

8/21/73

City Manager John H. Corcoran announced today that on Monday night, August 20th, a 12-hour truck survey was conducted jointly by the City of Cambridge, the City of Somerville, and the State Department of Public Works, with major assistance from HALT (Humans Against Loud Trucks) and the M.I.T. Planning Office. The all-night survey of in-bound heavy trucking was made at three locations in Cambridge and one in Somerville of the State Department Public Works, in response to City Manager Corcoran's letter of June 14, 1973 requesting comprehensive State action on the trucking problem, as well as in response to a parallel request from Mayor Ralph of Somerville.

Overall purpose of the survey was to provide facts on night-time trucking in Cambridge and Somerville. Each truck driver was asked twelve questions, including the origin and destination of his trip, cargo carried, and whether the trip was to include a pick-up or delivery in Cambridge or Somerville. The survey findings are to be tabulated and analyzed for use in judging the feasibility of a night-time ban of heavy "through" trucking carrying non-dangerous cargo through the River-Western-Prospect-Washington corridor and related local streets.

City of Cambridge participation under Mr. Corcoran's direction was provided by the Traffic and Parking Department, the Cambridge Police Department, and the Planning and Development Department, with overall coordination provided by the transportation division of the Planning and Development Department.



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 876-6800

June 14, 1973

EXECUTIVE DEPARTMENT
JOHN H. CORCORAN
City Manager

Mr. John G. Wofford
Associate Commissioner of Public Works
Commonwealth of Massachusetts
100 Nashua Street
Boston, Massachusetts 02114

Dear Commissioner Wofford:

Confirming informal discussions between my staff and yours, I am herewith requesting that the State Department of Public Works undertake, at the earliest possible date, the completion of Cambridge/Somerville truck studies begun by the Boston Transportation Planning Review. I am also requesting that these studies be expanded, if necessary, to include a comprehensive survey of truck movement characteristics in Cambridge and Somerville, as well as in Charlestown. This survey should provide working estimates of all truck movements by vehicle-type, origin and destination, trip purpose, day of week, and time of day.

I am further requesting that the State Department of Public Works specifically undertake an analysis of transportation projects proposed for the Grand Junction Railroad corridor. Over the last few months, several major new facilities or improvements to existing facilities within this corridor have been publicly discussed. These facilities include the truck road and circumferential transit line presented by BTPR for public review, and the up-graded rail freight service proposed by Thomas K. Dyer, Inc., in its report to MBTA. The existing right-of-way within this corridor is probably not sufficient to accommodate all the projects under discussion.

As you know, the Boston Transportation Planning Review was to have provided, at a minimum, a completed study of the very serious problems associated with truck movements along the River-Western-Prospect-Washington Street corridor of Cambridge and Somerville. In addition, staff assistance was to have been provided to impacted communities in an effort to obtain funding for a general good movements study. There was also discussion, at a meeting in which I participated, of the great need for a Metropolitan Boston goods movement study -- and of the desirability of having the BTPR staff prepare a work program for such a study. However, to date the only material released by the BTPR in this connection has been a very rough draft of the River-Western-Prospect-Washington corridor report. Our Cambridge Department of Planning and Development prepared a detailed review of this draft and submitted it to the BTPR staff shortly thereafter.

To: Mr. John G. Wofford (cont.)

June 14, 1973

The impact of heavy trucks operating on local residential streets in Cambridge and Somerville has been well publicized by various public agencies and citizen organizations. The problem has increased steadily over the years since the opening of the Massachusetts Turnpike inside Route 128, and with the recent partial opening of I-93, it has spread into Charlestown. These major State facilities have been responsible for a substantial increase in through truck traffic on local streets in Cambridge, Somerville, and Charlestown, and the River-Western-Prospect-Washington corridor has received the major brunt of this increase.

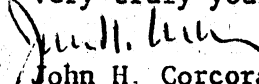
With your cooperation, which I have appreciated, Cambridge and Somerville have jointly filed with the Massachusetts Department of Public Works a request to ban, at night and on weekends, heavy through trucks in this corridor. My staff is now working closely with the cities of Somerville and Boston to develop an alternate truck route providing minimal disruption to the communities involved. Representatives from Mayor White's office indicate that implementation of the Cambridge and Somerville request probably can be approved from Boston's standpoint with the completion of the new Rutherford Avenue in the late fall of 1973. Implementation of this night-time and weekend truck ban will be of considerable benefit to Cambridge, but is clearly only part of the solution -- particularly if the ban is limited to non-dangerous cargo as presently under discussion.

I want to take this opportunity to emphasize to the State the willingness of the Cambridge City government to contribute in every way possible to the development of a comprehensive solution to the problem. We are not interested in simply moving the negative impacts from one residential area to another, either within or outside our City. However, before any long term solutions can be developed, a substantial level of data collection and analysis must be undertaken. In particular, Cambridge needs comprehensive data at the earliest possible time in order to prepare an evaluation of the truck road we understand the forthcoming BTPR report will present for consideration within the Grand Junction Railroad right-of-way in East Cambridge -- as well as a reevaluation of plans for Kendall Square.

I would welcome the opportunity to meet with you to discuss the needed studies when convenient for you, and I am asking our Transportation Coordinator, Mr. Edward Handy, to be prepared to work with your staff in setting up such a meeting.

In closing, I want to extend my congratulations for the outstanding work you and your team did on the Boston Transportation Planning Review. The Metropolitan Area has moved a long way forward as a result of the BTPR study. However, as you must know better than we, unless the unfinished business can be carried on, much of the work accomplished will have been futile.

Very truly yours,


John H. Corcoran
City Manager

JHC/c

cc: listed on attached

OBSERVATIONS

STATION 1 2 (3) 4

Time of Interview _____ AM
PM

7 8 9 10 11 12
1 2 3 4 5 6

2) Truck Type: Van 1 1
Tractor Trailer 2 2
Tanker 3 3
Other 4 4

3) Number of axles: 2 3 4 5 6 2 3 4 5 6



4) What company do you work for? _____
Self-employed _____ 1 2

5) Where is the truck garaged? _____

6) Are you hauling this company's goods? ___ yes ___ no 1 2

(IF NO) What company are you hauling for? _____
Where is it located? _____

7) Where did this trip start? _____

8) Where will it end? _____

9) What major streets in Cambridge and Somerville will you travel this trip? (list) _____

10) Are any pick-ups or deliveries to be made in Cambridge? ___ yes ___ no 1 2

Are any to be made in Somerville? ___ yes ___ no 1 2

11) Is the truck loaded this trip? ___ yes ___ no 1 2

IF YES:

12) What cargo are you carrying. (list in detail) 1 2 3 4 5
6 7 8 9

IF YOU ARE UNABLE TO COMPLETE INTERVIEW, PLEASE CHECK REASON:

___ TRUCK DIDN'T STOP ___ REFUSED TO ANSWER (reason) ___ Left before end

314A