

3. Increase fines for violation of truck bans.
4. Enforce speed limits on main streets. Trucks are often driving in excess of the limit.
5. Assign a police officer, full-time, to enforcement of traffic regulations involving trucks. This would more than pay for itself through fine collection.
6. Enforce the truck ban at Memorial Drive, requiring trucks that are trying to violate the ban to turn around, via Putnam Avenue, and go back!

WORK WITH TRUCKERS

1. Communicate with trucking companies on speed limits and enforcement thereof.
2. Try to get truckers, particularly oil trucks, to use 128 and 93. The argument is that in reality it does not take much longer or require much more fuel.

OTHER CITY ACTION

1. Repair pot holes or uneven grading on River, Western Avenue, Magazine Street, Cambridge Street, Rindge Avenue, and other heavily used truck thoroughfares.
2. Work with Stop and Shop at Memorial Drive to reduce nighttime and early morning deliveries or affect the routes truckers use to the store.
3. Lower speed limits on truck routes to 20 MPH.
4. Increase the number of "Children at Play" signs and street markings on heavy truck routes.
5. Check and increase pedestrian lights on heavy truck routes.
6. Develop a Monitor and Review Committee.

ADDENDUM TO REPORT

Alice K. Wolf, Chair, Committee on Public Safety
Suggestions made by the public for Action to lessen impact of heavy trucks on Cambridge Streets.

LEGISLATION

1. Support legislation that increases fines for violations.
2. Support Councillor Graham's bill, House 5708, to ban trucks with hazardous material from the Boston extension of the Mass. Turnpike.

COORDINATION WITH STATE AGENCIES

1. Lobby Secretary of Transportation Salvucci to develop alternate routes either through Prudential and South Station tunnels or around 129 and 93.
2. Get enforcement of agreement with MBTA to reroute empty busses going back to the yards.
3. Clarify state regulations with regard to trucks.

TRUCK BANS

1. Clarify present regulations and enforcement with regard to dangerous cargo bans in corridor between Memorial Drive and Somerville.
2. Assess whether hazardous cargo should be allowed to go only at heavy traffic times when they must drive slowly.
3. Increase the time of ban to 9:00 AM, after children are in school.
4. Make the ban for all trucks daily 7:00 PM - 7:00 AM and all Saturday and Sunday.

ENFORCEMENT

1. Reinforce instructions about truck violators at Police roll calls.
2. Enforce the noise ordinance with regard to buses and trucks that do not have proper mufflers and other noise emission protection.

At this time Mr. Teso read excerpts from a press release issued by Governor Dukakis in 1974 relative to permits for dangerous cargo to travel through Cambridge. Councillor Wolf and Councillor David Sullivan requested that Mr. Teso provide the Committee with a copy.

Also speaking in opposition to truck traffic were:

George Pappaloros
155 Prospect Street

Susan
18 Laurel Street

Peter Sheinfelt
Cambridge Transportation Forum

Kathy Coughlin
67 Pleasant Street

Susan Hagerdorn
17 Murdock Street

Charles Smith
46 Western Avenue

William Cavellini
Ward 5, Democratic City Committee

Jack Shepley
15 Laurel Street

Speaking on behalf of the trucking industry were:

Michael Paul Sullivan - a petroleum carrier from Worcester who stated that truckers really don't want to go through city streets because it is dangerous for them as well as the residents and it is also time consuming.

Also speaking was James Paul Selby who stated that the truck rates are predicated on mileage per trip. Therefore, if Cambridge bans trucks, the rates will increase. He further stated it would be easier if trucks did not have to exit off the Massachusetts Turnpike into Cambridge, but they are not allowed to travel under the Prudential Tower.

Those offering testimony were:

Celia Somervell
1717 Cambridge Street

Thomas Lampi
326 Broadway

David Sherman
171 Auburn Street

Diane Tabor
132 Magazine Street

Susan Holiday
65 Pleasant Street

Walter Scher
244 River Street

Asaph Gay Lee-Smith
65 Putnam Avenue

Steven Clark
3 Tremont Street

Ronald Montrose
1522 Cambridge Street

Mr. Scher questioned whether or not one patrol officer and one police cruiser could be assigned strictly for enforcement of truck violations. He further stated that the cost of the officer and car could be paid from fine collected.

Chief Paollillo responded by stating the cost of such an operation would be in excess of \$31,000 and stated he did not think this was necessary due to the number of violations being cited by his officers.

Mr. Clark questioned whether or not general ordinances governing noise could be enforced as well as those governing motor vehicles. Councillor Wolf stated that possibly the City Council should consider amending the current noise ordinance to include noise emissions from trucks.

At this time Carolyn Shipley of 15 Laurel Street presented the Committee with a petition signed by some 414 people urging the City Manager and the City Council to enforce all existing regulations and ordinances relating to heavy trucks traveling through Cambridge.

At this point Police Chief Anthony Paolillo outlined the manner by which his department enforces the regulations issued by Mr. Teso. He further stated that during the past year his department issued 24,000 moving violations, including automobiles as well as trucks. He further stated he has fifteen patrol officers assigned to the Traffic Division and they have been concentrating on such specific truck routes as River Street, (249 violations), Western Avenue (61 violations), Gore Street (25 violations), Prospect Street (30 violations).

Councillor David Sullivan questioned whether or not the fines for violations were enough. Chief Paolillo responded by stating the fines were set by statute and currently chap. 90 16 calls for a \$100 fine and chap. 85 16 calls for a \$50 fine. Councillor David Sullivan stated that possibly the fines are too low and that trucking companies are considering paying the fines as a cost of doing business.

Chief Paolillo stated that some trucks carry letters which paraphrase Mr. Teso's rules and regulations, but some concern and confusion has developed. Apparently these letters are not totally correct.

Councillor David Sullivan questioned the source of the letters. Mr. Teso responded by stating it come from the wording from the agreement he has with the Commonwealth.

Councillor Wolf questioned whether or not there was regular communications between the Police and Traffic Departments. Chief Paolillo responded by stating that monthly meetings are held between the two departments.

Councillor Wolf suggested that possibly a regulation could be issued allowing trucks to travel between the hours of midnight to 6:00 AM versus 7:00 AM to midnight. Mr. Teso responded by stating that the noise factor becomes a real issue at that hour of the evening.

Councillor Wolf questioned whether or not Chief Paolillo was having any success dealing with the truckers as to establishing alternative routes. Chief Paolillo responded by stating he has been able to direct some but not many trucks.

At this time Councillor Wolf stated the public could provide testimony. A series of local residents appeared before the committee to offer testimony outlining their concerns regarding the noise, pollution and frequency of trucks traveling throughout their neighborhood, as well as what they perceived as a general lack off enforcement.

At this time Councillor Wolf and Councillor David Sullivan summarized what they believe to be the most important things which should be done in order to address the concerns voiced at this public hearing:

1. Enforce all existing laws, ordinances and regulations.
2. Public Works Department should conduct a comprehensive program to repair potholes throughout the city.
3. The agreement referred to by Mr. Teso should be obtained and distributed to the City Council.
4. Police Chief should arrange for a clarification of the agreement to be read at all roll calls at the Police Department.
5. The Traffic Director should continue to address the "empty bus" issue with the MBTA in order to reduce the number of empty buses traveling down Kirkland and Quincy Streets.
6. Enforce the noise ordinance.
7. Appoint a full time enforcement officer.
8. Establish regular communication with the trucking industry.
9. Public Works Department and the Traffic Department should improve the signs indicating time and cargo relating to trucks.
10. The Traffic Department should work on improving the pedestrian lights at intersections heavily traveled by trucks.

In terms of things which could be done at the state level, both Councillors suggested:

1. That the agreement with the Commonwealth be changed relative to dangerous cargo.
2. Fines for truck violations be increased by the legislature.
3. The Massachusetts Turnpike Authority allow trucks to travel through to Boston and under the Prudential Tower.

The hearing was adjourned at 10:15 PM.

For the Committee

Councillor Alice K. Wolf, Chair
Public Safety Committee

Daniel J. Clinton, Chair
Transportation Committee

City of Cambridge

In City Council..... March 4, 1985.....

The Committee on Public Safety and the Committee on Transportation conducted a public hearing on Tuesday, February 26, 1985 beginning at 7:00 PM in the City Council Chambers. The purpose of the hearing was to discuss the serious issue of truck traffic traveling through Cambridge.

Councillor Alice Wolf, Chair of the Public Safety Committee, opened the hearing by stating that many residents and City Councillors have been working on this issue for many years. Furthermore, she stated she had written a memo to the City Manager requesting information from both Police Chief Anthony Paolillo and Traffic Director George Teso which would assist the Committees and the general public in understanding what has been done, the statutory authority of the Traffic Department and a description of enforcement regulations which may be on-going relative to alternative truck routes.

At this time Mr. Teso outlined to the Committee that essentially his authority is derived from a Special Act of the Legislature, Chapter 455, Acts of 1961. This enables him to promulgate rules and regulations prohibiting heavy commercial wheels from public ways. He further stated that current regulations of the Traffic Department were constituted in 1966 and amended in 1983.

Mr. Teso stated that truck traffic has always been a difficult problem and one that often times takes several years and the cooperation of State agencies and adjoining cities. He stated he will not take trucks from one street only to put them on others. He further stated that 40% of the goods and services are transported by trucks. Furthermore, he stated that 66% of all trucks traveling through Cambridge neither originate nor have a destination here. He further stated that many studies have already been completed dealing with alternative truck routes but as of yet none have been implemented. Mr. Teso further stated that several pieces of legislation are currently pending before the Legislature and that State Secretary of Transportation Frederick Salvucci has indicated his willingness to look at these both. However, it is important that he be encouraged to do so by the City Council and the City Manager.

At this time Councillor David Sullivan asked a series of questions regarding the current Prospect Street route and the midnight to 6:00 AM restriction and the general rules regulating dangerous cargo. Mr. Teso responded by stating that truckers would prefer to travel during non-peak hours when it is possible. He further stated that the City is bound by Chapter 90 of the Massachusetts General Laws in terms of vehicles traveling through the streets. Furthermore he stated that in terms of regulating the type of dangerous cargo that is up to the Health and Fire Departments.

REPORT

Committee on Public Safety and the
Committee on Transportation Re: joint
meeting held on February 26, 1985 regarding
the serious issue of truck traffic travel-
ing through Cambridge.

In City Council,

March 4, 1985

3/4/1985

Placed on File -

Copy to the

City Manager

copy sent to the City Manager 3/6/85