



CITY OF CAMBRIDGE

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November 2, 1995

Robert W. Healy
City Manager
City Hall
Cambridge, MA 02139

Re: *City Council Order # 30, October 23, 1995--Regulation of Trucks*

Dear Mr. Healy:

The referenced Council order requests a "...list of regulations, ordinances, policies and other steps that the City can lawfully adopt or take to address the problem of truck traffic on Cambridge streets." As you know, a companion order, City Council Order #31 of October 23, 1995, requested that you appoint a group of citizens to a committee to work with City officials to achieve solutions to the problems of truck traffic. We need more time to complete detailed information regarding federal, state and local regulatory authority. Our effort is complicated by uncertainty in the law in this area. What we can provide now is an outline for a systematic review of the legality and potential impact of possible regulations that should be considered by the committee in order to develop recommendations for the Council.

The committee should examine the following issues:

- Truck restrictions based upon safety and engineering standards, e.g., pedestrian and vehicular traffic, load carrying capacity, layout of existing streets.
- Time of day restrictions on the use of residential and non-residential streets.
- Preferred truck routes.
- Differentiation between classes of trucks.

- Routing of hazardous materials.

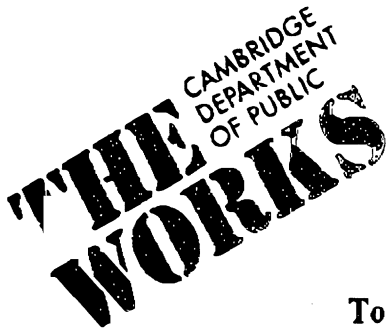
This is, of course, not an exhaustive list, but merely a starting point that may be of some use to the committee.

It is necessary to reiterate that the ability to regulate in any of the suggested areas at the local level is currently in question in the existing litigation. We hope to have clarification of the scope of the City's authority in this area soon. Nonetheless, we feel confident that reasonable regulations in the suggested areas must continue to be within the purview of municipalities and the committee and Council should proceed to develop appropriate measures. We will provide legal review and assistance as needed.

Very truly yours,

A handwritten signature in black ink, reading "Donald A. Drisdell". The signature is written in a cursive, flowing style with a large initial "D".

Donald A. Drisdell



MEMO

To: Robert W. Healy, City Manager
From: Ann Daughaday, City Engineer *AD*
Date: 11/3/95
Re: Pavement Design for Truck Traffic

147 Hampshire Street
Cambridge
Massachusetts 02139
617-349-4800
TDD 617-349-4805

Pavement thickness in the City of Cambridge varies based on the type and use of the street. Generally, minimum asphalt pavement thickness is 4" on residential streets and 6" on arterials over a binder base. In many cases, arterial asphalt pavement thicknesses are much greater. From a pavement design point of view, a minimum of 6" of asphalt pavement on a good subgrade is necessary to support continuous truck traffic while still allowing for normal pavement life.

The Public Works Department oversees pavement maintenance throughout the City of Cambridge. This maintenance usually requires only surface treatment of roadways. Due to the need to maintain curb reveal for drainage, the most common type of maintenance treatment involves removing between 2-3" of asphalt from the street and resurfacing it with the same thickness of new asphalt. This process is based on the fact that most Cambridge streets have existing asphalt pavement thicknesses as stated above and do not require complete pavement redesigns.

The arterial roadways are constructed to structural standards to meet the requirements of heavier traffic volumes and vehicle weights than those of residential streets. Based on these standards of construction and roadway maintenance, neither residential nor arterial roadway structural conditions would preclude use of these roadways by trucks.

c: Ralph E. Dunphy, Commissioner
Steve White, Deputy Commissioner
Sue Clippinger, Director of Traffic & Parking
Liz Epstein, Deputy Director of Community Development





CITY OF CAMBRIDGE
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EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

November 1, 1995

To The Honorable, The City Council:

Following is a description of current and planned actions with respect to mitigating truck traffic impacts throughout Cambridge. As discussed at the recent City Council hearing, city staff are implementing a multifaceted planning and enforcement effort to address truck traffic issues in the City. Ongoing activities include:

- Data collection and analysis regarding truck traffic, as well as other motor vehicular traffic, at various locations in Cambridge
- Ongoing evaluation of legal and regulatory parameters for local action to mitigate truck traffic impacts
- Evaluation of potential new regulation of truck traffic at particular locations in the City and implementation of regulation, as appropriate
- Working with other metropolitan communities both directly and through the Metropolitan Area Planning Council to advance a regional truck study to be undertaken by the state, coordinate regulatory and enforcement efforts, and develop and evaluate regulatory, infrastructure improvement and policy
- Working with the state Central Transportation Planning Staff to ensure design of the regional truck study and computer model is applicable to addressing impacts in Cambridge
- Implementing traffic calming infrastructure and signal timing and phasing improvements to enhance safety and ease of travel for non-motorized transportation
- Aggressive pavement management program, including street resurfacing to improve travel and reduce noise and vibration from motor vehicle traffic

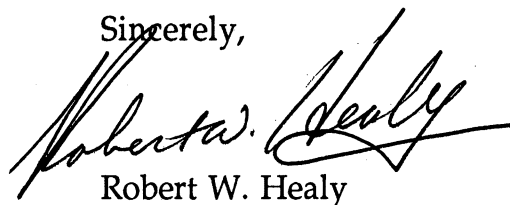
- Developing preferred routing for trucks servicing businesses in Cambridge
- Comprehensive enforcement in coordination with the Massachusetts State Police

In order to facilitate progress and public participation, I have appointed an advisory committee to work with city staff in addressing truck traffic concerns. The committee will be asked to focus on the following issues: (1) identifying and evaluating preferred routing for trucks traveling in Cambridge, (2) reviewing possible local restrictions on truck traffic, such as night time or absolute exclusions on residential streets, and (3) identifying desirable changes in state and federal legislation and regulation that would decrease the impact of truck traffic in Cambridge. In addition to city staff, the committee consists of the following Cambridge residents from across the city: Thomas Bracken, Yvonne Gittens, Robert Johnson, Dan Kanstroom, Douglas Lee, Scott Lewis, Geneva Malenfant, Susan Miller-Havens, and Robert Travers. In addition, Maura Smith of the Cambridge Office of Tourism and a representative of Star Market will serve on the committee to assist in addressing issues associated with private tour buses and delivery of goods in Cambridge. I believe that this committee will significantly advance the city's efforts to decrease and mitigate truck traffic throughout the City.

Additional staff efforts are also underway to further our progress on this issue that greatly impacts our quality of life in Cambridge. Among these activities are evaluation of general truck traffic and hazardous cargo restrictions in place in other communities, direct communication with trucking companies, bus companies and merchants operating in Cambridge, and expansion of the joint enforcement efforts of the Cambridge police, state police, and police in neighboring communities. I have also enclosed for your information a discussion of the issues concerning truck traffic regulation that the committee will consider and a summary evaluation of the structural capacity of Cambridge streets, both of which will be useful guidance for the work of the committee.

I look forward to reporting on the work of the committee early in the new year.

Sincerely,



Robert W. Healy

Enclosures

Consent Agenda # 48 S373

Response to Awaiting Report Item Number
Fifty-Nine regarding the implementing of a
multifaceted planning and enforcement effort
to address truck traffic issues.

for original see
Order #31 of
11/23/95.

In City Council,

November 6, 1995

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