

TO: John H. Corcoran, City Manager

FROM: Robert A. Bowyer, Director
Planning and Development Dept.

DATE:

George Teso, Director
Department of Traffic and Parking

SUBJECT: Transmittal of Progress Report

The document described below has been prepared by the Transportation Planning Joint Directorate under our supervision and is submitted for your information and records. Please let us know of any comments you may have.

"Progress by City, State, and Citizens Groups
Toward Solution of Cambridge Heavy Truck
Problem - January 23, 1973 Status Report"

cc: Edward A. Handy
Lauren M. Preston

PROGRESS BY CITY, STATE, AND CITIZEN GROUPS
TOWARD SOLUTION OF CAMBRIDGE HEAVY TRUCK PROBLEM
- JANUARY 23, 1973 STATUS REPORT -

SUMMARY Status of the three alternative solutions under study by City, State and citizen groups is as follows:

1. Night and Weekend Ban of Through Non-Dangerous-Cargo Trucks in River-Western-Prospect Corridor. At a meeting on January 10, 1973, the State Department of Public Works (DPW) indicated that it is willing to move forward in the processing of the simultaneously submitted applications of Cambridge and Somerville to ban heavy, non-dangerous-cargo through truck movements in the River-Western-Prospect Street Corridor at night and on weekends. However, the DPW asked that several conditions be met before any further action could be taken. These conditions include the following:

- . Cambridge and Somerville should submit one joint application;
- . The hours of the night-time ban should be changed to 7:00 p.m. to 7:00 a.m.;
- . The application should contain a statement indicating the magnitude of the problem and the effect the proposed ban would have on solving the problem; and
- . The application should indicate how the ban would be enforced.

Progress on meeting the conditions is moving ahead well. No date for completing the additional work required by DPW can be given, however, as it depends on actions over which Cambridge has no control (i. e. by MDC, Port Authority, Turnpike Authority, Boston, BTPR, and several Somerville agencies). Upon receiving DPW's final approval, Cambridge would be able to begin enforcement in 30 days.

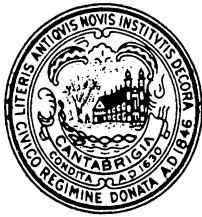
2. Noise Control Ordinance. A Task Force headed by the Chairman of the Cambridge Conservation Commission and staffed by the Department of Planning and Development, worked during the summer and fall of 1972 to develop a draft of a Cambridge noise control ordinance for use by the Cambridge Law Department in preparing its response to the City Manager's directive to prepare such an ordinance. The Task Force has reached the tentative conclusion (to be reviewed at a forthcoming meeting) that it will recommend to the City Solicitor, City Manager, and City

Council that further work on a noise control ordinance be deferred until (a) the standards and enforcement procedures of the newly enacted Federal Noise Control Act of 1972 (9/28/72) become known - at intervals of 9 and 12 months respectively from date of enactment; (b) Cambridge gains experience in the business of enforcement through its efforts in connection with the forthcoming ban on night and weekend heavy, non-dangerous-cargo, through trucks.

3. Truck Route. BTPR is soon to release its report on the Northwest Corridor, containing details on a truck route alternative along the Grand Junction railroad right of way in Eastern Cambridge.

ADDITIONAL INFORMATION

1. Re night-time/weekend ban, actions still pending include: (a) a meeting with the truckers, to be set up by BTPR; (b) approval of the ban by the Turnpike Authority, MDC, the Port Authority and the City of Boston; (c) preparation of joint statements by Cambridge and Somerville satisfactory to DPW as to procedures for enforcement.
2. With all the participating groups in view, it is judged that the progress of the night/weekend ban effort is as fast as can reasonably be expected other than on a basis which the City could "win the battle but lose the Campaign." There has been a misunderstanding about a proposed \$45,000 study of truck origin, destination and trip purpose in Eastern Cambridge; and its relationship to the progress of the application; this study was to have been made in order to provide DPW with a better basis for approving the application. In retrospect, it is fortunate that the consultant was unable to do the work before next spring. DPW is moving ahead on the application without the data that would have been provided by the costly survey, and the Department of Planning and Development is thereby able to retain on its staff three professionals who otherwise would have been necessarily let go due to funding cut-backs. The decision not to go forward with the study in no way affected the DPW schedule for reviewing the application, as DPW did not know of the prospective study. It also provided an important long-term benefit by making possible the saving of \$45,000 for other needed planning work. This sum is more than sufficient to continue for a year's time the work of three Planning and Development Department staff members -- work which otherwise would have had to be eliminated due to funding cut-backs.
3. The long range solution for the Cambridge truck problem will probably not be forthcoming without making a technical study at substantial cost. The major element of such cost would be an origin/destination, and trip-purpose study for all trucks using Cambridge streets. A review of the need for and cost of such a study, and where the funding might be secured, will be made following completion of the BTPR Study.
4. Additional details may be obtained by contacting Lauren Preston, Richard Easler, or Edward Handy.



CITY OF CAMBRIDGE

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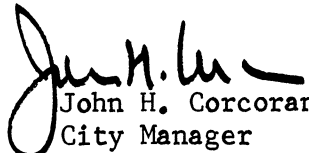
EXECUTIVE DEPARTMENT
JOHN H. CORCORAN
City Manager

January 29, 1973

To the Honorable, the City Council,

I transmit herewith for your information, a report entitled "Progress by City, State, and Citizens Groups Toward Solution of Cambridge Heavy Truck Problem - January 23, 1973 Status Report".

Yours truly,


John H. Corcoran
City Manager

JHC/m

Agenda #10.

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A report entitled: "Progress by City,
State, and Citizens Groups toward Solution
of Cambridge Heavy Truck Problem

In City Council

January 29, 1973

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