridge Truck Counts]**
- **Early morning truck trips increase nearly 300% between 5AM and 7AM (from 250 to 950 trucks) [Cambridge Truck Counts]**
- **HAZMATS are under 0.5% of truck trips [Cambridge Truck Counts]**
  - **80-90% are gasoline tankers or fuel oil trucks (50/50)**
  - **Most tankers serve Cambridge and western suburbs from Chelsea & Everett fuel farms**
- **Petroleum carriers support nighttime truck restrictions as long as they can continue to use the existing Cambridge truck route**
- **Daytime bans tend to shift the impact between neighborhoods**

# Approaching Truck Issues

## Strategies

### **1. Policy/Regulatory Strategies:**

- New truck restrictions and requirements

### **2. Infrastructure Strategies:**

- Changes/improvements to the existing street network

### **3. Operational Strategies:**

- Improved methods for ensuring accepted operations

### **4. Institutional Strategies:**

- Improved inter-jurisdictional coordination

# Committee's Recommendations:

## 1. Policy/Regulatory Strategies

- **Truck Routes & Exclusions:**

- Sign truck routes in Cambridge & Somerville
- Open 1/4 mi. of Alewife Brook Pkwy. to Broadway for 2-axle trucks
- Maintain unsigned routes in Boston & Watertown
- Sign State numbered routes
- Encourage trucks to remain on Turnpike
- Ban Putnam, C. Medeiros & Warren 24-hours
- Expedite MHD review of new restrictions

- **Nighttime Restrictions:**

- Implement new nighttime bans
  - Designate truck routes
  - Ban trucks in residential areas 11PM-6AM

- **Hazardous Cargo Routing:**

- Conduct HAZMAT risk assessment for Prudential Tunnel
- Sign HAZMATs on River/Western

# Recommendations (continued)

## 2. Infrastructure Strategies

- **Prioritize improvements on truck routes in TIP (helps reduce noise/vibration impacts)**
- **Identify additional sources of funding**
- **Prioritize funding for Advanced Traveler Information System (ATIS) projects**

# Recommendations (continued)

## 3. Operational Strategies

- **Noise**

- **Voluntarily ban use of jake brakes by the trucking industry in the study area**

- **Enforcement**

- **Develop and provide routing & restriction maps to truckers during enforcement & over Internet**
- **Develop trucker education program modeled on Cambridge Truck Enforcement Unit**
- **Develop state grant program to help local truck enforcement efforts**

# Recommendations (continued)

## 4. Institutional Strategies

- **Outreach to the Trucking Community**
  - Distribute routing & restriction maps directly to trucking organizations
  - Explore other methods, including a web site, phone hotline, etc. facilitated by MHD.
- **Ongoing Agency & Community Efforts**
  - Organize a stakeholder group
  - Investigate bulk distribution terminals & other ideas as part of regional freight plan

**Final Recommendations of the Committee on Regional Truck Issues - June 27, 2001**

**Summary**

STUDY OBJECTIVES	2
RECOMMENDATIONS	
<i><u>Policy/Regulatory Strategies:</u></i>	
Truck Routes	2
<ul style="list-style-type: none"> <li>- <b>Sign truck routes</b> in Cambridge &amp; Somerville: the existing eastern Cambridge truck route (First, Land &amp; Binney); JFK Street; Broadway in Somerville; Somerville Avenue; and Washington Street west of Route 28.</li> <li>- <b>Maintain unsigned routes:</b> Gilmore Bridge; Cambridge Street in Charlestown; Arsenal Street in Watertown; and Western Avenue &amp; North Harvard Street in Boston.</li> <li>- <b>Open Alewife Brook Parkway</b> from Mass Ave to Broadway in Somerville to 2-axle trucks.</li> <li>- Ensure all <b>State numbered routes</b> are well-signed with route numbers.</li> <li>- <b>Sign the Turnpike</b> to encourage trucks not destined for Cambridge to continue past Exit 18.</li> </ul>	
Truck Exclusions	3
<ul style="list-style-type: none"> <li>- <b>Ban Putnam Avenue, C. Medeiros Avenue &amp; Warren Street</b> to trucks 24-hours a day.</li> <li>- <b>Reduce MassHighway's approval time</b> for new truck bans to 30 days or less.</li> </ul>	
Nighttime Restrictions	5
<ul style="list-style-type: none"> <li>- Communities willing to designate a through truck route that connects to those in adjoining communities can request <b>11PM-6AM bans</b> on all other streets.</li> <li>- The Cambridge nighttime through truck <b>Ordinance should be repealed.</b></li> </ul>	
Hazardous Cargo Routing	5
<ul style="list-style-type: none"> <li>- Conduct a <b>risk assessment</b> for allowing HAZMATs in the Prudential Tunnel.</li> <li>- <b>Sign the HAZMAT route</b> on River &amp; Western Streets.</li> </ul>	
<i><u>Infrastructure Strategies:</u></i>	
Infrastructure Needs	6
<ul style="list-style-type: none"> <li>- <b>Prioritize road and bridge improvements on truck routes</b> in the Transportation Infrastructure Program (TIP) to help reduce noise &amp; vibration impacts on residents.</li> <li>- <b>Identify additional sources of funding</b> to reduce the adverse impacts of trucks.</li> <li>- Prioritize funding for <b>Advanced Traveler Information System (ATIS)</b> projects.</li> </ul>	
<i><u>Operational Strategies:</u></i>	
Noise	6
<ul style="list-style-type: none"> <li>- The trucking industry will voluntarily <b>ban the use of jake brakes</b> in the study area.</li> </ul>	
Enforcement	7
<ul style="list-style-type: none"> <li>- Develop <b>truck routing and restriction maps</b>, and provide them to truckers during enforcement stops and over the Internet.</li> <li>- Develop a <b>trucker education program</b> modeled on that of the Cambridge Truck Enforcement Unit.</li> <li>- Develop a <b>state grant program</b> to help local truck enforcement efforts.</li> </ul>	
<i><u>Institutional Strategies:</u></i>	
Outreach to the Truck Community	7
<ul style="list-style-type: none"> <li>- <b>Distribute routing &amp; restriction maps</b> directly to trucking organizations</li> <li>- Explore <b>other methods of outreach</b>, including a web site, phone hotline, etc. facilitated by MHD.</li> </ul>	
Ongoing Agency & Community Efforts	7
<ul style="list-style-type: none"> <li>- <b>Organize a stakeholder group</b> comprised of members of state, local and private interests.</li> <li>- Investigate <b>bulk distribution terminals &amp; other ideas</b> as part of MHD's regional freight plan.</li> </ul>	

**Final Recommendations of the Committee on Regional Truck Issues  
June 27, 2001**

**STUDY OBJECTIVES**

- 1) Reduce the impacts of truck noise and vibrations on residents in the six MOU communities, especially at night, by reducing nighttime truck traffic in residential neighborhoods.
- 2) Ensure the continued delivery of goods and services by maintaining truck access to businesses and residences in those communities.
- 3) Ensure, where feasible, that truck traffic is directed towards those roadways with the least impact on residential areas and other sensitive receptors, and whose physical characteristics are best able to accommodate truck traffic.
- 4) To carry out these objectives, truck routes will be designated based on the following criteria:
  - a) Existing truck volumes
  - b) Truck origins and destinations along the route
  - c) Roadway geometrics and conditions
  - d) Current truck restrictions and National Highway System requirements
  - e) Continuous connections between communities
  - f) Impacts on residential areas and sensitive receptors

**RECOMMENDATIONS**

**Truck Routes**

- 1) The following roads (shown in dark blue on the attached map) should be designated as truck routes, and should be clearly signed as such by the appropriate community:
  - a) Eastern truck route comprised of First Street, Land Boulevard, and Binney Street in Cambridge
  - b) JFK Street in Cambridge
  - c) Broadway in Somerville
  - d) Somerville Avenue in Somerville (when the reconstruction project is completed)
  - e) Washington Street between the Somerville City Line and McGrath Highway in Somerville

Truck route signs should be consistent with the Manual on Uniform Traffic Control Devices (MUTCD). MassHighway should work with communities that lack sufficient resources to provide truck route signs. Sign maintenance should be the responsibility of the community.

- 2) The following roads (shown in light blue on the map) should be designated as truck routes for connectivity purposes only, but not signed as such:
  - a) Gilmore Bridge in Cambridge
  - b) Cambridge Street in Charlestown
  - c) Arsenal Street in Watertown
  - d) Western Avenue in Boston
  - e) North Harvard Street in Boston
- 3) Alewife Brook Parkway between Massachusetts Avenue in Cambridge and Broadway in Somerville, a distance of approximately one-quarter mile, (shown in light blue on the map) should be open to two-axle trucks, in addition to automobile traffic. It should be noted that the Metropolitan District Commission does not concur with this recommendation.
- 4) All state-numbered routes in the study area where trucks are allowed and cannot be excluded (shown in dark green on the map) should have sufficient route guide signs. MassHighway should inventory these routes and install additional signs as necessary; specific attention should be shown to ensuring sufficient route guide signs in the vicinity of Harvard Square in Cambridge to allow trucks to easily follow Route 2A in that area. Route guide signs inappropriately erected should be removed. In addition, Route 1 signs on Metropolitan District Commission roadways in the Fenway area of Boston should be removed to avoid confusion.
- 5) National Highway System roads where trucks are allowed and cannot be excluded are shown in light green on the map.
- 6) The Massachusetts Turnpike should install signs, consistent with MUTCD designs, that encourage trucks to remain on the Turnpike into Boston and the north-south expressway system, except for Hazardous Material (HAZMAT) trucks, which must exit at the Brighton/Cambridge interchange.
- 7) Communities should not change their intercommunity truck routes without consultation with adjacent communities and approval by MassHighway. Intercommunity routes are defined as those truck routes affecting more than one community.

### **Truck Exclusions**

- 1) The following coordinated actions are recommended to improve access between the cities of Cambridge and Somerville to ensure continued economic activity for the industrial areas in southeast Somerville:
  - a) Continue the truck exclusion on Prospect Street in Cambridge from Massachusetts Avenue to the Somerville City Line and on Prospect Street in Somerville from the Cambridge City Line to Webster Avenue.

- b) Remove the truck exclusion on Prospect Street from Webster Avenue to Washington Street in Somerville to allow for truck access from Cambridge Street to Washington Street.
  - c) Remove the truck exclusion on Webster Avenue from Washington Street to Prospect Street to allow for truck access from Union Square in Somerville to Cambridge Street in Cambridge, when Webster Avenue is structurally capable.
  - d) Continue to allow trucks on Webster Avenue in Cambridge from Prospect Street to Cambridge Street.
  - e) After the project to reconstruct the Webster Avenue bridge has been completed, change Webster Avenue from Union Square to Prospect Street and Prospect Street from Washington Street to Webster Avenue from one-way to two-way streets to improve traffic flow in the Union Square area.
- 2) The City of Cambridge should request from MassHighway a 24-hour truck exclusion on Cardinal Medeiros Avenue, Warren Street, and on Putnam Avenue. The planned relocation of the MBTA's Lechmere Station and associated intersection improvements should be designed to make First Street a more attractive north-south route for trucks.
  - 3) The majority of the committee recommends that Alewife Brook Parkway should be opened to two-axle trucks from Massachusetts Avenue in Cambridge to Broadway in Somerville. Based on model results, this is expected to divert a large portion of trucks accessing Somerville from Somerville Avenue to Broadway. The MDC, which owns and operates Alewife Brook Parkway, does not concur with this recommendation. Also, the majority of the committee recommends that Broadway in Arlington from the Somerville City Line to Route 60 should be designated as part of the regional truck network. The Town of Arlington, through a unanimous vote of its Board of Selectmen on June 25, 2001, does not concur with this recommendation.
  - 4) Roadways with truck exclusions should be well signed.
  - 5) Every effort should be made to reduce the length of the approval process for truck restrictions currently in place with MassHighway. An expedited review should be established for functionally classified local roadways that is no longer than 30 days.
  - 6) The communities in the study area should review locations of currently posted truck exclusions, and, for routes without official exclusions, and based on the information developed as part of this study, either remove those posted exclusion signs, or work with MassHighway to formally designate those roadways for truck exclusions. Where communities have been granted truck exclusions but do not wish to post exclusion signs, the community should inform MassHighway to revoke the truck exclusion permit.

**Nighttime Restrictions**

- 1) MassHighway should consider permits for necessary truck exclusions between the hours of 11 PM and 6 AM in the six MOU communities, except on the designated nighttime truck routes or for trucks that have an origin or destination in that community, after consultation with trucking industry representatives. Those routes are shown on the attached regional truck network map. A community's application for this nighttime restriction should list all streets where trucks are expected to be prohibited between 11 PM and 6 AM. As part of the approval, each community must provide within its borders an appropriate, continuous, designated, alternate truck route open to trucks at all times.
- 2) Based on the work that has been done as part of the regional truck study, the Committee recommends that the ban on nighttime traffic enacted as part of the Cambridge zoning ordinance be repealed and replaced by the series of recommendations included in the Technical Subcommittee's recommendations.

**Hazardous Cargo Routing**

- 1) The Subcommittee does not recommend pursuing opening of tunnels to hazardous cargo trucks on the expressway system in Boston at this time. However, the Technical Subcommittee recommends that the following actions be taken:
  - a) Determine how other states deal with hazardous cargoes in tunnels, and,
  - b) Conduct a risk/hazard assessment, based on Boston Fire Department and Mass Turnpike requirements, to determine whether it is feasible to open the Prudential tunnel to gas and oil cargoes. This assessment should review previous risk assessments that have been conducted, including a discussion of the assumptions regarding type of vehicular traffic that were made by the designers of the tunnels. It should also include a review of short-term and long-term impacts of previous tunnel fire/hazardous material incidents around the world. The review should consider the impact from a life safety, property protection, and economic/continuity of operations perspective. The City of Boston Fire Department should be invited to help in the development of the scope of work for the study and to participate in the study itself.
- 2) The City of Cambridge should post additional signs on River, Western, and Pleasant Streets between Massachusetts Avenue and Western Avenue to indicate that hazardous cargo trucks are allowed on these roadways 24 hours a day. This, along with the recommendations of posted truck route signs, should provide clear information for truckers.

**Infrastructure Needs**

- 1) Funding for adequate maintenance of pavement and bridges along the preferred regional truck routes should be a priority in future Transportation Improvement Programs. Four bridges and one roadway along these routes are currently structurally deficient with posted weight restrictions:
  - a) Route 2, Cambridge/Arlington
  - b) Mass Ave over Memorial Drive, Cambridge
  - c) Webster Avenue, Somerville
  - d) O'Brien Highway at the Museum of Science
  - e) Somerville Avenue, Somerville
- 2) Bridges with structural problems on routes with significant truck traffic should be identified and repaired as soon as possible although with lower priority than those on designated truck routes. The bridges currently identified in the study area include:
  - a) Sycamore St, Somerville
  - b) Lowell St, Somerville
  - c) Walnut Street, Somerville
  - d) School Street, Somerville
  - e) Cross Street, Somerville
- 3) The Boston Metropolitan Planning Organization should seek to identify additional funding sources, beyond those currently existing, to make sure that sufficient funds are available for these infrastructure needs.
- 4) Advanced Traveler Information Systems (ATIS) and mapping projects that help identify truck routes and improve flow along them should also have priority funding.

**Noise**

- 1) The trucking industry has agreed to promote a voluntary limit on the unnecessary use of jake brakes in densely populated urban areas, especially at night. Although documented use of jake brakes has not been widespread, it is acknowledged by the trucking industry that even infrequent use of jake brakes (a mechanism on large trucks whereby engine compression is used to slow a vehicle in addition to the vehicle's normal braking system), especially during nighttime hours, can be disturbing to residents. The industry will alert its members to the need to limit use except at the discretion of the driver in preserving public safety, and will urge compliance among all its members and drivers. This request should also be made through all outreach efforts, including maps and Internet postings, to the trucking industry.

**Enforcement**

- 1) Truck route and exclusion maps should be provided to all local and state police departments for distribution to truckers during routine stops. This map should also be provided through the Internet.
- 2) State and local police departments should continue enforcement of truck exclusions throughout the study area.
- 3) A program to educate truckers regarding excluded roadways throughout the entire study area should be developed. Current education efforts employed by the Cambridge Police Department have been effective and can be used as the basis for this program.
- 4) The six MOU communities should work together to encourage the Legislature to develop a program providing state grants to municipalities to supplement state and local truck law enforcement efforts.

**Outreach to the Trucking Community**

- 1) An essential part of mediating truck impacts involves informing the truck drivers themselves. Maps showing truck routes and restriction information will be produced and should be directly distributed to all trucking organizations with operations in the State. Companies making truck deliveries on routes through the study area should provide drivers with these maps and should also indicate the most appropriate routes to use.
- 2) Other ways to distribute this information should be explored. (For example, a web site could also be developed with this information, and a phone hotline could be established for drivers to contact when confronted with a confusing regulatory situation on the road.) The education program can be facilitated through MassHighway.

**Ongoing Agency and Community Efforts**

- 1) This study effort has been greatly benefited by the coordination of a number of concerned public and private sector organizations. This coordination should be continued because trucking-related concerns will continue indefinitely. MAPC and MassHighway should organize an on-going regional truck-related stakeholder group that would meet at least quarterly to discuss and develop regional truck issues and possible solutions and to monitor the implementation of the recommendations of this study.
- 2) As part of the Boston MPO's development of a comprehensive plan for moving freight into and within the Boston region, new ideas to limit the need for large trucks in residential areas, such as "bulk distribution terminals," should be investigated.



ATTACHMENT F

# CAMBRIDGE CITY COUNCIL

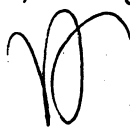
CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4280

FAX: (617) 349-4287

TTY/TDD (617) 349-4242

Henrietta Davis  
City Councillor

**To:** Sue Clippinger, Director of Traffic, Parking & Transportation  
**From:** City Councillor Henrietta Davis   
**Date:** August 23, 2001

CAMBRIDGE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS  
2001 AUG 27 A 10:50

I am passing copies to you of correspondence that I have received:

- 1) A letter from Tom Bracken dated June 27<sup>th</sup>;
- 2) Three correspondences from Dianne Rice of Putnam Avenue relative to nighttime and early morning truck traffic.

She has documented truck traffic that she believes may be in violation of the existing truck ban. I will also send this to the City Manager asking him to refer this to the Police Department for enforcement of the existing ban.

- 3) A copy of an email from Steven Wayne of Western Avenue that refers to hazardous cargo and also to enforcement on Western Avenue;
- 4) An email from Doug Brugge of Blanchard Road asking for enforcement of the posted truck exclusion and some other ideas about slowing down traffic.

I am also submitting, where appropriate, these correspondences as Hansens and will make them part of the record from the truck hearing from July 25, 2001.

cc: Robert W. Healy, City Manager, Ronnie Watson, Police Commissioner,

D. Margaret Drury, City Clerk ✓

89 Irving Street  
Cambridge, MA 02138

June 27, 2001

Councilor Henrietta Davis  
Chair, Transportation, Traffic  
and Parking Committee  
City Hall  
795 Massachusetts Avenue  
Cambridge, MA 02139

Re: Trucks

Dear Henrietta:

Based on information provided to me by Sue Clippinger in a telephone conversation, I understand that the nighttime restrictions recommended by the Truck Study Policy Committee and Technical Subcommittee, as they apply to Cambridge, would place a curfew on through trucks from 11:00 PM to 6:00 AM on all Cambridge streets, except for the "Eastern truck route," JFK Street and State roadways (Massachusetts Avenue and Route 16) and that these roadways will be the designated "alternate truck route open to trucks at all times." One concern is that including a portion of the Alewife Brook Parkway in the truck route may set a precedent for allowing further infringement of the MDC managed parkway system. If such use is allowed, the Highway Department and the MDC should make clear that the limited use of the Parkway does not establish a precedent for truck use generally on State parkways.

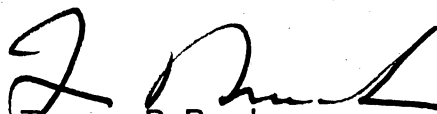
Implementation of the recommended nighttime restrictions would be close to the provisions of the nighttime curfew in the Cambridge Ordinance, which, as you know, was adopted unanimously by the City Council in June, 1999, except for removing the 6 AM to 7 AM period from the curfew. Presumably truckers have made a case that this is a critical hour for them to travel, and if so, shortening the period of the curfew may be a reasonable trade-off for the seven hours of nighttime peace and quiet provided to many residents by the recommended restrictions.

At such a time as the City submits an application for these nighttime restrictions to the Highway Department, the Department approves the application and a program to enforce the restrictions is put in place and becomes operable, it would seem appropriate, as recommended by the Study Committee, for the City Council to consider repealing the Ordinance. However, until these events occur, I believe it is important for the City to

enforce its Ordinance, particularly during the hot summer months when people without air conditioners need to keep their windows open.

I will be unable to attend the public meeting of your Committee scheduled for July 25, at which the recommendations are to be presented and discussed. However, please submit this letter for inclusion in the record of the proceedings. I appreciate your helpfulness in making information available on a timely basis and working in cooperation with the residents to effect a permanent satisfactory solution to the truck problem.

Sincerely,



Thomas B. Bracken

TBB/pah

cc: Councilor Kathy Born  
Representative Jarrett Barrios

DATE	TIME	TYPE OF TRUCK
6/28	5:43 AM	WASTE DISPOSAL
6/28	11:26 PM	not sure
6/29	5:55 AM	not sure
6/30	6:00 AM	not sure
7/1-Sun	9:48 PM	large white tractor trailer *
7/1	10:20 PM	Penske truck rental vehicle
7/2-Mon	3:22 AM	chem delivery type truck
7/2	5:37 AM	large flat bed truck
7/8-Sun	9:10 PM	large white tractor trailer *
7/8	9:35 PM	not sure
7/8	10:00 PM	flat bed truck
7/9-Mon	5:00 AM	tractor trailer" Carriers"
7/9	5:55 AM	waste disposal
7/10-tues.	9:40 PM	not sure
7/11-wed.	4:30 AM	not sure
7/11	6:00 AM	not sure
7/11	6:05 AM	Cox disposal type truck
7/29	10:17 PM	large tractor trailer *
8/8	12:30 AM	not sure
8/12	9-10pm	3 trucks-not sure of type
8/15	6:00 AM	Siegel eggs
8/15	5:45 AM	not sure
8/15	8:00 PM	tractor trailer with "hummer" on it
8/15	8:10 PM	not sure
8/16	5:00 AM	?Siegel Egg-white truck
8/16	5:30 AM	large flat bed truck
8/16	5:35 AM	large tractor trailer *

since  
7/25  
mtg

\* the large tractor trailers are delivering to Siegel Egg on Albany St. I've seen them there

8/16/01

Dear Officer Szeto,

Enclosed is a spreadsheet cataloging some of the "scofflaws" on Putnam ave. I have indicated which ones are the most recent, since you've been made aware of most of them already.

After attending the truck meeting at the Cambridge senior center on 7/25, it seemed that the AM traffic subsided. Recently, however, it's picked up. I believe that a lot of the AM traffic (as well as some of the PM traffic) is concerned with Siegel Egg Co- a neighborhood business. Does this mean they're ok to use Putnam Ave at any time?

I learned a lot from that meeting on the 25<sup>th</sup> and I am looking forward to the day (hopefully very soon) when Putnam Ave. is "truck free" 24/7.

Sincerely,

Dianne Rice  
460 Putnam Ave.  
(617) 547-0897

cc/ H Davis, Jschreiber, Com. Watson

*Henretta,*

*thought this would be of interest  
to you.*

*D. Rice*

Subj: trucks on Putnam Ave.  
Date: Wednesday, August 15, 2001 11:36:19 AM  
From: Stngdsvoy  
To: jschrieber@ci.cambridge.ma.us  
cc: HenriDavis

D Rice p3

Hi Jason,

I was one of the few attendees at the truck mtg at the senior center on 7/25. I live on Putnam Ave and gave you a spread sheet of some "scofflaws". Since that meeting, truck traffic between 7pm at night and 7am in the morning diminished somewhat but I do want to make you aware of a few miscreants and I have 2-3 questions for you.

TRUCK TRAFFIC ON PUTNAM AVE.

7/29 (Sunday)	10:17pm	large tractor trailer-probably going to Siegel Egg I saw one like it parked there not long ago-making a delivery
8/8	12:30 AM!!	not sure(But probably a confused trucker!)
8/12 (Sunday)	between 9 and 10pm	2/3 trucks
8/15	6am	Siegel Eggs
8/15	5:45 am	not sure

QUESTIONS:

- 1) When does the 24 hour truck ban on Putnam Ave. take effect?
- 2) Siegel Egg is in the area so they can use Putnam Ave during the truck ban time, correct?
- 3) What was the name of the traffic dept. officer present at that meeting and does he have an email address? ( I guess I can just call the Cambridge Police for that info)

COMMENTS:

The meeting on 7/25 was so informative and helped me a lot to see things from the truckers point of view. In addition, I hadn't realized that there was so much going on in the city to alleviate this problem.

Sincerely,  
Dianne Rice

D. Rice p4

Subj: trucks on Putnam ave.  
Date: Thursday, August 23, 2001 12:35:47 PM  
From: Stngdsvoy  
To: jalbert@ps.ci.cambridge.ma.us  
cc: HenriDavis

Officer Albert,

Thanks for listening to my complaints this morning when I stopped by your office. I submitted a spread sheet of offenders which documents activity from about the end of June through last week. Both officer Szeto and Com Watson have that data. I also sent a copy to councilor Davis.

However, I thought I would update you on this week alone-just so you have some facts on paper. The trucks have been particularly active this week.

Date	Time	Type of truck
8/20	4:20am	not sure
8/20	5:20am	not sure
8/20	10pm	VERY noisy and large
8/22	5:20am	construction type
8/22	5:30am	"
8/23	4:20am	empty construction dump truck with noisy metal flap
8/23	4:23am	"
8/23	4:40am	"
8/23	4:49am	"

I was up with my 2 year old grandson this morning and was very aware of those last 4 trucks during that 20 minute period.

I would appreciate anything you can do to reduce those AM trucks.

Thank you  
Dianne Rice

Subj: Re: Trucks  
Date: Sunday, August 19, 2001 11:57:00 AM  
From: WSquirrelBait  
To: HenriDavis

Ms. Davis,

HC is hazardous cargo.

I have been going to as many of the study committee meetings as possible. The committee has mentioned the problem but of course the change would have to be a traffic pattern that runs through many jurisdictions. If we could just get some late night traffic enforcement on the trucks on Western Ave. I would hope they would get the message. When the officers set up a traffic stop on Western Ave. They usually set it up near the station. If they set it up down by Jay street the trucks and busses have sped up at that point.

I have noticed that many of the sewer covers in riverside have been tagged with a spot of spay paint . Do you know of any big sewer project coming? ✓

Thanks for all your help.

Steven Wayne Western Ave

Subj: Traffic on Blanchard Road  
Date: Tuesday, July 31, 2001 9:34:57 AM  
From: Dbrugge  
To: HenriDavis  
cc: phyllis.fonseca@salem.mass.edu

Ms. Davis,

My wife and I recently moved into a single family house on Blanchard Road on the Cambridge side of the Belmont line between Fresh Pond and the railroad. We knew that the road had a lot of traffic, but since moving in a year and a half ago we have become convinced that there are ways that the situation could be improved.

One example is that the posted exclusion of commercial trucks over 2 and 1/2 tons is regularly violated. This morning a semi truck was turning from Concord onto Blanchard as I walked to the bus stop. Could there be an enforcement campaign by the city police?

Another problem is that vehicles travel at a high rate of speed. We have wondered whether an additional signal, a four-way stop or speed bumps might help. Slowing down traffic might also make it a less appealing short cut, especially in the off hours.

Doug Brugge  
Assistant Professor  
Department of Family Medicine and Community Health  
Tufts University School of Medicine  
136 Harrison Ave.

358 S

**Committee Report #1**

Committee Report from Councillor  
Henrietta Davis, Chair of the  
Transportation, Traffic and Parking  
Committee, for a meeting held on  
July 25, 2001 to discuss the draft  
recommendations on the Regional  
Truck Study.

**In City Council October 1, 2001**

*Report accepted.*

**PLACED ON FILE**

**ORDER ADOPTED**

*as amended.*

*(An order in report was  
adopted at the  
July 30, 2001 meeting)*