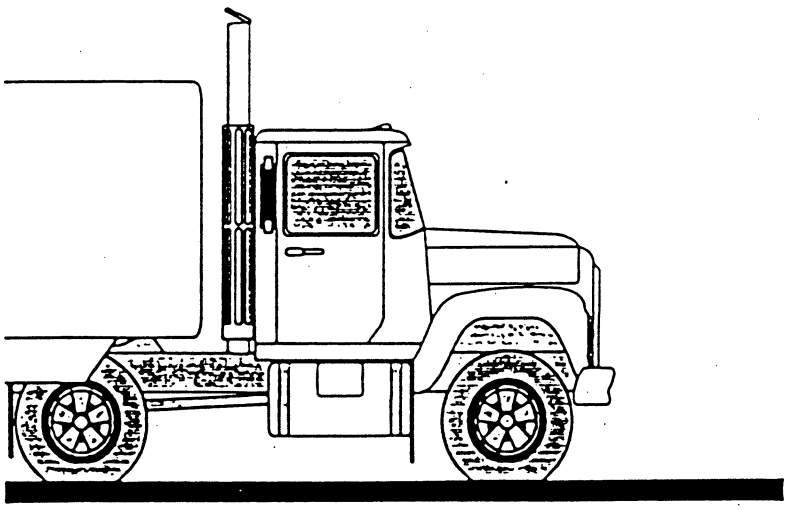
REPORT OF THE CITY MANAGER'S

TRUCK TRAFFIC ADVISORY COMMITTEE

REPORT B

January 1998



City of Cambridge, MA

REPORT OF THE CITY MANAGER'S TRUCK TRAFFIC ADVISORY COMMITTEE

REPORT B

Prepared by Six of the Eleven Appointed Citizen Committee Members:

Thomas Bracken Irving St. Mid Cambridge	Environmental Lawyer
Vici Casana River St. Riverside/Cambridgeport	Editor Transportation Analyst
Robert Johnson Concord Ave. West Cambridge	Machinist Former Trucker
Douglass Lee Lexington Ave West Cambridge	Transportation Planner, US DOT
Susan Miller-Havens Brattle St. West Cambridge	Educator Artist
Robert Travers Fulkerson St. East Cambridge	Dept. of Parking, Harvard University East Cambridge Planning Team

---

City Staff:

Richard Rossi, Deputy City Manager
Committee Chair
Elizabeth Epstein
Community Development
Susan Clippinger/Lauren Preston
Traffic, Parking and Transportation
Donald Drisdell
Deputy City Solicitor
Sgt. Steven Ahern
Special Enforcement Unit
Venita Mathias, Clerk/Recorder
Community Development

Other Committee Members:

Yvonne Gittens, Riverside
Dan Kanstroom, North Cambridge
Scott Lewis, North Cambridge
Geneva Malenfont, Cambridgeport
Paul Myers, Porter Square

Brian Toomey, Star Market

CONTENTS

PREFACE IV

Why Are There Two Truck Reports? iv
The Philosophy of Report A v
The Philosophy of Report B v

SUMMARY OF RECOMMENDATIONS 1

Recommendation No. 1: Nighttime Truck Restrictions 1
Recommendation No. 2: Evaluation of a Daytime Through Truck Route 1
Recommendation No. 3: Truck Traffic Data and Analysis 2
Recommendation No. 4: Diversion of Hazardous Materials from Boston 2
Recommendation No. 5: Aggressive Enforcement of Existing Regulations 3
Recommendation No. 6: Traffic Calming 3
Recommendation No. 7: Regional Truck Study 4

SUPPORTING INFORMATION 5

I. Purpose *5*

II. Background *5*

III. Consensus and Conflict *6*

IV. Overview of the Problem *7*

V. Objectives *8*

VI. Regulatory Environment *9*
Federal Law 9
State and Local Law 9
Truck Restrictions in Other US Communities 10

VII. Nighttime Truck Ban *11*

VIII. Designated Daytime Through Truck Routes *12*
Criteria for Selecting a Route 13
Review of Possible Designated Routes 14
Neighboring Communities 16
Access to Regional Truck Highways 17

IX. Hazardous Cargo Transportation *18*

X. Regional Truck Study *19*

XI. Enforcement of Truck Restrictions *20*
Weight Restrictions 20
Speed Limits 21
Existing Street Bans 21
Effects of Greater Enforcement Efforts 21
XII. Traffic Calming *22*
XIII. Truck Impacts on Property Values *23*

APPENDICES:[1]

Appendix A: Cambridge City Council Truck Traffic Hearing of October 1995

Appendix B: Other Statements by City Residents Concerning Truck Traffic

Appendix C: Neighborhood Reports from Truck Advisory Committee Members

Appendix D: Existing Truck Restrictions in the City of Cambridge

Appendix E: Truck Classification Counts, 1986-1994

Appendix F: Land Use and Zoning Maps for the City of Cambridge

Appendix G Statements by Neighborhood groups Regarding the Truck Traffic Advisory Committee Proceedings

Appendix H: Status of MAPC Regional Truck Study

Appendix I: Truck Routing Restrictions in Other Communities

Appendix J: Hazardous Material Transport in Cambridge

Appendix K: Data on Truck Enforcement in Cambridge, 1994-1997

Appendix L: Opinions on Impacts of the Central Artery and I-93 on Cambridge Truck Traffic

Appendix M: Functional Classification of Cambridge Streets

Appendix N: Imposition of Local Truck Regulations Under Zoning

Appendix O: Alternative Designated Through Truck Routes

Appendix P: What is a Truck?

[1] All of the following Appendices were originally prepared for the present report ("Report B"); however, four of these (M-P, underlined) were *excluded* from the City Staff report ("Report A").

Preface

Why Are There Two Truck Reports?

The reason two reports exist from the same Committee is that there are two fundamentally different philosophies and sets of underlying assumptions that emerged over the two year course of the Committee's deliberations[2] These two competing philosophies are summarized on the facing page.

[2] What is now "Report B" was completed in August 1997, and was intended at the time to reflect the disagreements as well as the agreements among Committee members. Report A was produced in November 1997, and labeled as "Report A" by the City staff. Subsequently, Report B was modified to reflect its new identity as an alternative to Report A. Report B was written and produced entirely by the six Committee members listed as authors, working unpaid on their own time.

The Philosophy of Report A

The recommendations in Report A are based on the belief that the City ***cannot legally or effectively take action on its own*** to affect truck traffic, beyond requesting more enforcement of existing limited regulations, applying traffic calming, and waiting for a regional study (see p. 2 of this report). Other cities, including Boston, have taken successful truck traffic measures, such as designated routes, nighttime bans on through trucks, and restrictions on trucks carrying hazardous materials through residential areas (see pp. 5-8). Traffic calming has a limited role but is no panacea, and the regional study currently underway has been forced to start over due to lack of community support (see p. 15). Despite some strong-sounding words, Report A is a ***watered-down version of the recommendations in Report B***, and omits important information (e.g., see Appendices M through P).

The Philosophy of Report B

The philosophy guiding Report B is based on the conviction that the City ***can both legally and effectively take action on its own initiative to reduce through truck traffic*** in Cambridge. This report offers legal strategies that have the best chance of protecting the City while not interfering with local deliveries. The approach urges Cambridge to ***provide leadership that other communities in the region will want to follow***. Achieving the goal of reduced truck traffic depends upon ***uniting neighborhoods*** in the City, not pitting them against each other. The ideas and recommendations of Report B reflect new thinking and are proactive, providing immediate steps to reduce and mitigate destructive noise, vibration and danger from trucks.

Recommendations Proposed in Report "A"

Recommendation # 1 - Enhanced Enforcement

"The City should substantially increase police enforcement of existing and future truck violations through additional staffing of the police truck enforcement unit, increased enforcement activity by regular staff, and further staff training and acquisition of necessary enforcement equipment."

Recommendation #2 - Truck Restrictions

"The City should be very aggressive in considering truck restrictions. The City should seek to establish partial or full truck restrictions on all Cambridge streets where they are warranted based on truck volumes, travel patterns, and adjacent residential uses."

Nighttime Truck Restrictions

"The City should increase its efforts to implement nighttime truck restrictions to prevent through trucks from short cutting through residential areas...In addition, the City should explore the feasibility of implementing a Citywide nighttime restriction on through trucks. Cambridge should fully examine its authority to impose such a restriction and determine its likely enforceability."

Daytime Restrictions

"The City should similarly identify problem streets where daytime truck traffic, especially of through trucks, is most onerous and seek to implement appropriate restrictions."

Recommendation #3 - Regional Truck Study and Routing

"Cambridge must mount a steadfast, multi-community campaign to ensure timely completion of the Boston Metropolitan Region Truck Study."

Recommendation #4 - Local Truck Studies

"The City should fund the development of a comprehensive data base of truck traffic information for Cambridge."

Recommendation #5 - Hazardous Cargo Study

"The City should take further its efforts to evaluate and reduce the potential public safety impacts of the movement of hazardous cargo through Cambridge."

Recommendation #6 - Traffic Calming

"The City should utilize traffic calming measures to assist in reducing impacts of truck traffic on City streets."

Recommendation #7 - Coordination with Adjacent Communities

"Cambridge should closely coordinate its truck traffic mitigation efforts with adjacent communities."

REPORT B OF THE CITY MANAGER'S TRUCK TRAFFIC ADVISORY COMMITTEE

Summary of Recommendations

Recommendation No. 1: Nighttime Truck Restrictions

We recommend that the City take immediate steps to adopt a citywide nighttime ban on through trucks from 10:00 PM to 7:00 AM, utilizing local zoning law. Report A is unenthusiastic about this measure, and pessimistic about its legal success because Report A assumes that implementation of any restrictions requires approval from the Massachusetts Highway Department (MHD). Zoning regulations do not require MHD approval, and the Zoning Act in General Laws Chapter 40A supports municipalities that are threatened by truck noise, pollution, and safety; recent Federal Court cases have reinforced this application of zoning law.

Recommendation No. 2: Evaluation of a Daytime Through Truck Route

We recommend that analytic studies and/or trials be undertaken to evaluate the impacts of a designated daytime through truck route as designed by the authors of Report B, with input from City Councilors and neighborhood groups.[3] Report A omits all Committee discussion concerning alternative routes, on the belief that the total number of trucks in Cambridge cannot be reduced,

[3] The route is described in the neighborhood reports in Appendix C (both reports) and, along with other proposed alternative routes, in Appendix O (Report B only).

hence the only effect of routing is to redistribute truck traffic to some other neighborhood's disadvantage. We, on the other hand, believe that the main impact of a designated route is ***to deter a substantial share of through truck traffic so that it will take routes that are more suitable from a regional perspective*** (typically, Interstate highways). The additional time required to traverse Cambridge on a designated route – compared to using residential streets as short cuts – should create this deterrence. The extent of this deterrence, however, is a question that can only be answered by focused data collection, analysis, and perhaps a trial period.

Recommendation No. 3: Truck Traffic Data and Analysis

We recommend that the City engage an independent consultant to aid the Traffic Department in developing a truck traffic database, to contain daily and peak hour volumes as well as truck configurations and identifying marks. During the course of Committee deliberations, requests for the most basic information on truck traffic were repeatedly made by members and by orders submitted by Council members, but no useful information was forthcoming. Such information is routinely kept by most cities, and provides the basis on which such decisions as signal placement and timing are made, as well as routing and other policies. Traffic counts were often promised but not undertaken. We conclude that the City needs outside help in improving the quality of its traffic data.

Recommendation No. 4: Diversion of Hazardous Materials from Boston

We recommend that the legal department respond to the 1996 City Council order challenging Boston's legal authority to direct through tankers carrying hazardous materials onto River

Street; we further recommend that the outdated, unfunded and incomplete ADL HazMat study be re-examined for its current relevance and for its methodology. Boston has, acting unilaterally, determined that hazardous cargo transporters should use the residential streets of Cambridge rather than travel on modern expressways under the Prudential Center or in the Central Artery Tunnel. Report A recognizes the nature of the problem, as previously identified in our report, but fails to propose any action.

Recommendation No. 5: Aggressive Enforcement of Existing Regulations

We recommend aggressive enforcement and an increase in the police force dedicated to such enforcement. We also recommend that the Council deal with the obstacles currently hindering the police from performing effectively. Report A supports enforcement, but fails to note some of the obstacles, including diversion of special enforcement personnel to routine activities such as funerals and crossing guards, and the lack of mandatory training that would permit police to stop dangerous trucks. In emphasizing enforcement of existing regulations, Report A also fails to note that most through trucks are not in violation of any regulation, and efforts to enforce speed limits are easily thwarted by truckers warning each other by radio.

Recommendation No. 6: Traffic Calming

We recommend the use of traffic calming measures where appropriate, but we do not hold out much hope that such measures will be a major instrument for controlling truck traffic. Neckdowns, rotaries, islands, stop signs, crosswalks, paving materials, and other physical devices can serve to slow -- and to some extent

divert - traffic, but they do not appear to have much applicability in those locations of the City where truck traffic is a problem. Work has already been completed on several important streets (Huron, Broadway, Cambridge) and is not planned on others (Mt. Auburn, Brattle, Mason, Kirkland). Local opposition can be incurred because calming may remove parking spaces.

Recommendation No. 7: Regional Truck Study

We recommend that the City face the reality that the MAPC regional truck study is floundering from lack of financial and community support, and needs the leadership that Cambridge can offer. We agree with Report A's recommendation for coordination with adjacent communities, but we recognize that the City's efforts on behalf of the regional study have been token at best. During Committee discussions, supporters of Report A frequently stated that any attempt to negotiate with Somerville to our mutual interest probably would not be successful, and that trucks diverted from Cambridge would go through Somerville, when the opposite is more likely.[4] The City needs to take a much more positive and proactive attitude.

[4] Through trucks are prohibited on Washington Street in Somerville, but the ban is not enforced. Additional pressure on this route will be created by a new northbound ramp currently under construction on I-93 at Cambridge Street in Charlestown.

Supporting Information

In November 1995, the City Manager appointed eleven Cambridge residents to work jointly with city staff to address truck traffic concerns in Cambridge. The Committee listened to members of the City Manager's Office, Community Development, Traffic, Parking & Transportation, Police, and Law Departments, and several outside officials, in a series of over fifteen meetings held from January 1996 to July 1997.

I. Purpose

This report presents the recommendations of six citizen members of the City Manager's Truck Traffic Advisory Committee with respect to mitigating truck traffic impacts throughout the City of Cambridge. The report describes the Committee's efforts to find existing truck routes and evaluate alternative routing for trucks traveling through Cambridge,[5] to review existing restrictions and assess possible additional local restrictions on truck traffic, and to identify changes in state and federal regulations which would aid in alleviating the impact of truck traffic in the City.

II. Background

The City Manager's Truck Traffic Advisory Committee was established in November 1995 at the direction of the City Council, in response to protests from numerous residents in neighborhoods throughout the City, whose health, welfare, safety, and property are being damaged daily by the noise, vibration, fumes, and hazards caused by large commercial trucks.[6] These concerns were expressed at a City Council hearing on October 23, 1995, in other written statements by

[5] Through truck traffic is defined as all trucks traveling through Cambridge that have neither an origin nor a destination in the City.

[6] Large trucks are those over 2-1/2 tons in gross weight, generally vehicles with three or more axles, both single unit trucks and combination tractor-trailer or semi-trailer trucks. Refer to Appendix P, "What is a Truck?"

neighborhood residents, as well as at neighborhood group meetings and meetings with City staff.[7]

III. Consensus and Conflict

The Committee brought together a wide range of neighborhood and technical perspectives. In its deliberations, the Committee tried to consider the interests of the City as a whole rather than parochial concerns, and sought to reach a consensus on the issues. There was considerable (though not complete) agreement about the nature of the problem, but less agreement on how to alleviate it.

Two fundamentally different philosophies or sets of underlying assumptions emerged over the course of the Committee's deliberations. The authors of this report - a majority of the citizen appointees to the Committee -- believe that the purpose of truck restrictions is to reduce the total volume of through truck traffic. The challenge is to design reasonable restrictions that can be enacted and enforced, and that will improve the quality of life for all residents without making any neighborhood worse off. This philosophy is based on the belief that the City can take action on its own initiative to achieve the goal of reduced through truck traffic, and that by doing so it will provide leadership that other communities in the region can follow.

An alternative philosophy apparently motivating some Committee members - those supporting Report "A" -- is based on the belief that the total volume of truck traffic cannot be reduced except by means of a regional strategy, and that any restrictions in one part of the City will simply move vehicles to another part of the City or to other cities. In this view, the objective of City policy should be to share the burden of truck traffic equitably,[8] which in practice seems to mean letting trucks go wherever they go now. This philosophy regards truck traffic as an inevitable part of urban living, sees the possibility of implementing effective regulations to be practically small, and anticipates negative responses from

---

[7] The transcript of the 1995 hearing is attached as Appendix A to this report, and other statements are reproduced in Appendix B.

[8] This objective was referred to in Committee discussions as "share the pain."

neighboring communities to any Cambridge initiatives. Until a regional solution can be achieved, this group would rely upon better enforcement of existing regulations and traffic calming.

These differences were reflected in the evaluation of alternative policies and strategies discussed by the Committee, and are noted in the body of this report and its appendices.

IV. Overview of the Problem

Committee members recognized that the following conditions characterize the truck traffic problem in Cambridge and surrounding communities:

- Truck traffic has an adverse impact on residential quality of life due to noise, vibration, dirt, exhaust fumes, damage/wear and tear on the City's streets and sidewalks, volumes, speeds, difficulty of crossing streets, structural damage to buildings and homes, and safety for everyone.

- The negative impacts of truck traffic reduce property values - especially residential property - and reduce the value of the City's tax base.[9]

- Truck traffic to businesses within the City is a necessary part of the economic health, provision of goods and services, and vitality of the City.

- Truck traffic is onerous to residents at all times of day and night.

- Through truck traffic has a detrimental effect on Cambridge and on adjacent cities and towns. These communities should band together to seek regional solutions that would keep through trucks on the state highways and off local streets.

---

[9] See, for example, D. Gordon Bagby, "The Effects of Traffic Flow on Residential Property Values," Journal of the American Planning Association, January 1980, pp. 88-94; and Jon P. Nelson, Highway Noise and Property Values: A Survey of Recent Evidence, Working Paper, Pennsylvania State University, June 1981.

- The current policy of restricting hazardous cargo trucks traveling eastbound on the Massachusetts Turnpike beyond exit 18 (Allston/Cambridge) generates obnoxious through truck traffic in Cambridge.

V. Objectives

In order to address the truck traffic problem, three primary objectives need to be satisfied by truck restrictions in the City of Cambridge:

(1) Accept through truck traffic to the degree that Cambridge is the most suitable route for the region as a whole.

(2) Protect residential neighborhoods, commercial areas, and institutions from the destructive effects of truck traffic.

(3) Facilitate access of trucks to origins and destinations within Cambridge.

These objectives are also consistent with those expressed in the Cambridge Growth Policy Document.[10]

---

[10] Cambridge Planning Board and Community Development Department, Toward a Sustainable Future: Cambridge Growth Policy Document, Cambridge, MA: Cambridge Community Development Department, February 1993. The report includes three policies applicable to the truck plan:

"Policy 20: Encourage the state transportation and environmental agencies to develop a regional goods movement plan; in the meantime, use the City's limited authority as much as possible to route truck traffic around rather through residential neighborhoods.

"Policy 21: Discourage vehicle travel through residential areas both by providing roadway improvements around the neighborhoods' perimeters and by operational changes to roadways which will impede travel on local streets.

"Policy 22: Undertake reasonable measures to improve the functioning of the city's street network, without increasing through-capacity, to reduce congestion and noise and facilitate bus and other non-automobile circulation. However, minor arterials with a residential character should be protected whenever possible."

VI. Regulatory Environment

The Committee began its work by discussing the legal framework for the regulation of commercial truck traffic on city streets.

Federal Law

The Committee reviewed federal law governing truck traffic restrictions. The United States Congress has the power under the Commerce Clause of the US Constitution to regulate interstate commerce. The courts have determined that the Commerce Clause prevents cities and states from imposing an "undue burden" upon, or discriminating against, interstate commerce. Congress enacted the Surface Transportation Assistance Act and the Tandem Trailer Safety Act which provide that local governments may not deny "reasonable access" between the interstate highway system and protected destinations (terminals, truck stops, points of loading and unloading). None of these regulations prevent the City from imposing reasonable restrictions on truck routes and travel times for purposes of protecting residents from the negative impacts of heavy vehicles.

State and Local Law

The Committee reviewed existing truck restrictions in Cambridge.[1] Local regulations governing commercial truck traffic are limited by state laws. The Committee reviewed state law regarding authority for imposing truck traffic restrictions, and learned of two approaches for seeking legal justification for such restrictions:

(1) Massachusetts General Laws. The Committee considered adopting truck restrictions under Mass. General Laws Chapter 85, § 2 which authorizes local ordinances excluding "heavy commercial vehicles" but requires approval by the Massachusetts Highway Department if implementation is by signage. In order to approve an exclusion the MHD must find that an "alternative suitable route" is available. The MHD has interpreted this provision to prohibit Cambridge from limiting the time of day trucks can

[1] Refer to Appendix D

enter the Portland Stoneware facility. Cambridge is challenging this interpretation in federal and state court actions.

(2) Local Zoning Law. The Zoning Act, General Laws Chapter 40A, states that the purposes for which municipalities may enact zoning requirements include promoting the health, safety and convenience of the inhabitants, lessening congestion in the streets, encouraging the most appropriate use of land, and preserving and increasing amenities. Requirements that would eliminate or minimize the noises, vibrations, and safety risks caused by heavy trucks passing through the City on residential streets would seem to be within the scope of these purposes. The Cambridge Zoning Ordinance, which contains similar purposes, currently regulates trucks by imposing off street parking and loading requirements. Two Federal courts have held that municipalities may properly regulate trucks through exercise of the zoning powers. [12] Cambridge has enacted a Noise Ordinance to minimize noise from both stationary and mobile sources, under police powers granted by the State, which authorize municipalities to enact ordinances to protect the public health, safety and welfare.

In view of the MHD's resistance to meaningful local truck restrictions, enacting such measures under Chapter 85, section 2 appears futile. The authors of this report believe that the Zoning and/or Noise Control Ordinance approach holds great promise and we urge the Council to utilize these authorities in adopting truck restrictions (see "Imposition of Local Truck Regulations Under Zoning," Appendix N).

Truck Restrictions in Other US Communities

City staff obtained descriptions of truck regulations in eleven selected cities across the country and provided the Committee with information on truck routing systems established in each city. The selected cities were: Arlington, MA; Woburn, MA, Seattle, WA, Portland, OR; Los Angeles, CA; San Francisco, CA; Madison, WI, Baltimore, MD, Minneapolis, MN; Anchorage, AK; and Boulder, CO. [13]

---

[12] Legal reasoning for using the zoning approach is presented in Appendix N.

[13] Descriptions of these communities and their restrictions are contained in Appendix I.

Most of the cities were mid-sized with a population under 500,000. Although there were similarities in the way some cities managed truck traffic (for instance, instituting time restrictions, levying fines), restrictive measures were designed specifically for the needs of each city. Most of these communities have designated truck routes, and they also prohibit hazardous cargoes in residential neighborhoods.

The City of Woburn, MA, has a ban on Wood St. (a residential street between two industrial parks that was frequently used by trucks) from 8:00PM to 6:00AM, approved by the MHD in 1996. Many residential streets have restricted hours for trucks or 24-hour bans, and the streets are posted with universal truck prohibition signs. Arlington, MA also has many posted streets.

VII. Nighttime Truck Ban

The Committee focused much of its deliberations on the impacts of nighttime truck traffic. The Committee discussed the increasing incompatibility of truck traffic with residential uses during the night, creating unacceptable noise and vibration, impairing the quality of life for city residents, and compromising travel safety. The Committee members solicited specific information from neighborhood residents regarding these concerns. The issues listed above were also cited by numerous residents from across the city at a City Council public hearing held on October 23, 1995, regarding truck traffic.

After considering the observations of fellow Committee members, and the many people in their neighborhoods and in neighborhood groups to whom they spoke over the past year, as well as the concerns expressed at the City Council hearing, the Committee determined that measures to mitigate the nighttime impacts of trucks are imperative. Therefore, this report recommends that the City Council impose a curfew on all through trucks over 2.5 tons to prohibit their using City streets from 10:00 PM to 7:00 AM. The curfew will not apply to trucks with points of origin or delivery in the City. The Committee understands that the implementation of a nighttime truck ban will require further legal analysis.

Although the Committee considered designating an alternative route for through trucks on City streets at night, no evidence was presented to or obtained by the Committee to indicate any need for heavy vehicles to pass through Cambridge

during nighttime hours,[14] and hence no need to impose the negative impacts of nighttime through truck traffic on any residents or neighborhoods of the City. Therefore, this report does not recommend any nighttime designated routes at this time.

Through trucks would still be able to use Cambridge streets for fifteen hours each day, except for other existing restrictions, which the Committee recommends remain in place. Thus trucks have the option of rescheduling their movements to daytime hours or using highway routes designated for heavy vehicles -- including Route 128, Interstate Highways 495 and 93, and the Massachusetts Turnpike.

To be effective, the curfew must be strictly enforced and must have significant fines for violations. In order to enforce the curfew, more police personnel must be provided to the Special Enforcement Unit (SEU) now assigned to enforce the existing limited restrictions on trucks.

The authors of this report believe that a nighttime ban is a reasonable and necessary first step which will provide great benefits to the many residents of Cambridge now suffering from the noise and vibration of heavy trucks, as well as to residents in adjoining municipalities who have trucks on their streets that connect with the streets used by trucks in Cambridge. This measure should not unduly interfere with or place an unreasonable burden on trucking operations.

VIII. Designated Daytime Through Truck Routes

The most divisive question addressed by the Committee was whether a designated truck route would be a good idea or not. The primary source of the difference was the largely unexplored question of whether unilateral actions taken by Cambridge, even if legal and enforceable, would simply rearrange truck traffic or, alternatively, serve to reduce it. Because no data or analyses were provided to,

[14] In contrast to nighttime travel, it is recognized that there may be a reason for trucks to travel through Cambridge during the daytime. A blanket daytime ban would require a heavy burden of proof to demonstrate that no trucks have a legitimate purpose in traveling through Cambridge; instead, a designated route for through trucks can be created to serve daytime purposes.

or collected or conducted by, the Committee, each Committee member's belief was founded on judgment and faith.

A majority of the Committee came to the conclusion that daytime noise, vibration, speed, danger to pedestrians, bicyclists, and children, and the risk of flammable and other hazardous cargoes from trucks are severe enough to warrant efforts to change current conditions.[15] Public testimony and neighborhood curbside observations seem to support this conclusion. Because the damage caused by truck traffic is large, any reduction in total through truck volume would be highly beneficial. The authors of this report believe that reductions of over 70-80% in the total volume could be achieved by a well designed through truck route.[16] Any routing that restricts trucks from going where they currently travel will provide a lower level of service (longer travel time) for trucks, and will encourage trucks to remain on regional arterials for as large a share of their travel as is feasible.

If this is true, then shifting a small share of the total traffic away from narrow residential streets and onto wide commercial streets would benefit the City as a whole while imposing an additional burden on a few. The objective then becomes to provide compensating benefits to those neighborhoods that would be negatively impacted, so as to make them better off despite a slight increase in truck traffic. An example of such a proposal is presented in Appendix O.

Criteria for Selecting a Route

Any designated through truck route should satisfy several criteria:

(1) A designated route should provide an adequate means for trucks to pass through Cambridge if they have a need to do so, recognizing that neither high speeds nor large volumes of traffic can be accommodated

[15] Several members believe that not enough truck traffic information has been provided to the Committee even to propose a designated route, and any such proposals are premature.

[16] An objective expressed by some Committee members is to deter through truck traffic before it leaves Route 128, so as to keep such traffic on heavy-duty Interstate highways as much as possible. Most members, however, believe that the City should enact policies on its own while also pursuing regional and state-level actions.

on existing facilities or through the intimate urban neighborhoods that characterize Cambridge.

(2) An "adequate" route has sufficient capacity, turning radii, clearances, and other geometric features that permit combination trucks to use the route without extraordinary effort (e.g., without climbing curbs), and should provide a reasonably direct connection to desired destinations.

(3) The functional classification of the streets on any route should be Major Urban Arterial. Higher classification roads (expressways) are not available in Cambridge, and lower levels (Minor Arterials) are not suitable (see Appendix M).

(4) The adjacent land uses should be commercial or industrial, not residential (Zoning and Land Use maps are included in Appendix F).

(5) Reasonable access must be provided to permitted land uses in Cambridge that depend upon truck transportation, but the routing and hours of that access may be restricted when such restriction will benefit the health and welfare of City residents.

With one exception ("shared pain") the above criteria conform to those proposed by City staff and included in Appendix O.

Review of Possible Designated Routes

The Committee considered several possible routings in various levels of detail. Additional information on some of them is included in Appendix O.

Memorial Drive

Trucks could be diverted away from Cambridgeport by using sections of Memorial Drive between River Street or the Boston University Bridge, at one end, and Ames Street at the other.[17] Based on past experience, the Committee

[17] Use of Memorial Drive has been recommended by the Cambridgeport Roadway Committee.

concluded that the truck ban on Memorial Drive will not be lifted, and alternatives that required placing trucks on Memorial Drive were not pursued further.

Urban Ring

A proposal was considered to use the existing B&M right-of-way (ROW) between Broadway and the BU Bridge that would connect to the Massachusetts Turnpike. Although this would be very attractive from many standpoints, the obstacles include (1) the construction cost of crossing the Allston rail yards, (2) the interest that has been previously expressed in developing a regional transit route along the same ROW, and (3) the many years that would pass before any results would be realized.

Sidney-Waverly Pair

A one-way couplet has been designed to allow commuter traffic to access the new development at MIT without going through the heart of Cambridgeport. The couplet uses Sidney Street Southbound and Waverly Street Northbound. The value of this couplet for truck purposes is unclear.

Peripheral Route

A route was developed by combining plans from East and West Cambridge. The route would skirt the City on the western, northern, and eastern sides. The intent of this plan is to keep trucks from going through the middle of Cambridge, to keep them out of residential areas as much as possible, and to discourage through trucks by giving them an alternative route that is less desirable than staying on highways that go around the City. The route and the rationale for this proposal are presented in Appendix O.

Other Routes

Several other routes were proposed by City staff. These are included as maps in Appendix O.

Neighboring Communities

A problem raised by the Committee but not resolved is the likely impact of truck restrictions in Cambridge on adjacent communities. In the absence of any data on truck traffic volumes or origin-destination studies, the only recourse is to look at a map. The immediately surrounding communities are Charlestown, Somerville, Arlington, Belmont, Watertown, Allston, Brookline, and Boston. Starting from the south,

(1) Traffic in Boston heading north or northeast will choose to stay on expressways unless forced off, but Cambridge is not on their path.

(2) Traffic from the southwest can leave the Turnpike and come through Cambridge to get to Everett or Chelsea; if such traffic is diverted from going through Cambridge, it will also be diverted from going through Somerville and Charlestown.

(3) Traffic from the west that is diverted from going through Cambridge will then also be diverted from going through Watertown, Belmont, Somerville, and Charlestown.

(4) Traffic from the northwest (Routes 2 and 3) now going through Harvard Square to get to Boston could be diverted to Somerville Avenue and O'Brien Highway, adding some traffic in Somerville on what is already a congested truck route and therefore something of a deterrent.

(5) Traffic from the north using Cambridge to get to Allston or to travel west will, if diverted from Cambridge, also not go through Somerville or Watertown.

(6) Traffic from the northeast using Cambridge as a shortcut west will be diverted from Somerville and Watertown if it is diverted from Cambridge.

Thus a priori observation strongly indicates that all adjacent communities would benefit substantially, in terms of reduced truck traffic in residential

neighborhoods, from any actions Cambridge might take to reduce through truck traffic.

Access to Regional Truck Highways

For locations within Cambridge where the City permits activities to operate that depend upon truck access for their livelihood, reasonable means must be provided for trucks to travel between those locations and the regional or national heavy vehicle network. This network -- part of the National Highway System, or NHS -- consists of all Interstate highways within the region plus Route 3. A local community cannot place restrictions on highways in this network except for overriding safety concerns (this is what Boston claims in diverting hazardous material carriers from tunnels under the Prudential Center and the depressed Central Artery).[18] No portions of the national truck network exist in Cambridge.

For access to the national network, local communities may impose restrictions but the access provided must be suitable to the need. For trucking terminals where long combination trucks only permitted on Interstates are broken down into smaller combinations, twenty-four hour access is probably required absent exceptional conditions. No terminals of this nature are located in Cambridge.

Industrial firms that ship or receive large volumes or large heavy items need access to reliable transportation of adequate capacity. In Cambridge, such activities are located in Industrial zones (IA, IB, and IC) and in Special Districts (SD-1 through SD-11). These are found in East Cambridge along the McGrath Highway, between 1st and 3rd Streets, and along Binney Street; east of Cambridgeport between Massachusetts Avenue and Memorial Drive and west of Vassar Street; in North Cambridge along two sets of railroad tracks (one is now the Minuteman Bikeway) and near Alewife; and west of Alewife Parkway and south of the tracks. These areas are shown in the zoning and land use maps in Appendix F.

Most industrial activity in Cambridge is located in such a way that at one time it could be served by rail, but is presently more likely to be served by

[18] The legal burden ostensibly required to impose restrictions on Interstate highways is summarized in Appendix J-3.

trucking. Industrial activity in Cambridge is declining, however, and the long run trend is for industrial land use to convert to office commercial and residential uses. All existing industrial uses have reasonable access to the proposed designated truck route, and no activities appear to require nighttime access for trucks over 2.5 tons.

IX. Hazardous Cargo Transportation

City of Cambridge Fire Chief Kevin Fitzgerald met with the Committee to discuss hazardous cargo transportation in Cambridge. The Chief reported that thousands of gallons of hazardous cargo, primarily petroleum fuel products, are transported through Cambridge streets each day. Most of the petroleum products are transported through the city in container trucks and there are only a small number of trucks transporting propane gas through the city. Most of these trucks are currently using Monsignor O'Brien Highway, Prospect Street, River Street, Western Avenue, Kirkland Street, Brattle Street, Massachusetts Avenue, and Somerville Avenue and Washington Street in Somerville.

The problem of hazardous cargo trucks in Cambridge will become worse during construction and after completion of the Central Artery Project (CAP). The Boston Fire Marshall has banned such trucks from using the depressed covered portion of the CAP, despite the installation of expensive advanced fire suppressant equipment throughout the tunnel. Although there is a potential danger from fires in tunnels, it is better to accommodate vehicles carrying hazardous materials on Interstate routes designed for that purpose than to force them through neighborhoods that are much more vulnerable to such dangers as explosions or fires from refined petroleum products.[19] At present, Cambridge is at the mercy of arbitrary actions on the part of a Boston official.[20]

Phase I of a study conducted by Arthur D. Little for the city reviewed trends in hazardous material transportation in Cambridge, but is already somewhat

---

[19] Some years ago, a tank truck tipped over in Kendall Square and spilled gasoline into the MBTA subway tunnel. Because the nearby substation caught fire first and thereby shut off power to the trains, the explosive mixture in the tunnel was not ignited and no passengers were injured.

[20] In December 1996, the City Council requested the City Law Department to investigate the legal authority for the Boston Fire Marshal's actions, but as yet no report has been submitted.

out of date. Additional information is urgently needed on types of hazardous cargoes, carriers, and routes in Cambridge, whether the study is accomplished as an extension of the ADL study or as a new one. In particular, Kirkland, Mason, and Brattle Streets should also be included in the study.

X. Regional Truck Study

The Central Transportation Planning Staff (CTPS), the research branch of the Massachusetts Department of Transportation, is currently examining regional truck traffic patterns through the "Urban Truck Issues Study." Daniel Fortier, former Chief Transportation Planner of the Metropolitan Area Planning Council (MAPC), which oversees CTPS, spoke to the Committee about this project in September 1996, a few months after its inception. As initially planned, the study was to synthesize data submitted by 37 Boston-area municipalities on local truck exclusions and classifications counts, to analyze regional trucking patterns. Due to turnover in the project's directors and poor or unusable responses from communities, however, CTPS had to switch to another approach.

In September 1997 the project was restructured to take a broad overview of the regional road network used by trucks. CTPS is presently examining MHD's road inventory, MHD-approved truck exclusion routes, and MDC truck exclusion routes. The study will assess the degree to which these exclusions are consistent with each other or in conflict, and whether existing exclusions or their absence affects local truck traffic problems.

Another part of the study will include development of a computer model to estimate truck trip generation rates, which will provide local truck origins and destinations. When these materials have been compiled, Bill Kuttner, the project director, will present them to the various communities and make policy suggestions.

While the authors of this report support the study (now slated for completion in late 1998), and feel that it will provide useful information, Cambridge should not sit back and wait for CTPS to solve the City's truck problems. Kuttner has emphasized that communities can take near-term action to solve current traffic problems by using existing policy tools. By way of example, he has suggested that Cambridge and Somerville officials could examine existing

truck exclusion routes within their jurisdictions, and then jointly request that MHD terminate one and adopt another that would be more mutually beneficial.

A truck origin-and-destination study originally planned for phase two of the study has been dropped. Since through truck traffic is the major source of truck complaints in Cambridge, the City could undertake focused classification counts on relevant arteries to document the extent and nature of the problem. Such counts would be valuable evidence for defense of any regulatory actions that Cambridge might take. Attempting to lobby state officials to conduct expensive long term studies is not only pointless, it gives the City an excuse to avoid what it could be doing on its own.

XI. Enforcement of Truck Restrictions

Sergeant Steve Ahern, head of the Selective Enforcement Unit, attended most of the Committee meetings and contributed valuable practical insights in the realities of enforcement. He pointed out that there were not enough officers in the Unit to meet existing requirements, and that his officers were often diverted to serve at school crossings when designated guards call in sick, and to escort VIPs.

Police Commissioner Watson also met with the Committee to discuss the Police Department's role in enforcing truck traffic regulations in Cambridge. The Commissioner informed the Committee that all Cambridge police officers receive training on the proper truck traffic enforcement procedures.

Weight Restrictions

The police department has been monitoring 12 city streets on a regular basis, as well as several other locations throughout the city, in response to City Council orders. The Police Department recently obtained two portable truck weigh stations, and they are in use. State limitations on weight still permit heavy vehicles to use local streets, so greater enforcement will not eliminate many vehicles. Prior enforcement experience indicates that only a small share of trucks in Cambridge is in violation of weight restrictions (See Appendix K).

Speed Limits

Observations by residents and police indicate that truck speeding is a serious problem. According to Sergeant Ahern, speed traps are largely ineffective because truckers broadcast the location of such traps, and because apparently some police officers are hesitant to stop or ticket truckers.

Existing Street Bans

Enforcement must be augmented by clearly visible posted designations as well as by outreach efforts to inform the trucking community and ensure cooperation from its responsible members. Signage should be large enough and should show a universal truck symbol enclosed in a red circle with a slash through it (with a smaller sign beneath displaying prohibited hours), in preference to the present cumbersomely worded signs that read "Commercial Vehicles Over 2-1/2 Tons Excluded." Local trucking firms (e.g., Puglia, Lyons) and fleet operators (e.g., UPS, New Penn Express) can require that drivers stay on designated routes under pain of having to pay out of their own pockets for any incidents on unauthorized routes.

Effects of Greater Enforcement Efforts

A difference arose among Committee members over the degree to which truck traffic problems in Cambridge would be alleviated by more aggressive enforcement of existing regulations. Enforcement of existing bans does not appear to be effective (it is unclear whether ban violations are included in the data in Appendix K), some bans are not even posted, and Somerville does not enforce its nighttime ban on Washington Street. Thus there is room for improved enforcement. The effectiveness of increased enforcement hinges on two factors:

(1) <u>The extent to which truck traffic problems are caused by violations of existing regulations, rather than by legal operations</u>. If trucks are currently violating speed, weight, and street ban regulations, then it is possible that greater enforcement will reduce the negative impacts. It is not obvious, however, that trucks on Concord Avenue or in East Cambridge are violating any rules. Stopping trucks without plausible

expectation of a violation can be construed as harassment, and is likely to lead to a backlash.

(2) The extent to which the regulations are inherently unenforceable. Even if violations occur, enforcement may still not be effective. Traffic engineers are well aware, for example, that it is very difficult to suppress speeds below the level that is "natural" for the facility, based on its geometric design, and that relying entirely on enforcement is a costly uphill struggle. Truckers may warn each other of enforcement activities and avoid those locations temporarily. Enforcement needs to be part of a comprehensive strategy if it is to be successful.

XII. Traffic Calming

A broad array of physical modifications can be made to streets that have the effect of causing drivers to decrease speeds voluntarily. Speed bumps or humps are familiar to most people, but other devices include neckdowns (narrowing the street at selected points), pedestrian crosswalks, pavement markings and materials, lane width, curved or weaving lanes, bollards and landscaping, medians, signal timing, control of sightlines and parking, rotaries, street closures, and signs.[21] These techniques have come to be known as traffic calming.

Cambridge is actively engaged in applying traffic calming to neighborhood streets, especially in the wake of sanitary and storm sewer reconstruction. Examples include Central Square, Quincy Square, and Sparks Street at Brattle, while Lafayette Square, Broadway, and North Massachusetts Avenue are being designed or planned. Huron - a fairly wide street -- has been helped somewhat by markings for pedestrians and bicycles. The intent is to achieve a better balance among the interests of residents, pedestrians, bicyclists, and motorists, without sacrificing appropriate traffic flow.

Traffic calming modifications could be applied to Cambridge streets to reduce the speed or volume of truck traffic, but the available techniques depend

[21] Refer to the Cambridge Pedestrian Plan, Draft, Cambridge: City of Cambridge, June 30, 1997, or the Oregon Bicycle and Pedestrian Plan, Salem, OR: Oregon Department of Transportation, June 1995.

heavily upon the specific context. Any street with parking on at least one side can apply neckdowns (also called bulbouts or bumpouts) to slow traffic, at the cost of losing a few parking spaces. Devices such as closures, rotaries, and humps are probably not applicable to any street now carrying through trucks.

XIII. Truck Impacts on Property Values

Impacts such as noise, vibration, fumes, dust, and danger to pedestrians and motorists are called "negative externalities" by economists. The essential features of negative externalities are (1) the creator of the impact (trucking) does not pay or feel the costs of the impacts, (2) the welfare of society can be improved by requiring the creator of the externality to either pay the costs or accept restrictions on producing the externality, and (3) neighborhood externalities are capitalized into the values of impacted properties. In other words, both the desirability and the monetary value of residences and businesses suffering truck-generated externalities are reduced by the impacts.[22]

To the extent that the City permits these externalities to exist, property values in the City are lowered, and the City is less attractive to residents, workers, shoppers, and tourists. Also, lower property values mean a lower tax base for the City. If homeowners are assessed in ignorance of the negative externalities affecting their property, they are paying too much property tax and can file for an abatement on the grounds that their property is not worth as much as the City claims because the City Assessor has not taken into account the noise, vibration, and physical destruction caused by trucks.

---

[22] See, for example, D. Gordon Bagby, "The Effects of Traffic Flow on Residential Property Values," Journal of the American Planning Association, January 1980, pp. 88-94; and Jon P. Nelson, Highway Noise and Property Values: A Survey of Recent Evidence, Working Paper, Pennsylvania State University, June 1981.

APPENDIX A: CAMBRIDGE CITY COUNCIL TRUCK TRAFFIC HEARING OF OCTOBER 1995

1. **Summary Transcript of Hearing Prepared by City Staff Including Testimony from 28 residents from East, West, North, and Cambridgeport Neighborhoods.**

2. **Written and Oral Testimony**

3. **Central Square Petition to Enforce Existing Truck Bans**

4. **Background materials presented by the City staff (partial)**

5. **City Manager's Appointment of the Truck Traffic Advisory Committee**

A-1: SUMMARY TRANSCRIPT OF HEARING PREPARED BY CITY STAFF INCLUDING TESTIMONY FROM 28 RESIDENTS FROM EAST, WEST, NORTH, AND CAMBRIDGEPORT NEIGHBORHOODS

TRUCK TRAFFIC HEARING

The City Council held a public hearing on October 23, 1995 beginning at 7:15 p.m. in the Sullivan Chamber in the purpose of considering issues relating to Truck Traffic in Cambridge. Present at the hearing were Mayor Reeves, Vice Mayor Russell, Councillors Born, Duehay, Galluccio, Meyers, Sullivan, Toomey and Triantafillou.

Mayor Reeves convened the hearing, welcomed all those present and explained the purpose. He introduced Richard Rossi, Deputy City Manager and requested that he introduce those present. Mr. Rossi introduced Don Drisdell, Deputy City Solicitor, Attorney Scott Lewis, Liz Epstein, Deputy Director of Community Development and Susan Clippinger, Director of Traffic, Parking and Transportation.

Attorney Scott Lewis described the regulatory framework, and cautioned the City Council about direct discussion of the Portland Stoneware case, in which he represents the City of Cambridge. He also noted the unsettled law in this area.

Richard Rossi then introduced Liz Epstein. She described the areas of concern for the city, which include safety, noise, dispension of particulate matter.

Richard Rossi then introduced Police Superintendent Murphy to describe the city's enforcement efforts. He noted that there has been an increase in motor vehicle enforcement efforts, with over nine thousand motor vehicle citations in 1995 to date, of which six to eight percent are trucks. He will do whatever is necessary to enforce regulations.

Liz Epstein stated that a truck traffic computer model is being constructed by state. The city is surrounded by MDC roadways where trucks are restricted. She said that Cambridge needs to understand regional patterns of trucks; to continue enforcement with state police; to undertaking a traffic facilities design; and to improve pedestrian crossings.

Vice Mayor Russell noted that she had received telephone calls from Mary Defreitas, Third Street, Barbara Redlaun, Corporal Burns, and Mary Gravalese, Gore Street, who could not be here and wanted to express their concern.

Councillor Galluccio requested information from the Police Department about how information about regulations is communicated to police officers.

Vice Mayor Russell asked about transport of hazardous materials that are banned from the Prudential tunnel.

Councillor Sullivan asked if the Central Artery tunnel will worsen this situation. Liz Epstein said that the concern will be trucks traveling from the south. There will be an alternative route established by the central artery and until this route is established and operating, it is hard to tell.

Councillor Sullivan asked whether the Cambridge Fire Chief could ban travelers carrying hazardous material from narrow resident streets.

Scott Lewis said that the rules in this area are federal. Particular routes can be subject to local regulation as long as there is an alternate route for the hazardous material to get from where it came to where it needs to go.

Councillor Sullivan asked Sergeant Ahern, Police Selective Enforcement Unit, about the training. Sergeant Ahern described the training. Councillor Sullivan said that there is an even higher level of training relating to weight, and asked Superintendent Murphy whether he would support this. Superintendent Murphy said that he would.

Councillor Born urged that the hearing move to public testimony.

Richard Vendetti, Windsor Street, President, East Cambridge Planning Team, stated that East Cambridge has had many problems with trucks over the years. The Central Artery will result in even more truck traffic. He urged that neighbors be updated. One central artery route involves trucks going to Charlestown, but he can guarantee those trucks will end up on East Cambridge Streets. He recommends uniting together to keep trucks out of Cambridge totally.

Robert Johnson, 326 Concord Avenue, described damages to his home done by vibrations from trucks on Concord Avenue. He stated that he is also speaking for Nathaniel and Barbara Ricard. There is an excessive speed, and a total disregard for speed limits on Concord Avenue, from Walden Street to the rotary. The noise is unacceptable, as is the dirt. He suggested crossing lights, school zone lights, and a ban on nighttime trucks. He commended the recent selective enforcement.

Thomas Bracken, 89 Irving Street, Attorney for the Harvard Square Defense Fund, thanked Councillor Born for calling for the hearing. He described the problems of truck traffic on Kirkland Street and urged getting the trucks out of Cambridge altogether and onto the highways. Cambridge should not allow itself to be the alternative route for Boston.

Peggy Lynch, 69 Brookline Street, stated that although the eight lanes of I 95 were stopped, the truck industry behaves as if the eight lanes were there.she added that the alternate route is Route 128 or 495, not any other street in Cambridge. These are long distance haulers and do not belong on Cambridge Streets. She recommended reading "Take Back Your Streets" from the Conservation Law Foundation.

Susan Miller Havens, Brattle Street, stated that she is a citizen and parent who has worked on these issues for the past five years. There are no restrictions of trucks on Brattle Street. Noise, road and house destruction are everywhere. Cambridge is suffering from a truck invasion. This issue is city wide. Other cities have planned for this, Cambridge must seize the opportunity and form a group including citizens.

John Papajohn, 70 Kirkland Street, stated that his house shakes because of the truck traffic. He opposed to trucks in Cambridge.

Joe Joseph, 18 Dudley Street, stated that this is a city wide problem. He said that the truck traffic routes are not available from Community Development and Traffic & Parking Department. Development is the heart of the truck traffic problem.

Richard Harley, Jeffrey Bonell and Dorothy Healy 246 Brattle Street report 17 families UPS 18 wheelers route to airport what neighborhood deals with can't sleep. Enforce traffic regulations 4pm to 12-1. Truck ban on Coolidge Hill Avenue pen map.

Larry Hartman, Brattle Street, stated that this is and city wide problem, - and that active trucks have become bigger and noisier over the last four years. He urged a ban on truck traffic on all residential streets between 8-6 p.m. He also suggested a truck ban on Brattle Street and a local truck survey.

Robert Winters, Broadway, urged enforcement of all weight restrictions, nighttime bans, and a zero tolerance policy on the part of the police. He suggested weight sensing devices on heavily travelled streets. If there are going to be selective bans, do not shift the problem to Central Square.

Ethel O'Dell, 329 Concord Avenue, stated that hazardous waste trucks should not come down Concord Avenue during school hours. She also said that widening streets is not helpful, except to the trucks.

Gwyneth Knight, 149 Brattle Street, said that her daughter was lead-poisoned. She believes it was because of the soil near the street, which was full of lead when they had it tested. She has lived there since she was born and trucks have changed the neighborhood enormously.

Geneva Malenfant, 75 Henry Street, stated that she lives at the corner of Brookline and Henry, which was a proposed I 95 site. She urged comprehensive transportation planning. In the 1970's a group of people led by David Clem got a truck ban on River Street. Now trucks use Brookline Street. A quick fix is not a solution. Trucks belong on Route 128. In the interim, the city can slow things down.

Alvin Helfeld, Concord Avenue, urged declaration of school zone for the area of Concord Avenue near the Tobin School. In general, there are no cars parked there. There are a lot of trucks going to the parking malls on Alewife. He urged talking to truckers, giving them maps. He also suggested looking at what Medford did to slow down traffic on Route 16.

Robert Boulrice, Soden Street, described the work that has been done on the issue. He thanked Councillor Duehay and his work with the Environmental Committee, Councillor Sullivan and his uncle, with Deputy Superintendent Degou, for his work on the truck turnaround, Liz Epstein for counting trucks on River Street, Sue Clippinger for her work in Central Square. He stated that the problem must be viewed in a city wide context and attacked accordingly.

Robert Travers, 54 Fulkerson Street, discussed the problems with trucks on Fulkerson Street and the surrounding streets. He said that nothing has been done. He urged calling in OSHA.

Marjorie Binfield, 70 Kirkland Street, spoke about large trucks going down Kirkland Street.

Benjamin Wasner, 240 Brattle Street, stated that this is a regional problem.

Olive Johnson, Concord Avenue, described the problems she has experienced with truck traffic. Her stemware has been shattered; she has had to give away her cutglass. Concord Avenue is so narrow that the fumes from traffic have killed the trees and permeated the houses.

Elizabeth Houghteling, 132 Brattle Street, stated that this is a city wide problem. She added that she does not believe the police are doing a very good job of slowing down the traffic on Brattle Street.

Elie Yarden, 143 Pleasant Street, stated that he often walks at night and he has seen a remarkable number of trucks on Western Avenue and River Street late at night. He stated that the city should make it expensive for trucks to violate the laws by better utilizing fines.

Vici Casana, 87 River Street, stated that truck traffic on River Street is horrible, with buildings shaking, noise and pollution. A survey in the Central Square newsletter two years ago got 175 responses. She submitted a petition signed by Cambridgeport residents urging enforcement of the existing ban. She urged better signs and publicity of existing bans; and asked the City Council to a city wide nighttime ban.

Brian Pfeiffer, 147 Brattle Street, urged strict, regular enforcement of traffic laws, exploration of a nighttime ban, and stronger action to change federal legislation.

George Despotes, 69 Dunster Street, stated that it is clear that cameras and sensor systems could be used to record violators and fine them $ one million for violations. There are pipelines and railroads in Cambridge that eliminate the need for any hazardous materials being transported through Cambridge by truck. The laws are either not enforced or not well enforced.

Michael Jolliffe, 13 Buckingham Street, stated that a constructive solution is needed.

Fred Reece, Woodrow Wilson Court, Magazine Street, stated that some trucks are necessary to supply food and other merchandise. He suggested a peace barrier to stop trucks coming across the River, onto River Street.

Thereupon Mayor Reeves closed the public comment portion of the hearing.

Councillor Duehay stated that this has been a very important hearing. Over the years various City Councils have attempted to deal with this issue, but truck traffic is getting worse. He said that the issues fall into two categories. He added that he would like a full evaluation from the City Manager as to possibility of a total nighttime ban. In addition, the city should look into every possible way to make it more difficult for trucks to travel on residential streets. Ideas should be evaluated and a plan formulated. Councillor Duehay added that to truly solve the problems, there must be regional data collection, which it is believed, will prove that the trucks belong on Route 128. He announced the regional truck study that the state has agreed to fund. Councillor Duehay requested that the City Manager form a advisory committee.

Councillor Sullivan asked for a list of possible rules and regulations which the City Council can lawfully enact to get truck traffic off the streets. He suggested a prohibition of hazardous material within certain distance of residences.

Vice Mayor Russell urged more efforts to slow down traffic and spoke in favor of a nighttime ban.

Councillor Toomey reported on the status of a bill to control trucks. The bill is held up in committee. He asked whether police officers other than the selective enforcement unit enforce truck laws. Sergeant Ahern said that they do. In response to another question from Councillor Toomey, he added that the unit has a staff of ten.

Councillor Toomey asked how long an officer stays in one place for enforcement. Sergeant Ahern said that its up to the officer's discretion. After one or two trucks are stopped, truckers will use their radios to let other truckers know, and they will just use another street. Councillor Toomey said that the unit does a excellent job and he would like to see additional officers on the street enforcing those laws.

Councillor Toomey asked if any other streets are being considered for truck bans. Ms. Clippinger said that a study is being done for Fulkerson Street.

Councillor Toomey stated that he will be interested to see a study of whether there are increased health problems, e.g. cancer, lung disease, near streets with heavy truck traffic. Councillor Toomey said that problems have been going on for too long; it is an abandonment by public officials. The violators are the same: Peter Pan, Waste Management.

Vice Mayor Russell said that she has spoken to Ms. Clippinger several times about trucks on Corporal Burns Road. It is always the same corporations. She asked if they can be contacted. She noted that there is also a problem at Cedar Street.

Councillor Born thanked all the members of the public for their testimony. She said that there are three different layers of response: immediate response, regional response, and challenge to regulations. Regarding the immediate response, she suggested strategic sidewalk design to keep truck off residential streets.

Mr. Rossi said that streetscape design is for purposes of pedestrian safety and slowing down all traffic. It is not aimed at trucks perse.

Scott Lewis stated that regarding trucks, the city does not believe they are allowed on city sidewalks.

Scott Lewis stated that there are legal issues with using physical barriers to take action not allowed by ordinance. If the restriction is allowable under law, the physical barriers could be reasonable.

Councillor Born asked whether a city wide nighttime ban would be legal and if other cities or towns have such bans.

Scott Lewis said that the ultimate answer is somewhat uncertain. The Mass Highway Department takes a very limited view of city power-no power to even restrict on one street.

Councillor Born asked if there is a difference for through truck traffic.

Scott Lewis said that a federal court has upheld a nighttime ban on hazardous cargo on a particular street.

Liz Epstein said that as part of the central artery, the state is required to designate an alternate route for hazardous cargo.

Councillor Born moved that City Manager be requested to form task force of city officials and at least six neighbors.

Councillor Myers complemented the citizens who came forward to share their experience and expertise, and urged that city officials continue to work with citizens on this issue.

Councillor Triantafillou asked what solutions Sue Clippinger has to offer. Ms. Clippinger stated that trucks are a continuing issue, one of many where a broad range of activities takes place in a dense setting. There are no easy solutions. The city will continue to look at local solutions like Fulkerson Street.

Councillor Triantafillou asked what the Traffic Department has done and what it plans to do. Sue Clippinger said that what the Traffic & Parking Department has done is in the material submitted for this hearing.

Councillor Triantafillou asked whether there are truck routes in the city. Ms. Clippinger said no, but there are preferred truck routes. Ms. Clippinger said Binney Street is one, Massachusetts Avenue is another.

Councillor Triantafillou asked how truckers know this. Ms. Clippinger said that she is not aware of any particular efforts to contact truckers.

Councillor Triantafillou asked whether Ms. Clippinger is satisfied with the level of enforcement. Ms. Clippinger said that it is always possible to do more enforcement.

Councillor Triantafillou asked about Cedar Street truck traffic. Ms. Clippinger said that she had not heard a lot of complaints. Councillor Triantafillou said that she gets many complaints about trucks on Cedar Street and on Rindge Avenue.

Councillor Triantafillou asked about emergency responses to hazardous cargo incidents. Chief Fitzgerald said that there is a fire alarm response protocol. He pointed out that leaking oil is a hazardous cargo.

Councillor Triantafillou asked whether the City can regulate traffic according to the physical capacity of the roadways. Scott Lewis said that the City probably can.

Councillor Triantafillou asked who knows the weight capacity. Mr. Rossi said that he will inquire of the City Engineer.

Councillor Triantafillou thanked all those present for their participation and noted that this issue galvanizes the entire city.

Councillor Duehay asked whether the truck ban on River Street and Western Avenue at night increases the traffic on Brattle Street. Ms. Epstein said that a regional origin/destination study is necessary to truly answer that question. Councillor Duehay urged a persistent analytic follow up.

Mr. Rossi said that the city will continue to work cooperatively with citizens for solutions.

Councillor Galluccio pointed to the importance of the educational process that has taken place tonight. He suggested research into other places in the country about infrastructure improvements.

Mayor Reeves asked about the roles of Community Development Department and the Traffic Department. Mr. Rossi said that the issues of traffic cut across many departments. The major planning is done by Community Development.

Mayor Reeves suggested more definition of responsibility. He stated that nobody owns the issue, and he did not hear a plan for a solution.

Councillor Sullivan moved that City Manager respond with a of a list of possible actions that the city can take in two weeks. The motion passed unanimously on a voice vote.

At twelve o'clock and two minutes a.m. Vice Mayor Russell moved to suspend the rules to extend the meeting past midnight

The question now came on the suspension and the roll was called and resulted as follows:

YEAS:	Councillors Galluccio, Myers, Vice Mayor Russell, Councillors Sullivan and Toomey	-5
NAYS:	Councillors Born, Duehay, Triantafillou and Mayor Reeves	-4
ABSENT:	None	-0

and the Suspension -
Failed.

The meeting was adjourned at 12:04 a.m.

ADJOURNMENT

On motion of Mayor Kenneth E. Reeves the meeting adjourned at eleven o'clock and fifteen minutes P.M.

A TRUE RECORD
ATTEST:-

D. Margaret Drury
City Clerk

A-2: WRITTEN AND ORAL TESTIMONY

Testimony Read at Truck Traffic Public Hearing October 23, 1995

My name is Susan Miller-Havens. I have lived at 151 Brattle St. for 24 years. I am testifying as a former Cambridge City Hospital nurse, as a mother, a member of the city manager"s search committee that recommended our present traffic director. Sue Clippinger. I am here as a citizen who has worked for five years with Deputy City Manager Rossi, Lauren Preston and my neighbors to make three of our school crossings safer. Frank Duehay helped us with The Craigie, Sparks, Brattle island.

In the past two years in the course of polling our neighborhood, researching regulations, documenting numbers, sizes, weights, destinations, contents of 18 wheelers, my neighbor Annette La Mond and I discovered that **all of Cambridge is affected by an increasing number** enormous trucks. We happen to live at one end of a route that trucks prefer because it is wide. Seven hundred and fifty of us live on this route. As you see on the map the route is a free for all Who can blame the trucks? There are no regulations day or night regulations on the Kirkland St., Mason St. Brattle St. route. It is chaotic.

You will hear testimony tonight on noise, road and house destruction, pollution, speeding trucks radioing ahead to warn of speed traps, **What you are hearing about is a general invasion.** The former traffic department never planned for this. You'll hear about trucks unable to stop at a school crossing, giving the crossing guard the finger, or telling her to get out of the way.

You will hear about people buying sound machines, moving to the back of their houses, putting on double thick storm windows. You'll hear about 15 ton trucks travelling on road beds one inch thick, about houses shaking, about roads built for 3 ton trucks, not 15 or 20 tons.

You will hear that tankers with hazardous or flammable contents cannot go under the Prudential or in the new supressed artery but they can go through the center of Harvard Sq. under that underpass and on our major residential streets.

The one point I want to make is that the issue is city wide. That we are all being run over. It doesn't matter where you live or what your taxes are, or who you vote for. We are suffering together.

I ask the council to come together in a bi-partisan effort to do something conrete,now. This cannot be put off on past politics, or future regional studies. We cannot allow the Boston Fire Marshall or the River crossing to unload their trucks on us.
There are people here tonight representing not only their neighborhoods, but hours of work collecting data on this problem. I urge you to seize the opportunity to form a citizen's committee that can work with the city officials to identify and impliment solutions.

This is our city, not a highway.

HARLAND A. RIKER JR.
114 BRATTLE STREET
CAMBRIDGE, MASS. 02138

October 10, 1995

City Clerk
City of Cambridge
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Re: Brattle Street Truck Traffic

Dear Sir:

As I will be abroad and unable to attend the Public Meeting on Truck Traffic on October 23rd, I want to go on record with my views on this serious and growing problem on Brattle Street.

The problem is that of unrestricted heavy trucks that hurtle up and down Brattle Street ignoring speed limits and causing damage and distress to houses and residents. These include all manner of heavy trucks, huge tractor trailers, oil tankers and construction vehicles. They travel at wildly excessive speeds, usually after dark and early morning hours when the street is less patrolled. They make a terrible noise, rattle windows and shake the foundations of houses built close to the road.

At our house this mounting flow of heavy truck traffic has caused cracks and damage to our basement walls, and to the concrete front walkway and steps that we have had to repair and re-repair every couple of years. Beyond the damage to our house, the sudden bursts of noise and window rattling at night is terribly distressing, particularly to older residents. Finally--and perhaps most worrying--the scale of this problem has increased steadily over the years as more and more such heavy vehicles apparently use Brattle Street as their main entry and egress to Harvard Square--and they travel at ever more excessive speeds.

The solution, I believe, must include a **ban on the heaviest huge vehicles** from Brattle Street, and the enforcement of speed limits at night. To enforce reasonable speed in this intensely residential area, I believe there should be erected "sleeping policemen" on Brattle Street, as many cities have done as the

only practical means of restricting excessive speeds after dark and early morning hours.

I would appreciate it if these views were entered as written testimony at the public hearings on October 23rd.

Sincerely,

Harland A. Riker, Jr.
Ann M. Riker

cc: Ms. Kathleen L. Born
City Councillor

CENTRAL SQUARE NEIGHBORHOOD COALITION

October 12, 1995

BOARD OF DIRECTORS

Robert Boulrice
President

Geneva Malenfant
Vice President

Paul Schlaver
Treasurer

Eric Pfeufer
Clerk

Vici Casana

John Dietrich

Julia Gregory

Carol Krieger

Bill Lee

Louise Olson

Robert Winters

Fran Wirta

TO THE HONORABLE CITY COUNCIL:

Over 18 months ago (March 1994) I informed you of the results of the CSNC's traffic and parking survey in which 175 residents voiced concern about truck traffic problems and asked the City to alleviate them. Complaints from Central Square area residents included trucks over 2.5 tons travelling on restricted streets during posted 24-hour or 7 p.m.- 7 a.m. weeknight and all-day weekend truck bans, truck noise (rumbling, screeching brakes), truck vibrations that shake buildings and crack walls and ceilings, air pollution from truck exhaust, speeding trucks and truck moving violations. These problems are amplified in the summer when windows are open.

Councillor Duehay, chair of your environmental subcommittee, arranged a meeting of the CSNC traffic and parking subcommittee and city officials to address these complaints. This group met five times last year and achieved a small measure of success, but most truck problems still remain because they can only be solved with citywide solutions and tougher law enforcement efforts.

Lately residents of streets in other parts of the city have been requesting 24-hour or nighttime and weekend truck bans on their streets. Adding another street to the restricted truck travel list is only a band-aid because, as city officials will explain to you in great detail:

1) You cannot completely restrict truck traffic on a street (24-hour ban) unless you provide an alternate route that is approved by state authorities.
2) There are not enough police currently available to patrol existing restricted streets during truck ban hours. Also, some police balk at the idea of ticketing truckers "only trying to make a living." What's the point of posting more signs and restricting truck travel on more streets if the existing bans aren't enforced now?

3) Truckers--or their companies--only receive a $25 fine for violating the truck travel ban. Some truckers might view the fine as a minor inconvenience, a small price to pay for saving overall travel time. Besides, how often are these fines paid? What happens to truckers who don't pay them? Acting on a CSNC traffic and parking subcommittee suggestion, city officials directed Representative Toomey to propose state legislation to raise the fine. Part of the problem is the powerful truckers' lobby that stymies efforts for state-generated solutions.

(continued)

BOX 391294 · CAMBRIDGE, MASSACHUSETTS 02139 · 617·864-CSNC (2762)

4) Trucks hauling hazardous cargo (such as gasoline tankers) are exempt from city or town truck bans. Such trucks must leave the Mass Pike at Exit 18 (if not sooner)because they can't travel via the Prudential tunnel. Those taking Exit 18 travel up River Street or other Cambridgeport streets to cut through the city.

The council must look at the "big picture" to solve Cambridge's truck problems. Enacting a citywide nighttime and weekend truck ban is the only way to deal with the crux of the issue--i.e., most trucks travelling during the bans are taking shortcuts between major highways, not making local deliveries at 3 a.m. or on Sunday afternoon. Cambridge needs to send the message that its streets are not the connecting loop between Route 128 and the Mass Pike to the south and Routes 93 and 95 to the north.

If you doubt what I say, take a ride south on Routes 128, 95 or 1 (as I often do for my work) and notice all the orange signs posting the "alternate truck route" via Route 16 (Revere Beach Parkway) to reach Route 93. Any trucker looking at a map will realize that he can also take this route and jag through Cambridge to reach the Mass Pike. Other prominently placed orange signs warn that large trucks can't travel on the Tobin Bridge and thus must also take the alternate route. As the Central Artery Project construction accelerates, this detour and the previously-mentioned hazardous cargo restriction that forces trucks to exit the Mass Pike will put even more trucks on city streets.

At the various truck traffic meetings I attended with city officials, I heard about proposed five-year, state-funded studies to determine the destinations of trucks travelling north on Route 128. While long-range efforts to keep truck traffic heading north on the outer loop highways rather than letting it shortcut through Cambridge and its neighboring towns and cities are fine, they are no substitute for immediate local action. Those of us who live on or near truck traffic streets put up with truck problems all day; we deserve a little peace and quiet at night and on weekends.

In short, Cambridge needs:
1) a well-publicized, citywide nighttime and weekend truck ban,
2) a coordinated truck ban enforcement effort that also addresses concurrent problems such as trucks speeding and violating weight restrictions,
3) signs on the Mass Pike and routes to the north telling of Cambridge's ban,
4) new city signs with the universal symbol of a circle with a slash through the image of a truck--with restricted hours listed below. Presently most city truck ban signs read, "COMMERCIAL VEHICLES OVER 2½ TONS EXCLUDED." How many truckers absorb that mouthful as they speed down Cambridge streets in the middle of the night?

Respectfully submitted,

Vici Casana

Vici Casana,
Chair
Traffic and Parking Subcommittee

4.

October 13, 1995

City Clerk
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear City Clerk:

We are writing at the suggestion of City Councillor Kathleen L. Born, who is rightly concerned about the problem of truck traffic on Cambridge streets. As new residents in Cambridge, we had no idea of the magnitude of the problem until after we had purchased a property on Kirkland Street, one of the streets most seriously affected.

We have no wish to exaggerate, but we think it is fair to say that the trucks have made our lives a nightmare. Day and night, often at dangerously high speeds, trucks of every kind and size, including the very heaviest, rumble past our windows, making sleep and concentration virtually impossible. What this means in terms of pollution is less easy to measure, but there is surely a problem here as well.

We know that this is not an easy problem to address, and that trucks have to go somewhere. Nevertheless, fairness demands some restrictions on truck traffic on streets such as Kirkland. Trucks over a certain weight might be prohibited. A speed limit might be introduced, perhaps discouraging those drivers who are in a big hurry. Certain times, particularly nights and the very early morning hours (a time of particularly heavy traffic at present), might be made off limits to trucks.

These are a few suggestions in passing, but the main thing is to acknowledge that a serious problem exists, and to begin debate on a solution, which we earnestly hope will be forthcoming.

Sincerely,

Solon Beinfeld
Margery C. Beinfeld

70-8 Kirkland Street
Cambridge, MA 02138

9.

PERRIN IRELAND
140 BRATTLE STREET
CAMBRIDGE, MASSACHUSETTS 02138
(617) 492-9763

October 16, 1995

City Clerk
Cambridge City Hall
Cambridge, MA 02139

To Whom It May Concern:

My husband and I would like to add our concerns to those of others who have complained about the amount of truck traffic in our neighborhood. We reget that we will be unable to attend the hearing on October 23, 1995.

We have lived on Brattle Street for over a year, and have been appalled at the amount of track traffic, which we had thought was not allowed in this residential area. The trucks are so big that the house literally shakes when they go by. In addition to the constant noise, which seems to go on all night and day, the constant and rapid truck traffic poses a danger to pedestrians and other drivers. We live at a corner (Sparks and Brattle) where elementary school children cross the street every day on their way to school; surely this area was not intended to be the major thoroughfare for trucks which it has become. Not only has the beauty of a very historic Cambidge neighborhood been threatened, there is a very pragmatic consequence--new homeowners will not want to buy in such a noisy area, house values will drop, and, with them, much needed tax dollars. The traffic issue is of particular concern with plans for rerouting traffic into Cambidge as a result of the new Central Artery.

Thank you for your assistance with this matter.

Sincerely,

Perrin Ireland

Tom Ramey

89 Irving Street
Cambridge, MA 02138

October 17, 1995

Margaret Drury
City Clerk
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Ms. Drury:

Enclosed are an original and three copies of written testimony which I am submitting in connection with the public hearing regarding truck traffic to be held by the City Council on Monday, October 23, 1995 at 7:00 p.m.

Sincerely,

Thomas B. Bracken

TBB/jw
Enc.

PUBLIC TESTIMONY

To: The Cambridge City Council

Re: Public hearing on truck traffic on residential streets
Monday, October 23, 1995

My name is Thomas B. Bracken and I live at 89 Irving Street. Upon recently moving into my home, which is two houses from Kirkland Street, my wife and I became aware of loud noises and strong vibrations caused by 18 wheelers and other large trucks on Kirkland Street, particularly beginning at about 5:00 a.m. We have noticed that some of these trucks are carrying hazardous cargos and many frequently exceed the speed limit, thereby posing a safety risk to people in the area, including children waiting for school buses at the corner of Irving and Kirkland Streets. An investigation by concerned neighbors, confirmed by the City's Traffic and Parking Department, indicates that many of the trucks are not making local deliveries, but, instead, are long-haul carriers going from Route 93 and the McGrath Highway to the Mass. Pike, using Kirkland, Brattle, Mount Auburn and other City streets as a short-cut through Cambridge instead of either circling the City on Route 128 or using the City streets specifically designated as truck routes.

This problem will get even worse when the Central Artery/Charles River Crossing Project is completed because the City of Boston bans trucks carrying hazardous and flammable products from tunnels. The City has stated that this ban will apply to the Artery tunnel despite the fact that it will utilize sophisticated, state-of-the-art ventilation and sprinkler systems. This means that trucks carrying these products, which currently use the elevated Central Artery to reach the Mass Pike and the Southeast Expressway, will not be able to travel on the Artery when it is depressed. We can expect that the alternative route for many of them will be through Cambridge since trucks travelling south on Route I-93 with destinations to the south and west of Boston will be required to get off I-93 before they reach the Charles River Crossing. It seems inevitable that many of these trucks will use the Kirkland - Brattle - Mount Auburn Streets route to reach their destinations. Moreover, it can be expected that trucks carrying flammable cargo from the petroleum tank farms in Everett, Chelsea and East

Boston to destinations south and west of the City also will use City streets to reach Routes 2, 3 and 128 and the Mass. Pike when they no longer will be allowed on the Artery. This increased truck traffic will exacerbate the already serious noise, air pollution and safety problems created by trucks on residential streets.

Several years ago, the City's Traffic and Parking Department recommended to the City Council that it ban trucks over 2.5 tons from Kirkland Street. The Traffic Department determined that such a ban would not shift traffic to other residential streets in the area because large trucks would not find nearby through streets, including Broadway and Cambridge Street, convenient for fast travel through the City. The City Council voted to approve the ban and submitted it to the Massachusetts Department of Highways for approval as required by State law. However, the State disapproved the proposed ban, because it found the alternative route proposed by the Traffic Department was "too circuitous and to be of a disadvantage to truck traffic."

The alternate proposal was that trucks use: "Mass. Avenue to Main Street to the western connector to Binny Street to Commercial Avenue to McGrath Highway." It seems that this proposed alternative was not reasonable because it would have required all truck traffic to go through Harvard Square, making dangerously sharp angled turns and causing further congestion in an area already heavily clogged with cars and trucks making local deliveries. Also, the alternative route did not show a connection with the Mass. Pike.

I believe that a viable alternate route connecting Route 93 and/or the McGrath Highway with the Mass. Pike would be from Commercial Avenue to Binny Street to the Western Connector to Main Street, then a short distance along Mass. Avenue to Western Avenue/River Street (depending on the direction of travel) across the Charles River to the Mass. Pike at the Alston toll booth. A better solution would be to build the proposed Waverly Connector between Mass. Avenue and the B.U. Bridge, and thereby eliminate all truck use of River Street/Western Avenue. If this is not done, significant noise/vibration relief to the residents would be provided if trucks were banned on Kirkland Street between 7:00 p.m. and 7:00 a.m. as they now are on River Street and Western Avenue. Finally, if trucks are not banned from Kirkland Street, I

suggest that consideration be given to dispersing the nuisance among the residential neighborhoods, i.e. banning trucks on Kirkland on alternate days at which time they could use the Western Avenue/River Street route and banning the trucks on Western Avenue/River Street on the days they are allowed to use Kirkland Street.

I urge the Council to address this problem at the earliest opportunity and to seek approval from the State of restrictions on truck traffic on residential streets which will provide significant relief to many people now suffering from the noises and vibrations caused by trucks in their neighborhoods and reduce the risk of bodily injury caused by trucks carrying hazardous and flammable products.

Dated: October 17, 1995

Thomas B. Bracken

MAURICE LAZARUS

October 18, 1995

Margaret Drury
City Clerk
Cambridge City Hall
795 Massachusetts Ave.
Cambridge, MA 02139

Dear Ms. Drury:

Since we cannot attend the public hearing on October 23rd concerning traffic problems in Cambridge, we send this testimony for the record. Our family has resided at 144 Brattle Street since 1960. We have enjoyed the amenities and beauty of the residential neighborhood -- with one exception: the increasing traffic and particularly heavy and huge trucks. These include trailers, six-wheel trucks, concrete-mixers, large food delivery trucks, etc.

This morning, for example, an eighteen-wheeler container type truck was on Brattle blocking Sparks Street and trying to turn left on Craigie. A man from the truck got out to stop and direct traffic. It caused a traffic jam.

Not only is Brattle Street residential, but there are also schools nearby with young children, which necessitates a traffic policewoman at opening and closing school hours. Even with recent changes made, the corner of Sparks, Craigie, and Brattle Streets remains exceedingly dangerous.

Would it be possible to reroute at least trucks over a certain weight or size to other through streets? Huron and Mt. Auburn are roughly parallel and Concord feeds directly into the Fresh Pond traffic circle for Routes 2 and 16.

There may be better solutions that traffic officials will know. In any case, we ask your recognition of this problem and your assistance in solving it.

Jill & Maurice Lazarus

Mr. & Mrs. Maurice Lazarus

144 BRATTLE STREET, CAMBRIDGE, MA 02138 (617) 723-7600 (FAX) (617) 492-1851

7.

95 OCT 19 PM 1:28

245 Brattle Street
Cambridge, Ma. 02138
October 18, 1995

City Clerk
City Hall, 795
Massachusetts Ave.
Cambridge, Massachusetts 02139

Dear Sir:

My family's concern about the truck and general traffic on Brattle Street in front of our house has prompted me to write this letter. We have lived 22 years at this address, and during that time the truck and car traffic has steadily increased, especially during the last three or four years. Some of these changes include:

1. More very early morning traffic including larger trucks going at excess speed, and more morning rush traffic from 7:30 to 9.
2. Larger 18-wheeler trucks servicing the Mt. Auburn Star Market and UPS in Watertown on scheduled runs during the night between 9 p.m. and 7 a.m..
3. Container trucks carrying inflammables, going at excessive speeds.
4. Many more construction-type trucks such as Bardon Trimount concrete and Puglia flat earth-moving trucks on a run over to Kirkland Street.

Resulting from this increased traffic has been

1. Less safety with accidents occuring at the island in the intersection of Brattle Street and at the intersections of Fresh Pond Lane and Larch Road with Brattle Street, some occuring just recently.
2. Less safety to pedestrians (especially children and elderly) trying to cross Brattle Street at crosswalks at 248 Brattle and between the two condominium buildings - traffic approaching Brattle Street from Mt. Auburn Street speeds too fast for good visibility of parked cars and pedestrians.
3. More noise from trucks changing gears and vibrations which shake the house, especially from speeding Puglia trucks hitting pot holes.
4. More air pollution, as we are across from two condominium buildings which trap the exhaust and noise.
5. Less restful periods on the street through the night and Sunday a.m..

I believe that Brattle Street has been relatively neglected by the City during these years of our residence. For instance, the street has not been repaved on our section during these years, and even the stretch between Mason or Craigie Streets and Fresh Pond Parkway has not been repaved in about 20 years. The present surface is terribly cut up, causing heavy trucks to vibrate the street and houses. Present lines on the street need repainting for safety of children and the elderly, especially at the crosswalks. Also when other streets in the City have been designated as restricted to truck traffic, no notification of Brattle Street residents has occurred to alert them to resulting effects, nor have residents been given a chance to give feedback on the effects of changing lengths of green lights on Fresh Pond Parkway and Mount Auburn St., which create the morning gridlock on Brattle St..

Two years ago, a movement on traffic issues by Brattle and Craigie Street neighborhoods resulted in a meeting in the spring at the Brewster Museum. City officials present did not seem to feel that they could support Brattle Street residents because it was not politically correct to support West Cambridge, and the City Councilors present did not seem comfortable with supporting Brattle Street concerns because of their allegiance to their own streets. It also took a new resident recently arrived from California to tell us what was special about the beauty of the street. More has to be heard in defense of us on Brattle Street, which should be put in perspective for the whole City.

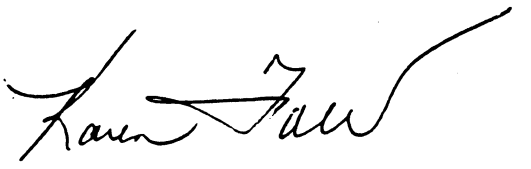
Our section of Brattle Street between Fresh Pond Parkway and the Mount Auburn Street intersection is unique on the street. As our houses are closer together and we include two large condominium buildings, I would like to remind the city and our elected officials that this section includes at least 56 residences effected by this traffic; we pay a substantial proportion of taxes to the City, have certainly over 56 voters, and include about 20 children and 20 elderly. Also this section is the entrance into the Larchwood neighborhood, whose residents also share these concerns about driving and walking safely on Brattle Street. This is an old street, which was not designed nor built to be a major truck route nor traffic artery.

I believe that it is in the best interests of the City of Cambridge to act on the concerns of its Brattle Street citizens. Because we are in the oldest section of Cambridge, tourism on our street generates money for local businesses. Those of us who still care enough to keep up our houses and gardens and share them with the street do need support from the City. It is noteworthy that the street is zoned only for residences and churches

from Mason Street west and that it has a historic district prevented from building fences for privacy and noise reduction because of Cambridge Historical Commission guidelines. It is the responsibility of the City to help protect these properties which are not allowed to protect themselves.

Hopefully, the City has the leadership today to put pressure on neighboring Boston and suburbs which effect our traffic patterns, support new regulations for reducing truck exhaust, provide the maintenance to keep the street safe and free from vibrations, to design disincentives from the inappropriate use of Brattle Street and most importantly, to administer speed limits and other regulations already in place.

Sincerely yours,



Karen Forslund Falb

October 19, 1995

To: The Cambridge City Council
Re: Public Hearing on Trucks Traffic, Monday, October 23, 1995

The enclosed packet represents our efforts, over a two-year period, to inform our ourselves and our neighbors on the issue of increasing truck traffic on the residential streets of Cambridge. During this time, we have spoken with neighbors, people from other neighborhoods, City of Cambridge officials, officials from neighboring towns, State officials, and traffic experts. Our goal has been to encourage our neighbors to be citizen activists. In the words of the CLF's, *Take Back Your Streets,* "Streets and roads do not exist in isolation from their surroundings. They pass through a landscape full of people who *are* somewhere rather than *going* somewhere."

Respectfully,

Annette LaMond

Annette LaMond
7 Riedesel Avenue

Susan Miller-Havens

Susan Miller-Havens
151 Brattle Street

October 19, 1995

Dear Brattle Street Neighbors:

Upcoming Hearing

As you may know, there will be a public hearing regarding truck traffic at the City Council Meeting on October 23 at 7 pm. This meeting has been organized by Councilor Born. In addition to the City Council and the City Manager, the meeting will be attended by representatives of the Department of Traffic and Parking, the Community Development Department and the Law Department, each of whom is expected to make a presentation. Members of the public will have an opportunity to testify based on a sign-up sheet which will be available at City Hall from 9 am to 3 pm on the day of the hearing and then again when the hearing begins. Mayor Reeves will preside over the meeting.

Background

We first raised the issue of increasing truck traffic on Brattle Street in the fall of 1993 in a series of letters to the neighborhood. The impetus for our first letter about truck traffic came from the chance discovery that the State Highway Department had authorized a ban on heavy commercial vehicles on Brattle Street and Mason Street over 20 years before. The news of this authorization was never shared with the neighborhood and the ban was not posted due to the concern of Councilor Duehay that Brattle Street truck traffic would merely be diverted to other streets. However, we believe that truckers using Brattle Street would not be likely to find other streets (e.g. Mount Auburn Street or Huron Avenue) as attractive because they have more traffic lights and offer less direct routes. Given Councilor Duehay's opposition, asking that the existing truck ban be posted is an argument that probably cannot be won. One final note about our discussions two years ago: We were advised that the fact that Brattle Street is one of the oldest and most beautiful historic streets in the United States carries no weight in discussing the merits of a truck ban.

Our initial focus was on truck traffic on Brattle Street because it is the main street through our neighborhood and we walk and/or drive along it several times each day. Nevertheless, we spoke of our concerns in a city-wide context. We urged that the City Council move to ensure that traffic regulations, particularly speed limits and truck bans on the 46 city streets where they are posted, be strictly enforced in order to make the residential streets of Cambridge less tempting shortcuts for truckers who do not have a destination within the city. We also urged that the City move to lower speed limits to 25 miles per hour on some of the streets where the standard urban limit of 30 miles per hour is too high (e.g. Craigie Street) as well as to impose speed restrictions in front of schools. (Cambridge is an exception among neighboring towns in not having school-zone speed restrictions.)

What Has Happened Since Fall 1993

Over the past two years, Councilor Duehay has repeated his belief that action on controlling truck traffic in Cambridge must await a regional truck study and the construction of a truck route connector near M.I.T. Both measures have been mentioned as mitigation measures by the State in return for the city's acceptance of the Charles River Crossing bridge design; both would require substantial funding and neither is any closer today than two years ago. Indeed, the City is involved is litigating against the State's over-scaled proposal for the Crossing.

Although Councilor Duehay is opposed to establishing a truck ban on Brattle Street, he did arrange for us to meet with representatives of the Traffic Department and the Police Department about concerns with traffic safety. One of the subjects we discussed was the overly wide section of Brattle Street at the junction of Sparks and Craigie Streets with Brattle Street. In March 1994, the Traffic and Community Development Departments offered a plan which involved restricting the direction of traffic on Craigie Street. This plan was met with strong neighborhood opposition, but an alternative (developed by Michael Jolliffe of Buckingham Street with the backing of a neighborhood group) was accepted. The new island at the intersection is currently in place, and has made crossing the streets there much safer for pedestrians.

Since 1993, the Police Department has increased its enforcement of speed limits on Brattle Street as well as other Cambridge streets where excessive speed is a problem. While increased enforcement is welcome, it has not been done on a regular enough basis to change driver behavior. (In some other areas of the country, people are careful not to exceed speed limits on residential streets because, if they do, they almost certainly will be ticketed.) We hope that the City will increase its efforts to improve safety by enforcing speed limits. A number of communities in Washington State and California have undertaken some interesting approaches to speed limit enforcement. We recommend that the City Council encourage the Police Department to study all the options.

What Can Be Done

We recommend that the City Council – and other Cambridge residents – review the work of the Conservation Law Foundation on "traffic calming." In May 1995, the CLF published a book entitled: *Take Back Your Streets: How to Protect Communities from Asphalt and Traffic*. This report describes traffic calming techniques that have been used successfully in other cities on arterial as well as residential streets. The objectives of these measures are to slow down traffic as well as to make traffic flow at a steady pace (thereby minimizing the need for frequent acceleration and deceleration) and to bring greater predictability and courtesy to the streets. The City of Portland, Oregon has been in the forefront of efforts to calm traffic. The City Council should direct the Traffic and Parking Department to review Portland's experience.

Another direction for the City Council to pursue in reducing truck traffic is too work with the City of Boston on tanker transportation routes. In the early 1980s, Boston's Fire Marshal banned tankers carrying hazardous materials from tunnels in the city, e.g. South Station tunnel. (The Mass Turnpike Authority also prohibits tankers from traveling under the Prudential Center, which means that tankers must exit the Mass Pike in Cambridge.) Boston has banned tankers from the new tunnels in Charlestown, though according to the Central Artery Project's Public Information Office these tunnels are state-of-the-art in terms of the emergency backup (closed circuit TV, communications, ventilation, fire suppression systems) needed to respond to an accident. According to the Boston Fire Marshal's current policy, tankers will be banned from the new Central Artery tunnels.

The result of Boston's prohibition on tankers carrying flammable materials is that they must use residential streets to travel through Cambridge. Five residential streets take the brunt of this burden: Western Avenue, River Street, Brattle Street, Mason Street and Kirkland Street. Boston's policy means that Cambridge residents are subject to unnecessary dangers. Furthermore, Cambridge roads are subject to far higher maintenance expenses than they would otherwise be. (Although heavy trucks are responsible for most road maintenance expenses, truckers do not pay user fees in proportion to their use.) Our City Council should assign the greatest urgency to removing tankers from residential streets. If tankers are not to be allowed through Boston tunnels, then the highest priority should be given to finding funding for the often-mentioned truck connector as well as to find ways to encourage such hazardous cargo onto the railroads which can transport it most safely and economically.

Neighbors, Speak Out!

Since the fall of 1993, we have talked with people in all parts of Cambridge who are concerned with increasing truck traffic. We have attended a number of community meetings where truck traffic have been discussed. In the past two years, more people have begun to speak out. Until recently, the response of city officials has too often been one of passive acceptance, that heavy truck traffic is just an inevitable fact of urban life. We do not agree. We encourage people to be citizen activists, to speak up and to do so repeatedly. Make it clear that that truck traffic is a city-wide issue – not just on Brattle Street. In the past, it has been easy to pit one neighborhood against another. If the City Council keeps hearing from us, we think they will begin to listen and to take steps to improve the safety of our streets. Monday's hearing is just a beginning.

Sincerely,

Annette LaMond

Annette LaMond
7 Riedesel Avenue (492-8348)

Susan Miller-Havens

Susan Miller-Havens
151 Brattle Street (576-2206)

October 1, 1993

Dear Neighbor,

Over the past several years there has been a steady increase in the use of Brattle Street as a trucking route. Day and night, trucks weighing as much as twenty tons, some carrying hazardous products and some appearing to be traveling beyond the speed limit, are using Brattle Street rather than the City's designated trucking route through the commercial streets of East Cambridge.* (Please see the attached sheet for a partial listing of truckers using Brattle Street as a route.) Brattle Street is a winding residential street with parking allowed on both sides, considerable automobile traffic and, during commuting hours, many pedestrians, including school children seeking to cross. Brattle Street is not an appropriate route for heavy truck traffic and was not constructed to withstand such traffic.

Out of concern for public safety, noise and structural damage to the street and homes, we have spoken to the City's Traffic and Parking Department to see how this traffic might be restricted. We learned the following:

- In 1972, the Commonwealth Department of Public Works granted the City's Department of Traffic and Parking a permit to restrict truck traffic on Brattle Street to a weight limit of 2-1/2 tons (about the size of a pickup truck).

- Brattle Street was never posted, and therefore, the restriction of truck size has never been enforced.

- The 1972 regulation has never been rescinded.

We are circulating this letter (with a post card reply) to neighbors who live either on Brattle Street (or within one block) to ask that Frank Duehay, the City Councilor who lives in our neighborhood, work with the Cambridge City Council to do the following:

1. Request the City Department of Traffic and Parking to post truck restriction signs on Brattle Street;

2. Request the City Police Department to enforce the restriction on heavy truck traffic on Brattle Street and to enforce speed limits on Brattle Street and other major streets through West Cambridge; and

* Ironically, if Brattle Street were part of an actual designated trucking route, trucks would be prohibited from using the street at night and on the weekends since it is residential. Both Western Avenue and River Street are so restricted.

3. Work with the surrounding towns of Belmont, Somerville and Arlington to prod the Commonwealth's Secretary of Transportation & Construction to conduct a regional truck study to ensure that truck traffic diverted from residential streets in Cambridge does not merely shift to residential streets in other towns. It is critical that measures to regulate truck traffic are in place before the central artery project construction begins in earnest.

If you would be willing to add your name in support of this letter, please return the enclosed postcard. If you have any questions, please contact Susan Miller-Havens at 576-2206 or Annette LaMond at 492-8348.

Sincerely,

Susan Miller-Havens & Leston Havens
151 Brattle Street

Annette LaMond & Joseph Moore
7 Riedesel Avenue

Audrey & David Cayne
26 Craigie Street

Florence & Mason Hammond
153 Brattle Street

Alexandra & David Harrison
183 Brattle Street

Beth & Jack Meyer
155 Brattle Street

Ruth & Daniel Morley
148 Brattle Street

Deborah & Paul Walker
237 Brattle Street

October 10, 1993

Dear Neighbors,

Thank you for your responses to our letter concerning truck traffic on Brattle Street. As of October 9, we had received 58 postcards and letters of support (out of 120 distributed). A complete record of your comments (without names or addresses) is attached. The comments underscore the issues of safety, noise, structural damage to homes, and historical significance of the street – eloquently so. As truck traffic has intensified in recent years, Brattle Street has become, to quote one respondent, a "dangerous thoroughfare."

On October 9 City Councillor Frank Duehay took the time to discuss the issue of truck traffic on Brattle Street, and through Cambridge in general, with us. We reviewed our letter of October 1 and shared your responses with Councillor Duehay. We told him that we would like to see the Department of Traffic's regulation of truck size on Brattle Street posted and enforced.

Councillor Duehay told us that he could not support the restriction of truck size on Brattle Street if it came at the price of diverting truckers to other West Cambridge streets.* He said that he would press for a study of truck traffic patterns in order to assess the likely diversion impact of restricting truck size on Brattle Street.**

A study of truck traffic cannot be commissioned until after the election. In the meantime, Councillor Duehay said that he would arrange within ten days for us, plus Rene Little of the Cambridge Historical Society, to meet with the City Manager, the Director of the Traffic Department, and the Police Commissioner to discuss other measures that would improve traffic safety on Brattle Street. Among the improvements we discussed are: regular and reliable enforcement of the speed limit, equipping the foot patrolmen assigned to our neighborhood with speed guns; pedestrian crossing signs; accelerating the installation schedule for a traffic island and light planned at the intersection of Craigie and Sparks Streets; and the possibility of applying to the State Highway Department for a 25 mph speed limit on the entire length of Brattle Street.*** We told Councillor Duehay that we are willing to commit our energy to working with him and the City in this way for traffic improvements. At the same time, we stated that we believe the ultimate answer is to restrict heavy truck traffic on Brattle Street and other residential areas.

Now that so many of us have spoken out about dangerous truck traffic on Brattle Street, we believe that Councillor Duehay will help us work with the City to find a solution. We would like to emphasize that we do not view this as an issue concerning just Brattle Street or West Cambridge. It is an area-wide problem, and state action is needed to ensure that heavy truckers stay on the highways rather than taking short cuts though our cities. We will keep you informed of our progress. If you have any questions or suggestions or if you would like to work with us, please feel free to contact us.

Sincerely,

Annette LaMond
7 Riedesel Avenue
492-8348

Susan Miller-Havens
151 Brattle Street
576-2206

OVER

* In response to Councillor Duehay's fears about traffic on other West Cambridge streets, we pointed out that truck traffic diverted from Brattle Street is not to use Huron Avenue (as described in the Department of Traffic's 1972 regulation). As for Mt. Auburn Street and Concord Avenue, we believe that both streets are far less desirable to truckers than the wide open spaces of Brattle Street with its two traffic lights. Traffic on both streets moves at slower average speeds than on Brattle Street (according to the Traffic Department), both have bus traffic to slow a trucker down, more stop lights, and bottlenecks. Further, we believe that traffic improvements could be made on both Concord Avenue and Mt. Auburn Street which would make them still less desirable to truckers. Among the improvements we suggested: a pedestrian-operated light on Concord Avenue at Tobin School field (justified by the opening of Danehy Park), a 20 mph speed restriction on Concord by the Tobin School and by St. Peter's School, and a speed restriction on Mt. Auburn in front of the hospital.

** We believe that restricting heavy truck traffic on Brattle Street would have a direct and positive impact on Kirkland Street in both Cambridge and Somerville. Kirkland Street, which has also been suffering from an increase in truck traffic, is part of the Brattle Street short cut through Cambridge and Somerville favored by some truckers.

*** The Department of Traffic applied to the State Highway Department in 1977 to reduce the speed limit on Brattle Street from the standard urban zone limit of 30 mph. The State granted the City authority to reduce the speed limit on Brattle Street to 25 mph only from Mason Street to Appleton Street.

Responses to Letter on Truck Traffic

Postcards and Letters of Support (received as of 10/20/93): 74
Comments from Postcards and Letters: 49

Noise – all night.

As a composer, I find the truck noise significantly intrusive. Trucks also mar the beauty of the street – and rob us of our sleep. I strongly support your effort. Thank you.

Go To It!!!

The midnight – 5 am truck traffic is the worst!

Cracked walls and ceilings!

We have been very aware of an increase in the noise of heavy trucks early in the mornings.

We live in the vortex formed by Craigie, Sparks and Brattle. Passing trucks often cause our house (135 yrs old) to shake. Some trucks don't slow down; when they do breaking and accelerating are very noisy, sometimes rattling windows. UPS tractor-trailer gets my vote for the noisiest, chugging by several times a day. The amount of traffic drivers must watch for means less courtesy and attention for pedestrians.

Heavy trucks set off our security system and have cause cracks in our walks.

We support your letter. Brattle St. has become a dangerous thoroughfare.

Teacups fall out and smash from corner cupboard. Large structural cracks all over house.

I constantly see truckers driving at unsafe speeds that could make it impossible for them to respond to pedestrians or animals crossing the street – even at marked street crossings.

Truck traffic on Brattle has increased noticeably over the past year. I have seen convoys of trucks – 3, 4, 5 – in a row – traveling at high speeds – 40 to 45 mph – at all hours of the day and night. These trucks clearly are not doing business in Cambridge. They are simply passing through, taking advantage of a residential street with few traffic lights. Our house actually shakes when these monster truck thunder by.

Last year we repaired severely cracked walls and ceilings, and we rebuilt chimneys. We complained to the city department to no avail. We also called the Police Station twice about fast and noisy trucks racing down the street. No response.

This is great! The traffic is much worse – I've even thought to move.

We shall help you in any way we can.

Pollution and destruction.

We now have young grandchildren living with us and are concerned about their safety.

Increase in use by heavy trucking has been notable in the last few years! There is an imperfection in Brattle St. about opposite my house. In the early morning when the heavy truckers roar across this the whole house shakes.

With thanks to you for your initiative and effort. Can I help defray any expenses involved?

Noise – lots and at all hours. & Thanks for doing this.

I'm delighted action is being taken – All conversation has to stop in my living room while the trucks go by.

I called Coun. Duehay last year to ask about truck restriction and was told Brattle and Mt. Auburn were "designated routes." I complained about the speeding trucks and he did arrange for a policeman to be posted, but that lasted about 2 days. With 2 babies under the age of 2-1/2, I am petrified of even walking on the sidewalk when those things are barrelling down the road, let alone crossing the street with the carriage! Would love to help in any way with the effort!!

Excellent proposition. Brattle Street cannot and should not accommodate heavy truck traffic.

My condo is having the masonry loosened by heavy traffic. The noise – and diesel fumes – are very bad. Let me know if I can help. Mr. Duehay, when I talked to him, assumed nothing could be done; but he didn't mention the 1972 restriction.

The building has structural cracks, plaster cracks – noise is a major nuisance. And excessive speed – trucks and cars – is an issue. Thanks for taking this initiative!

Artifacts have been knocked off shelves. Noise level is increasing – interrupting sleep – even normal conversation – horrendous! Safety concerns getting in and out of our cars – particularly in evening traffic. Thank you for your time, effort and thorough work on our behalf!

Not to mention the added stress of noise pollution! I find it very unnerving! Also we need to organize a graffiti "task force". ... have found that the curator at the Longfellow House has experience in this. If I can help, please call.

Thank you! Thank you!

There is a definite noise and safety problem!

Craigie St. is used as a short-cut to Concord Avenue. The speed at which these trucks travel is our biggest concern. A neighbor's dog was killed a couple of years ago. We fear for our son and other children.

1. The noise of commercial vehicles is such that it often rattles glass in our house.
2. Commercial vehicles use Brattle – Craigie Streets as a thoroughfare –exceeding speed limits routinely and ignoring the residential nature of the neighborhood.

Sleep-disturbing noise at night and bulldoze-like driving by day, inspire our strong support of this petition.

Have you sent letters to folks on Mason Street?

I have a legal "permit" to walk and/or ride my bicycle on Brattle St., without endangerment from big trucks. Even if the law permits trucks to use Brattle St. In a competitive usage situation the preference should be given pedestrians and bike riders; as they are "endangered" while not endangering trucks – 24 hrs. per day!

How terrific of you to mobilize the effort to do something about this. I have been in the house for 24 years and the traffic, noise and shaking increases yearly.

If we can be of assistance, please call.

(From a letter to Susan Miller-Havens and Annette LaMond)
I am thrilled you are concerned and doing something about the truck traffic on Brattle. It is getting worse and worse and amazingly, it is all on Brattle...

Brattle has become a highway and the noise can be amazing, especially very early morning. There is some truck I can hear shift 6 or 7 times before it finally gets going. ...Thank you for your effort.

(From a letter to Frank Duehay,
cc. Susan Miller-Havens)
October 4, 1993
Dear Frank,
I enclose some documents [letter of October 1] which you've probably seen. Two years ago I questioned you on the truck traffic on Brattle St. and your answer to me was that nothing could be done about it other than to route it to Mt. Auburn or Huron Ave. both of which were unacceptable to these neighborhoods. ...at least explain what's wrong with the enclosed document. I hope to hear from you before the Oct. 15th fund-raising meeting.

All these regulations should be enforced. Cambridge is a city – not a highway.

Congratulations!
Street vibrations caused by large trucks can be felt in the street-side rooms of the house. The noise has, at times, been severely intrusive.

Many, many thanks for taking this on – We have been disturbed for years by the noise caused by these vehicles, some of which are speeding – Our section of Brattle has no signs posting speed limit. Please call if you need help.

With two children under the age of two, we are very concerned about the heavy traffic and excessive speed on Brattle. What can we do to help make Brattle a safe road for our kids? Thanks for organizing this!

All of the above. God awful noise, killing trees, "historically incorrect."

Building shakes when heavy trucks go by. cracks in plaster wall. Too much noise, especially during night. Trucks speed turning onto Brattle from Mr. Auburn.

Cement trucks have dropped residual cement and noise as trucks shift going from Mt. Auburn St. to Brattle St. Most bothersome.

We have large cracks in walls; we awaken each morning between 4 and 6 when huge trucks thunder by crashing into a large pothole; cars travel much too fast; and NEVER stop for pedestrians in crosswalk.

Thanks for all the time and effort you've put into this.

Name:

Do you favor:

More vigorous enforcement of speed limits:

Lowering speed limits by schools to 20 mph:

Lowering speed limits to 25 mph on densely populated residential streets:

Posting pedestrian crossing signs at all crosswalks on major streets:

Designating zebra crossings at more crosswalks:

Installing pedestrian-operated traffic lights at more locations, e.g. on Concord Avenue to improve the safety of children crossing from Tobin Field to Fern Street on their way to Danehy Park:

Posting the existing truck restriction on Brattle Street:

Reapplying to the State for a truck restriction on Kirkland Street. (The Traffic Departments of Cambridge and Somerville recently applied to the State for authority to restrict heavy commercial truck traffic on Kirkland Street, but were turned down. The outcome might have been different if the application had been received political backing from elected officials.):

Other Suggestions/Comments (General or Specific):

Please return your comments in the enclosed envelope by October 25.

October 20, 1993

Dear

Over the past several years increasing numbers of heavy truckers, some carrying hazardous products and some traveling beyond the speed limit, are using the residential streets of Cambridge as regular routes. We are writing to ask you as a candidate for City Council to be part of a city-wide effort to strengthen and enforce traffic regulations in Cambridge. A lack of posted speed restrictions, e.g. at schools and on densely populated streets where they are needed, and a lack of enforcement of existing speed limits have made the residential streets of Cambridge tempting short cuts for truckers who should be on the highways. This is not an issue involving only a few streets in Cambridge. It is an area-wide problem that requires coordinated action across the city.

Kirkland Street, Brattle Street and Brookline Street (among others) have become short cuts for truckers. We represent people living near Brattle Street who are concerned about the huge tractor trailers and tankers speeding through the residential streets of Cambridge. On Brattle Street, for example, many school children are placed at risk each day, particularly at the intersection of Craigie and Sparks Streets which has become especially hazardous.* Although the Department of Traffic issued a regulation in 1972, restricting heavy commercial traffic on Brattle Street, this regulation has never been posted, and therefore, never enforced.

When we asked our neighbors for comments on the issue of truck traffic, we received 74 replies within two weeks (representing over 150 voters) describing the increasing volume and danger of truck traffic. Please see enclosed report. We have spoken with residents of Brookline and Kirkland Streets who have also been keeping logs of heavy truck traffic.

The increase in dangerous truck traffic, which we have documented on Brattle Street, reflects a city-wide problem. We do not want piecemeal solutions which merely shift truck traffic from one residential street to another. We want the city, by enforcing all regulations, to encourage truckers to use the highways, even if it involves an extra toll and makes the trip longer. As a city-wide issue, the enforcement of traffic regulations should be coordinated within the city and with surrounding towns and the state. Accordingly, we are asking you to go on record with your views. In return, we will circulate your statement to our neighborhood before the election.

Sincerely,

Annette LaMond

Susan Miller-Havens

Annette LaMond
7 Riedesel Avenue
492-8348

Susan Miller-Havens
151 Brattle Street
576-2206

* On October 18, a typical day, Karen Trainor, the crossing guard at the intersection of Brattle, Craigie and Sparks Streets, helped 209 people (49 children and 160 adults) across the street between 7:45 am and 8:40 am and 187 people (86 children and 101 adults) across between 3:20 pm and 4:00 pm.

Some Heavy Truckers Using Brattle Street as a Route*

A. M. I. Leasing
APA
APC (auto carrier)
Auto carriers transporting crushed autos
BFI
Baxter
Beulojois
Boston Disposal
Boston Sand & Gravel Co.
Brewer Oil
C. C. I. Express
C. O. D. Oil (Revere)
Casey
Cetrus, Inc.
Charles Contracting
Clark
Coan Oil
CF (Consolidated Freight)
Clean Environment Co.
Crystal Transport
Ferrara & Sons (Canton)
Fleet (Chelsea)
Holland Oil
Jet-A-Way (disposal)
La Longo
Lawrence Ready Mix Concrete [seen barrelling by a double-parked car in front of 92 Brattle Street into oncoming traffic, 10/12/93, 11:45 am]
Lyons Corporation (disposal contractors)
McNamara Concrete
Macleod & Moynihan
METRO
Mobile Oil
Monarch
Nazero (flat bed truck loaded with cement blocks)
New Penn Express
Northeast Bulk Transportation
Old Neighborhood Foods
Overnite
Parker Express
Pierce Tank Cleaning
Puglia Trucking
Quirk
RDI (disposal)
Red Star Express
B. Rothstein
A. Russo & Sons Co.
Star Market (tractor trailers)
STOW Naturally
Sun Oil
SYSTO
UPS (tractor trailers)
Waste Management
Yellow Freight
Unmarked tractor trailer and flat bed trucks (many trucks using Brattle Street are unmarked)
Food company tractor trailers:
  Pepsi,
  Diet Coke
  Columbo Yogurt
  Garelick Farms
  Goya
  La Ronga Bakery
  Hood

*List prepared by Annette LaMond and Susan Miller-Havens. It includes the names of heavy truckers whom they observed using Brattle Street from mid-September through mid-October. It is a partial list rather than a complete record of heavy truckers using Brattle Street.

October 31, 1993

Dear Neighbors,

After sending out our truck update letter of October 10, we met with former City Councillor and Mayor, Barbara Ackermann, to ask her guidance on how to ensure that the issue of truck traffic in residential neighborhoods gets and holds the attention of the City Council. She advised us to go to all 29 candidates for City Council and ask them whether they would be part of a city-wide effort to strengthen and enforce traffic regulations in Cambridge. She told us that, in doing so, it would be unwise to refer to the historical character of Brattle Street. She said that our neighborhood's case must be based on the threat to public safety posed by unenforced traffic regulations, in other words, that school children crossing Brattle Street are as much at risk as school children on other streets in Cambridge.

We delivered a letter and questionnaire to all candidates for City Council. Twelve candidates responded. A report, including our letter and the candidates' replies, is enclosed. Although some of the candidates are in favor of posting the existing truck restriction on Brattle Street, the political reality is that it cannot be posted without the backing of our neighborhood councillor, Frank Duehay.

Councillor Duehay does not favor restricting truck traffic on Brattle Street unless it can be demonstrated that such traffic will not be diverted to Mt. Auburn Street or Huron Avenue. Although Councillor Duehay has opposed posting the street with a heavy truck restriction (and has done so for 21 years), he has now heard our neighborhood's concerns. He has proposed a Council resolution that would ask the City Manager to devise and implement a major truck traffic origination-and-destination study of trucks in the region (involving nearby communities and the state) with the objective "of finding a solution which would bar major truck traffic on all Cambridge residential streets."

On October 26, we attended a meeting, organized by Councillor Duehay, with the Deputy City Manager, representatives of the Traffic Department and the Police Department and the Director of the Historical Commission. We discussed various measures that would improve traffic safety (e.g. zebra stripes, pedestrian signs, enforcement of the speed limit) on Brattle Street as well as the dangerous intersection at Sparks and Craigie Streets. (The Traffic Department developed plans for a light at the intersection two years ago, but has not submitted them to the Historic Commission or the neighborhood.) We were interested to learn that the state "promised" two years ago to conduct a comprehensive truck study as a "mitigating" measure connected with the Central Artery project's Charles River crossing. This study is slowly moving into a start-up phase.

At our October 26 meeting, we gave the Traffic Department's representative an updated list of truckers who appear to be using Brattle Street as part of a short cut through Cambridge. He told us that he will contact these companies and ask them to use the

highways. Although this approach will not solve the problem of truck traffic, we hope that it may reduce it. We also asked that two more 25 mph signs be posted on the westbound side of Brattle Street so that the police can enforce the speed limit in that direction (as well as in the eastbound one).

The representative of the Police Department who attended the meeting on Tuesday has spent some time stopping speeders on Brattle Street since then. According to his observations, Brattle Street has one of the worst problems with speeding in Cambridge. We will continue to ask that the Police Department develop a program of consistent enforcement which would raise the probability that speeders will be ticketed. The police told us that citizens can report speeding truckers to the Department. Information on how to do so will be forwarded to us.

To sum up, the neighborhood has now defined truck traffic and traffic regulation as an issue. (When we started speaking to representatives of the Traffic Department, we were told that they just did not believe that there was that much truck traffic on Brattle Street.) City officials have taken notice of our neighborhood's comments and seen our documentation (photographs and logs of truck traffic). We must keep the momentum going. As a neighborhood, we have a reputation in the City for not speaking up, for polite silence. Let's change this image. We can still be polite, but we have been silent for too long. Press your neighbor City Councillors for help. Call the City Manager. Ask for updates on the promised "comprehensive" truck study. Report speeding truckers. If we stay active, solutions will be found.

We have a meeting scheduled on November 4 with an aide to State Senator Michael Barrett to go over measures that the state might take to ease the problem of truck traffic in residential neighborhoods. We will meet again with Councillor Duehay, the Deputy City Manager, the Police Department and the Traffic Department on November 16. We will inform you of our progress. Please feel free to call us if you have any questions or comments.

Sincerely,

Annette LaMond Susan Miller-Havens

Annette LaMond
7 Riedesel Avenue
492-8348

Susan Miller-Havens
151 Brattle Street
576-2206

P.S. The cost of our campaign for enforcement of traffic regulations has gone beyond $200. Contributions of $10 (or more) toward our copying budget would be appreciated.

Letter Sent to Candidates for City Council

October 20, 1993

Dear

Over the past several years increasing numbers of heavy truckers, some carrying hazardous products and some traveling beyond the speed limit, are using the residential streets of Cambridge as regular routes. We are writing to ask you as a candidate for City Council to be part of a city-wide effort to strengthen and enforce traffic regulations in Cambridge. A lack of posted speed restrictions, e.g. at schools and on densely populated streets where they are needed, and a lack of enforcement of existing speed limits have made the residential streets of Cambridge tempting short cuts for truckers who should be on the highways. This is not an issue involving only a few streets in Cambridge. It is an area-wide problem that requires coordinated action across the city.

Kirkland Street, Brattle Street and Brookline Street (among others) have become short cuts for truckers. We represent people living near Brattle Street who are concerned about the huge tractor trailers and tankers speeding through the residential streets of Cambridge. On Brattle Street, for example, many school children are placed at risk each day, particularly at the intersection of Craigie and Sparks Streets which has become especially hazardous.* Although the Department of Traffic issued a regulation in 1972, restricting heavy commercial traffic on Brattle Street, this regulation has never been posted, and therefore, never enforced.

When we asked our neighbors for comments on the issue of truck traffic, we received 74 replies within two weeks (representing over 150 voters) describing the increasing volume and danger of truck traffic. Please see enclosed report. We have spoken with residents of Brookline and Kirkland Streets who have also been keeping logs of heavy truck traffic.

The increase in dangerous truck traffic, which we have documented on Brattle Street, reflects a city-wide problem. We do not want piecemeal solutions which merely shift truck traffic from one residential street to another. We want the city, by enforcing all regulations, to encourage truckers to use the highways, even if it involves an extra toll and makes the trip longer. As a city-wide issue, the enforcement of traffic regulations should be coordinated within the city and with surrounding towns and the state. Accordingly, we are asking you to go on record with your views. In return, we will circulate your statement to our neighborhood before the election.

Sincerely,

Annette LaMond
7 Riedesel Avenue
492-8348

Susan Miller-Havens
151 Brattle Street
576-2206

* On October 18, a typical day, Karen Trainor, the crossing guard at the intersection of Brattle, Craigie and Sparks Streets, helped 209 people (49 children and 160 adults) across the street between 7:45 am and 8:40 am and 187 people (86 children and 101 adults) across between 3:20 pm and 4:00 pm.

Replies to Traffic Questionnaire

Posting the existing truck restriction on Brattle Street:
Favoring: Kathleen L. Born, Vivian Kurkjian, Randolph L. Lowet, James J. McSweeney, George A. Spartichino, Sheila Russell (if Huron Avenue were restricted), Michael A. Sullivan, Katherine Triantiafillou, Alice Wolf
Opposing: John Pitkin (not until a satisfactory alternate is found), Thomas P. Weed

More vigorous enforcement of speed limits:
Favoring: Born, Kurkjian, Lowet, McSweeney, Pitkin, Spartachino, Russell, Sullivan, Triantafillou, Weed, Wolf

Lowering speed limits by schools to 20 mph:
Favoring: Born, Kurkjian, Lowet, McSweeney, Spartachino, Russell, Sullivan, Triantafillou, Weed, Wolf
Opposing: Pitkin

Lowering speed limits to 25 mph on densely populated residential streets:
Favoring: Born, Kurkjian, Lowet, McSweeney, Spartachino, Russell, Sullivan, Triantafillou, Weed, Wolf

Posting pedestrian crossing signs at all crosswalks on major streets:
Favoring: Born, Kurkjian, Lowet, McSweeney, Pitkin (not all, but many more than now), Spartachino, Russell, Sullivan, Triantafillou, Weed, Wolf

Designating zebra crossings at more crosswalks:
Favoring: Born (marked with signs to stop for pedestrians), Kurkjian, Lowet, McSweeney, Pitkin, Spartachino, Russell, Sullivan, Triantafillou, Weed, Wolf

Installing pedestrian-operated traffic lights at more locations, e.g. on Concord Avenue to improve the safety of children crossing from Tobin Field to Fern Street on their way to Danehy Park:
Favoring: Born, Kurkjian, Lowet, McSweeney, Pitkin (if better signage and enforcement don't do the job, yes), Spartachino, Russell, Sullivan, Triantafillou, Weed, Wolf

Reapplying to the State for a truck restriction on Kirkland Street. (The Traffic Departments of Cambridge and Somerville recently applied to the State for authority to restrict heavy commercial truck traffic on Kirkland Street, but were turned down. The outcome might have been different if the application had been received political backing from elected officials.):
Favoring: Born, Lowet, Russell, Spartachino, Sullivan, Triantafillou, Weed, Wolf
Opposing: McSweeney

Our questionnaire was hand delivered to all 29 candidates for City Council as well as to retiring Councillor Alice Wolf. Councillor Wolf and ten candidates (Born, Kurkjian, Lowet, McSweeney, Pitkin, Russell, Spartachino, Sullivan, Triantafillou, Weed) returned our questionnaire plus comments. Two candidates (Duehay and Galluccio) sent letters, but did not return the questionnaire.

Questionnaire Comments

Kathleen L. Born

Traffic Department should be ordered to assess impact of Artery Construction on truck traffic in Cambridge.

The City's management and elected officials must consistently put the needs of pedestrians ahead of auto traffic efficiency and the needs of the residents ahead of the demands of big business. I would introduce a Council order directing the Traffic Department in concert with the Community Development to prepare a "Through Trucking Policy Statement," identifying currently used trucking routes and recommending how to relieve the truck problem on Brattle St. Concord Ave. and Kirkland Street, to name a few. This would include a strategy to reroute truck traffic onto the state highways where it belongs.

Francis H. Duehay

Dear Annette and Susan:

This is in response to the letter to City Council candidates. As you know I have asked that your agenda be the topic of a special meeting at 11 a.m. on Tuesday, October 26 with Deputy City Manager Richard Rossi, Traffic Commissioner George Teso, Historical Commission Director Charles Sullivan, you and me. This meeting will take place in Mr. Rossi's office.

In addition I am presenting the enclosed resolution on Monday evening which asks the City Council to approve a comprehensive study, traffic improvements, and better enforcement. I am also calling for the creation of a citizen advisory committee to monitor the study closely.

I hope the results of the study will provide usable information about the patterns of truck traffic throughout the city. I assure you that I am very concerned about the heavy truck traffic on Brattle Street and will do everything I can to mitigate it. But other streets carry heavy burdens too, and I cannot support any immediate solution which may unintentionally shift the problem from one residential street to another.
Please circulate this letter together with the resolution as my response to your inquiry.

Sincerely yours,

Councillor Duehay for City Council
Meeting of Monday, October 25, 1993

Whereas residents of Brattle and Mason Streets have suffered increasingly burdensome, dangerous and speeding heavy truck traffic in recent years;
Whereas the intersection of Brattle, Sparks and Craigie Streets has become very hazardous for pedestrians and children with speeding trucks even ignoring the warnings of the school crossing guard;

Whereas this dangerous truck traffic situation also exists on other major Cambridge Streets like Kirkland and Brookline;

Resolved that the City Manager be and hereby is requested immediately to devise and implement a major truck traffic origination and destination study of trucks in the region and involve officials and residents of nearby communities and the state in establishing that study, with the view in mind of finding a solution which would bar major truck traffic on all Cambridge residential streets;

Resolved that the City Manager be and hereby is requested to establish an advisory committee of concerned Cambridge residents who would monitor this study as it is proceeding;
Resolved that the City Manager be and hereby is requested to take the following additional traffic safety steps in the Brattle Street/Concord Avenue/Mt. Auburn Street area;

1. Vigorously enforce existing speed limits
2. Lower speed limits by schools to 20 mph
3. Install pedestrian-operated signal lights on Concord Avenue to improve the safety of children crossing from Tobin Field to Fern Street
4. Accelerate the installation of the already approved traffic signal lights at the intersection of Craigie, Sparks and Brattle Streets [*Lights have not been approved or budgeted – AL*]
5. Add zebra stripes to the unsafe pedestrian crossing at Brattle and Mason Streets
6. Apply to the state for 25 mph speed limits on the entire length of Brattle Street, Mt. Auburn Street and Concord Avenue
7. Provide up-to-date marking and posting of pedestrian crossing signs at all crosswalks on Brattle, Mt. Auburn and Concord Avenue

Anthony Galluccio

Thank you for bringing your concerns about truck traffic near Brattle Street to my attention,. I have heard similar concerns from residents in the eastern part of the city. I'm sure it is possible to encourage flourishing business community without large vehicles traveling on our residential streets. Electing a neighbor to the City Council who shares you concerns is the first step in addressing these issues.

Vivian Kurkjian

1. Reckless bus drivers on Concord Avenue

They sometimes use excessive speed, passing up passengers in favor of reaching end of their scheduled route. Evident also by their driving in the middle of the road.

2. Traffic at Harvard Square

Buses, trucks, automobiles constantly ignore stop signs. Rarely is there a police officer there to enforce regulations, ticket or direct traffic.

3. Inform corporations and companies whose trucks regularly traffic our streets of our policy.

Ask the city to use meter maids to help with this problem. Begin by documenting the problem, posting signs and enforcing the law.

4. Uncovered trucks with polluting cargo.

Dust, dirt and debris pollute our city because rubbish and other materials removed at renovation and construction sites are not contained properly. Sometimes the material can be very hazardous (insulation). Harvard police could notify Cambridge police since Harvard police patrol the Observatory Hill area.

If nothing else is immediately available for enforcement, use the litter laws and ticket offenders. "Improper disposal of hazardous material" can be used in case of accidents due to negligence.

Randolph L. Lowet

In addition to the above, just as one should oppose the implementation of "Scheme Z," one should also impose some truck restrictions because people's safety, especially children, should not be sacrificed for commercial enterprises! Furthermore, trucks frequently ruin the street pavement which causes a needless waste of the city's monetary budget which could be used on more important social programs!

James J. McSweeney

Re more vigorous enforcement of speed limits:

I do understand that the police department is currently in the process of training additional officers on radar equipment. This training will take a few months. Once that training is completed we can get more cops out enforcing the speed limits.

Re lowering speed limit by school to 20 mph:

I support the 20 mph limit in school zones. State law already mandates 20

mph limit in school zones. I support expanded posting and enforcement of this law.

Re lowering speed limits to 25 mph on densely populated residential streets

I support the 25 mph limit on densely populated residential streets. State law already mandates 25 mph limit on densely populated residential streets. I support expanded posting and enforcement of this law. Furthermore, the Fundamental Speed Law of Massachusetts mandates that all speed must be reasonable and proper, having regard for the traffic use of the way and safety of the public.

Posting pedestrian crossing signs at all crosswalks on major streets:

Federal mandates are are already moving us toward posted pedestrian crossings. I favor accelerating this move.

Designating zebra crossings at more crosswalks:

Distinctively market crosswalks have proven to be much safer.

Pedestrian-operated lights:

Installing pedestrian-operated traffic lights:

...I support increased pedestrian-operated traffic lights

Reapplying to the State for a truck restriction on Kirkland Street:

Without that route trucks cannot get to the freight yards in Charlestown. I do support expanded posting and enforcement of speed limits and other existing restrictions on Kirkland and all other truck routes.

John Pitkin

One of my first involvements in Cambridge affairs was as a foot-soldier in HALT (Humans Against Loud Trucks), whose purpose was to remove hundreds of heavy trucks per day from Prospect and River Streets and Western Avenue, in the early 1970s. Our efforts included a blockade of truck traffic one day on Prospect Street and an amount of research on and lobbying for alternatives. Eventually an alternate was created, approved by the state and, again eventually, enforce by the city.

In part as a result of this involvement, I have served on the Board of Traffic and Parking for 19 years, six of them as Chair.

I offer two further suggestion/comments.

A truck restriction on Kirkland Street should be pursued. To be workable, however, further study will be needed to establish how many of the trucks are there simply for the purpose of avoiding the toll on the Mass. Pike. If, as I believe, many of them are doing this, then it may be possible to design an enforceable restriction that would keep these trucks off of most residential streets.

Changing drivers' behavior through better enforcement is essential to improving safely. The Police and Traffic Departments need to work more closely together on this and the Police Traffic Division needs to be adequately staffed. On many days only one or two officers are assigned to traffic enforcement and never more than three for the whole city.

Sheila Russell

When the truss bridge on Alewife Brook Parkway is reconstructed, many of the traffic problems that we are encountering will be alleviated. The reason that Brattle Street is not posted for "No Heavy Trucking" is that it would only re-route the traffic to Huron Avenue and Mt. Auburn Street. This would not be fair to the residents on those streets who are already contending with their share of not only truck traffic, but also bus and trackless trolley traffic.

I have been responsible for the repainting in zebra stripes of may crosswalks, both on Concord Avenue, and on Huron Avenue. I have been an advocate for the Pedestrian crossing signs on all intersections where they can be installed safely. For some reason the Traffic Department resists the installation of these markers. They put two test signs on Huron Avenue, in the vicinity of the stores. They work fine, however, the size they installed was much too small, causing them to be removed easily, either by being struck, or by vandals. I have constantly pushed for the larger, more visible crossing signs, and will continue to do so.

Recently, as part of my campaign for City Council, I have been standing on corners in various intersections throughout the City. This, in itself, is enough to see that there is a serious problem with speeding in this city. The problem is not unique to Brattle Street. Every intersection, especially during peak traffic hours is the same. Pedestrian safety should be our prime adequate time to get across, speed enforcement should be set up in a more consistent manner. If this is done, perhaps we can slow people down.

Before the Truss Bridge is complete, we should be planing our course of action for diverting trucks from our residential neighborhoods. I would be willing to work with any neighborhood group to see that concerns are addressed.

George A. Spartichino

I am a member of the Alewife Steering Comt. We have recommended lighting the rotaries to allow pedestrian crossings. Columbia, Concord, Huron, Brookline and other.

Open MDC Road on River and other locations to force truck traffic to bypass city.

Nichael A. Sullivan

We need to work harder to enforce moving traffic violations.

Katherine Triantafillou

All of these seem to be reasonable solutions to the problem and I have no problem stating my support for them. However, I concerned about whether the last one [applying to the state for a truck restriction on Kirkland Street] will just shift the traffic to other neighborhoods. We need to look at the City as a whole and devise better plans. The Community Development Department should be more proactive as an agency involved with planning and development in regard to traffic issues.

Traffic is a problem in all neighborhoods. In North Cambridge, I've learned of a similar problem with heavy trucks coming through the neighborhood at very early hours. The problem will also be exacerbated by the "Big Dig" in Boston and the various permutations of "Scheme Z" River Crossings. Thirty percent of all vehicles traveling through the City don't stop in the City. The need to comply with the Federal Clean Air Act must be addressed as well.

You deserve a great deal of credit for your perseverance in addressing this issue. Please feel free to contact me at 492-0502 if you have futher questions.

Thomas P. Weed

Rigorous enforcement of moving violations is part of my platform. Only $600,000 [in tickets for moving violations] were collected over the last fiscal period, whereas appox. $12,000,000 were collected in parking fines by 30 meter persons. A similar force of 20 to 30 could not only recover their own cost, but increase revenues as well. I do not favor useing (sic) the regular police to further inforce (sic) violations.

Alice Wolf

1) State legislation for truck restrictions on the Mass. Pike Inside 128.

2) Lights at Brattle/Sparks. The Traffic Department keeps saying the neighbors don't want them. Nonsense. This is safety.

Two neighbors respond to article on Brattle Street trucks

As the neighbors named in your Nov. 4 article, "Neighbors raise ruckus over trucks on Brattle Street," we would like to correct several inaccuracies in your account of our work:

1. We have never characterized the volume of truck traffic on Brattle Street as being more or less than that on any other street in Cambridge. Our concern was a noticeable increase over the past year in large trucks using the street.

In early October, we wrote to our neighbors to ask them to give their observations of pedestrian and traffic safety on Brattle Street. Within two weeks, we received 74 replies (out of 120 letters distributed). These replies speak to an increasing volume of heavy truck traffic, with some truckers speeding and/or refusing to stop for pedestrians attempting to use crosswalks. We also recorded the names and schedules of some of the truckers using Brattle Street on a regular basis.

We went to these lengths to document truck traffic on Brattle Street because the director of the Cambridge Department of Traffic and Parking told Susan Miller-Havens that he did not believe that there was much truck traffic on Brattle Street. (We further learned in the course of speaking to various city officials that the traffic department has no data on truck traffic on any street in Cambridge.)

2. We have never said that trucks banned from using Brattle Street would not be diverted to other streets in West Cambridge. However, as a relatively wide street, with only two traffic lights along its one-mile length and no MBTA bus traffic, Brattle is a far more appealing short-cut through the western part of the city than any other street. Further, traffic moves at higher average speeds on Brattle than on Mt. Auburn Street, Concord Avenue or Huron Avenue (this according to the Traffic Department).

3. We differ from the view implied in the article (and the Chronicle's cartoon) that traffic regulation is a kind of hopeless zero-sum game. A lack of posted speed restrictions at schools and on densely populated streets where they are needed, and a lack of enforcement of existing speed limits have made the residential streets of Cambridge tempting shortcuts for truckers who should be on the highways.

We would like the city, by enforcing all regulations, to encourage truckers to use the highways, even if it involves an extra toll and makes the trip longer. Indeed, stricter enforcement could be financially beneficial to a city which currently collects an annual $12 million in parking ticket revenues, but only $600,000 in fines on moving violations.

As a citywide issue, the enforcement of traffic regulations also should be coordinated within the city and with surrounding towns and the state. One suggestion is to introduce legislation at the state level to require that truckers stay on the Mass Pike if they do not have business within the Route 128 area.

4. We think it strange that citizens who speak up about a dangerous traffic situation in their neighborhood are described as making a "ruckus." Indeed, our efforts (which consist of three letters to our neighbors, a letter and questionnaire to candidates for city council, two meetings led by City Councilor Frank Duehay and assorted conversations with the traffic and police departments) would more accurately be described as quiet inquiries.

Our focus has been to make the main street through our neighborhood safer. But in doing so, we have taken a citywide traffic perspective. We have taken pains to state that we do not want piecemeal solutions which merely shift truck traffic from one residential street to another.

ANNETTE LAMOND
Riedesel Avenue
SUSAN MILLER-HAVENS
Brattle Street

March 24, 1994

Dear Neighbors,

Since our last newsletter regarding Brattle Street truck traffic, we have had three meetings with Deputy City Manager Richard Rossi, City Councilors Frank Duehay and Sheila Russell, Charles Sullivan of the Historical Commission, and representatives of the Police and Traffic Departments. We have discussed truck traffic patterns, enforcement of speed limits and designing a safer intersection at Sparks, Craigie and Brattle Streets. This letter is to update the neighborhood on the Brattle Street traffic situation before the public meeting scheduled for March 30.

City Actions on Traffic

1. Documentation of Truck Traffic on Brattle Street Versus Mount Auburn Street[1]
Regarding the question of how much heavy truck traffic uses Brattle Street versus Mount Auburn Street, the Traffic Department conducted a count of truck traffic on the two streets in November. During a two-day period on November 16 and 17, 1993, heavy trucks accounted for 7.8 percent of total vehicular traffic on Brattle Street, i.e. one out of twelve vehicles is a truck weighing 2-1/2 tons or more. Lauren Preston of the Traffic Department told us that, even allowing for a small margin of error, he was surprised by the volume of heavy trucks on Brattle Street. Another finding of the study was that truck traffic was substantially greater in the eastbound direction – 12.4 percent of eastbound traffic was accounted for by heavy trucks, while only 3.0 percent of westbound traffic was accounted for by heavy trucks.

A traffic count on Mount Auburn Street on November 22 and 23 showed less heavy truck traffic on that street – 5.7 percent on Mount Auburn Street versus the 7.8 percent on Brattle Street. Further, the average size of the trucks using Mount Auburn Street is smaller than on Brattle Street. Although Brattle Street had 30 percent more single-unit trucks than Mount Auburn, it had 67 percent more tractor-trailer trucks.

In contrast to the predominance of eastbound truck traffic on Brattle Street, truck traffic was heavier in the westbound direction on Mount Auburn Street – 8.6 percent of westbound traffic was accounted for by heavy trucks compared with 2.9 percent in the eastbound direction. We wonder if some of this pattern of heavier eastbound traffic on Brattle and heavier westbound traffic on Mount Auburn represents a pattern of deliveries to businesses in Harvard Square (into the Square on Brattle Street, out on Mount Auburn). If so, we recommend that the City work with Harvard Square businesses to encourage the use of smaller delivery trucks to provide supplies. It seems ridiculous to have an 18-wheeler deliver supplies to Sage's on the corner of Church and Brattle Street – yet we have observed such deliveries.

The finding that the volume of trailer-truck traffic on Brattle Street is two-thirds greater than on Mount Auburn supports our hypothesis that Brattle Street is used as a short cut for truckers from western points to points northeast of Cambridge. As we noted in our fall newsletters, Brattle Street is a far more desirable shortcut through Cambridge than any other street through West Cambridge: It is wider, has fewer traffic lights and fewer buses, and traffic moves at higher average speeds. We remain skeptical of the argument that any heavy truck traffic diverted from Brattle would simply move to Mount Auburn Street or Concord Avenue.

2. Requests for Cooperation from Truckers

In the fall Traffic & Parking Department Director George Teso sent a letter to truckers (from a list provided by us) asking that they seek alternative routes.[2] (For example, the Traffic Department knows that Puglia Trucking is using Brattle Street as a route between work sites in Boston and a dump in Waltham.) Unfortunately, Mr. Teso's letter seems to have had little effect on Brattle Street regulars such as Puglia and Lawrence Ready Mix Cement. Deputy City Manager Richard Rossi contracted the Star Market and BFI to ask that they vary their routes rather than using Brattle Street for the bulk of their deliveries. Mr. Rossi's efforts seem to have had some success.

3. Enforcement of Speed Limits

Since we began to speak up in the fall, the police have begun more surveillance and vigorous enforcement of speeding violations. Three hundred fifty citations for speeding on Brattle Street and Huron Avenue were issued from the end of October through December. The icy snow banks at the side of the roads have halted regular surveillance, but we expect that the police will begin an even more vigorous program of enforcement this spring.[3] We believe that it is more important for our neighborhood to have frequent speed traps and enforcement of traffic regulations than it is to have an officer on footpatrol walking up and down Brattle Street between 9 and 10 am. We urge you to support us in our call for better enforcement of traffic regulations – in our neighborhood and throughout Cambridge – at the public meeting on March 30. (We understand that a representative of the Police Department will be at the meeting.)

4. Redesign of the Intersection of Brattle, Craigie and Sparks

In November, we attended a meeting in the City Manager's office where Mr. Teso of the Traffic Department discussed installing traffic lights at the intersection of Sparks, Craigie and Brattle Streets. We expressed questions about the wisdom of installing a light (which would slow traffic but bring other problems in the form of pollution, noise and drivers racing to get through before the light turns red). We asked the Traffic Department to provide an alternative to lights in the form of narrowing a dangerously wide area of blacktop. (According to Charles Sullivan, Brattle Street was widened over a hundred years ago.)

As you know from the City Manager's recent mailing, the Traffic Department has produced a plan which narrows the intersection with the object of improving pedestrian safety and encouraging drivers to move through the intersection at a slower speed. The plan features an extended triangle from the fountain at Craigie and Brattle which restores an area where there was once a granite horse watering trough.

A controversial feature of the plan restricts the direction of traffic on Craigie Street between Brattle and Buckingham Streets. On the positive side, this restriction would eliminate a dangerous turn,[4] discourage some commuter traffic seeking to shortcut through our residential neighborhood, eliminate eastbound truck traffic on Craigie and allow for a more orderly flow of pick-up and drop-off traffic at BB&N. On the negative side, restricting the direction of traffic on Craigie Street would cause inconvenience to neighbors and also increase traffic on Appleton Street. These positive and negative considerations need to be discussed at the public meeting. We encourage all neighbors to come and offer their comments.

Need for a Heavy Truck Ban on Brattle Street Continues

A design for a safer intersection at Brattle, Craigie and Sparks does not eliminate the need to post the existing restriction of heavy truck traffic on Brattle Street. We are continuing to work on this subject from a legal point of view. We have obtained a list of Cambridge streets on which truck traffic is restricted (partial or entire length). The enclosed list underscores the unfairness of the lack of consideration accorded to our neighborhood by the city.

Traffic Regulation Is A City-Wide Issue

This newsletter is focused on traffic issues in anticipation of the upcoming neighborhood meeting. If you come to the meeting, please remind the Deputy City Manager and the representatives of the Traffic and Police Departments that traffic regulation is a city-wide issue. The Council should work to improve dangerous intersections and increase the enforcement of traffic regulations through the city. Encourage the City Manager to select a new Director of Traffic & Parking who will make traffic regulation enforcement a priority and who will work with surrounding communities to rationalize truck traffic within the metropolitan area.

Sincerely,

Annette LaMond Susan Miller-Havens

Annette LaMond
7 Riedesel Avenue

Susan Miller-Havens
151 Brattle Street

1) The Traffic Department did not conduct traffic counts on Huron Avenue or Concord Avenue, but we hope that they will later in the spring when the ice has disappeared from the streets.

2) Incidentally, Director Teso will retire on July 1. A panel of Cambridge residents will be named to help in the search for a replacement. Let's continue to stress the importance of traffic regulations – particularly the goal of keeping heavy truck traffic on the highways. (Our preference is that the City look for a new director from a well-run medium-size city in the Mid West.)

3) On the question of speeding violations, Officer Robert Ahern has told us that the license number of speeding vehicles can be reported directly to the Department of Motor Vehicles. Such reports should be sent (in writing) to Registrar Jerold A. Gnazzo, 100 Nashua Street, Boston, MA 02114. Violators will be asked to appear at the Registry for a hearing – a request which would be irksome to truckers and alert trucking companies to the need to drive more carefully on Brattle Street.

4) As we have all seen, some drivers turn left onto Craigie from Brattle Street without stopping, slowing their speed or using their turn indicators (whether out of a mistaken belief that they have the right-of-way or out of an avoid-eye-contact-with-oncoming traffic bluff.) Meanwhile, drivers approaching behind the left-turning vehicle will often swoop to pass on the right without reducing their speed. (Because of its width, drivers are lulled into the feeling that Brattle Street is a parkway.)

Cambridge Streets on Which Heavy Commercial Vehicles Are Prohibited (Partial or Entire Length)

West Cambridge
Blanchard Road
Coolidge Avenue

North Cambridge
Walden Avenue
Rindge Avenue
Edmonds Street
Magoun Street
Madison Avenue
Harrison Avenue
Kimball Street
Seagrave Road
Columbus Avenue
Beech Street
Russell Street
Chester Street
Day Street
Dover Street
Cameron Avenue
Washburn Avenue
Clarendon Avenue

Mid-Cambridge
Irving/Scott/Byrant Streets
Oxford Street
Prospect Street
Columbia Street
Windsor Street

Cambridgeport
Green Street
Franklin Street
Bay Street
Western Avenue*
River Street*

East Cambridge
Gore Street
Winter Street
Third Street
Sciarappa Street
Fifth Street
Sixth Street
Seventh Street
Eighth Street

*All day Saturday & Sunday, 7 pm – 7 am Monday – Friday, except trucks carrying hazardous materials.

Truck Traffic Update

Received at Roseland 10/03/95 7:05 PM.

12.

B. R. PFEIFFER
147 BRATTLE STREET
CAMBRIDGE, MASSACHUSETTS 02138

October 23, 1995

Cambridge City Council
City Hall
Cambridge, Massachusetts

Dear Councillors:

I am very pleased that you are seeking information about the increased truck traffic that plagues nearly all sections of the city. As a resident of Cambridge for twenty-one years, I have seen a steady increase in the volume of truck traffic, the size of trucks and the hours during which they drive through residential areas. I know from the experience of friends in other parts of the city and through my own observations that the truck problems experienced on my street are duplicated on River Street, Western Avenue, Kirkland Street and in many other locations throughout the city.

Over the past fifteen years, truck de-regulation has led to steadily increasing truck sizes and cargo weights. Although designed for interstate highways, these huge trucks are now used routinely for local deliveries at stores in Harvard and Central Squares where, after rumbling through residential neighborhoods, they unnecessarily clog the business traffic merely to deliver a few boxes. Others such as the regular fleets of eighteen-wheelers from United Parcel Service in Watertown use the Brattle/Kirkland Street route as a late-night shortcut to Charlestown and Everett. Since this company does not haul toxic or hazardous materials, I assume that this route is used to avoid tolls on the Turnpike. Star Market, Puglia Trucking and numerous other companies use Cambridge streets in a similar way.

Aside from depriving Cambridge residents of the peace and quiet of their own homes, this heavy truck traffic is accelerating the damage both to streets that were not designed for such heavy loads and to the buildings which line these streets. Since most of Cambridge's building stock is older un-reinforced masonry or wood-frame buildings set on un-reinforced masonry foundations, the steady shaking of buildings due to truck traffic acts as an earthquake in slow motion, cracking masonry walls, weakening foundations and loosening building fastenings with its constant repetition. Throughout the city residents report windows rattling, plaster cracking, floors shaking, objects falling off shelves and other symptoms of this on-going damage.

In past discussions of this subject with city officials, I have heard a great deal about the need for traffic studies that will take five years and are not yet funded. I have heard very little about simple actions that may be undertaken now to alleviate an

indisputable problem. While traffic studies may prove useful for long-term planning, they are no excuse for inaction now. The city must take tangible steps to begin to bring this problem under control in the present if it is to protect the well-being and safety of its residents. I urge you to consider the following measures:

- Implement a night-time truck ban throughout Cambridge from 11:00 p.m. to 7:00 a.m. and enforce it.

- Increase enforcement of speeding violations for all vehicles on city streets; although heavy trucks are among the most frequent speeders on my street, I have never seen one ticketed for this violation.

- Implement trial truck bans on selected streets and monitor the flow of trucks on adjoining streets to determine the effects of new truck bans.

- Begin an immediate effort to take hazardous and/or explosive materials off Cambridge streets. It is inconceivable that trucks that are considered too dangerous to pass beneath the Prudential Center on the Massachusetts Turnpike should be permitted to pass at any time of day through River Street, Western Avenue or any other residential street of Cambridge.

With construction on Boston's Central Artery underway, Cambridge's traffic problems have already begun to grow worse. I urge you to act now to protect Cambridge and its residential neighborhoods from further damage.

Sincerely yours,

Brian Pfeiffer

A-3: CENTRAL SQUARE PETITION TO ENFORCE EXISTING TRUCK BANS

received at hearing 10/23/95 9:10 p.m.

13.

CSNC PETITION

TO: City of Cambridge officials and the Cambridge City Council

WE, the undersigned Cambridge residents, request that the Cambridge Police enforce the existing truck traffic bans on River Street, Pleasant Street, Western Avenue, parts of Massachusetts Avenue and Prospect Street. Since 1974 trucks weighing over 2.5 tons have been prohibited from travelling these streets between 7 p.m. and 7 a.m. weeknights and at all hours on Saturday and Sunday. Trucks are banned at all times on Prospect Street. The lack of enforcement of these statutes seriously affects the quality of life of residents living on or near these streets, subjecting them to undue noise, vibrations that shake buildings and crack ceilings and walls, air pollution and traffic hazards.

Name (print) Address Signature

1.	Priscilla Davis	120 Chestnut	
2.	Richard Bock	120 Chestnut	Richard Bock
3.	David Trumbull	~~406 Franklin St.~~ 120 Chestnut St	
4.	VICI CASANA	87 River St. #5	
5.	SALLY SCOVILLE	20 Cottage St	
6.	Merle R. Wise	142 Pearl St	
7.	John Hammond	142 Pearl	
8.	Elizabeth Snow	602 Green	
9.	Bruce Sylvester	453 Franklin	
10.	Brian Belmonte	537 PUTNAM AVE	
11.	Louise Olson	49 HANCOCK ST.	
12.	Mildred Manley	33 Magazine St	
13.	Judy Harris JUDY HARRIS	89 Webster Ave	
14.	Kate Satterfield	5 Marcella St.	
15.	Olga A. Walcott	60 Bishop Allen Dr	
16.	[illegible]	[illegible]	
17.	Gail	5 Concord	
18.	Maura Colona	51 Museum St.	
19.	Ed Chianese ED CHIANESE	47 Fairmount St.	
20.	Karen Swain	16R Bowdoin St.	
21.	George Haddad	18 Gibson	
22.	Frank E. Gillett	49 Cottage	
23.	~~Roger D Hallsten~~	257 SIDNEY ST	ROGER D HALLSTEN
24.	Kevin Benjamin	8A GARDNER RD	
25.	Robert Winters	366 Broadway	
26.	Inge Metcalf	10 Magazine	
27.		99 Pleasant St	
28.		1 RICHDALE AVE #5	CHIVILLICA
29.	MARK LENHART	INMAN Sq	
30.			

1.	Max Niedzwiecki	21 Fairmont St.	
2.	Michael Lomuscio	34 Valentine St.	
3.	PAM PERRY	34 VALENTINE ST.	Pam Perry
4.	Aixa Cintron	126 Pearl St	
5.	Cary Smith	208 Western Ave	
6.	Alicia Malmberg		
7.	ERIC PFEUFER	9 SYCAMORE ST.	
8.	Heather Lee	6 Howard St.	
9.	Fred Longenecker	6 Howard St.	
10.	JOAN HERMANN	9 Sycamore ST	
11.	Joseph Mazzone	93A Dana St.	
12.	Kathryn Wilkes	237 Franklin St	
13.	Rudolph Martin	10 Magazine St	Rudolph Martin
14.	Boris Fineliste	9 ELM CR S	Boris Fineliste
15.	Mark Mallett	76 Ivy	
16.	Judy Huennekens	112 Prospect St.	
17.	Carolyn R. Swift	269 Harvard St #13	
18.	Rich Arnold	338 Green St #2	
19.	Richard Sedan	141 Walnut St.	
20.		138 Pleasant St.	DAVID ABRAHAM
21.		171 Brookline St	Director Services
22.	Leona Bennett	276 Pearl St	Ms Leona Bennett
23.	Tom Meek	1427 Cambridge St #5	
24.	Miguel Espada	121 Washington St.	
25.	Adam Dever	120 Bonz ST #517	
26.	Greg Williams	9 Soden ST	
27.	Stan Kolk Stanley Robbins	10 Magazine St #705	
28.	Vicky Boudreau	20 Soden	
29.	Ruth D Walsh	Fayette St Camb.	

1.	Hallie Miller	10 Salem St	Hallie Miller
2.	~~Lynda Wolff~~	~~30 Wash.~~	Lyn
3.	Lynda N Wolff	657 Main St	Lynda N Wolff
4.	MARK D. LEWIS	86 NORFOLK ST	Mark D Lewis
5.	MARY BUSCHER	129 MAGAZINE ST	Mary Buscher
6.	JOHN A. BARNES	19 Jay St. 02139	John A Barnes
7.	HEDWIG E. POCIUS	929 Mass. Ave. 02139	Hedwig E Pocius
8.	Ken Carson	52 Chestnut 02139	
9.	Glen F. Spivak	82 Hancock St. #1 02139	
10.	Karen T. Tashima	10 Magazine St 706	Karen T. Tashima
11.	John Callahan	10 magazine #403	John Callahan
12.	DAVID HERMANN	872 MASS AV. #811	
13.	Robert Winters	366 Broadway 02139	Robert Winters
14.	Chris Forster	237 FRANKLIN 02139	Chris Forster
15.	K. Berg-Sorensen	28 Myrtle Ave 02138	K. Berg-Sorensen
16.	Joyce McClure	10 Magazine 02139	Joyce McClure
17.	Helen Alexander	" " "	Helen Alexander
18.	Sif Ericsson	52 Kelly Road	Sif Ericsson
19.	Ze WOOLFITT	406 Franklin St 02129	
20.	Marilee Mayer	10 Dana (previously Putnam)	Marilee Mayer
21.	Diane Reid	10 Magazine St, #609	Diane Reid
22.	Janice Goodman	60 Bishop Allen Dr. #6	Janice Goodman
23.	Carol Klein	14 Salem St #1	Carol Klein
24.	LIVIA E. BROWNELL	129 FRANKLIN ST #309	Livia E. Brownell
25.	GINGER BROWNELL	" " "	Ginger Brownell
26.	Marie Louise	10 Broadway Cam.	
27.	T. Hampi	326 Broadway	
28.	D. Scott	55 MAGAZINE 12A	
29.	Kathleen Kapsalis	991 Mass Ave.	K Kapsalis
30.	Ryan Ryle	10 Magazine St	

1.	Catherine Hammad	15 Hews St.	
2.	Elie Yarden	143 Pleasant St 2A	Elie Yarden
3.	Nona Yarden	143 Pleasant St	Nona Yarden
4.	~~David Trumbull~~	~~20 Lee Street~~ David Trumbull	Signed sheet #1
5.	Clare Lee	500 Memorial Dr. #541	Clare Lee
6.	Steve Skates	23 Magazine St	Steven Skates.
7.	Penny Peters	23 Cottage St.	Penelope C. Peters
8.	Jeff Siner	11 Acorn ST #3	
9.	Martina Cazorla	3 Le Lee St	
10.	Janet Singer	5 St Mary Rd	
11.	Elliot Scott Slater	10 Bigelow ST.	
12.	~~Kristin Guest 4 Short St. Pl. Charlestown, MA 02129~~		~~Kristin Guest~~
13.	Laura Nichols	137 Putnam Ave., Camb	Laura Nichols
14.	Bruce Sylvester	453 Franklin, Camb 02139	Bruce Sylvester
15.	Jane Goodman	30 May St	J Goodman
16.	Wendy Wales	10 Ballard Place	W. Wales
17.	William Work	10 Ballard Place	W Work
18.	MARY HERNDON	30 SPERIDAKIS	M E Herndon
19.	Mary Nichols	135 Putnam Ave	Mary Nichols
20.	[illegible]	PO Box 381182	[illegible]
21.	Elizabeth Snow	602 Green St 02139	Elizabeth Snow
22	William Moore	21 Prince St 02139	William Moore
23.	Marlene Clauss	124 Chestnut St Camb.	Marlene Clauss
24.	[illegible]	6 ST GERARD TERR	CRAIG KELLEY
25.	Hope Kelley	6 St Gerard Terrace	Hope Kelley
26.	C. Brad Barber	116 Tremont Street	[illegible]
27.	Kennie Layman	13 Rockwell St	Kennie Layman
28.	Willis Stein (Willis Skaler)	52A Pleasant St.	Willis Stein
29.	Theresa Walton	52A Pleasant St.	Theresa C Walton
30.	MARTIN D. CONNOR	64 Western Ave	Martin David Connor

1. PAMELA SCIARAPPA 87 RIVER ST #3 Pamela Sciarappa
2. Jeffrey M Sciarappa 87 River St # 3 Jeffrey M Sciarappa
3.
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14.
15.
16.
17.
18.
19.
20.
21.
22.
23.
24.
25.
26.
27.
28.
29.
30.

A-4: BACKGROUND MATERIALS PRESENTED BY THE CITY STAFF (PARTIAL)

(Note: Other materials are included in Appendices D, E, and N)

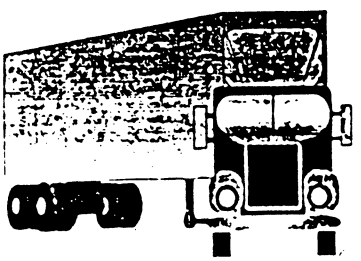
City of Cambridge
Truck Traffic

City Council Hearing

7 P.M.

Monday

October 23, 1995



Truck Traffic Hearing

Contents

- Enforcement activity.
- Information on counts done at River and Western Streets.
- Listing of locations where classification counts have been taken.
- Listing of City streets with truck restrictions.
- Map of truck restrictions.

A-5: CITY MANAGER'S APPOINTMENT OF THE TRUCK TRAFFIC ADVISORY COMMITTEE

CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

TEL 349-4300
FAX 349-4307

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

Printed on Recycled Paper

- 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 discussionof 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

APPENDIX B: OTHER STATEMENTS BY CITY RESIDENTS CONCERNING TRUCK TRAFFIC

1. Individual Letters and Statements Subsequent to the 1995 Hearing

2. Observations of Truck Traffic on Beech Street by Karen Klinger

B-1: INDIVIDUAL LETTERS AND STATEMENTS SUBSEQUENT TO THE 1995 HEARING

Smits
131 Trowbridge
Cambridge, MA 02138

February 05, 1996

Dear Mr. Bracken,

We received your note about noise on Kirkland and I want to thank you for your efforts to do whatever is possible to control it. My wife and I live on the corner of Kirkland and Trowbridge and we too find the noise and vibrations annoying. Here is what I know about it:

- From 6:00 am to 7:00 am my wife Marcia and I are often walking our dog up and down Kirkland. We observe numerous 18 wheelers both semi's and tank trucks heading west on Kirkland. It seems there are none going East at this time. There are also quite a few BFI garbage trucks heading West on Kirkland that are often louder than the 18 wheelers. ---- Could our waste disposal contract with BFI require quiet trucks? At this time there is little traffic and all the trucks are roaring along at 25 to 40 mph.

- Around 8:30 I walk to work in Harvard Square and the situation above is pretty much the same except there is more traffic and the trucks are moving more slowly and consequently are less noisy. Additionally there seem to be fewer BFI trucks on Kirkland.

- When I walk home between 5:00 pm and 7:00 pm there seems to be considerably fewer trucks than in the morning. In general though the traffic is moving slowly and the trucks are not so obviously noisy.

- When traffic is light the MBTA busses speed along Kirkland and are major contributors to the noise and vibrations. Good luck dealing with this problem.

- Vibrations in our area seem to be caused by trucks and busses hitting man holes. When we asked Cambridge to create a level surface around the man holes that seemed to solve the problem until the cold weather and precipitation created pot holes around the man holes.

In general Kirkland is particularly noisy and vibrates when there isn't much traffic and the trucks and busses are able to travel faster than 10 mph. Unfortunately this is usually from about 7:00 pm to 7:00 am.

Let me know if we can help

Best regards,

Bill

Bill Smits

Marcia

Education through
public broadcasting and
telecommunications

WGBH
125 Western Avenue
Boston MA 02134
Telephone 617 492 2777
Fax 617 787 0714
Telex 710 330 6887

Thomas Bracken
89 Irving Street
Cambridge, Mass
02138

2.10.96

Public Television
Channel 2 Boston
Channel 44 Boston
Channel 57 Springfield

Public Radio
89.7 FM Boston

Programming for public broadcasting
Children's
Cultural
Drama
How-to
Instructional
Public Affairs
Science

Telecommunications
Interactive Media
Captioning
Descriptive Video

Dear Mr. Bracken

In answer to your letter of Feb 3, regarding the truck traffic on Kirkland Street, I can report the following. At 56-58 Kirkland condominium: our building shakes as large trucks go by, many association members have reported falling plaster.

In the summer - noise levels which make it impossible to engage in conversation in our livingrooms when the windows are open. High levels of dust and exhaust from the trucks which again make it unpleasant to open windows in a 'residential' area.

The speed at which these trucks travel has dangerous potential, since there is a heavy concentration of foot traffic on Kirkland street. Tanker trucks are especially prone to speed through this area. I have seen trucks speeding down the street at 6 and 7 am. Please let me know if we can be of further assistance.

Sincerely,

Gaye Korbet
Secretary 56-58 Kirkland St.
Condo Association

February 17, 1996

Mr. Thomas B. Bracken
89 Irving Street
Cambridge, MA 02138

Dear Mr. Bracken:

I am writing in response to your circular of February 3. I am encouraged to see that the issue of truck traffic on Cambridge residential streets, and most particularly on Kirkland St., is not, as I had assumed, dead and buried now that the election is over. I am enclosing a letter my wife and I wrote to the City Clerk at the time of the hearings on the matter. Its tone will reveal to you how upset we were as new residents of the area. Indeed, from our point of view, you are "lucky" to live two houses down from Kirkland. We live directly on Kirkland itself, and all our rooms face the street, so there is no escape.

I suppose we are by now somewhat hardened to the situation, and in winter at least we can keep all the windows shut, but basically we will never get used to the trucks. In fact, even with the windows shut, we are forced to sleep with earplugs. And neither closed windows nor earplugs are of any use aginst the sometimes earthquake-like vibrations. We will either have to move (no doubt at a substantial loss) or--preferably--have something done about the trucks. In that sense your circular was very helpful in informing us what has and has not been attempted up to now. We hope that redress is still possible, and would be happy to help your committee in any way we can.

We have had ample opportunity to observe the traffic on Kirkland Street. While trucks of every description use the street at all hours of the day and night, undoubtedly the worst offenders are the oil trucks, with P.J. Noonan in the lead. Waste Management of Boston trucks are not far behind, along with other "environmental" carriers (i.e. transporting trash, hazardous materials and other pollutants.) There is also a substantial traffic in open-bed trucks carrying what appears to be gravel and other materials from construction sites. Almost none of this traffic is local. (The fuel trucks making deliveries to area residents are much smaller than Noonan's monsters.)

I find it ironic that Somerville has--at least in theory--been allowed to ban night-time trucking on Washington Street, while its Cambridge extension, Kirkland Street, which is much more residential and educational in character, remains open to it. Cannot the State be made to see the absurdity of the situation? I'm afraid I don't know the Boston area well enough to suggest alternate routes. Is it possible to open up some stretches of the Turnpike now closed to many of the kinds of trucks we see on Kirkland? Has Harvard been contacted on this whole issue? Surely they have an interest in protecting the quality of the neighborhood. I wish I had more practical suggestions, but I certainly wish you well in your endeavors, and hope we may yet prevail against our formidable opponents.

Sincerely yours,

Solon Beinfeld

70-8 Kirkland Street
Cambridge, MA 02138

Mr. Thomas B. Bracken
89 Irving Street
Cambridge, Ma. 02138

Dear Mr. Bracken:

We are retired senior citizens and have been living in Kirkland Street for 36 years. For the first 20 years, We had a wonderful time to enjoy the light traffic. Later the traffic situation changed from bad to worse. Now days, most people drive through the Kirkland street with high speed as they are in highway without slow down. Specially for those heavy loaded trucks drive through with high speed to wake up every body up from their deep sleep in the mid-nights.

Most houses on the Kirkland Street are wooden buildings, around 70 years old. They are on ground not cement foundation. When the heavy loaded trucks are driving by, their force shake every house and their windows tremble. Every home owners have to pay the damage about hundreds of dollars -- to repair roof, windows, etc. annually.

Seriously

Clinton W. Tao

Mr. Clinton Tao
82 Kirkland St
Cambridge, MA 02138

Highway

Heavy loaded trucks from Route 93 and McGrath to the Mass. Pike, using Kirkland street as a short-cut to reach Mass. Ave. before reaching Harvard Sq. turning right to Fresh Pond then to Mount Auburn and Mass Pike

Drivers don't have to use Kirkland street as a short-cut way to reach Mass. Ave.

Heavy loaded trucks from Route 93 can use Highway between Arlington and Medford on one side and Somerville on the other side to meet on Mass. Ave between Arlington and Cambridge.

Heavy loaded trucks from McGrath Highway, turning to Somerville street on Somerville. Somerville street is connected with Mass. Ave.

82 Irving St.
Cambridge, MA 02138
February 23, 1996

Mr. Thomas B. Bracken
89 Irving Street
Cambridge

Dear Mr. Bracken,

As someone who has lived near and suffered from the many different versions of the Kirkland Street noise problem for more than twenty years I am very grateful for your work on the Advisory committee on truck noise and I hope that this will be an occasion in which some relief can be found for a dangerous and very disruptive traffic problem. I will outline my own experience under several headings. For the record I have lived at this address and owned the property since September, 1972. My house is one house in from Kirkland on Irving Street, between Kirkland and Beacon.

Damage and Danger. The easiest simple statement of the level of damage from the very high volume of truck traffic on Kirkland Street, made up of many very large oil trucks, supply trucks, waste management and haulage trucks, busses and commercial vehicles of all kinds, day and night, would be to state that over the past five years I have had to replace or re-plaster all ceilings on floors one and two (ten rooms) of my three story home. All ceilings had been cracked, plaster knocked loose, etc. as a result of the truck traffic. The cost of this work was in the neighborhood of $8,000.00 and I would be happy to supply the records. In the most recent 12 months the vibrations from the street have in fact been reduced by the recent surfacing of Kirkland Street. The surface of the road is, at this moment in better shape than it has been in twenty years. However, it is a key fact that this is not a heavy duty highway at all, but a small, neighborhood street, without solid undersurface, that will be opened and patched again and again to have access to pipes, cable and gas mains. Whenever that access happens the road will begin its damage to the neighborhood. Prior to the recent resurfacing a set of small pot holes and irregularities of the surface produced very severe concussions when the wheels of trucks with heavy loads (or busses) passed over the imperfections of the street. The vibrations from these concussions were constant and produced damage in my building, and, I am sure, in every other building on or near the street.

Beyond this physical damage, the quality of life for those living near or on the Street is seriously reduced by the uncontrolled traffic. It is important to note that the typical house on Kirkland is close to the street with only a shallow front yard and that the first and second houses on side streets are in effect "on" Kirkland Street as well. In any season when windows are open the roar of the trucks makes the ordinary use of several rooms difficult and makes sleeping very hard. The steady truck noise (after a night of intermittant traffic and truck use) begins by **five a.m.**, reaches a peak between **seven and ten a.m.** and remains at a very high level throughout the day, reaching another peak between **three and seven p.m.**.

Since many school children are picked up by busses at the corner of Kirkland and Irving, a corner without even a blinking light to slow this traffic, a very dangerous situation occurs. No parent would think of letting a child go alone to this pick up spot. Every child must be escorted because of the danger. Gasoline trucks roar down this street in alarming numbers and if there ever is an accident involving one of them the explosion and resulting fire will create a destruction that will be on the national news. The speed, lack of blinking lights or

crossing lights that can be activated at Kirkland and Irving creates a situation where many minor accidents occur. I have personally seen more than a half dozen in recent years.

What is the History? In my twenty years living here there have been many ups and downs to the level of traffic. However, a fundamental change happened when the city accepted the arguments of the group called **HALT** and closed the direct (and historic) routes connecting Union Square Sommerville, via Prospect Street to the turnpike and beyond. Once Prospect Street and the River Street and Western Avenue Routes were closed to trucks all traffic from Routes 93 and 99 came through Union Square Sommerville and then down Washington Street and Kirkland Street. The true name should not have been HALT (Halt all loud trucks) but MALT (Move all loud trucks to someone else's neighborhood no matter which routes make obvious and historical sense). Only someone kidding himself or herself could believe that they were truly Halting rather than Moving this major flow of truck traffic. The severity of our current situation is the outcome of this change.

Solutions. Kirkland Street, even without the reassignment of the Prospect St, River St. and Western Avenue truck flow, would still have a truck and noise problem. I hope that it will be possible to do some of the following:

1. To seek and impose an alternate route so as to diminish the current level of traffic. All options should be open, including the reopening of the Prospect Street, Western Avenue and River Street routes to the turnpike. And to create a total ban between 10 pm and 7 am along with a week end ban that will require all trucks in those times to use a route that is non-residential, even if inconvenient.

2. To create a safer situation by doing two things. Posting and enforcing a low speed limit. Second, posting a sequence of large warnign signs along the route stating: "Heavy Pedestrian and school traffic: lower speed limits strictly enforced"

3 To Add a blinking light with pedestrian controls at Kirkland and Irving, the single most dangerous half-way point between lights. The point with the most accidents, school children, crossing difficulties, and highest speed exactly because it it the mid point between the Beacon Street red light and the Quincy Street lights.

4. To invite the city to solve its truck problem by means of a serious over-view that seeks the best solutions independent of the work of pressure groups. For Kirkland Street this means also considering the entire Kirkland Street--Oxford Street loop between Beacon and the return to Beacon. Also included should be strong consideration of the reopening of the historical route between Union Square and the Allston Turnpike entrance (Prospect Street, Western Avenue, River Street.

6. To begin by establishing the actual flow of over-sized vehicles over a two week period, including speed estimates. A clear idea, hour by hour, of the use of Kirkland by large gasoline carriers, heavy trucking, long haul and Waste Management trucks needs to be done.

I have, over the years, called many times to request local solutions from the traffic department and public works department. They have kindly patched the street and recently even resurfaced it. Now that a group has been formed I would be happy to help in any way that I can. I remain troubled by the political process in Cambridge that made the current state of this problem so severe. I hope that in this case some constant awareness of

the city's larger obligations to all its citizens and tax payers, its home owners and residents will guide the process.
Thank you Mr. Bracken for your efforts to begin to solve a dangerous and destructive situation that has a very significant effect on the quality of life every day and every night in this neighborhood.

Philip Fisher

Philip Fisher

Homeowner (22 Years)

82 Irving ST

Helen B. Grumman
58 Kirkland St.
Cambridge, MA 02138

Feb 24, 1996

To Whom it may Concern:

For a long time there has been a great overuse of Kirkland Street as a route across town for trucks including many 18 wheelers and other large and overly heavy trucks. The vibrations they cause have resulted in serious cracks both to the inside and outside walls of my apartment. One can feel the building shake throughout the day and on into the night. Although I have become somewhat accustomed to this shaking of the building, friends who visit me remark about it with alarm.

I would sincerely hope Cambridge could find a more satisfactory route for the trucks without running through heavily populated areas of the city such as Kirkland St. Thank you for your consideration of this problem.

Sincerely,

Helen B. Grumman

February 26, 1996

Thomas B. Bracken
89 Irving St.
Cambridge, MA 02138

Dear Mr. Bracken:

We wish to add our voices to those who are concerned over the excessive truck traffic on Kirkland and neighboring streets, at all hours of the day and night. For us, the issue is primarily safety. Our particular worries are the corner of Irving and Kirkland, where our two children, Emma (11) and Rosa (8), are picked up and dropped off by the schoolbus for Graham and Parks Alternative Public School; and the corner of Scott and Holden, where we live and where our daughters cross regularly on visits to the grounds of the American Academy of Arts and Sciences. Trucks positively barrel along on both Kirkland and Irving (heading toward Somerville); and many cars speed through the stop sign at the Holden and Scott Streets corner. Some trucks and cars also make a mockery of the one-way direction on the last block of Scott, running up to Beacon Street; no day passes without at least three or four violators of this regulation, and children have to be constantly reminded of the danger. We fear that a serious accident may occur unless some concerted effort is taken to slow down the traffic stream, possibly by installing traffic lights, even flashing yellow ones, at these two exceedingly hazardous locations.

Sincerely yours,

Michael T. Gilmore

Deborah M. Valenze
1 Shady Hill Sq.
Cambridge, MA 02138
(corner of Scott and
Holden Streets)

B-2: OBSERVATIONS OF TRUCK TRAFFIC ON BEECH STREET BY KAREN KLINGER

Record of Beech Street truck traffic on 6/20/96 (includes only vehicles large enough they appear to violate city regulations excluding commercial trucks over 2 1/2 tons)

Compiled by Karen Klinger, 20 Beech Street (corner of Beech and Elm streets)

The trucks listed do not include UPS, FEDEX or smaller mail trucks, utility trucks (such as NYNEX or ComGas), smaller rental trucks or any commercial pickup truck or van. Most of the trucks had company names, product names or initials listed on the side. In some cases, there was no identification or the lettering was so small I could not read it as they went by. I have noted whether they were coming from, or going toward, the direction of Davis Square, the Porter Square Shopping Center or across Elm to Willow Street in Somerville.

Altogether, there were 114 trucks in an 11-hour, 10-minute span, or about 10 an hour. Put another way, there was one heavy truck every six minutes, on average, on a street where there are not supposed to be any. Of those, 62 were going toward or coming from the direction of Davis Square. Another 36 were going toward or coming from the shopping center direction. Thirteen went from Beech across Elm to Willow and the remaining three did U-turns, taking advantage of the large turning radius available at the Beech and Elm intersection.

This is a minute-by-minute account:

6:45 a.m. Gray 18-wheeler (no identification) turns toward shopping center
7 a.m. Flatbed truck hauling backhoe (no identification) goes across Elm to Willow
7:25 a.m. Same gray 18-wheeler turns left from Elm onto Beech
8:15 a.m. Hood milk truck turns left onto Elm toward Davis Square
8:25 a.m. Stow Mills 18-wheeler turns toward Davis Square
8:30 a.m. Brown and white truck (no identification) crosses Elm to Willow
8:35 a.m. Flatbed truck (no ID) turns toward Davis Square
8:37 a.m. Ruffles Potato Chips truck coming from shopping center direction turns left onto Beech
8:39 a.m. Garelick Farms 18-wheeler turns toward Davis Square
8:40 a.m. Belmont Springs truck turns right onto Elm (this truck then parks in the shopping center -- Ma. license #22147)
8:50 a.m. White truck (no ID) heads across Elm to Willow
8:55 a.m. Off-white 18-wheeler with initials TIP turns left onto Beech from Elm (this truck earlier seen in Star Market unloading dock)
8:56 a.m. Blue hauling-dump truck, name of Phoenix Park written on truck cab, turns toward shopping center
9:05 a.m. Belmont Springs truck from shopping center turns left onto Beech
9:20 a.m. 18-wheeler with large initials on side "OOCL" turns toward Davis Square

9:29 a.m. Mathews Express Movers truck turns toward shopping center
9:31 a.m. Ben & Jerry's ice cream truck turns left onto Beech (this truck earlier seen unloading on Elm by Star Market)
9:34 a.m. Superior Produce Distributors truck turns toward Davis Square
9:37 a.m. Costa Fruit & Produce Co. truck (the "fresh idea company") turns toward Davis Square
9:40 a.m. Express Mail Overnight truck does a U-turn, from Beech to Elm and back to Beech
9:41 a.m. Torchio & Sons contracting truck turns toward shopping center
9:43 a.m. 18-wheeler with initials "GMR" on the truck's black cab turns toward shopping center
9:48 a.m. T. J. Sillari truck turns right on Beech from Elm
9:50 a.m. Country Kitchen bakery truck coming from shopping center direction turns left on Beech from Elm
9:51 a.m. Bell Linen Supply Co. truck turns left onto Elm toward Davis Square
9:52 a.m. Large truck with name "Lily" turns right onto Beech from Elm
9:54 a.m. Jennifer Convertibles truck ("America's Largest Sofabed Specialists") turns toward Davis Square
10:07 a.m. LAIDLAW garbage-dump truck turns toward shopping center
10:10 a.m. M&L Express Co. of Medford truck turns toward Davis Square
10:11 a.m. Bell Linen Supply truck turns right from Elm onto Beech
10:15 a.m. TNW Transport Services Inc. truck turns toward shopping center
10:16 a.m. White truck (no ID) turns toward Davis Square
10:17 a.m. Food for Free truck turns right onto Beech from Elm
10:21 a.m. New England Spring Water truck turns toward Davis Square
10:23 a.m. Two Brothers Wholesale Fruit & Produce truck turns right onto Beech from Elm
10:24 a.m. White truck (no ID) turns right onto Beech from Elm
10:31 a.m. W.M.S. Distributor, Lynn, Mass., truck turns toward Davis Square
10:33 a.m. LAIDLAW truck turns toward shopping center
10:37 a.m. Large "T" dump truck turns right onto Beech from Elm
10:40 a.m. Gray truck (no ID) turns toward shopping center
10:44 a.m. Home Depot, Somerville, flatbed truck with lumber turns toward Davis Square
10:45 a.m. Phoenix Park, Cambridge, truck turns from shopping center direction onto Beech
10:45 a.m. Atlantic hauling & towing company flatbed truck turns left onto Beech from Elm
10:49 a.m. Large blue Burk Distributing Co. truck turns toward Davis Square
10:50 a.m. LAIDLAW truck turns toward shopping center
10:54 a.m. Charette truck ("imaging is everything") truck turns toward shopping center
11 a.m. New England Pottery ("America's plant resource") truck turns toward shopping center
11:02 a.m. Bud Light beer truck crosses Elm from Beech to Willow
11:05 a.m. Somerville Lumber truck turns toward shopping center
11:07 a.m. Miller High Life beer truck turns right from Elm onto Beech
11:09 a.m. "T" dump truck turns right from Elm onto Beech

11:10 a.m. Rierkarck Oil Burner Service truck turns right from Elm onto Beech
11:13 a.m. Lancer Contracting Services truck turns toward Davis Square
11:15 a.m. White and brown dump truck (no ID) turns toward shopping center
11:30 a.m. Phoenix Park truck goes across Elm to Willow
11:35 a.m. R&D Landscaping truck turns right onto Beech from Elm
11:37 a.m. Ipswich Shellfish Co. truck turns right onto Beech from Elm
11:38 a.m. Bell Linen Supply truck turns left onto Beech from Elm
11:42 a.m. Cream-colored truck (no ID) turns right onto Beech from Elm
11:46 a.m. Gerrity & Co. (Millwork, Cabinets & Lumber) truck turns toward shopping center
11:49 a.m. Charette truck turns right onto Beech from Elm
11:52 a.m. Large Ryder truck turns right onto Beech from Elm
12:02 p.m. Interstate Rental truck turns right onto Beech from Elm
12:04 p.m. Charlesbank Cleaning Co. (Launderers & Dry Cleaners) truck turns toward Davis Square
12:10 p.m. Waltham Fruit Co., Cambridge, truck turns toward Davis Square
12:28 p.m. C&C Carting Co. truck turns right onto Beech from Elm
12:34 p.m. Interstate Distributors truck with "Elle" magazine ad on side turns right onto Beech from Elm
12:35 p.m. Kraft food truck does a U-turn from Beech onto Elm and back onto Beech
12:36 p.m. Arnold Co. truck goes across Elm to Willow
12:40 p.m. Pat's Auto Body flatbed truck turns left toward Davis Square
12:40 p.m. Waltham Fruit Co. truck turns right onto Beech from Elm
12:41 p.m. West Lynn Creamery truck turns onto Beech from shopping center direction
12:43 p.m. 18-wheeler with initials "NOL" on side turns toward Davis Square
12:45 p.m. Truck with lettering "SYSCO--The Leading Source" does a U-turn from Beech to Elm to Beech
12:46 p.m. Gold Star trucking company truck turns right onto Beech from Elm
12:50 p.m. Large U-Haul truck turns toward Davis Square
1:15 p.m. Treaty Trucking company truck turns right onto Beech from Elm
1:20 p.m. Phoenix Park truck turns toward shopping center
1:30 p.m. Drain Doctors Inc. (Sewer & Drain Cleaning) tank truck and accompanying Drain Doctors truck turn left onto Beech from Elm
1:31 p.m. Cape Cod Express truck turns left onto Beech from shopping center direction
1:40 p.m. Phoenix Park truck turns left onto Elm from Beech
1:45 p.m. Budweiser beer truck goes across Elm to Willow
1:58 p.m. Sunbeam bread truck turns right onto Beech from Elm
2 p.m. Large Ryder truck turns right onto Beech from Elm
2:03 p.m. Phoenix Park truck turns toward shopping center
2:16 p.m. Phoenix Park truck turns toward shopping center
2:25 p.m. R&W Landscape truck turns right onto Beech from Elm
2:29 p.m. J&C Construction dump truck crosses Elm to Willow
2:30 p.m. 18-wheel New England Food truck turns onto Beech from shopping center direction
2:33 p.m. Elhide & Co. yellow flatbed truck crosses Beech to Willow

2:37 p.m. Armor Door & Lock Co., Malden, truck turns right onto Beech from Elm
2:45 p.m. Newport Specialty Foods truck turns right onto Beech from Elm
2:55 p.m. Large U-Haul truck turns toward shopping center
3 p.m. Phoenix Park truck crosses from Beech to Willow
3:02 p.m. M.J. McConnell & Sons garbage and dumpster-emptying truck turns right onto Beech from Elm
3:10 p.m. Treaty Trucking company truck turns left onto Beech from Elm
3:10 p.m. Phoenix Park truck crosses Elm to Willow
3:15 p.m. Black dump truck (no ID) turns right onto Beech from Elm
3:45 p.m. Coca Cola truck turns right onto Beech from Elm
3:52 p.m. Phoenix Park truck crosses Elm to Willow
4 p.m. Red truck with "Metropolitan" on cab turns right onto Beech from Elm
4:05 p.m. Large Sears rental truck turns toward Davis Square
4:15 p.m. White truck (no ID) turns right from Elm onto Beech
4:20 p.m. 18-wheel Overnite Transportation Co. truck crosses Elm to Willow
4:40 p.m. Home Depot truck turns right onto Beech from Elm
4:44 p.m. Fish Mart truck turns toward shopping center
5:10 p.m. Garbage and dumpster-emptying truck with "Accurate" written on cab crosses Elm to Willow
5:25 p.m. A&I Leasing truck turns toward shopping Center
5:27 p.m. Express Mail Overnight truck turns left onto Beech from Elm
5:40 p.m. Brown hauling and dumpster truck (no ID) turns right onto Beech from Elm
5:46 p.m. Large Ryder truck turns left on Beech from Elm
5:52 p.m. Express Mail Overnight truck turns toward shopping center

APPENDIX C: NEIGHBORHOOD REPORTS FROM TRUCK ADVISORY COMMITTEE MEMBERS

1. Riverside (Yvonne Gittens)

2. Riverside (Vici Casana)

3. Cambridgeport (Geneva Malenfant)

4. Mid-Cambridge (Thomas Bracken)

5. West Cambridge (Susan Miller-Havens, Robert Johnson, Douglass Lee)

6. East Cambridge (Robert Travers)

C-1. RIVERSIDE REPORT (YVONNE GITTENS)



MASSACHUSETTS INSTITUTE OF TECHNOLOGY

STUDENT FINANCIAL AID OFFICE

77 MASSACHUSETTS AVENUE (ROOM 5-119)
CAMBRIDGE, MASSACHUSETTS 02139 • (617) 253-4971

MEMORANDUM July 23, 1996

TO: Richie Rossi

FROM: Yvonne Gittens

SUBJECT: Riverside Proposal

I am sorry that I have not been able to make the last few Traffic Committee Meetings.

The traffic issue in Cambridge is really a problem and I hope we can come to some agreement on a plan that is beneficial for the entire city. This "not in my neighborhood mentality" is not helpful for anyone. We must all share the problem and the solution.

Riverside is hard hit by truck traffic because the trucks roll off the Pike to head to other neighborhoods in Cambridge and to other cities beyond Cambridge. In discussions with others who live in my area, I talked about the possibility of the trucks using a portion of Memorial Drive to access Vassar Street (the Cross City Bus route) thus moving the through traffic to streets that are not primarily residental. This would allow trucks to travel through Cambrige to other cities with less disruption to Cambridge residents. The remaining trucks using River Street would be servicing our City and neighborhoods. They thought this was a good solution because it reduces truck traffic on residental streets which I believe is one of the goals of this committee.

In addition to concerns about truck routes, residents of my neighborhood are still concerned about better enforcement of the truck ban. Trucks often travel down River Street during the hours of the ban. This means that residents have no relief from the truck noise. Beyond the usual noise, empty trucks are the biggest problem (any time of the day/night) because they really make the most noise.

Riverside residents hope that the proposal for a new truck route and a tightening of the enforcement of the truck ban will be put into place soon.

C-2: RIVERSIDE REPORT (VICI CASANA)

CENTRAL SQUARE NEIGHBORHOOD COALITION

BOARD OF DIRECTORS

Robert Boulrice
President

Geneva Malenfant
Vice President

Paul Schlaver
Treasurer

Eric Pfeufer
Clerk

Vici Casana

John Dietrich

Julia Gregory

Carol Krieger

Bill Lee

Louise Olson

Robert Winters

Fran Wirta

TO: Truck Traffic Advisory Committee

FROM: Vici Casana, Chair Vici Casana
CSNC Traffic and Parking Subcommittee

DATE: March 27, 1996

RE: "Hot Spots" for truck traffic in Central Square/ Riverside

1. The most dangerous area is the turn off Massachusetts Ave. onto Pleasant St. (in front of the post office) and the two blocks down Pleasant St. to Western Avenue. Trucks often travel this route in violation of the nighttime and weekend truck travel ban, but they also cause problems during the hours when they can legally travel this route. Simply put, large trucks and tractor trailers cannot safely make this turn onto a narrow street. I have frequently seen trucks "beached" on the sidewalk. I have also witnessed a number of accidents involving trucks and cars at the corner of Green St. and Pleasant St. The Mass Ave. and Pleasant St. intersection is enough of a trouble spot for turning cars, bicyclists and pedestrians without the added problem of the trucks. The situation will only get worse as construction begins on the Central Square roadway improvements project.

2. There is still pervasive violation of the nighttime and weekend truck ban on River St., Western Ave., Pleasant St. and Mass. Ave. Residents of these streets put up with the truck traffic all day and do not want to deal with it all night as well. The accompanying complaints of noise when speeding trucks hit potholes and metal plates (which are only briefly improved with street paving), vibrations that shake buildings and pollution have been voiced many times. River and Western residents do not want their streets singled out as preferred truck routes because they are close to Mass Pike exit 18.

3. Trucks still travel on Prospect St. despite the posted 24-hour truck ban.

4. Trucks idle on Green and Magazine Streets (near the Baptist church) early in the morning. Early trash pick-up is still a problem in this area.

Please note: My committee met with city officials five times in 1994 to find solutions to these basic problems. We concluded (my committee) ~~was~~ that a city-wide solution was needed--a solution that must include a city-wide nighttime and weekend truck ban and stepped-up enforcement. Better signs and advertisement of the existing ban were promised in 1994 and are still needed.

BOX 391294 · CAMBRIDGE, MASSACHUSETTS 02139 · 617·864-CSNC (2762)

C-2: RIVERSIDE REPORT (VICI CASANA)

RIVERSIDE TRUCK TRAFFIC REPORT AND PLAN

Presented to the Truck Traffic Advisory Committee

by Vici Casana

at the October 16, 1996 meeting

AREA OF FOCUS

This report will examine the portion of Riverside bounded by Massachusetts Avenue (state highway 2A), Putnam Avenue, Memorial Drive and River Street. It will focus on the major truck routes River Street and Western Avenue and the minor truck route Putnam Avenue as well as the many smaller streets that intersect with them. Riverside technically extends west to JFK Street beyond Putnam Avenue, but since that area consists of small streets that run at odd angles and are not directly affected by trucking, it has been excluded. Also, the portion of Putnam Avenue that extends east of River Street is not discussed because it has already been covered in the Cambridgeport report.

POPULATION DENSITY

This is one of the most densely-populated areas of Cambridge. River Street and Western Avenue--one-way streets, each with two traffic lanes--run north at approximately 45° angles from Memorial Drive and intersect in Central Square at Massachusetts Avenue. These two streets are predominantly residential. River Street has the new Osco Drug store and Cambridge Auto Parts close to the river (opposite residences); otherwise, the only other stores are parts of apartment buildings. Western Avenue's situation is similar except for the electrical plant close to the river. River Street is intersected by 14 side streets and 4 longer streets. Western Avenue is intersected by 11 side streets and 4 longer streets. Four of these side streets and all of the longer streets also intersect River Street nearby, so residents of these streets are doubly affected by truck traffic. The stretch of Putnam Avenue being discussed is a curving, narrow, two-lane street that carries traffic in two directions. It connects the truck routes of Massachusetts Avenue, River Street, Western Avenue and Cambridgeport truck streets to the east such as Brookline Avenue, Sidney Street and Albany Street. The portion of Putnam Avenue of focus here is intersected by 8 side streets and 2 long streets. (All streets are listed in Appendix A.)

Most of the housing on River Street and Western Avenue consists of multi-unit buildings ranging from wood frame triple-deckers to 20-unit or larger brick buildings. There is a large brick complex of three high-rise apartment buildings at 808-812 Memorial Drive (intersects with River Street) and a large brick high-rise of elderly housing in Central Square where River Street and Magazine Street connect. Most of the dwellings on River Street and Western Avenue are older housing stock. Significantly, most dwellings were built flush with the sidewalk and do not have buffers or yards (or have miniscule ones) to protect them from truck vibrations. Putnam Avenue and the numerous intersecting side streets mentioned above are a mix of single-family and multi-unit structures, primarily older, wooden housing stock. There are many row houses and triple-deckers. Thus you have a high concentration of population living in housing located very close to major, heavily travelled truck routes and thereby frequently subjected to the ensuing truck noise, vibrations, fumes and attendant problems. There are also two schools--Graham and Parks (Upton St. a few yards from River St.) and the Martin Luther King School (Putnam St. and Kinnaird St.)--very close to these truck routes.

TERRAIN

River Street and Western Avenue are long, straight, wide, one-way streets that carry large volumes of traffic--truck and otherwise--to and from the Mass Pike (Exit 18), Storrow Drive, Memorial Drive, Massachusetts Avenue and various major Boston (Allston) streets--Cambridge Street and the continuation of Western Avenue over the river. There is parking on one side of River Street with a narrow bicycle lane on the opposite side. Most of Western Avenue has parking on both sides. Narrow, curving Putnam Avenue has parking on one side.

Problem: Because there are not many stoplights on these streets, trucks can build up a good speed, especially at night, if they hit the right green lights. Heading north from the Charles River on River Street, trucks would hit lights at Memorial Drive, Putnam Avenue, Kelly Road and not again until Green Street close to Central Square. Trucks heading south on Western Avenue to reach the Mass Pike would not hit a light after Central Square until the corner of Howard Street.

Possible solution: Make sure that lights are not synchonized for nighttime speeding. Make the trucks stop frequently at lights. (I am referring here to carriers of hazardous cargo which are exempt from the current nighttime truck bans.)

POPULATION MIX

The densely-housed population of this area is a mix of families with children, elderly, and single people of low to moderate income. Most are long-term residents. This is not primarily a student area, although there are some students. Many of the apartment buildings were formerly rent-controlled, so that population is in flux. As noted, there is elderly housing; there is also a housing project, Putnam Gardens, on Putnam Avenue.

CURRENT SITUATION AND PROBLEMS

1) Trucks ~~must~~ enter and exit the Mass Pike at Exit 18 in Allston and travel on River Street or Western Avenue to reach I93 and I95. As has been mentioned at numerous meetings, the truckers know this is a shortcut, an alternative to staying on Route 128/95 to reach northern destinations. Trucks travelling up River Street take a right onto Massachusetts Avenue because they are not supposed to travel up Prospect Street (which has a 24-hour MHD-approved, posted truck ban)--although some still do--and then take Main Street, Binney Street and the East Cambridge Route to McGrath Highway. Trucks making the reverse trip travel through Central Square on Massachusetts Avenue past the turn onto Western Avenue (which is prohibited) and turn left onto a narrow, three-block stretch of Pleasant Street (one-way) which connects them to Western Avenue.

A) The recent traffic calming efforts in Central Square include extending the size of Carl Barron Plaza at River Street and Massachusetts Avenue. The project is still under construction but is already causing numerous traffic problems. The project also involves eliminating a lane of traffic, leaving three lanes, and adding bicycle lanes on both sides of the street. Currently large trucks--tractor-trailer or those with unusually long bodies--have a very difficult time manuevering the turn onto Massachusetts Avenue. Often I've witnessed trucks stuck in the lane of the opposite traffic lane attempting this turn.

Recommendation: Immediately notify trucking companies of this tight turn. Include this information on truckers' maps and in other sources truckers consult for route information.

B) An even more dangerous Central Square intersection is the corner of Massachusetts Avenue and Pleasant Street. This intersection has also recently been narrowed by the addition of two neckdowns. However, even before the narrowing this intersection was the scene of numerous truck accidents and near-accidents as large trucks attempted to make the sharp turn off Mass. Ave. onto Pleasant Street. Trucks can often be seen "beached" on the sidewalk when drivers miscalculate the turn. This corner is a busy pedestrian crosswalk next to the post office.

Recommendation: Ban truck traffic from this stretch of Pleasant Street. If a daytime restricted truck route is recommended, require trucks travelling from McGrath Highway through East Cambridge to take Main Street to Mass. Ave. and turn left to go over the Mass. Ave. Bridge into Boston. They can then travel down Commonwealth Avenue to reach Harvard St. and Cambridge St. (Boston's signed truck route) to reach the Mass Pike. In the interim truckers can be advised to take another route to avoid this intersection.

The fact that Boston has a signed truck route that leads to Cambridge St. in Allston (which becomes River St. in Cambridge when one crosses the Charles River) as well as the presence of a truck terminal in Allston right next to Exit 18 (right across the river from River St. and Western Ave.) means there are many trucks in the area. Obviously, some are tempted to take a nighttime shortcut through Cambridge to northern destinations.

2) Hazardous cargo carriers are exempt from any truck bans. Because the Boston Fire Marshall has determined that these trucks cannot travel under the Prudential Building on the Mass Pike, these trucks must leave the pike at Exit 18 (although they could also take an exit before this one). Many of these trucks travel the aforementioned shortcut through Cambridge which can include Prospect St. to Union Square in Somerville and on to northern routes.

3) There are currently bans on truck traffic from 7 p.m. to 7 a.m. Monday through Friday and all day (24 hours) Saturday and Sunday on River Street (since 1987), Western Avenue (since 1975) and on the small stretch of Pleasant Street mentioned earlier. In November 1996 a ban on truck traffic from 7 p.m. to 7 a.m. on Putnam Ave. was approved by the MHD and the street has recently been signed with universal truck prohibition signs. The nighttime ban is sometimes enforced by the Cabridge Police's Selective Enforcement Unit. As we have been told, this unit does not have enough staff to give more coverage to these streets or to others with similar bans. To the best of my knowledge, no attempt has been made to enforce the weekend ban.

NEIGHBORHOOD ACTIONS

Over the years there have been constant complaints about truck traffic and various neighborhood efforts. I was one of the founders of the Central Square Neighborhood Coalition and chaired the Traffic and Parking Committee from its inception in January 1993 to May 1996. (The committee no longer exists as the coalition decided to change its focus to deal primarily with Central Square shopping district issues rather than neighborhood issues.) During that time I have heard and read hundreds of complaints from Central Square area residents. In the summer of 1993 CSNC newsletter I enclosed a traffic questionnaire. I received 175 responses--in great detail--about truck traffic alone. Among the numerous complaints--similar to those voiced by residents of other parts of the city--were those addressing truck speeding, vibrations, exhaust fumes, noise and constant nighttime presence. People wrote of cracked plaster, objects falling off

walls and tables, sounds "like a bomb going off" when trucks hit metal utility plates in the road, and other quality of life issues. Vibrations also set off car alarm

Beginning in April 1994, at the request of Councillor Duehay (who then chaired the Council's Environmental Subcommittee), a committee of city officials (basically the same ones attending the Truck Traffic Advisory Committee meetings) and the CSNC Traffic and Parking Committee was convened to deal with our neighborhood's issues. We met through December of 1994 and met with a measure of success. For example, we suggested that police set up a roadblock/ site check on River Street at Blackstone Street to stop trucks travelling through Cambridge during the nighttime ban and make them turn around (i.e., go down Blackstone St. to Western Ave. and go back where they came from). However, many of the issues we discussed are still on the table of this committee. One that could be easily remedied would be the replacement of the current awkwardly-worded signs that read "COMMERCIAL VEHICLES OVER 2½ TONS EXCLUDED" with universal signs of a truck enclosed in a red circle with a slash through it. A picture is worth a thousand words--and can have a smaller sign below with the prohibited hours.

It became clear that the only real solution to Riverside-Cambridgeport's truck problems would be to establish a city-wide truck traffic policy. I recommend a city-wide nighttime truck ban as the only effective, fair, easily communicated and enforceable solution.

RECOMMENDATIONS

1) As stated above, adopt a city-wide nighttime ban on through truck traffic.

2) Explore a daytime preferred route as has been proposed for West and East Cambridge. The notion of a route that would circle the city is appealing, but I don't see how it could practically be extended to include Riverside-Cambridgeport. After the bruhaha over trying to put Stop and Shop trucks on Memorial Drive for 360 yards, I seriously doubt that the MDC would grant approval to put trucks on any stretch of Memorial Drive. I think seeking such approval would be a waste of time. A better solution for an alternate route, as mentioned earlier, would be to have trucks travelling west on Main Street take a left onto Massachusetts Avenue and then go over the Mass. Ave. Bridge into Boston to reach the Mass Pike. This circuitous route would certainly discourage through city trucking.

3) Include enforcement of the weekend through truck ban on River St. and Western Ave. as part of efforts to enforce existing bans. Automobile traffic is significantly reduced on Sundays, so loud truck noise and vibrations are even more noticeable then.

APPENDIX A RIVERSIDE TRUCK TRAFFIC REPORT

Note: Major streets are classified by length, not by width or traffic-bearing capacity. This listing, with the exception of Upton St., enumerates the side streets that directly intersect with River St., Western Ave. and Putnam Ave. The many other small streets that intersect Pleasant St.--although close enough to River St. to be affected by truck traffic on it--have not been listed.

1) Streets intersecting RIVER STREET — 14 side streets, 4 major streets

Blackstone St.
Putnam Ave. (major street)
Fairmount St.
Rockwell St.
Laurel St.
Sullivan Place
Howard St.
Kelly Rd.
Jay St.
Kinnaird St.
Pleasant Place
Pleasant St. (major street)
Cottage St.
William St.
Auburn St.
Franklin St. (major st.--narrow, one-way, 24-hr. truck ban)
Green St. (major st.--narrow, one-way, 24-hr. truck ban)
Upton St. (off Pleasant St.--very close to River St.) GRAHAM AND PARKS SCHOOL

2) Streets intersecting WESTERN AVENUE — 11 side streets (4 also intersect River) and 4 major streets

Blackstone St.*
Riverside Place
Putnam Ave. (major street)*
Hews St.
Dodge St.
Bancroft St.
Gilmore St.
Howard St.*
Jay St.*
Kinnaird St.*
Soden St.
Central Place
Franklin St. (major street)*
Green St. (major street)*
Pleasant St. (major street)*

* indicates streets that receive the impact from trucks on both River St. and Western Ave. (major truck routes) because they intersect both within a short distance

3) Streets intersecting PUTNAM AVENUE (between Mass. Ave. and River St.)

Green St. (major street)
Surrey St.
Franklin St. (major street)
Kinnaird St. MARTIN LUTHER KING SCHOOL
Flagg St.
Magee St.
Callender St.
Hingham St.
Ballard St.
Pond Place

8 side streets and 2 major streets

C-3: CAMBRIDGEPORT REPORT (GENEVA MALENFANT)

Schedule 12

Section 21.12: Heavy commercial vehicles prohibited from using certain streets.

When signs are erected giving notice thereof, no person shall operate a heavy commercial vehicle except as provided under Section 17.2, upon any of the following streets or parts of streets:

Street (State Permit #)	From	To	Hours	Eff Date
Kimball (B2280)	Seagrave	Whittemore Ave.	All	24 Oct 74 6
Kirkland (EB049-6120)	Oxford	Quincy	All	26 Aug 93 10
Madison (B2280)	Columbus	Whittemore Ave.	All	24 Oct 74 6
Magoun (B2280)	Mass. Ave.	Whittemore Ave.	All	24 Oct 74 6
Mason (B1666) westbound vehicles only	Garden	Brattle	All	28 Dec 72 4
Otis (B1585)	Third	Fulkerson	All	19 Oct 72 8
Oxford (EB049-6120)	Beacon	Kirkland	All	26 Aug 93 10
Prospect (EB049-5466)	Mass. Ave.	Somerville city line	All	30 Jan 87 5
Putnam Ave. (EB-049-6244)	Mass. Ave.	Waverly St.	7P-7A	22 Nov 96 13
Rindge Ave. (13649)	Mass. Ave.	Alewife Brook Parkway	All	4 Aug 66
River (B2209)	Memorial Dr.	Western Ave.	7P-7A Mon-Fri All Sat & Sun	18 Jul 74 11
Russell (EB049-5369)	Mass. Ave.	Somerville city line	All	3 Oct 86 2
Sciarappa (EB049-5100)	Cambridge	Msgr. O'Brien Hwy.	All	5 Apr 84 9
Sciarappa (B1585)	Cambridge	Charles	All	19 Oct 72 8
Scott (13649)	Irving	Somerville city line	All	4 Aug 66
Seagrave Rd. (B2280)	Kimball	Whittemore Ave.	All	24 Oct 74 6
Seventh (B1585)	Cambridge	Spring	All	19 Oct 72 8
Seventh (EB049-5100)	Cambridge	Gore	All	5 Apr 84 9
Spring (B1585)	Third	Fulkerson	All	19 Oct 72 8
Sixth (EB049-5100)	Cambridge	Gore	All	5 Apr 84 9
Sixth (B13649)	Cambridge	Spring	All	4 Aug 66
Third (EB049-5466)	Binney	Msgr. O'Brien Hwy.	All	30 Jan 87 5
Thorndike (B1585)	Third	Fulkerson	All	19 Oct 72 8

Schedule 12

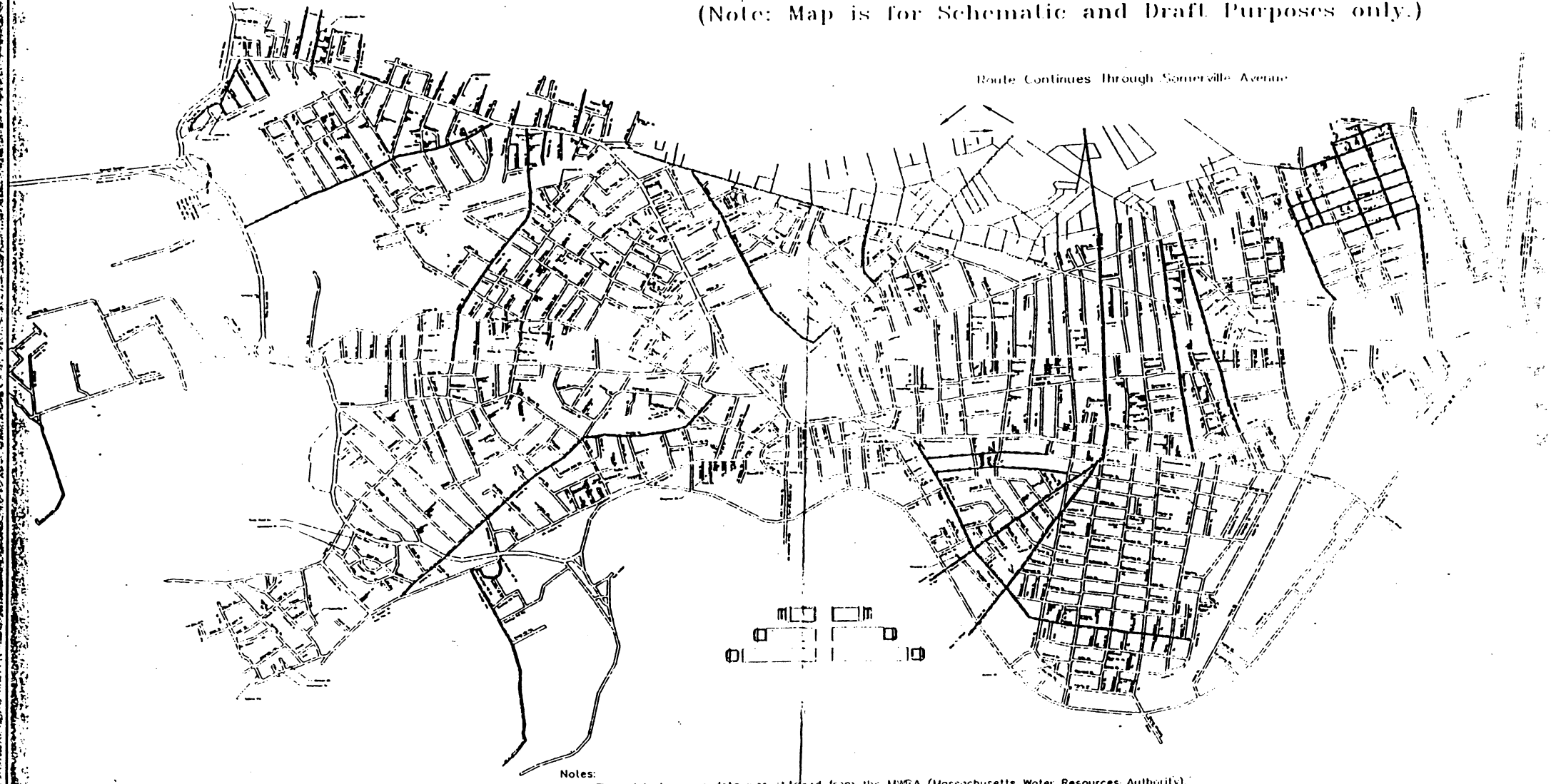
Section 21.12: Heavy commercial vehicles prohibited from using certain streets.

When signs are erected giving notice thereof, no person shall operate a heavy commercial vehicle except as provided under Section 17.2, upon any of the following streets or parts of streets:

Street (State Permit #)	From	To	Hours	Eff Date
Bay (B4797)	Kinnaird	just N of Green	All	9 Dec 82 1
Beech (EB049-5364)	Mass. Ave.	Elm St. (Som)	All	3 Oct 86 2
Blanchard Rd. (B3675)	Concord Ave.	Belmont town line	All	1 Nov 79 3
Brattle (B1666)	Mason	Mt. Auburn	All	28 Dec 72 4
Cameron Ave. (EB049-5364)	Mass. Ave.	Somerville city line	All	3 Oct 86 2
Chester (EB049-5364)	Mass. Ave.	Somerville city line	All	3 Oct 86 2
Clarendon Ave. (B3049)	Mass. Ave.	Somerville city line	All	23 Jun 77 2
Columbia (EB049-5466)	Main	Cambridge	All	30 Jan 87 5
Columbus Ave. (B2280)	Mass. Ave.	Kimball	All	24 Oct 74 6
Coolidge Ave. (13649)	Mt. Auburn	Watertown city line	All	4 Aug 66
Coolidge Hill Rd. (13649)	Eastern End	Western End	All	4 Aug 66
Day (EB049-5364)	Mass. Ave.	Somerville city line	All	3 Oct 86 2
Dover (EB049-5364)	Somerville city line	Mass. Ave.	All	3 Oct 86 2
Edmunds (B2969)	Mass. Ave.	Westerly to end	All	10 Mar 77 7
Eighth (B1585)	Spring	Cambridge	All	19 Oct 72 8
Fifth (B1585)	Cambridge	Charles	All	19 Oct 72 8
Fifth (EB049-5100)	Cambridge	Winter	All	5 Apr 84 9
Franklin (B4797)	Putnam Ave.	Pleasant	All	9 Dec 82 1
Fulkerson (EB-049-6252)	Cambridge	Charles	All	7 May 96 8
Gore (EB049-5100)	Lambert	Third	All	5 Apr 84 9
Green (B4797)	Sellers	Putnam Ave.	All	9 Dec 82 1
Harrison Ave. (B2282)	Columbus Ave.	Whittemore Ave.	All	24 Oct 74 6
Hurley (B1585)	Third	Sixth	All	9 Dec 82 8
Irving (13649)	Scott	Kirkland	All	4 Aug 66

City of Cambridge
Existing Truck Restrictions, January 1997

(Note: Map is for Schematic and Draft Purposes only.)

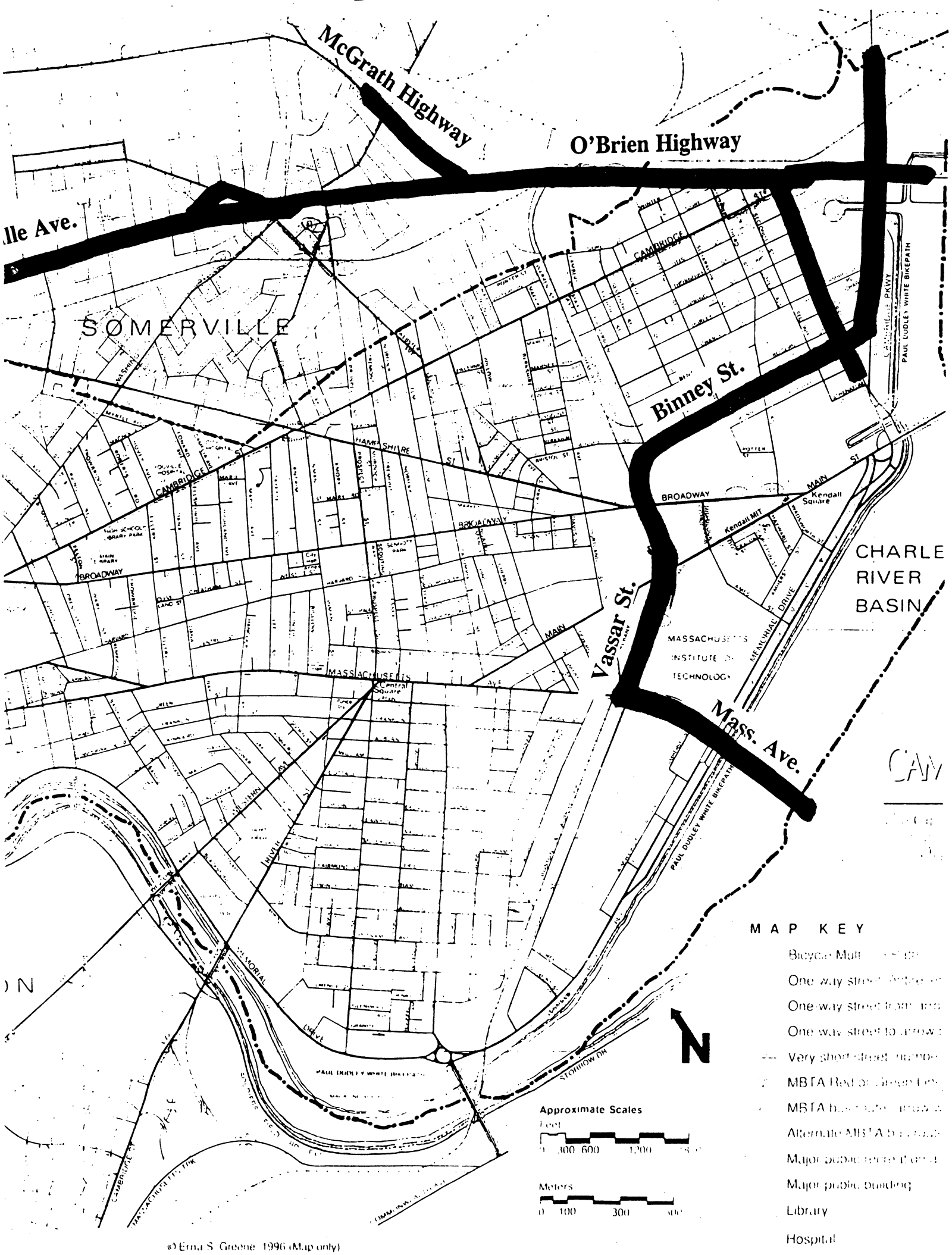


Notes:

1. The original source data was obtained from the MWRA (Massachusetts Water Resources Authority), Spring of 1995
2. The data and drawing was modified by the Dept. of Public Works, Engineering Division, Spring of 1996
3. **Some streets on this drawing may not be to scale. This drawing is for schematic purposes only.**

Filename: Truck-log.dwg and In Cambrid3.dwg
Date Drawn: January 6th, 1997

APPENDIX D: EXISTING TRUCK RESTRICTIONS IN THE CITY OF CAMBRIDGE



© Erna S. Greene 1996 (Map only)

East Cambridge Proposal for Day Time Alternate Through Truck Route

Robert Travers

There are some problems for East Cambridge that concern The East Cambridge Planning Board and other residents. Some are old and others are going to happen when The Charles River Crossing is completed.

First is that traffic exiting from the McGrath-O'Brien highway cuts across to Gore Street to 1st, 4th or 6th. The Binney Street Extension from Fulkerson Street is heavy industry on both sides so while trucks with local deliveries must access their docks the small residential streets remain unprotected. Millions of dollars have been spent to repair churches and homes. While there are truck restrictions on some of the streets they are not routinely enforced.

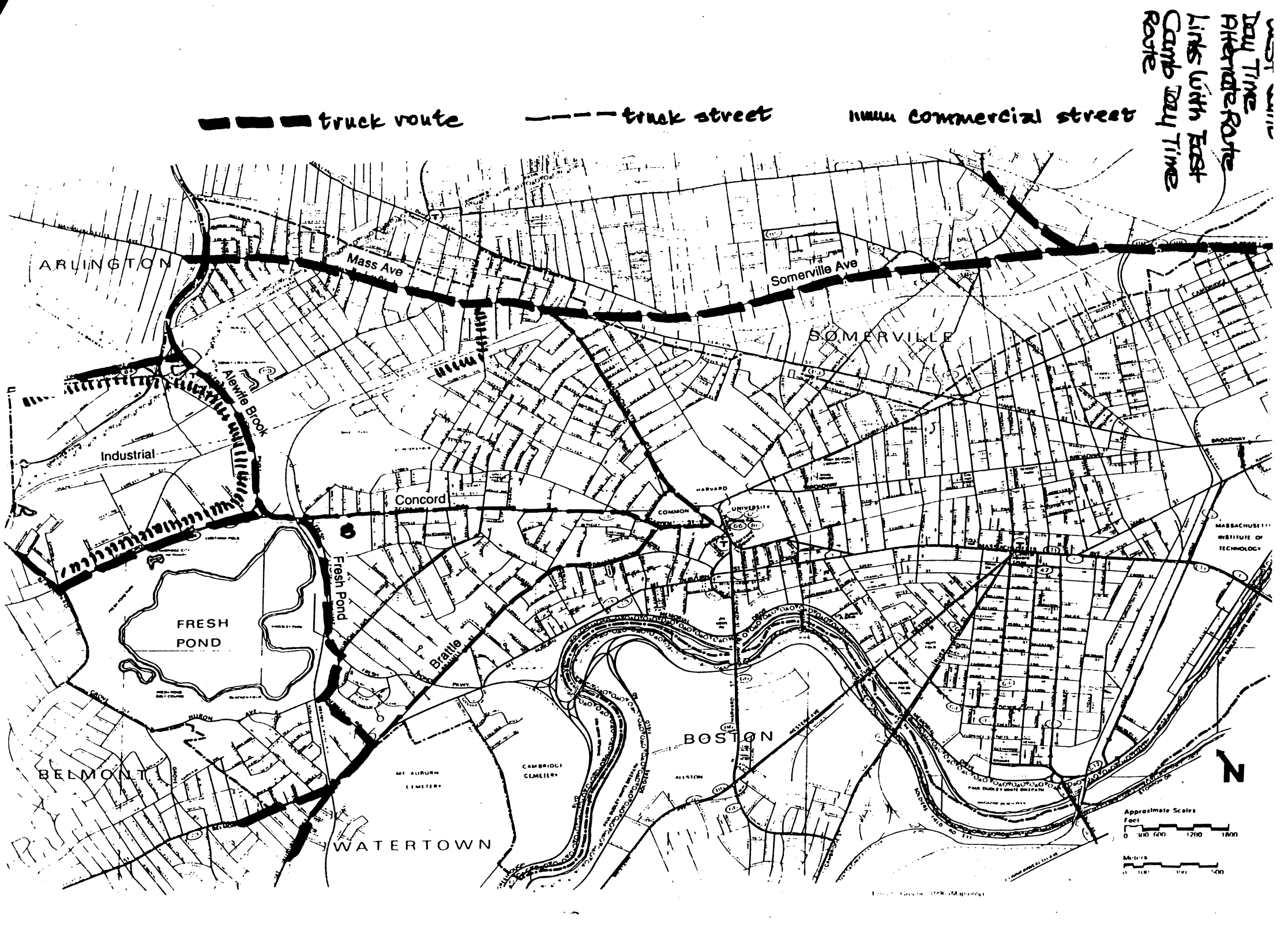
Second, trucks getting off at the Museum of Science should use 1st Street, Commerical Ave, Main Street and Vassar Street, not residential streets. All interior streets that are bounded by the McGrath suffer.

The community is aware that the Central Artery project can cause traffic to exit from Route 93 when they get to Medord and Somerville exists rather than dealing with the pile up on the other side of the bridge. This may be mostly true of through trucking that does not want to use the designated trucking route provided by Boston and by those hazardous trucks that will be not be allowed to go inside the new tunnel. It is hard to believe that there have been no studies on the impact of this project on East Cambridge.

We want a night time ban on all streets and the following alternate day time route for through trucks. Route 93 take McGrath Highway or Sullivan Square stay on and keep going, get off at First Street or Edward Land Blvd and go to Main or Binney St over the Mass Ave Bridge to the Mass Pike Entrance several blocks away. This no exit at Medford and Somerville will be good for those towns too.

Someone said that we can not have a sign on a route 93 exit because these roads are not in Cambridge, but we found out that Woburn has a sign on their land at the 128 exit that doesn't allow certain trucks on that road.

C-6: EAST CAMBRIDGE REPORT (ROBERT TRAVERS)


truck route
truck street
commercial street
Day Time Alternate Route
Links with East Camb Day Time Route
ARLINGTON
Mass Ave
Somerville Ave
SOMERVILLE
Alewife Brook
Industrial
Concord
HARVARD COMMON
UNIVERSITY
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
BROADWAY
FRESH POND
Fresh Pond
Brattle
BOSTON
BELMONT
WATERTOWN
MT AUBURN CEMETERY
CAMBRIDGE CEMETERY
ALLSTON
N
Approximate Scales
Feet
0 600 1200 1800
Meters

1993. By and large, these trucks probably conform to the 2.5-ton definition of heavy vehicles. There is no indication of what shares of the total is represented by each marking, but written complaints have frequently mentioned Puglia trucks. These can be frequently seen on the street and are combination trucks with open (dump) trailers used for carrying construction waste and scrap, are usually seen traveling eastbound with empty trailers. "S3" trucks are 3-axle single unit vehicles, and "3S1" are tractors with single axle semi-trailers. The standard 18-wheeler is a 3S2, i.e., tandem rear axle. The category with the largest difference east-versus-west is the S3 type.

Even without knowing the vehicle configuration associated with the marking, it is fairly easy to guess which trucks have local destinations and which are traveling through Cambridge on their way to somewhere else.

Mt. Auburn Street

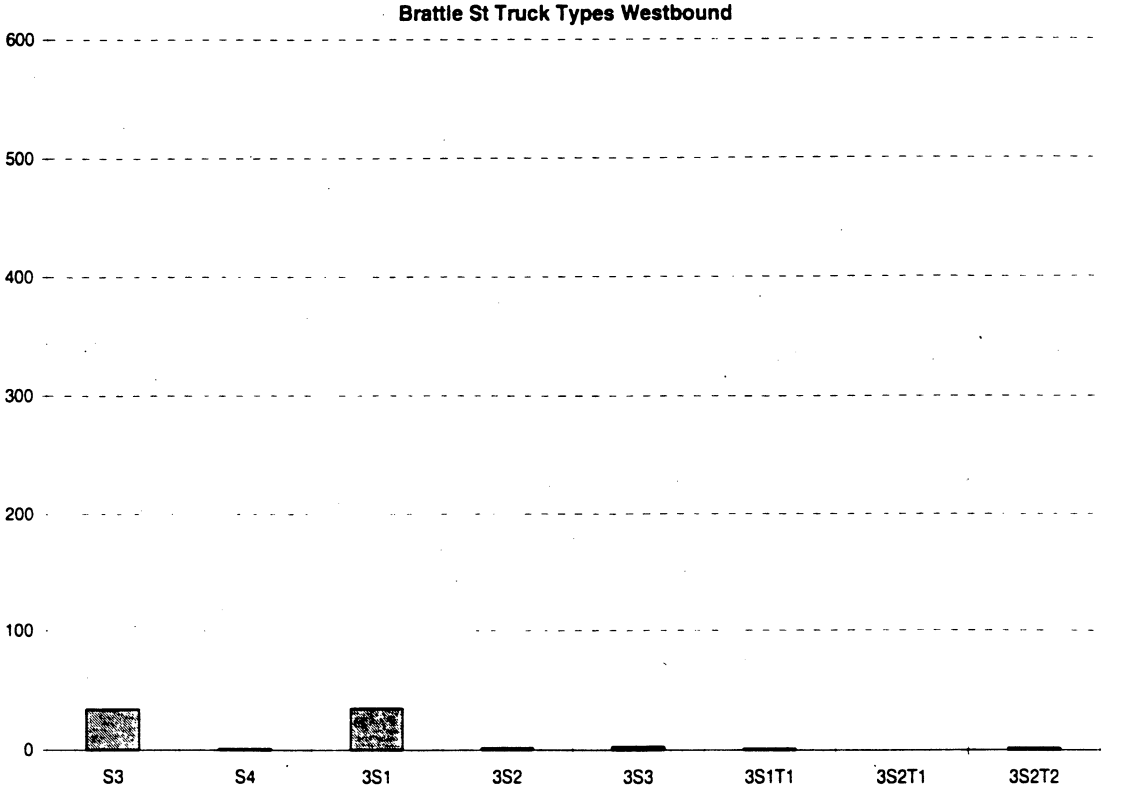
Similar counts were conducted on Mt. Auburn, with a comparable ADT of 9,018 vehicles, of which 514 (5.7%) were heavy trucks. The composition of the traffic is also similar in being commuter-oriented, perhaps more directly destined for Harvard and Central Square areas. Trucks are somewhat fewer and also smaller. Restrictions of truck traffic on Mt. Auburn are warranted by the hospital and the limited capacity of the street in Harvard Square. Through trucks prefer to go around the Cambridge Commons rather than through the Square, and Mt. Auburn does not readily permit this.

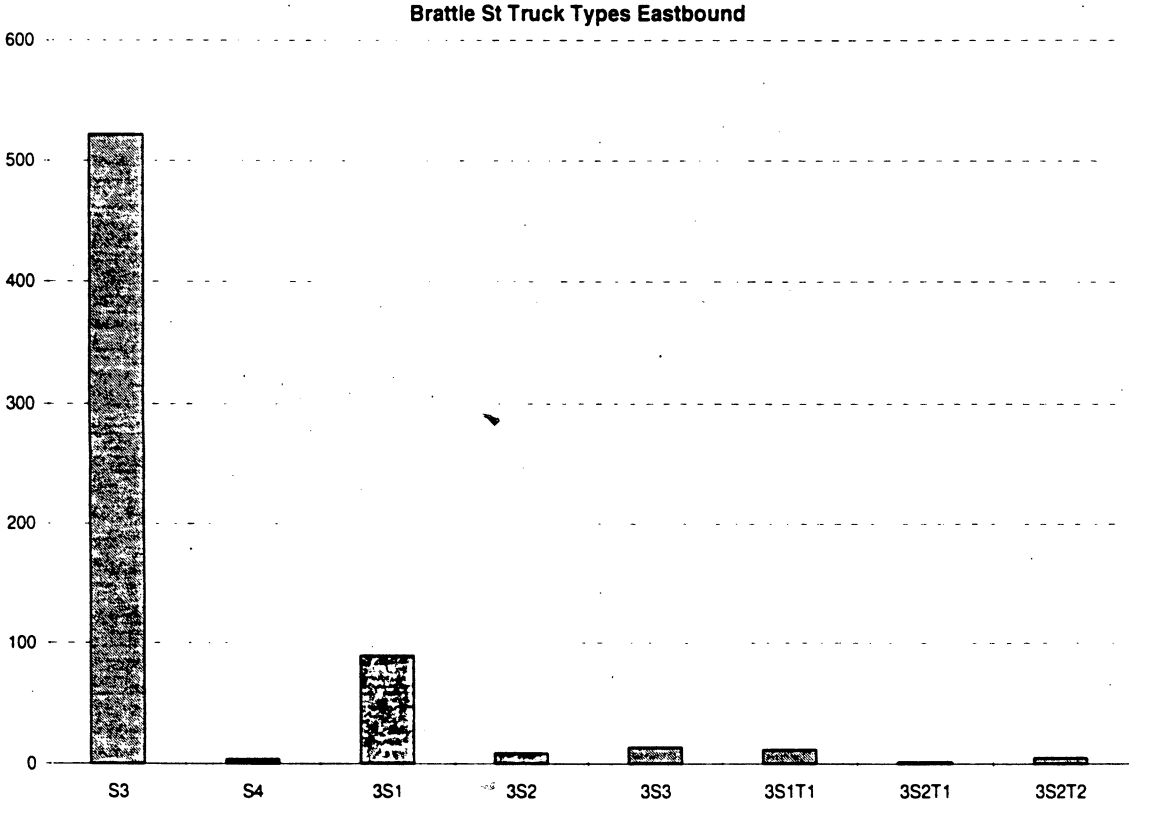
Huron Avenue

Counts are not available for Huron, but the traffic is lighter and trucks are fewer. Although accessible to trucks at the western end, it does not feed into other truck streets other than Concord. With bike lanes and MBTA trolley coaches, and stop lights, it is not attractive to through trucks on a regular basis.

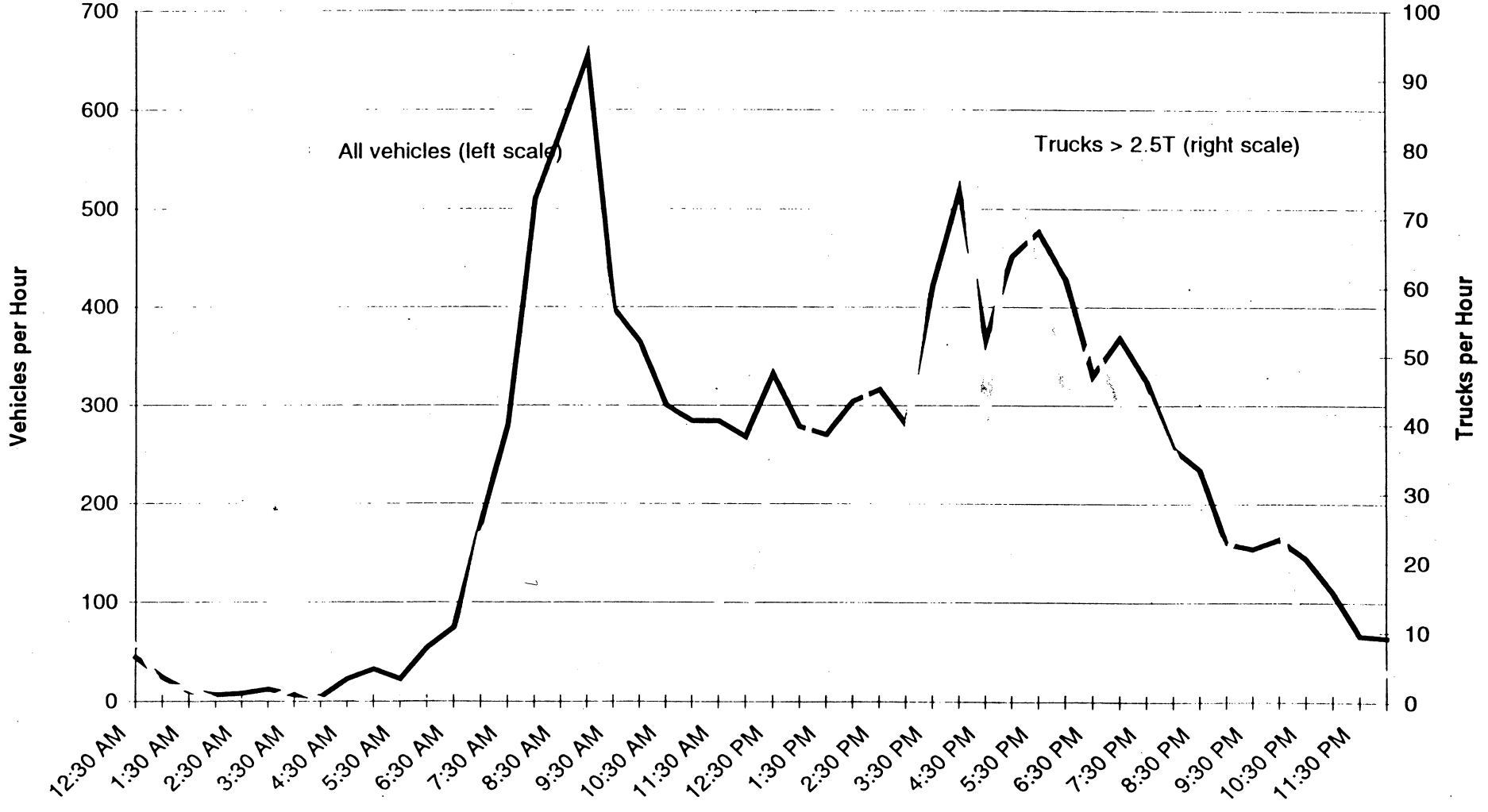
Concord Avenue

No counts are available for Concord. The street is straight from Fresh Pond almost all the way to Harvard Square, but has several stop lights, is narrow, and continuously lined with parking on both sides.


Brattle St Truck Types Westbound
600
500
400
300
200
100
0
S3
S4
3S1
3S2
3S3
3S1T1
3S2T1
3S2T2


Brattle St Truck Types Eastbound
600
500
400
300
200
100
0
S3
S4
3S1
3S2
3S3
3S1T1
3S2T1
3S2T2

Brattle St Daily Eastbound Distribution



hourlyEBVehvols.xls

Cambridge designations will facilitate protection of neighborhoods in East and Central Cambridge.

Access to the Allston entrance/exit on the Turnpike remains a problem for Cambridgeport, but this is not affected by West Cambridge designations. The West Cambridge Plan fits well with East Cambridge proposals to route trucks onto McGrath Highway and First/Binney Streets.

A citywide nighttime curfew on trucks would be compatible with the proposals contained here in the West Cambridge truck plan (an exception might be made for the commercial access streets west of Alewife Brook Parkway).

TRAFFIC CHARACTERISTICS

Only limited data on West Cambridge streets have been provided, but these have been supplemented with enough informal and anecdotal information to develop some hypotheses about the characteristics of traffic on these streets

Brattle Street

Two-day traffic counts, including truck classification, were taken on Brattle Street in the fall of 1993. The average daily traffic (ADT) was 8,757, of which 686 (7.8%) were trucks over 2.5 tons in gross weight.[3] The distributions of vehicles and of trucks, by direction and time of day, are shown in Figures 1 and 2. The largest volumes occur in the peak periods in the peak directions for commuting, and the preponderance of vehicles are personal autos. These commuters travel to central Cambridge, East Cambridge and Kendall Square, and Boston. For some, the route down Brattle Street is a means to avoid peak hour congestion on Memorial Drive or Storrow Drive.

Trucks are equally likely to be found in the peak, which would only be expected if they were avoiding congestion elsewhere.[4] Truck volumes are highly directional: Eastbound flows (inbound of 559 per day) are over four times the westbound direction (127 per day). These trucks appear to be traveling outbound via some other route. Table 2 contains a list of markings observed on large trucks passing along Brattle in the fall of

[3] The classification was based on axles and tires, with two-axle, six-tire single unit trucks being the smallest vehicle recorded as a heavy truck.

[4] Note that the scale for trucks (right side) is almost 8 times that for total vehicles (left side).

Truck Restricted Streets

Streets for local pickup and delivery only.

Streets: All streets not explicitly enumerated above are truck restricted streets. Only suitably sized single unit vehicles or moving vans (other enumerated exceptions) should be permitted. All such streets (e.g., Mt. Auburn, Huron) should be posted "local deliveries only."

Comment: Truck traffic would not increase on streets designated as "truck restricted," under the West Cambridge plan. Such streets would, instead, see reduced traffic and truck volumes.

IMPLEMENTATION STRATEGIES

Acceptable routes can be published and posted.

Restricted but accepted routes should be posted and enforced, with cooperation sought from local shippers/operators/receivers.

CITYWIDE AND REGIONAL IMPACTS

Some trucks traveling through West Cambridge may be from/destined for the Turnpike, but it is not clear what routes they take or why they choose such routes. Reasons speculated include avoidance of tolls and avoidance of peak-period congestion.

Many trucks from west of Cambridge travel Concord and Brattle through Harvard Square, and out Kirkland through Washington St. in Somerville. This traffic should be rerouted around Harvard Square, using the truck routes described above. Thus the designations in West Cambridge will favorably reduce truck traffic around Harvard Square and on Kirkland. Cooperation with the City of Somerville is needed to successfully implement the Somerville Avenue routing.

Pressure on Cambridge may increase from the East, with the completion of the Central Artery. This traffic can be siphoned onto Somerville Ave to be carried west, or encouraged to stay on the Interstate routes if bound for the Turnpike. Thus the West

Truck Streets

Truck streets are for local City distribution, not through traffic. They have mixed land uses abutting and mixed functions as traffic arteries, therefore truck traffic should accommodate to sharing the road and maintaining a low profile. All truck streets should ban nighttime through trucks, and restrict local nighttime deliveries selectively

Streets: Concord Ave from Fresh Pond Parkway to Harvard Square; Brattle St. from Aberdeen to Harvard Square; Massachusetts Ave from Porter to Harvard Square.

Comment: Concord Ave is fairly narrow and the Tobin School playground abuts it; speed controls, a school speed zone, and traffic calming throughout are required. Neckdowns are not suitable because the street is already too narrow. Pedestrian crossings should be extensively marked and complemented with flashing yellow signals. Most of the problems on Concord are from excessive speeds.

Brattle is overly inviting to through trucks because it is wide, straight, has no bike lanes, few stop lights (none from Fresh Pond to Mason at Garden), and is only lightly used for parking west of Longfellow Park. At least partly for these reasons, it carries substantial through truck traffic, which should be routed elsewhere. Brattle is also a heavily traveled commuter route. For trucks especially, speeds need to be controlled through traffic calming techniques. Because Brattle is wide, facilities for bicycles and parking can be accommodated without restricting capacity. Neckdowns are feasible at selected intersections, although few (probably none) past Craigie warrant intensive treatment. The treatment at Craigie and Sparks is fairly effective for slowing traffic onto Craigie and for giving slightly better protection to pedestrians, but does little to slow through traffic on Brattle or the rest of the street. Most of the problems on Brattle are from through trucks.

Commercial Access Streets

Such streets provide links between heavy truck traffic generators (industrial land uses) and suitable regional truck routes.

Streets: All streets within the area bounded by Blanchard/Concord (west of FPC)/Alewife Brook/Route 2; also Richdale Ave to Walden to Mass Ave.

Comment: These streets abut heavy industrial areas, and are therefore determined by the zoning and actual land uses within the City. The Department of Community Development can supply this information.

Table 1. Street Classification for Trucks[1]

Street Classification	Primary Function	Special Provisions	Operating Characteristics	Adjacent Land Uses
Truck Route	Serves through truck traffic and local origins/ destinations	Some restrictions possible	Adequate capacity, speed, turning radii	Manufacturing, industrial, commercial
Truck Street	Provides access to local generators and truck routes	Speed and size, time of day restrictions likely		Neighborhood commercial, institutional
Commercial Access Street	Provides access to commercial and industrial land uses and local circulation		Pavement strong enough for heavy loads	Commercial, manufacturing, and industrial
Truck Restricted Street	Access for local pickup and delivery only			Residential

[1] source: adapted from "Truck Classification Summary," City of Seattle, WA

The Traffic Department can supply a map of the City marked to show the current functional classification of each street.

FUNCTIONAL CLASSIFICATION FOR TRUCKS

The first component of the truck plan is a designation of streets with respect to their truck-carrying function. The designations must conform to two general requirements: first, the "higher" functions must form an interconnected network, and second, the West Cambridge network must tie into the networks of adjacent communities and the region as a whole. The classification scheme described for Seattle has been modified to serve this purpose, and is shown in Table 1.

Truck Routes

Truck routes serve a regional function for which Cambridge shares a reasonable and fair responsibility.

Mt Auburn St/Belmont St. to Aberdeen Ave to Huron Ave to Fresh Pond Parkway to Alewife Brook Parkway; Blanchard Ave to Concord (west of Fresh Pond Circle) to Alewife Brook Parkway; Route 2 to Alewife Brook Parkway to Massachusetts Ave to Mystic River Parkway; Massachusetts Ave to Somerville Ave to McGrath/O'Brien Highway to Leverett Circle or IS-93.

Comment: Fresh Pond Parkway is prohibited to trucks from Huron Ave to Memorial Drive; all routes on both side of the river are prohibited to trucks. Thus the above truck route provides access to/from Watertown, Belmont, Arlington, Medford, and Somerville.

Problems: The Porter Square area is already congested, and adjacent commercial (and to a lesser extent residential) areas are vulnerable to excessive truck traffic; Aberdeen and Huron Avenues are residential, as well as the adjacent section of Fresh Pond Parkway. Appropriate protections for these areas, along with longer travel times along Massachusetts Avenue and Somerville Avenue, may divert trucks away from Cambridge routes entirely, and onto routes more suitable from the regional perspective.

injury should be minimized, on the most suitable streets, not diffused onto many local and unsuitable streets.

These objective are also consistent with those expressed in the Cambridge Growth Policy Document.[2]

FUNCTIONAL CLASSIFICATION

Streets are classified by all US jurisdictions with respect to their traffic-carrying purpose, or function. Nationally, all roads are partitioned into Urban and Rural, and all of Cambridge is Urban. Also, the City has no Interstate sections within its borders. Thus the classes of interest here are:

(1) Major Arterials, normally acceptable as truck routes.

(2) Minor Arterials, normally acceptable for trucks with restrictions.

(3) Major Collectors, normally acceptable for trucks only for local destinations.

(4) Minor Collectors, normally acceptable for trucks only with local destinations on or abutting the collectors.

(5) Local Streets, acceptable for suitable sizes of trucks only for local deliveries on those streets.

---

[2] Cambridge Planning Board and Community Development Department, Toward a Sustainable Future: Cambridge Growth Policy Document, Cambridge, MA: Cambridge Community Development Department, February 1993. The report includes three policies applicable to the truck plan:

"Policy 20: Encourage the state transportation and environmental agencies to develop a regional goods movement plan; in the meantime, use the City's limited authority as much as possible to route truck traffic around rather through residential neighborhoods.

"Policy 21: Discourage vehicle travel through residential areas both by providing roadway improvements around the neighorhoods' perimeters and by operational changes to roadways which will impede travel on local streets.

"Policy 22: Undertake reasonable measures to improve the functioning of the city's street netowrk, without increasing through-capacity, to reduce congestion and noise and facilitate bus and other non-automobile circulation. However, minor arterial with a residential character should be protected whenever possible."

CAMBRIDGE TRUCK PLAN

West Cambridge

Robert Johnson, Douglass Lee, Susan Miller-Havens
September 18, 1996

The area directly encompassed by this plan is the portion of Cambridge that lies west of Harvard Square, including the Harvard Square area. The plan seeks to incorporate ideas and respond to concerns previously expressed by groups and individuals within this area.

OBJECTIVES

There are three primary objectives to be served by a truck plan for West Cambridge (the sub-bullets indicate implications derived from or elaboration of the primary objectives)

(1) Accept through truck traffic to the degree it is the most suitable route for the region as a whole.

- ➢ To the extent a Cambridge route is not the best from the regional perspective, through truck traffic should be discouraged.

(2) Protect residential neighborhoods, commercial areas, and institutions from the destructive effects of truck traffic.

- ➢ Through truck traffic should not be routed through the Harvard Square area.[1]

(3) Facilitate access of trucks to origins and destinations within Cambridge.

- ➢ To the extent that (2) and (3) are in conflict, restrictions should be placed on the access so as to minimize the damage to the adjacent areas. The

[1] Some trucks currently passing through Harvard Square may be doing so because they are not permitted underneath the Prudential Center in Boston; if so, there is no reason to prefer Harvard Square as a route for such traffic.

C-5: WEST CAMBRIDGE REPORT (SUSAN MILLER-HAVENS, ROBERT JOHNSON, DOUGLASS LEE)

MEMORANDUM

To: Members, Truck Advisory Committee

From: Thomas B. Bracken

Re: Mid-Cambridge Neighborhood Truck Plan

Date: September 23, 1996

Current Situation

Kirkland Street is the principal route for through trucks (those with origins and destinations outside the City of Cambridge). Coming from the East, the trucks use Washington Street through Somerville, which connects with Kirkland Street at Beacon Street, then make a sharp left turn onto Quincy Street at Memorial Hall, turn right after one block to Cambridge Street, proceed under the Harvard Yard and around the Cambridge Common onto Garden Street, turn left onto Mason Street, then onto Brattle Street to Mr. Auburn Street and points West. The two other major streets in Mid-Cambridge - Cambridge Street and Broadway- do not carry significant through truck traffic, but they do have a number of trucks making local deliveries.

Proposed Control Plan:

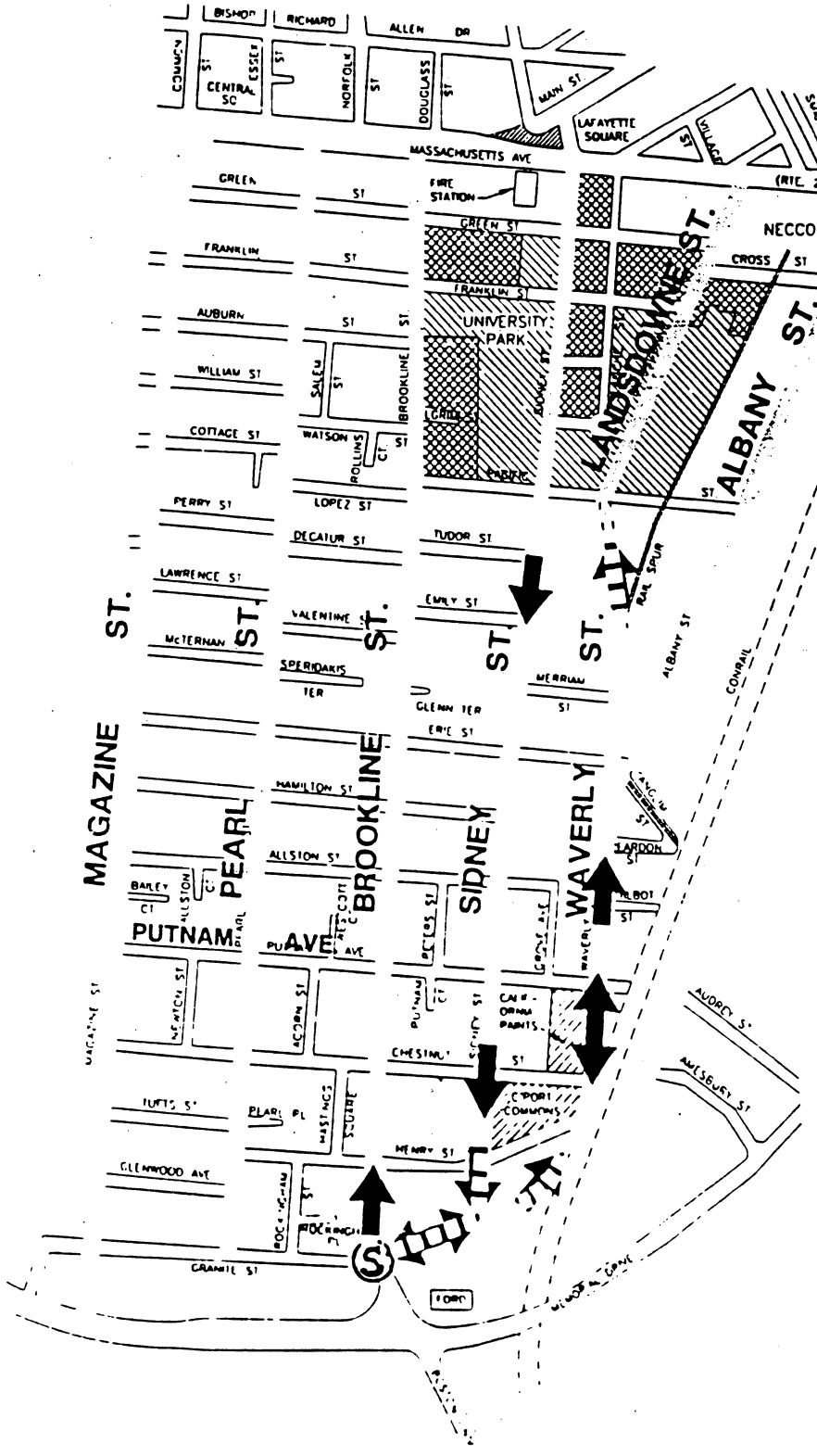
1) Reconcile and implement the plans proposed by East Cambridge (R. Travers), West Cambridge (R. Johnson, D. Lee and S. Miller-Havens) and Cambridgeport (G. Malenfant), with respect to the designated day-time truck routes through the City. Through trucks would be banned from all other City streets.

2) Impose a night-time curfew (10:00 P.M. to 7:00 A.M.) on all City streets for through trucks, exempting trucks making deliveries within the City. This would be implemented as an Amendment to the Zoning Ordinance or Noise Ordinance, which does not require Massachusetts Highway Department approval. (See TBB Memorandum dated 9/9/96)

3) Seek, through high City officials, to cause the City of Somerville to enforce its State approved night-time ban on trucks on Washington Street, which would preclude trucks using that route to reach Kirkland or Cambridge Streets.

C-4: MID-CAMBRIDGE REPORT (THOMAS BRACKEN)

CAMBRIDGEPORT ROADWAY IMPROVEMENTS



Brookline Street
- -Northbound
- -Traffic signal at Granite/Connector

Sidney Street
- -Southbound – except two-way north of Pacific St. with right turn only onto Mass. Ave.
- -Sidney Connector (Brookline to Henry)
- -Right turn only onto Mass. Ave.

Waverly Street
- -Northbound – except two-way between Chestnut St. & Putnam Ave.
- -Waverly Street Connector (Brookline to Henry)
- -Waverly Street Extension (Erie to Pacific) or Albany St. realignment (at Erie St.)

REV: 7/22/96

ALT. II: CONVENIENCE DIVERSION

VOLLMER ASSOCIATES LLP
ENGINEERS • LANDSCAPE ARCHITECTS • PLANNERS

FROM: Geneva T. Malenfant
February 28, 1996

HOT SPOTS OF TRUCK PROBLEMS IN CAMBRIDGEPORT

Trucks, both box and tanker, servicing California Products at Chestnut, Waverly, and Putnam. This includes idling, parking at the loading docks and on the streets, and blocking the streets.

Trucks, mainly tanker, using Putnam Avenue from River and Western to Albany, both directions. There are approximately 12 to 15 per night.

Trucks, all kinds, using Brookline Street.

Trucks for the Howard Johnson Hotel and Microcenter using Pleasant Street.

Tanker trucks on Brookline and Henry Streets at night, approximately 8.

Trucks, mainly delivery, on Green Street, idling, blocking street, on sidewalk.

All complaints about trucks include shaking houses, noise, and speed.

Schedule 12

Section 21.12: Heavy commercial vehicles prohibited from using certain streets.

When signs are erected giving notice thereof, no person shall operate a heavy commercial vehicle except as provided under Section 17.2, upon any of the following streets or parts of streets:

Street (State Permit #)	From	To	Hours	Eff Date
Walden (B3113)	Concord Ave.	Mass. Ave.	All	20 Oct 77 12
Washburn Ave. (B3049)	Mass. Ave.	Somerville city line	All	23 Jun 77 2
Western Ave. (B2209)	Mass. Ave.	Memorial Dr.	7P-7A Mon-Fri All Sat & Sun	13 Jul 74 11
Windsor (EB049-5466)	Main	Cambridge	All	30 Jan 87 5
Winter (EB049-5100)	Fifth	Msgr. O'Brien Hwy.	All	5 Apr 84 9

ENDNOTES:

1 Alternate Route — Mass. Ave., Main St., Binney St., Land Blvd., Msgr. O'Brien Hwy., Central Artery & Mass. Turnpike. Except 7AM to 7PM, Mon-Fri when River St. and Western Ave. are not restricted to commercial traffic.

2 Alternate Route — Originally 6/23/77 Mass. Ave. to Cameron Ave., to Holland St. & Broadway in Somerville. Modified on 10/3/86 to Mass. Ave., Somerville Ave., Elm St and Holland St. in Somerville to Teele Sq. & Broadway in Somerville.

3 Alternate Route — Originally Route 2 to Alewife Brook Pkwy, Mass. Ave., Garden St. to Concord Ave. Modified 1/96 when RXR bridge was rebuilt on Alewife Brook Parkway to: Route 2, Alewife Brook Pkwy & Concord Ave.

4 Alternate Route — via Mt. Auburn St. or Concord Ave. & Route 16 12/28/72

5 Alternate Route — via Mass. Ave., Main St., Western Connector, Binney St., First St., Cambridge St. & Monsignor O'Brien Highway. 11/9/87

6 Alternate Route — via Mass. Ave. & Route 16. 10/24/74

7 Alternate Route — via Mass. Ave. & Tyler Ct. 3/10/77

8 Alternate Route — Originally via Cambridge St., Third St., Charles St. & Fulkerson St. Modified on 11/9/87 to Cambridge St., First St., Binney St., Charles St. and Fulkerson St. Modified on 5/7/96 to Cambridge St., First St., Binney St. & Charles St.

9 Alternate Route — Originally Lambert St., Cambridge St., Third St. & Monsignor O'Brien Highway. 4/5/84. Modified on 1/30/87 to delete Third St.

10 Alternate Route — via Beacon St. in Somerville, Cambridge St., Mass. Ave., & Somerville Ave. 8/26/93

11 Alternate Route — Mass Turnpike, Central Artery, I-93 and Monsignor O'Brien Hwy. except trucks carrying dangerous articles which cannot go under the Prudential Building or South Station Tunnel or use MDC roadways.

12 Alternate Route — via Concord Ave., Garden St. & Mass. Ave. 10/20/77

13 Alternate Route — via Mass. Ave., Albany St. & Waverly St.

APPENDIX E: TRUCK CLASSIFICATION COUNTS, 1986-1994

TRUCK CLASSIFICATION COUNTS

STREET	DATE	TIME OF DAY
Aberdeen	Jan. 92	
Allston St. multiple locations	Oct. 89	
Brattle west of Sparks	Nov. 93	
Brookline St. @ Allston	July13 15 18 22 24/94	All Day
Elm-Broadway - Hampshire	Oct. 93	
Elm Broadway - Market	Oct. 93	
Forest	June 89	
Fulkerson	1991 Oct. 95	
Highland Ave.	Sept. 89	
Kirkland	April 90	
Lowell	Nov. 90	
Linnaean	June 87	
Main St. @ Bishop Allen Dr.	Nov.1 2	All Day
Mass. Ave. @ Alewife	Sept. 97	
Mass. Ave. E of Bigelow	11/9/94	All Day
Mass. Ave. @ Cedar	Sept. 97	
Mass. Ave. @ Memorial Dr.	11/2 - 11/3/94	All Day
Mass Ave. @ Rice	Sept. 97	
Mass. Ave. @ Rindge	Sept. 97	
Mass. @ Memorial Dr.	Nov. 94	
Mass. E of Sidney	Nov. 3 4 1994	All Day
Middlesex	March 94	
Mt. Auburn east of Willard	Nov. 24, 1993	
Oxford	Oct. 89	
Oxford Ave. near Unity Ave. (Belmont)	July 90	
Prospect @t St. Marys	July 86	
Putnam Ave. multiple locations	July 90 March 96	
Third at Spring	July 86	
River @ Kelly	Aug. 16, 194	All Day
River @ Fairmont	Aug 16 17, 1994	All Day
River @ Fairmont	July 27 ,1994 Aug. 8 1994	All Day

TRUCK CLASSIFICATION COUNTS

STREET	DATE	TIME OF DAY
Upland Rd.	Sept . 89	
Walden	Oct. 86 Aug. 94	
Western @ Soden	Oct. 31 Nov. 1 , 1994	All Day
Western Ave.	July 13, 1994	All Day
Western Ave. N Lane @ Kinnaird	July 13 15 20 22, 1994	All Day
Western Ave. S. Lane @ Kinnarid	July 15 18 19 20 22, 1994	all day

Department of Traffic and Parking
Traffic Survey

Location: River at Kelly

Date of Count: 8/16/94

Time*	Hazardous Cargoes				Non-Hazardous Cargoes						
	Single Unit Truck	Box Trailer	Tanker	Total Hazardous	Single Unit Truck	Box Trailer	Tanker	Total Non-Hazardous	Bus	Other	Cars**
8:00 PM	0	0	2	2	1	1	0	2	6	5	634
9:00 PM	0	0	0	0	2	2	0	4	3	4	519
10:00 PM	1	0	1	2	1	0	0	1	2	1	456
11:00 PM	0	0	0	0	2	0	0	2	5	0	314
Midnight	0	0	1	1	2	0	0	2	2	0	257
1:00 AM	0	0	0	0	2	0	0	2	2	0	135
2:00 AM	0	0	1	1	0	1	0	1	3	0	64
3:00 AM	0	0	1	1	0	1	0	1	0	0	51
4:00 AM	0	0	1	1	3	0	0	3	0	2	24
5:00 AM	0	0	0	0	2	1	0	3	0	0	15
6:00 AM	0	0	2	2	1	1	1	3	0	1	56
7:00 AM	0	0	3	3	14	4	0	18	3	1	203
8:00 AM	0	0	2	2	27	28	1	56	6	3	527
9:00 AM	0	0	2	2	36	16	1	53	7	0	613
10:00 AM	2	0	1	3	28	12	0	40	6	1	630
11:00 AM	0	1	3	4	34	14	1	49	6	1	456
Noon	1	0	2	3	35	12	1	48	4	2	541
1:00 PM	1	0	2	3	34	16	0	50	4	6	575
2:00 PM	1	0	1	2	28	16	1	45	4	3	543
3:00 PM	0	2	4	6	17	12	0	29	3	4	619
4:00 PM	1	0	3	4	33	13	0	46	3	2	716
5:00 PM	0	0	0	0	16	10	0	26	10	2	766
6:00 PM	0	0	1	1	15	7	0	22	5	0	820
7:00 PM	0	0	0	0	12	5	1	18	7	1	762
Total	6	3	30	39	341	169	7	517	80	29	10,296

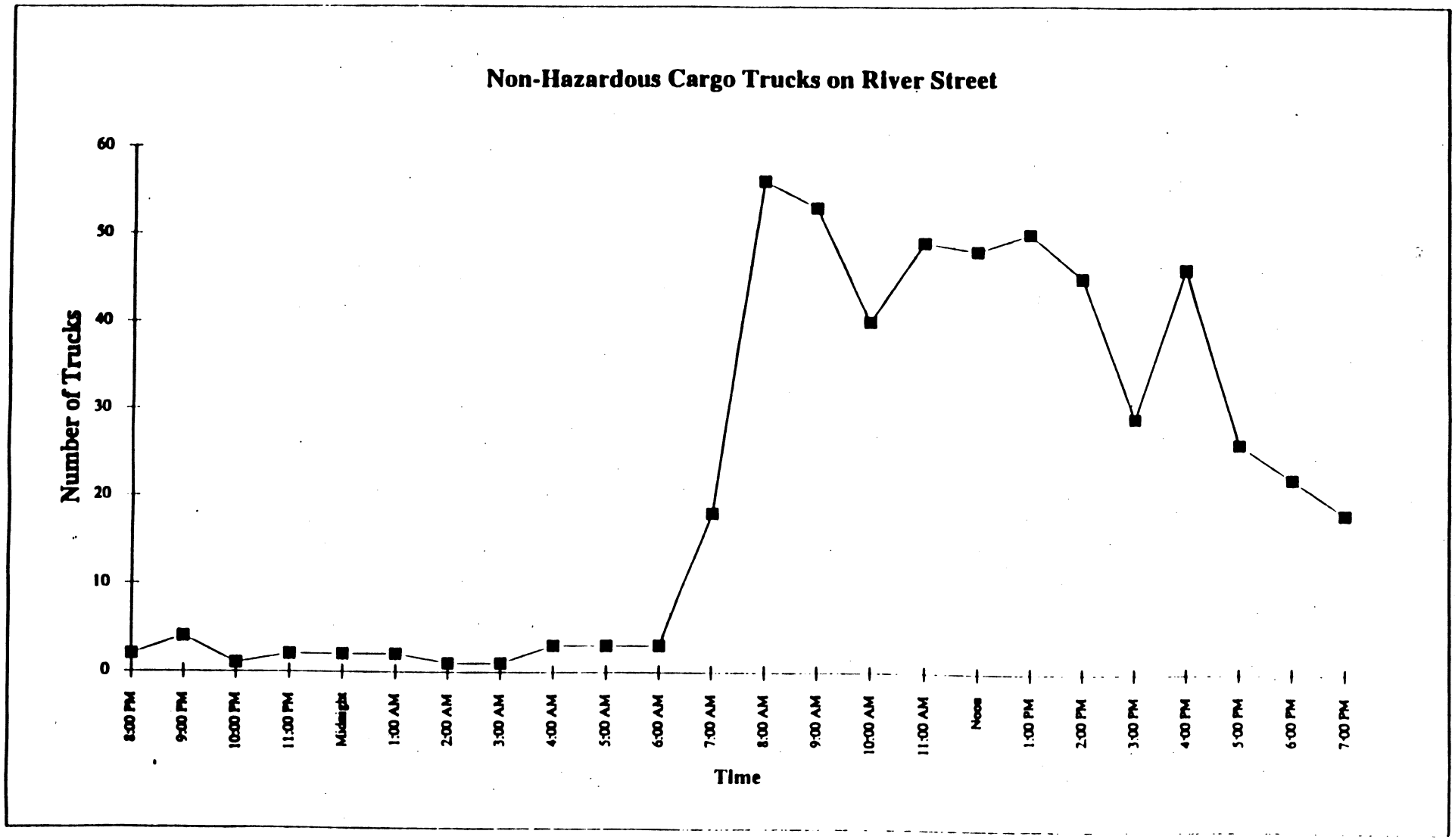
* Time periods are for hour ending at time listed.

[redacted] Vehicles in violation of truck ban.

** Figures for cars taken by mechanical counters.

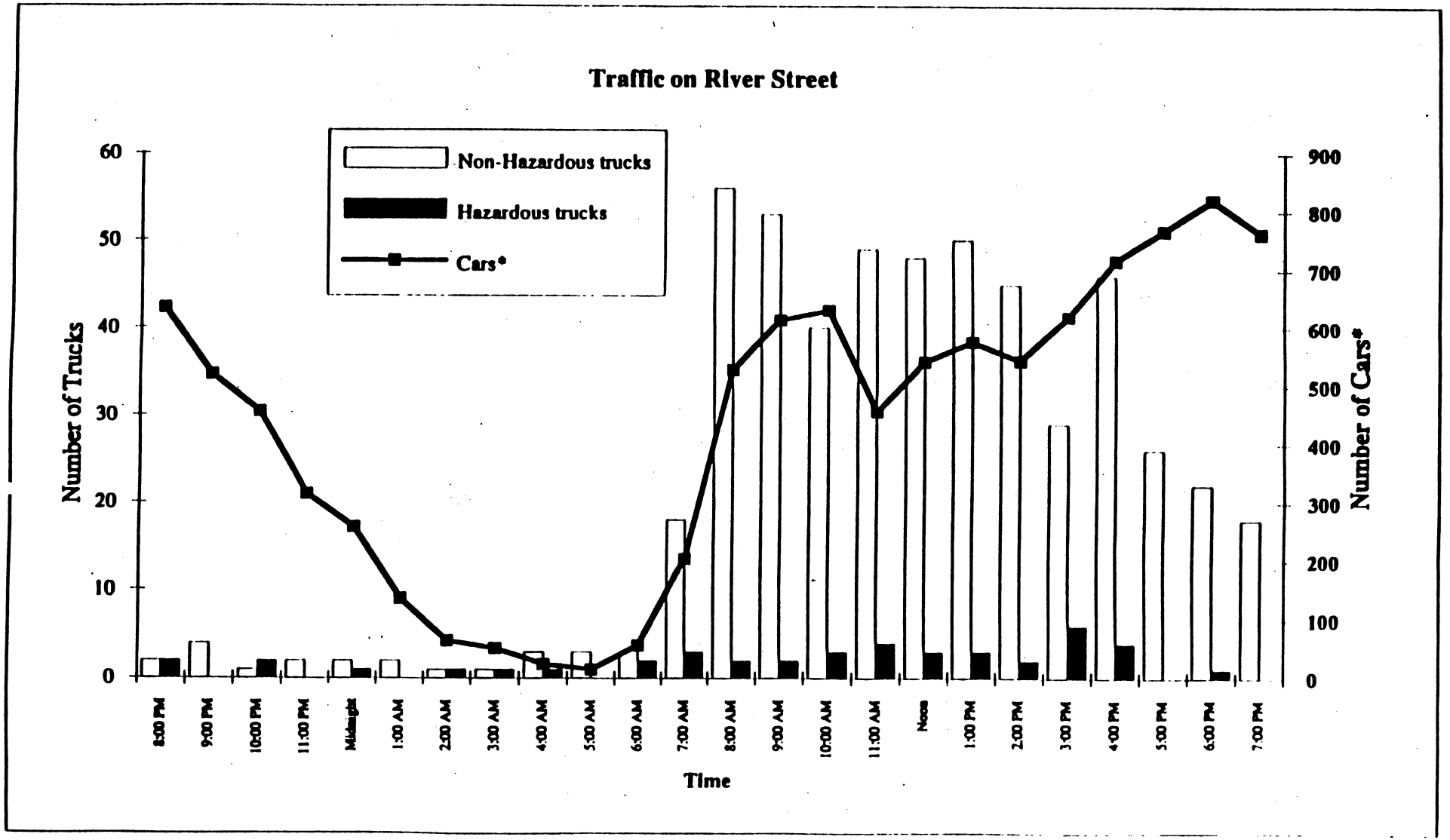
Department of Traffic and Parking
Truck Survey

Location: River at Kelly **Direction Counted: North** **Date of Count: 8/16/94**



Department of Traffic and Parking
Truck Survey

Location: River at Kelly **Direction Counted:** North **Date of Count:** 8/16/94



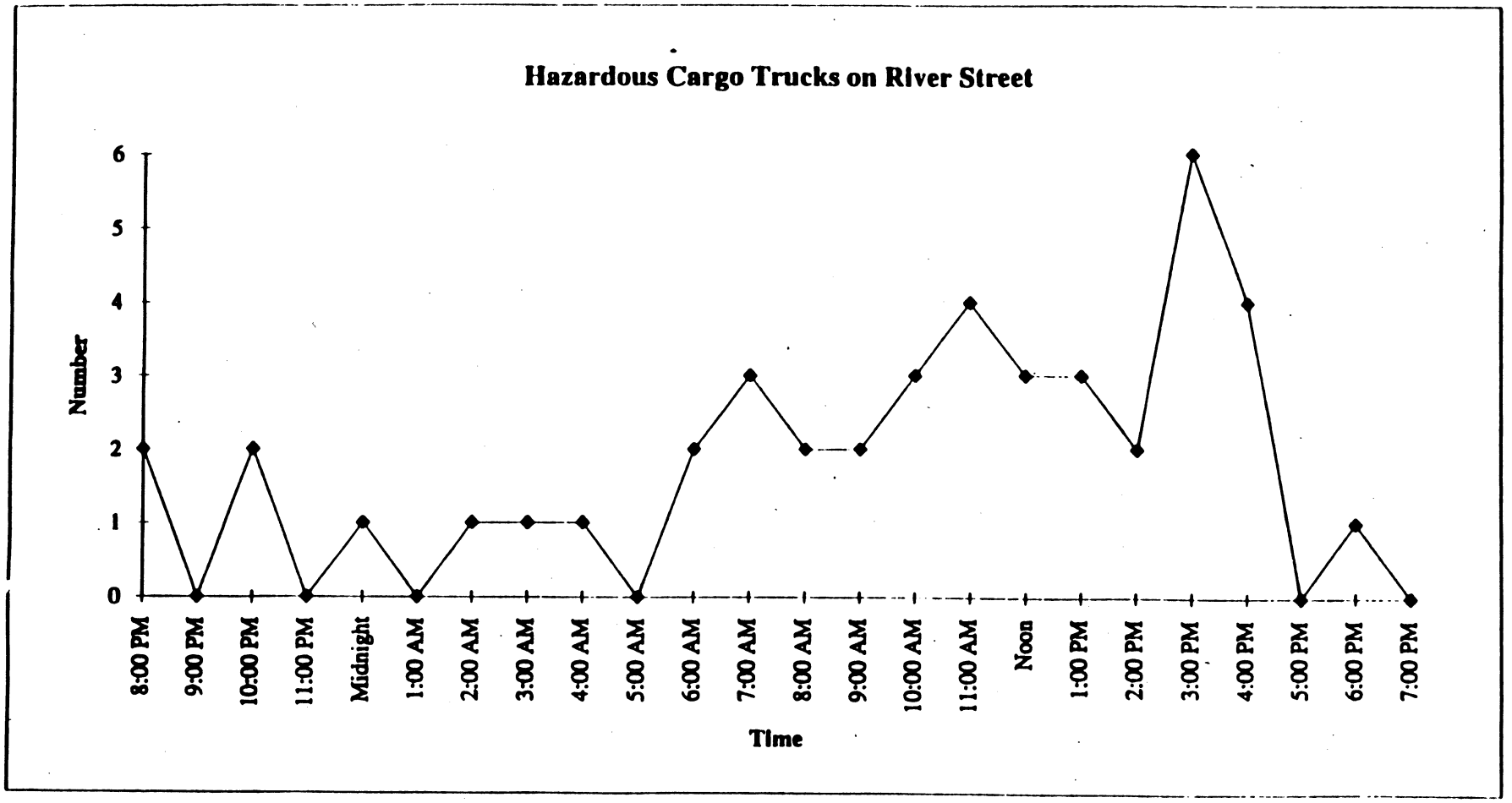
* Figures for cars taken by mechanical counter

Department of Traffic and Parking
Truck Survey

Location: River at Kelly

Direction Counted: North

Date of Count: 8/16/94



Department of Traffic and Parking
Traffic Survey

Location: River at Kelly

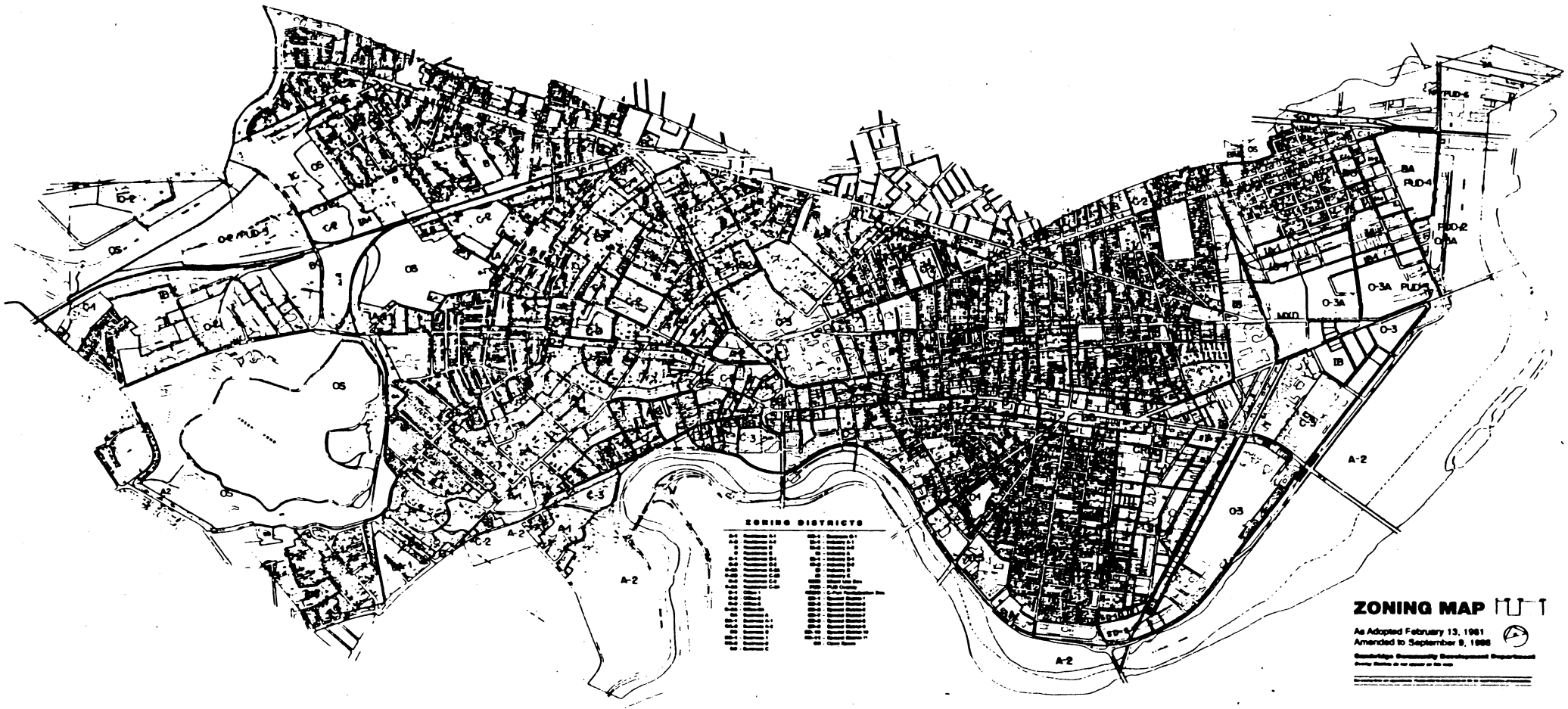
Date of Count: 8/16/94

Single Unit Truck:	Any truck with four rear wheels.
Box Trailer:	Any truck with more than four rear wheels (e.g., box trailers, fire trucks, etc.).
Tanker:	Any truck with a large storage tank for transporting a product for delivery.
Bus:	Any vehicle with more than four wheels that carries passengers.
Other:	Any truck with large storage capacity in rear, such as UPS trucks, bread trucks, etc.

Truck Studies Being Performed by Traffic, Parking and Transportation Department

Streets	Status
Fulkerson Street	Traffic study has been completed. Request for truck restriction was submitted to the State on December 8, 1995. Currently awaiting District review prior to action by the MHD Commissioner.
Kirkland Street	Joint Cambridge/Somerville request was denied on April 16, 1991. State has advised us that the traffic study has to be redone. City plans to request a night-time ban once the studies are completed that matches Somerville's night-time ban on Washington Street. Studies will be done in the spring when weather permits for submission to the State in July.
Putnam Avenue, Sidney Street to River Street	Studies will be performed in the spring as soon as weather permits for submission to the State in July.

APPENDIX F: LAND USE AND ZONING MAPS FOR THE CITY OF CAMBRIDGE


ZONING DISTRICTS
ZONING MAP
As Adopted February 13, 1961
Amended to September 9, 1966

APPENDIX G: STATEMENTS BY NEIGHBORHOOD GROUPS REGARDING THE TRUCK TRAFFIC ADVISORY COMMITTEE PROCEEDINGS

1. North Cambridge Stabilization Committee

2. East Cambridge Planning Team

3. Neighborhood Ten Association

4. Harvard Square Defense Fund

G-1: NORTH CAMBRIDGE STABILIZATION COMMITTEE

NORTH CAMBRIDGE STABILIZATION COMMITTEE

6 Saint Gerard Terrace
Cambridge, MA 02140
27 February, 1997

City Council
City Hall
Cambridge, MA 02139

Dear Council Members:

On behalf of the North Cambridge Stabilization Committee, I suggest that the Council include in the next set of goals for the City Manager the successful development of all data related to truck traffic in and through Cambridge. It is clear from listening to various members of the Truck Committee that, despite having repeatedly asked for such information, the Committee has not received the origin and destination data, cargo information, numbers of trucks or any other data that they need to develop a truly effective comprehensive truck plan. It seems logical that the Manager will have more of a reason to develop this important data if it is a concrete objective of his continued employment.

If you have any questions on this or any other matter related to North Cambridge, please feel free to call me at 354-8353.

Thank you for you attention.

Sincerely,

Craig A. Kelley

G-2: EAST CAMBRIDGE PLANNING TEAM

EAST CAMBRIDGE PLANNING TEAM

A Neighborhood Organization for the Betterment of East Cambridge

Wednesday, April 23, 1997

Robert W. Healy
Office of the City Manager
795 Massachusetts Ave.
Cambridge, MA 02141

ECPT OFFICERS

CHARLES T. HINDS, JR.
President

ROBERT C. BROWN
Vice President

FRANK MANGANELLI
Treasurer

ROBERT TRAVERS, JR.
Secretary

MARY ANN DONOFRIO
CHARLES POIRIER
DOROTHY VETRANO
Executive Board

RE: Truck Traffic Committee Draft Proposal

Dear Mr. Healey:

At the April 10th, East Cambridge Planning Team (ECPT) Meeting, a subcommittee of the City Manager's Truck Traffic Advisory Committee (including Thomas Bracken, Robert Johnson, Douglass Lee, Susan Miller-Havens, Robert Travers, and Vici Casana) presented their recommendations to the East Cambridge community. The recommendations in the draft report dated February 5, 1997, was given a resounding and unanimous endorsed by the ECPT. These recommendations include to:

- Adopt a city-wide nighttime restriction from 10pm to 7am on all through truck traffic
- Perform analytic studies and/or trails to evaluate impacts of a designated through truck route utilizing Fresh Pond and Alewife Brook Parkways, Massachusetts Ave., Somerville Ave., McGrath Hwy. and Binney St. Through trucks would be banned from all other Cambridge streets at all times
- Perform further analytic study to determine appropriate routing for hazardous cargo throughout Cambridge
- Design a joint truck plan with Somerville including truck routes, the nighttime truck ban, and enforcement
- Continue traffic calming and studying how such measures can mitigate truck traffic

If you have any questions please feel free to call me at 492-6239.

Regards,

Charles T. Hinds
President, East Cambridge Planning Team

CC: Cambridge Councillors: Born, Davis, Duehay, Galluccio, Reeves, Russell, Sullivan, Triantafillou, Toomey
Venita Mathias, Cambridge Community Development

JUN 06 '97 02:41PM CHARLESTOWN GALLERIA

G-3: NEIGHBORHOOD TEN ASSOCIATION

NEIGHBORHOOD TEN ASSOCIATION
115 LEXINGTON AVENUE
CAMBRIDGE, MA 02138

June 27, 1997

City Councillors
City of Cambridge
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Councillors,

As President of The Neighborhood Ten Association, I am writing to you to express our organization's support of the restrictions on large through trucks which we understand are being considered by the City Manager's Truck Traffic Advisory Committee. The Neighborhood Ten Association includes the residential areas west of Harvard Square, including Brattle and Mt. Auburn Streets and Concord and Huron Avenues which are used heavily by trucks seeking a short-cut through Cambridge.

Our members have observed that many long-haul trucks traveling between the Massachusetts Turnpike and Route 93 use a route through Cambridge involving Washington Street in Somerville, connecting with Kirkland and Quincy Streets, Massachusetts Avenue and Garden Street (along the Cambridge Common) and connecting with Mason, Brattle and Mount Auburn Streets. Trucks using this route have severe adverse impacts in the residential neighborhoods, causing vibrations which create property damage, loud and disturbing noises which interfere with people's sleep and increased air pollution. Many of these trucks are carrying petroleum and other hazardous cargoes from the terminals in Chelsea and Everett to destinations in western Massachusetts and beyond, which threaten the safety of everyone living in the area.

We are informed that in 1972 the Massachusetts Highway Department approved a ban on trucks weighing more than 2.5 tons from using Brattle Street, but that the City has not posted the ban or otherwise sought to enforce it. We also understand that Somerville obtained State approval of a night-time truck ban on Washington Street in the early 1970's, but the City has not enforced it. Finally, in 1991, Cambridge and Somerville submitted to the Massachusetts Highway Department for approval, as required by State law, a proposed ban on heavy trucks on Washington and Kirkland Streets. Such a ban would effectively preclude many of the long-haul trucks on the streets through the Neighborhood

Ten area. However, the Highway Department disapproved the ban because it found the suggested alternative route unreasonable.

We understand that the Truck Committee is considering a nighttime ban (10:00 p.m. to 7:00 p.m.) on long-haul trucks on all City streets. The Association strongly supports such a restriction which we believe is reasonable since it does not affect trucks making local deliveries and it does not interfere with through trucks using City streets from 7:00 a.m. to 10:00 p.m. each day. During the nighttime hours, trucks now using City streets from origins and to destinations outside Cambridge either can reschedule their travel to the 15 hours of each day when trucks are not restricted on most City streets or they can use the highway routes around the City specifically designed for heavy trucks, including Routes 128 and 495, Interstate Highway 93 and the Massachusetts Turnpike. We are aware of several recent federal court decisions which have upheld such a ban as a lawful exercise of the zoning powers of a municipality. Such a ban would provide significant relief from loud noises and vibrations to the many people who live near the routes used by through trucks.

We have learned that the Truck Committee also has been considering designating routes for through trucks during the daytime in an attempt to reduce their use of residential streets, but that additional study and data is required before a final recommendation can be made. The Neighborhood Ten Association believes it is important to designate a daytime route to alleviate truck traffic on residential streets. Insofar as possible, such a route should consist of streets through areas with predominantly commercial and industrial uses. Specifically, we do not believe that Brattle and Mt. Auburn Streets and Huron and Concord Avenues are appropriate for such a designated daytime route for through trucks.

I and other Board members of the Association have received numerous complaints for many years from members of our organization about the loud noises and vibrations caused by heavy trucks. We have brought these complaints to the attention of City officials and urged them to take action, but nothing has been done. A solution to this serious problem is long overdue. Therefore, the Association strongly urges the Council to take prompt action to implement the Truck Committee's recommendations, which we understand will be submitted to you in July.

Sincerely,

Stuart Lesser
President

cc: Robert Healy, City Manager
Richard Rossi, Deputy City Manager

G-4: HARVARD SQUARE DEFENSE FUND

The
Harvard
Square
Defense
Fund
15 Hilliard Street, Cambridge, Mass. 02138

June 12, 1997

City Councillors
City of Cambridge
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Councillors,

As President of The Harvard Square Defense Fund, Inc. ("HSDF"), I am writing to you to express our organization's support of the restrictions on large through trucks which we understand are being considered by the City Manager's Truck Traffic Advisory Committee.

The HSDF is a non-profit organization incorporated under Chapter 180 of the Massachusetts General Laws. It consists of about 500 members who live and/or work in the Harvard Square area of Cambridge. The organization is concerned with preserving the architectural and historic character and uniqueness of Harvard Square and improving the safety, air quality, cleanliness, and overall quality of life of people using the open spaces, shopping, eating, and attending the theaters and nightclubs in Harvard Square as well as people living nearby. The HSDF participates in administrative and court proceedings in an effort to prevent improvident and excessive development and inappropriate uses of land and buildings and to reduce truck and automobile traffic, noise, crowding and litter.

The streets in Harvard Square are heavily congested with cars and trucks making local deliveries, many of which are double parked. Indeed, we have often seen 18 wheelers making small deliveries to chain stores, one of which was a delivery to "The Body Shop" of only three cartons. The use of these large trucks seems unnecessary. Such small deliveries should be made from smaller trucks. The congestion problem caused by large trucks making local deliveries is made worse by trucks which appear to be using the already crowded streets in Harvard Square as a short-cut through Cambridge from origins and to destinations outside the City. On several occasions, large trucks have not been able to negotiate the sharp turns and have jack-knifed, causing traffic blockage for long periods of time.

Also we have observed that many long-haul trucks traveling between the Massachusetts Turnpike and Route 93 use a route through Cambridge involving Washington Street in Somerville, connecting with Kirkland and Quincy Streets, Massachusetts Avenue and Garden Street (along the Cambridge Common) and connecting with Mason, Brattle and Mount Auburn Streets. Trucks using this route have adverse impacts on the Harvard Square area because of their proximity to its center, disrupting the enjoyment by pedestrians of its open spaces, outdoor entertainment and commercial attractions. Many of these trucks are carrying petroleum and other hazardous cargoes from the terminals in Chelsea and Everett to destinations in western Massachusetts and beyond, which threatening the safety of everyone in the Harvard Square area. All large trucks, regardless of cargo, in addition to exacerbating the traffic congestion problem, create vibrations which cause property damage, cause loud and disturbing noises which interfere with the sleep of people who live in and near Harvard Square, and increase air pollution.

We are informed that in 1972 the Massachusetts Highway Department approved a ban on trucks weighing more than 2.5 tons from using Brattle Street, but that the City has not posted the ban or otherwise sought to enforce it. We also understand that Somerville obtained State approval of a night-time truck ban on Washington Street in the early 1970's, but the City has not enforced it. Finally, in 1991, Cambridge and Somerville submitted to the Massachusetts Highway Department for approval, as required by State law, a proposed ban on trucks over 2.5 tons on Washington and Kirkland Streets. Such a ban would effectively preclude many of the long-haul trucks on the streets in and near Harvard Square. However, the Highway Department disapproved the ban because it found the suggested alternative route unreasonable.

We understand that the Truck Committee is considering a nighttime ban (10:00 p.m. to 7:00 p.m.) on long-haul trucks on all City streets. The HSDF strongly supports such a restriction which we believe is reasonable since it does not affect trucks making local deliveries and it does not interfere with through trucks using City streets from 7:00 a.m. to 10:00 p.m. each day. During the nighttime hours, trucks now using City streets from origins and to destinations outside Cambridge either can reschedule their travel to the 15 hours of each day when trucks are not restricted on most City streets or they can use the highway routes around the City specifically designed for heavy trucks, including Routes 128 and 495, Interstate Highway 93 and the Massachusetts Turnpike. We are aware of several recent federal court decisions which have upheld such a ban as a lawful exercise of the zoning powers of a municipality. Such a ban would provide significant relief from loud noises and vibrations to the many people who live in and near Harvard Square.

We have learned that the Truck Committee also has been considering designating routes for through trucks during the daytime in an attempt to reduce

their use of residential streets, but that additional study and data is required before a final recommendation can be made. The HSDF urges that such a route, insofar as possible, consist of streets through areas with predominantly commercial and industrial uses. Specifically, we do not believe that Massachusetts Avenue through Harvard Square, Brattle and Mt. Auburn Streets and Concord Avenue are appropriate streets for such a designated daytime route for through trucks. Finally, we also urge the Committee to consider measures to prevent national chain stores from using large trucks to make small deliveries to their outlets in Harvard Square. It would seem that such deliveries feasibly could be made by smaller trucks which would not block traffic the way large trucks do.

I and other officers and Board members of the HSDF have received numerous complaints for many years from members of our organization as well as other people who live, work, shop, eat and enjoy the public open spaces in Harvard Square about the loud noises, vibrations and congestion caused by heavy trucks. We have brought these complaints to the attention of City officials and urged them to take action, but nothing has been done. A solution to this serious problem is long overdue. Therefore, the HSDF strongly urges the Council to take prompt action to implement the Truck Committee's recommendations, which we understand will be submitted to you in July.

Sincerely,

Pebble Gifford

Pebble Gifford

cc: Robert Healy, City Manager
Richard Rossi, Deputy City Manager

APPENDIX H: STATUS OF MAPC REGIONAL TRUCK STUDY

1. Letter from MAPC to City Manager, July 1996

2. Letter from MAPC to Truck Advisory Committee, September 1996

H-1: LETTER FROM MAPC TO CITY MANAGER, JULY 1996

MAPC

Metropolitan Area Planning Council

60 Temple Place, Boston, Massachusetts 02111 617/451-2770 Fax 617/482-7185

Serving 101 cities and towns in metropolitan Boston

July 30, 1996

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

Dear Mr. Healy:

Recently MAPC has been approached by several communities for assistance with truck routing through their borders. MAPC recognizes truck routing as an important regional issue and will do everything we can to resolve truck problems while protecting the regional economy.

In order for this work effort to proceed, we have requested transportation modeling assistance from the Central Transportation Planning Staff. In addition, MAPC transportation staff have been assigned to this work effort. The success of the project also relies on the active involvement of community representatives within the policy discussion and data development arenas.

To date MAPC has hosted two meetings of state, local, and private entities to discuss the framework for a truck routing study and to define desirable support data. I want to urge you or your community representatives to provide MAPC with municipal data (if available) that the study group has identified as desirable base data for this effort.

We are gathering the following information:

1. A listing or map of streets with legal truck restrictions adopted by municipal ordinance. Please note if any of these street restrictions do not have state approvals.
2. A listing or map of streets with physical restrictions such as bridge weight or height restrictions.
3. Copies of vehicle classification counts, if available.
4. A listing or map of streets community officials perceive as significant truck routes and/or prefer trucks to use
5. A listing or map of any truck routes and hazardous materials routes identified by the community.

William C. Constable, *President* Richard A. Easler, *Vice President* Grace S. Shepard, *Secretary* Richard C. Walker, III, *Treasurer*

David C. Soule, *Executive Director*

PRINTED ON RECYCLED PAPER

H-2: LETTER FROM MAPC TO TRUCK ADVISORY COMMITTEE, SEPTEMBER 1996

Metropolitan Area Planning Council

60 Temple Place, Boston, Massachusetts 02111 617/451-2770 Fax 617/482-7185

Serving 101 cities and towns in metropolitan Boston

September 18, 1996

TO: Cambridge Truck Advisory Committee
FR: Daniel J. Fortier, Chief Transportation Planner
RE: MAPC Truck Routing Study

The Metropolitan Area Planning Council has recently brought together community officials representing the urbanized communities in the Boston region to discuss and resolve key transportation related issues related to truck travel.

The communities have asked MAPC and the Boston MPO to assist them in identifying the key routes used by trucks and identifying mutually acceptable alternatives where community/truck use conflicts exist. We envision that this proposed project could be undertaken in two phases.

1. First, a short term study is needed to help identify known areas of conflict and to provide immediate recommendations to resolve these issues. This project will use community/state provided data that identifies existing truck exclusions (either officially adopted or due to infrastructure restrictions), existing truck volumes from vehicle classification counts, and available information on truck terminals. MAPC staff has started to collect much of this data from the communities participating in the request for assistance. The outcome of this study would include improved state/community coordination of truck exclusions/truck routing.
2. Second, a more long term study of origins and destinations of truck travel in the region using the regional transportation model capabilities at CTPS is also envisioned. CTPS is working on a model subset that would develop truck tables similar to the regional trip tables. CTPS staff who have attended the meetings to date to discuss the truck travel issues, have suggested that community data on vehicle classifications could aid calibrating this model. The outcome of this study will include an improved regional traffic model related to truck travel and improved information for communities on truck travel within their borders and the region.

The timing of this work is as follows:

1. This task is currently underway. MAPC has received truck restriction data from several of the urban area communities and from the Massachusetts Highway Department District 4 office. This information is in the process of being mapped for reproduction by MAPC geographic information system (GIS). The GIS overlays will allow community officials to review both adopted truck exclusions and the alternate truck routes that were designated as part of the truck exclusion adoption process. Armed with this information, we hope that the communities and trucking interests will be able to agree on multi-community truck routes.
2. CTPS is in the process of developing a work program to meet the needs of this request and the needs of the Massachusetts Highway Department.

William G. Constable, *President* Richard A. Easler, *Vice President* Grace S. Shepard, *Secretary* Richard C. Walker, III, *Treasurer*

David C. Soule, *Executive Director*

PRINTED ON RECYCLED PAPER

APPENDIX I: TRUCK ROUTING RESTRICTIONS IN OTHER COMMUNITIES

1. Summary by City staff of Restrictions in Other Communities

2. Notes on Truck Restrictions in Other Communities by Annette LaMond

3. Information on Truck Routing Restrictions in 11 Communities Sent in Response to Cambridge's Request

I-1: SUMMARY BY CITY STAFF OF RESTRICTIONS IN OTHER COMMUNITIES

DRAFT

Regional comparisons of truck routing systems

Seattle, WA

Seattle prohibits oversized (except buses or stages) vehicle use in the Downtown Traffic Control Zone between 7:00 am and 7:00 pm without obtaining a permit. The City also limits oversized truck use to designated arterial streets on any weekday during the peak hours periods of 7:00 am - 9:00 am and 4:00 pm - 6:00 pm. (Oversized vehicles are defined as exceeding an overall length of 30' with or without a trailer attached.)

During the peak hours between 4:00 pm and 6:00 pm, vehicles over 8' in width, over 24' in length or over 24,000 pounds gross are prohibited in the downtown traffic control zone unless they have a permit for such operation.

Seattle prohibits the operation of a truck or truck tractor and semi-trailer over 8' in width, or over 32,000 pounds gross weight, or a motor vehicle with a trailer attached on selected arterial streets during designated hours without a permit for such operation.

Seattle prohibits vehicles exceeding 10,000 pounds gross weight on any street that is not designated an arterial street. This prohibition shall not apply to necessary vehicle use of local operation on such non-arterial street for the purpose of reaching the vehicle's destination or for a pick up or a delivery. Designated routes have been established for trucks carrying over legal loads and truck-trailer or truck semi-trailer combinations used for inter-city or inter-state hauling.

A fine of not less than $100 is levied on any person who operates an oversized vehicle without obtaining a special permit.

Truckers carrying flammable liquids, combustible liquids and hazardous chemicals are prohibited from using the following arterial streets: Battery Street depressed roadway from the Alaskan Way Viaduct to Aurora Avenue North at any time; and, Alaskan Way Viaduct between the hours of 7:00 a.m. and 6:00 p.m. on weekdays.

Portland, OR

The state requires coordination with Port of Portland (a stand alone agency with Governor appointed Board) in designating truck routes. Truck districts were established in the northern industrial section of the city. Major truck routes were established to serve truck trips with one or both trip ends in a transportation district. Minor truck routes were established to serve truck trips with both trip ends in a transportation district. Trucks are allowed to use city streets outside of the industrial districts. Portland requires permits for oversized trucks (determined by height, weight, etc.). Oversized trucks are allowed to use city streets in the evening hours and are required to have permits to operate. Portland considers truck traffic enforcement a low priority and relies on police enforcement (usually fueled by citizen

complaints) to address violations. The city has also instituted traffic calming techniques such as neckdowns to slow truck traffic. Universal signage is used for restricted truck areas but will be phased out because it is considered ineffective and because of budget constraints in the city.

Los Angeles, CA

An estimated 65,000 to 100,000 heavy-duty trucks move within the Los Angeles area on a daily basis. In August 1990, the County of Los Angeles implemented a program where the delivery schedules of approximately 2,800 vehicles were changed to avoid peak traffic periods. The program was in response to a California Department of Transportation finding that, although trucks account for only four percent of morning peak hour traffic, they are responsible for 20 percent of non-recurrent congestion (caused by accidents, spills, and other single incidents). The program restricts delivery times for trucks with gross weights over 25,000 pounds and with three or more axles. The County found that the benefits derived from nighttime receiving did not compensate for the cost of night shift operations.

In 1988, Los Angeles developed a Truck Management Program designed to achieve a significant reduction in peak-hour (6-9 AM and 4-7 PM), heavy-duty truck traffic, congestion and air pollution throughout the city. The program sought to relocate a significant percentage of heavy-duty trucks out of the peak traffic periods and into nighttime (after 7:00 PM and before 6:00 AM) hours, required off-peak (nighttime) shipping/receiving, and established an advisory panel to assist in development, implementation, revision and evaluation of the program. An independent report for the City of Los Angeles presented the results of a case study analysis of the potential economic impacts of the program. The report concluded that the cost of trucking services would increase for those businesses shipping into or out of Los Angeles. The restrictions were in place during the 1984 Olympics, but an ordinance to establish a pilot program to regulate heavy-duty truck transportation during peak periods was voted down by the City Council in 1992.

Trucks carrying containers which have been off-loaded at the Los Angeles and Long Beach Harbors are subject to weight restrictions. Violators are cited by the police department. Periodically, the state highway patrol conducts truck inspections on major highways.

City ordinance prohibits the transport of hazardous materials on city streets (fire department's jurisdiction). All hazardous cargo must be transported on the freeways or state highway system. The city created a pipeline system for transport of petroleum products to storage facilities in industrial areas. All tankers are filled at the storage facilities and truckers must use designated routes for deliveries.

San Francisco, CA

The city has the authority to restrict truck access on residential streets. Designated truck routes run along the southeast sections of the city and along the waterfront. Delivery trucks

and freight carriers are restricted to arterial streets. The city's major arterials are cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways. Many of San Francisco's streets (Guerrero Street, The Embarcadero, Van Ness Avenue) function as major or secondary arterials because there are currently no other alternatives and the use of these streets is needed to prevent traffic from spreading onto other residential streets. The city uses signage to route traffic on the major streets system. The City is working on improving transit service in the area along with buffering measures such as landscaping to make the streets more compatible with residential uses. The city currently promotes I-880, I-80 (East Bay), 101 (North of San Rafael), I-580, I-680 and I-5 as the principal freeways for through automobile traffic and freight truck traffic in the Bay Area and the state.

Madison, WI

Madison has designated heavy traffic routes under the provision of the Madison General Ordinances. The statutes prohibit trucks having a gross weight of more than 8,000 pounds, except motor buses, on any street other than on a federal or state trunk highway or on specified streets, except when necessary for the purpose of obtaining orders and delivering and moving supplies or other necessary commodities to or from any place of business or residents fronting on any such streets, and except when necessary for the purpose of leaving or returning to the terminal or place of garaging of any such vehicle. When it is necessary for the operator of such a vehicle to travel upon a street not designated for heavy traffic, such operator shall leave and re-enter such heavy truck routes at the point closest to his immediate destination.

The City displays informational signs stating "Truck Routes Have Yellow Sign Posts" at all entrances to the city. All signs within the city are installed on green sign posts except on those streets designated for truck traffic, where yellow sign posts are used. At each location where a trucker approaches an intersection where one or more of the intersecting streets are designated truck routes or there is a change in direction of the truck routes, truck route sign with directional arrows to indicate the truck route direction are used.

Baltimore, MD

The city of Baltimore has the authority to impose restrictions on truck traffic. The city created a local truck zone (local delivery area) to prohibit through truck traffic. Through truck traffic is defined as vehicles with a gross weight rating over 10,000 pounds and not having proof of a commercial origin or destination within the local truck zone. The city posted a 36'x 48' sign at the entrance of the area spelling out the restriction. The City has great difficulty in enforcing the restrictions because the city's commercial and residential areas are adjacent to each other. The ordinance has a nighttime truck restriction of 7:00 PM - 7:00 AM which has limited enforcement by police because most truckers have just cause to be in the local truck zone area.

Minneapolis, MN

The city of Minneapolis has the authority to restrict truck traffic. Minneapolis does not have daytime or nighttime bans. The city has instituted a truck routing system which restricts oversized trucks (over 8,000 pounds) to arterial, signed streets in the city. To make deliveries with a destination outside the system, trucks must take the shortest route possible and get back on the system when their business is completed. Licensing inspectors from the city's licensing department issue permits and citations to truckers in violation of the regulations.

Anchorage, AK

Two-thirds of Anchorage's arterial streets are under state jurisdiction. The City has established designated truck routes within the Central Business District (a one mile by three mile area). All trucks carrying loads over 11,000 pounds are restricted from the Central Business District unless that is their point of destination. The city does not have a nighttime or daytime truck restriction. In the Spring and Fall, the City and state have established temporary restrictions on truck loads (75% for paved roads and 50% for gravel roads). The state Department of Weights and Measures issues permits for over-dimensional loads. State troopers and the Anchorage police department have the authority to enforce the restrictions. A city traffic engineering technician investigates citizen complaints about trucks on residential streets. The city does very little enforcement of the truck traffic restrictions because of limited manpower.

Boulder, CO

The City of Boulder has the authority to restrict truck access on city streets. The city restricts access to trucks carrying over 7,000 pounds gross weight. Boulder does not have daytime or nighttime restrictions on truck traffic. All trucks with a destination within the city are allowed to use residential streets. The city police department has the authority to enforce truck weight restrictions. Enforcement of truck violations is a low priority due to limited manpower in the police department.

The city created the Neighborhood Traffic Mitigation Program which is administered by a full-time staff person in the city's traffic department. Half of the program funding is provided by the city and half is funded by an increase in a participating neighborhood's property taxes. The city advertises the program through local newspapers and newsletters and residents hear about the program through word-of-mouth. Community groups or individual residents inform the program staff of truck traffic issues (speeding, traffic volumes) affecting their neighborhood. All streets are ranked to determine which streets have the worst traffic scenario. Half a dozen streets are chosen each year to receive traffic mitigation. The city applies traffic calming techniques such as speed bumps, neckdowns, and landscaping to alleviate traffic concerns. The fire department has expressed opposition to the traffic calming techniques because they are seen as a barrier to emergency access.

Comparison of truck routing systems in Massachusetts

Woburn

Woburn does not have designated truck routes. Truckers take a direct route from I93 and I95 to the city's large industrial areas bypassing most residential streets. One exception is the southern part of Wood street. Wood Street is a residential street (2,534' long and 30' wide with an asphalt surface) situated between two large industrial parks and truckers used the street to access the parks. In the early 1980's, fueled by citizen complaints, the city requested approval from the MHD for a 24-hour truck ban on Wood Street. The request was rejected. The City presented a compromise plan for a 10-hour truck ban on Wood Street from 8:00 p.m. until 6:00 a.m.. The plan was approved by the MHD and was instituted in January, 1996.

In the early 1980's, the MHD approved a 24-hour truck ban on the following Woburn streets which are entirely residential: School Street, Arlington Road, Clinton Street, and Green Street.

Trucks exceeding 2 1/2 tons are prohibited from using residential streets. Universal truck prohibition signs and signs listing permitted hours of operation are posted throughout the city. Woburn does not consider truck weight enforcement a high priority.

Woburn does not have a weigh station. By the end of this year, the city expects to have a portable station available in the police department. The station will be under the jurisdiction of one certified police officer.

Arlington

Arlington does not have designated truck routes. Truckers without a point of destination in Arlington are allowed to travel through the town with the following exceptions: there is a 24-hour truck ban, (approved by MHD in the early 1980's) on Lake Street from Massachusetts Avenue to Route 2, portions of Park Avenue extension, Bates Road from Massachusetts Avenue to Broadway, and Victoria Road. All the prohibited streets are entirely residential. Universal truck prohibition signs are posted throughout the town. Arlington has a 2 1/2 ton weight restriction which is enforced by the police department.

The Town of Arlington has one weigh station in their public works department. The station is not available for use by the general public.

7/18/96

I-2: NOTES ON TRUCK RESTRICTIONS IN OTHER COMMUNITIES BY ANNETTE LAMOND

VEHICLE CIRCULATION

OBJECTIVE 18

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

There should be a hierarchical system of streets functioning in accordance with the planned movement of vehicles and the management of congestion. Street design, capacity and treatment should be a direct manifestation of the streets intended use in satisfying both present and prospective travel demand, and also its non-traffic purposes such as open space and pedestrian movement. It is recognized that in some cases it will be necessary to determine a maximum level of traffic for which street capacity will be provided, implying a tolerable level of congestion as a constraint, if other objectives of the city are to be attained.

Safety and livability along the city streets are primary concerns. This element seeks to balance the needs for vehicle circulation in the provision for through traffic on major arterials and discouragement of it on local streets, particularly residential streets. The following factors determine the selection of major and secondary arterials:

- The width of the right-of-way relative to traffic capacity required;
- The extent of transit use on the street;
- Land uses bordering the street;
- Safety of the street for moderate- and high-speed traffic, and the ability to "calm" traffic where appropriate;
- The relation of the street to the definition of the neighborhood by its residents;
- The presence or absence of conflicts caused by driveways, parking, and deliveries to commercial uses.

Certain streets, such as Geary Boulevard, Van Ness Avenue, Columbus Avenue and The Embarcadero, are important to more than one mode of transportation, and a balance of transportation systems must be maintained. Even with ample right-of-way width, the ability of these streets to be all things to all users is inherently compromised. Special attention, including the allocation of resources, the range of treatments and the long-term improvement strategies, should be given to achieve the desired balance on these streets.

POLICY 18. 1

Wherever feasible, divert through automobile and commercial traffic from residential neighborhoods onto major and secondary arterials, and limit major arterials to nonresidential streets wherever possible.

Major and secondary arterials are to carry traffic among districts in the city. Local streets are intended only to provide access to and from homes and other uses within each neighborhood. However, many residential streets function as major or secondary arterials, and because there are no other alternatives, the function of these streets is needed to prevent traffic from spreading onto other residential streets. In such cases, buffering measures such as landscaping in sidewalks and medians should be taken to mitigate the impacts of traffic.

POLICY 18. 2

Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses.

The need for traffic carriers must be balanced against the adverse effects of heavy traffic on the use of adjacent land and the quality of the environment. The needs of residents for peace and quiet, safety from harm, and useful open space must be given consideration. Each area and each street of the city have different characteristics which determine the level of traffic which can be absorbed without serious adverse impacts. The following factors should be the basis for a judgment on the acceptable levels of traffic on a specific street:

- The predominance of land uses fronting the street;
- The distance between the curb and building line established by sidewalk width or setback;
- The presence or absence of buffering between street and building in the form of landscaping, change in elevation, or similar condition;
- The level of pedestrian and bicycle traffic;
- The proportion of the street which is residential in land use;
- Whether residences face the street;
- The presence of hospitals, schools, parks, or similar facilities on or near the street.

The widening of streets at the expense of sidewalks or of setbacks should not occur where space is necessary for pedestrian movement, buffering from noise, useful open space and landscaping. This is especially true in densely populated neighborhoods with little public or private open space. No additional sidewalk narrowings, tow-away zones and one-way streets should be instituted in a residential neighborhood if it would compromise the safety and comfort of the pedestrian resident. Existing towaway lanes should be phased out if they present a hazard to pedestrian safety. In addition, widening of streets should not occur at the expense of bicycle travel. The roadway space needed by bicyclists, whether between the line of traffic and the curb or the line of on-street parking, varies between four and six feet. The needs of bicyclists must be considered wherever the curb lane is proposed to be narrowed. Street restripings and widenings may be appropriate in industrial areas where access for oversize freight vehicles is important, but these projects should not reduce or eliminate the efficient movement of transit vehicles and bicycles.

POLICY 18. 3

The existing single-occupant vehicular capacity of the bridges, highways and freeways entering the city should not be increased and should be reduced if needed to increase the capacity for high-occupancy vehicles, transit and other alternative means of commuting, and for the safe and efficient movement of freight trucks.

It is recognized that provision for further vehicular access into the city would conflict with the environmental objectives of the city, overload the city street system, and jeopardize the city's commitment to mass transit. This policy allows for the introduction of exclusive transit, bike and carpool/vanpool lanes on bridges, highways and freeways where these lanes are compatible with the overall transportation system's needs.

POLICY 18. 4

Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:

- Sidewalk bulbs and widenings at intersections and street entrances;
- Lane off-sets and traffic bumps;
- Narrowed traffic lanes with trees, landscaping and seating areas; and
- colored and/or textured sidewalks and crosswalks.

POLICY 18. 5

Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

Streets in large parks, around small parks and along recreational parts of the shoreline should function primarily for access to recreational facilities and for scenic driving, not as thoroughfares. Heavy or fast surface traffic endangers pedestrians and cyclists, cuts off access to recreation and reduces the pleasure of being in parks by causing noise, pollution and visual disharmony. Excessive automobile traffic also inhibits the movement of freight rail, freight and delivery trucks and vans that supporting the maritime uses along the waterfront. Pedestrian entrances to parks should be at street intersections to the extent possible.

Notes on Truck Routing Policies of other Cities that support an effort by Cambridge to limit heavy trucking

Annette LaMond Susan Miller-Havens

Seattle
- Has a downtown traffic control zone
- Controls oversize trucks through permit system
- Has prohibition on large trucks during peak hours 4-6 pm in downtown traffic control zone
- Vehicles exceeding 10,000 lbs (5 tons) not allowed on any street that is not designated an arterial (How many streets in Cambridge are paved to the standard of Mass Ave?)

Portland
- Controls oversize trucks through permits

Los Angeles
- Periodic state highway patrol truck inspections.
- Hazardous materials transport prohibited on all city streets
- All hazardous cargo must use freeways or state highway system

San Franciso
- City has authority to restrict truck access on residential streets

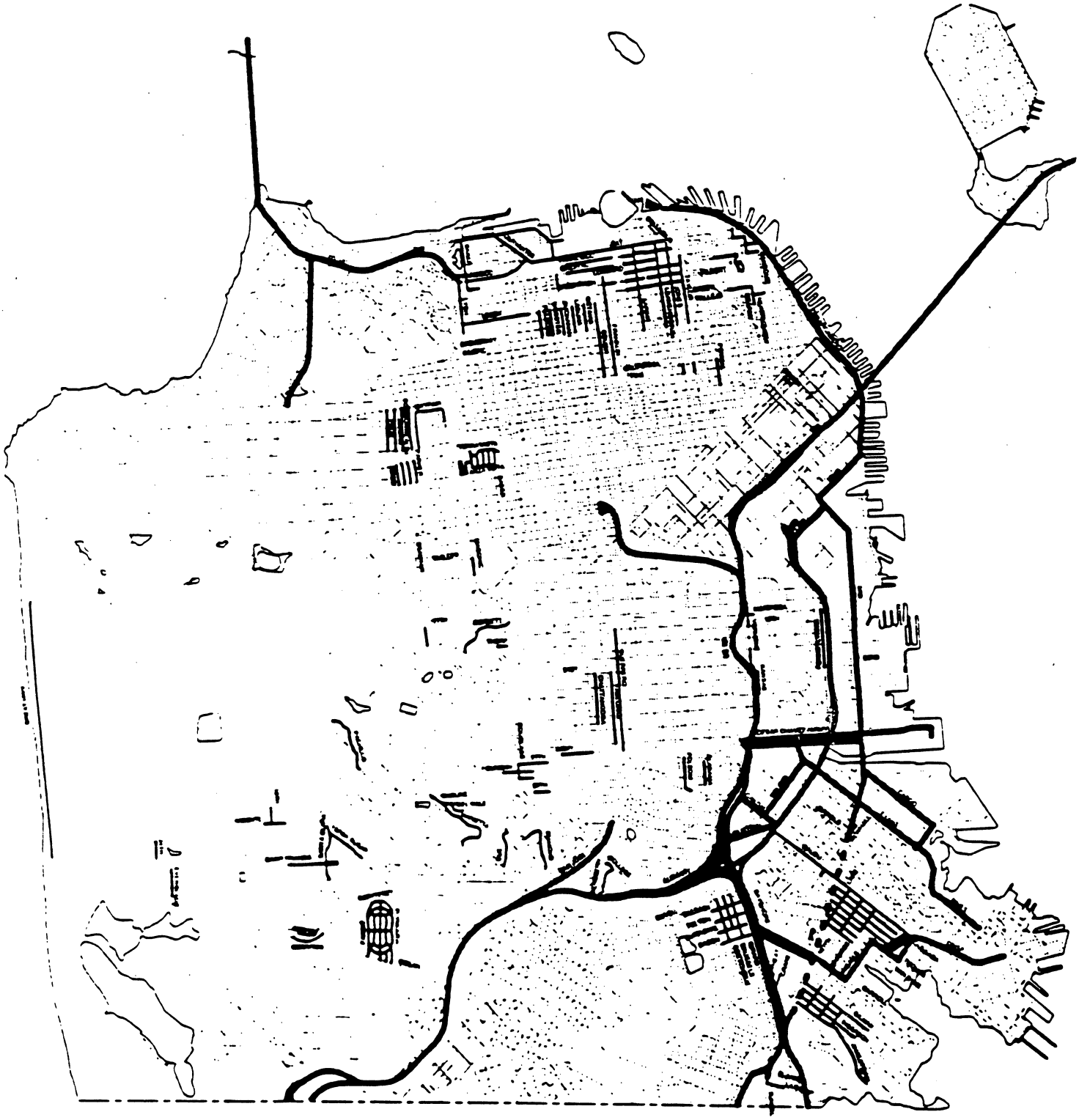
Madison
- Controls truck traffic using signage that could be used in Cambridge and other cities within 128. At entrances to city, and throughout, truck routes have yellow sign posts. All other signs are on green posts.

Baltimore
- Has authority to impose restrictions on trucks

Minneapolis
- Has a truck policy to keep trucks on highway systems

Boulder
- Restricts access of trucks over 7,000 lbs on city streets

I-3: INFORMATION ON TRUCK ROUTING RESTRICTIONS IN 11 COMMUNITIES SENT IN RESPONSE TO CAMBRIDGE'S REQUEST



FREIGHT TRAFFIC ROUTES AND RESTRICTIONS

Map 15

- Routes with significant truck traffic
- Streets where trucks over 6000 lbs are restricted
- Certain traffic restrictions for trucks 11,000 lbs or more
- area needing improved freight route connection

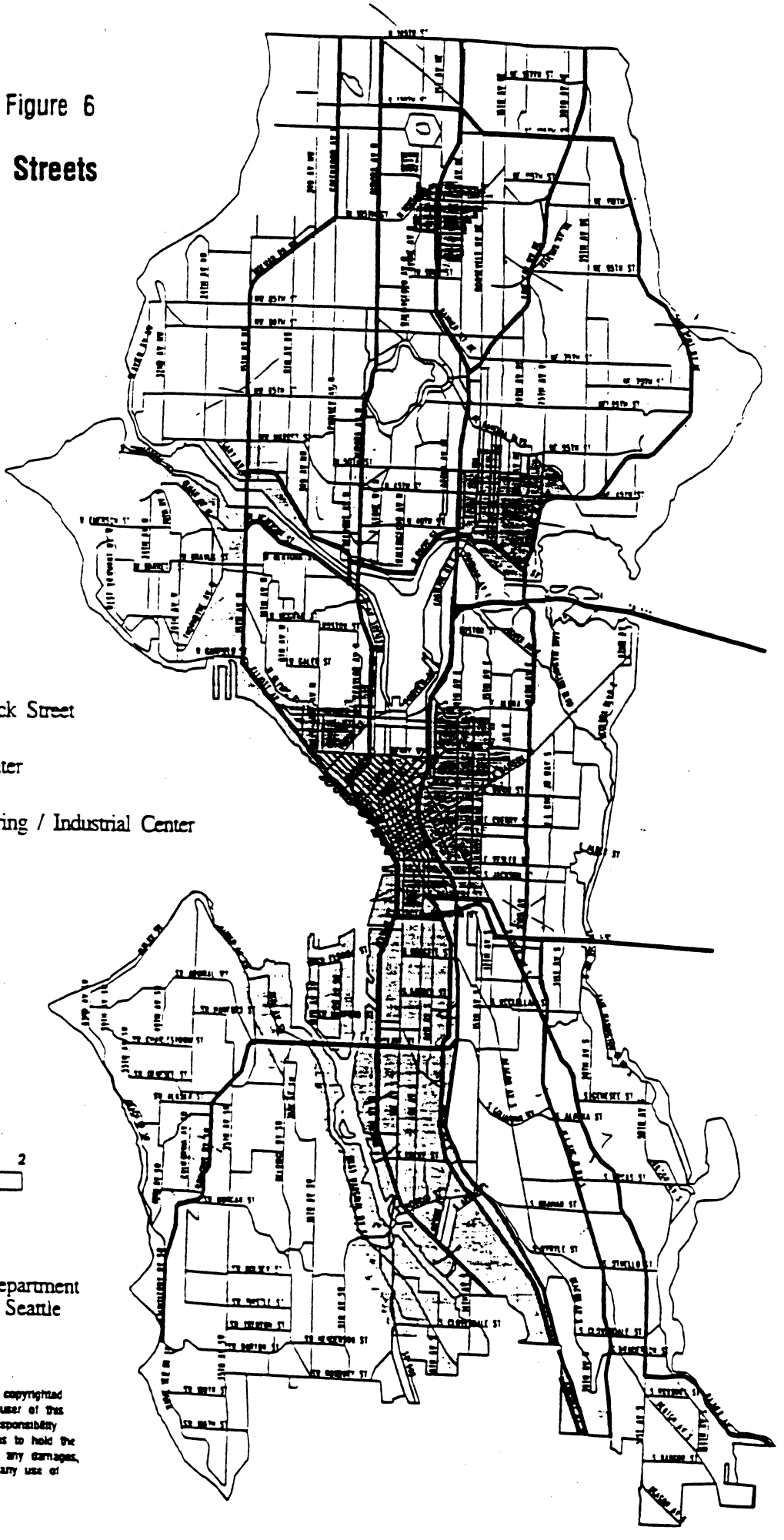
IFICATIONS

Truck Classification Summary

Street Classification	Primary Function	Special Provisions	Typical Operating Characteristics	Typical Adjacent Land Uses
Truck Route	Provides truck routes through the City which serve trucks with local and non local destinations. For hauling legal and permitted over-legal loads.	A Regional Freeway/ Express, Regional Arterial or Principal Arterial with pavement designed for legal and over legal loads. Widths vary. Grades should be considered in designations. Routes for over-legal loads should be signed as truck routes.	Stable traffic flow. Some streets may have peak hour restrictions per the Traffic Code.	Manufacturing, industrial, and commercial.
Truck Street	Provides access to local destinations, and designated truck routes.	All arterials not designated as Truck Routes.	As consistent with the street's Traffic Classification	Neighborhood commercial areas, institutional uses, and residential fringe areas.
Commercial Access Street	Provides access to commercial and industrial land uses and provides localized traffic circulation.	Pavement designed for heavy loads. Widths vary.	On-street parking and access to off-street parking and loading for adjacent land uses.	Commercial land2,manufacturing and industrial.
Truck Restricted Street	To provide access for local pickups/deliveries only.	Access provisions as compatible with the street's Traffic Classification; Emergency vehicle access provided.	Truck access to local destinations may be limited by time of day.	Residential areas.

Transportation Figure 6

Major Truck Streets



Major Truck Street

Urban Center

Manufacturing / Industrial Center

0 0.5 1 1.5 2

MILES

Prepared by:
The Planning Department
c. 1994 City of Seattle
July 18, 1994

This digital product has been copyrighted by the City of Seattle. Any user of this digital product assumes all responsibility for the use thereof and agrees to hold the City of Seattle harmless from any damages, loss, or liability arising from any use of the product.

ADOPTED JULY 25, 1994

MADISON AREA TRUCK ROUTES

The map on the reverse side depicts all streets that have been designated for truck traffic as listed in Section 12.89(1) of the Madison General Ordinances.

Subsequently, Section 12.89(2) specifically prohibits motor vehicles in excess of 8,000 lbs. GVW from using all other streets except when conducting business as described in the following section.

CLASSES OF TRAFFIC ON CERTAIN HIGHWAYS

12.89 HEAVY TRAFFIC ROUTES.

(1) The following streets [see attached truck route map] in the City of Madison are hereby designated as heavy traffic routes under the provisions of Section 349.17 of the Wisconsin Statutes.

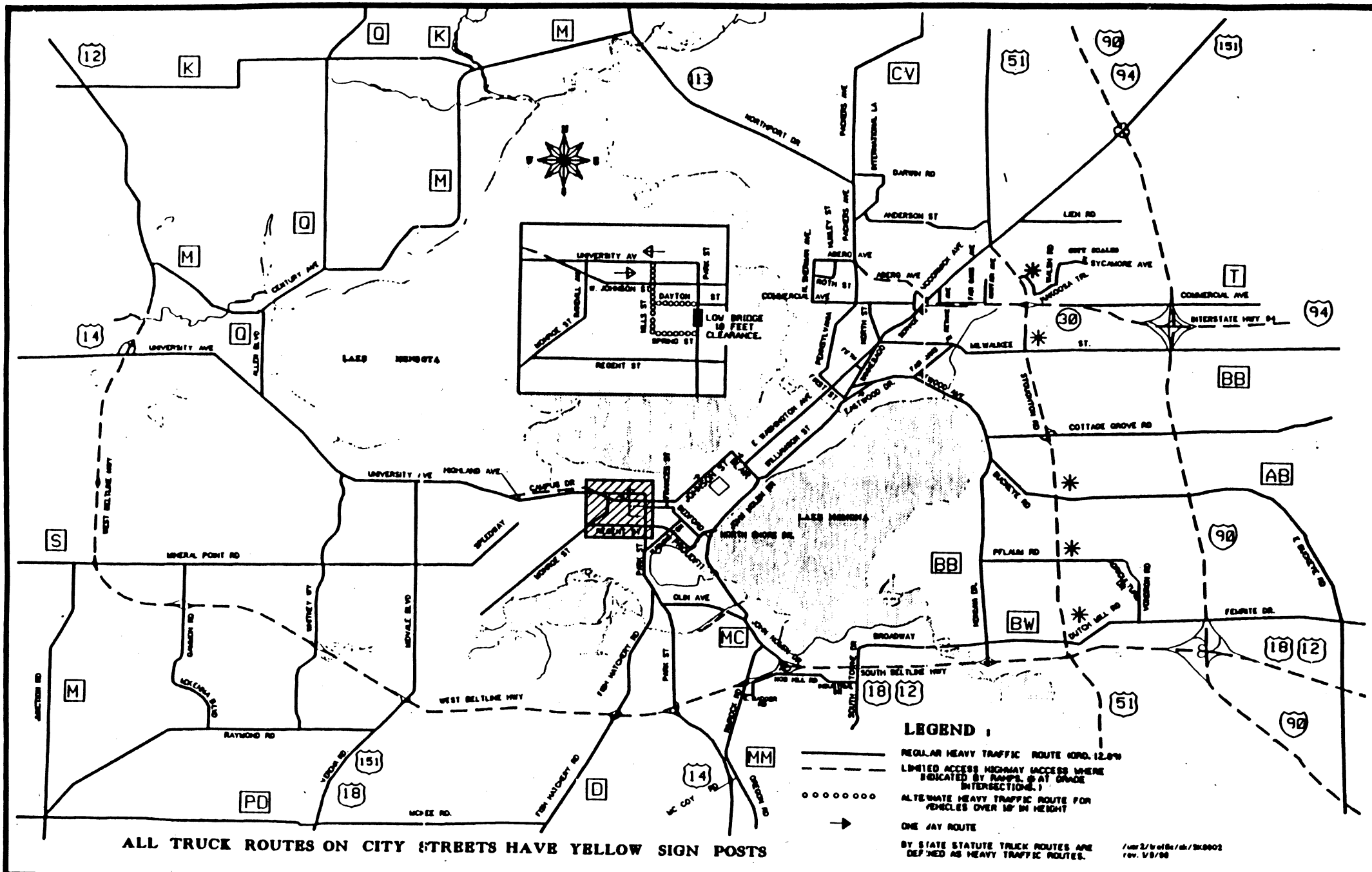
(2) Trucks Prohibited on Other Than Heavy Traffic Routes. It shall be unlawful for any person to operate any motor vehicle having a gross weight of more than eight thousand (8,000) pounds except motor buses on any street other than on a federal or state trunk highway or on the streets designated in Subsection (1) hereof, except when necessary for the purpose of obtaining orders and delivering and moving supplies or other necessary commodities to or from any place of business or residence fronting on any such streets, and except when necessary for the purpose of leaving or returning to the terminal or place of garaging of any such vehicle. When it is necessary for the operator of such a vehicle to travel upon a street not designated for heavy truck traffic as provided in Subsection (1) hereof, such operator shall leave and re-enter such heavy truck routes at the point closest to his immediate destination. (Am. by Ord. 7554, 11-5-81)

(3) Appropriate signs shall be erected to give notice of the designation of the streets listed in Subsection (1) as heavy traffic routes.

Section 12.89(3) states that the City is responsible to erect signs designating said truck routes. To comply with Section 12.89(3), the City of Madison uses the following procedure: informational signs stating "Truck Routes Have Yellow Sign Posts" are installed at all entrances to the City. All signs within the City are installed on green sign posts except on those streets designated for truck traffic, where yellow sign posts are used. For further information, at each location where a trucker approaches an intersection where one or more of the intersecting streets are designated truck routes or there is a change in direction of the truck route, truck route signs with directional arrows to indicate the truck route direction are used.

For more information, comments or suggestions on Madison's truck route system, contact the Madison Department of Transportation, Suite 100, 215 Martin Luther King, Jr. Boulevard, Madison, WI 53710, or call 266-4761.

JWJ:bc:4/25/89



MADISON AREA TRUCK ROUTES

CITY of MADISON
DEPARTMENT of TRANSPORTATION
TRAFFIC ENGINEERING DIVISION

TransMadison
The World Is Getting Around
JANUARY 1996

Baltimore, MD

ADMINISTRATIVE ORDER NO. 24

Pursuant to the authority contained in Article 31, Section 2 (24) Baltimore City Code, 1983 Repl. Vol. of the 1976 Edition, as amended, and the Transportation Article, Title 25, Section 25-102 (a) (11), Annotated Code of Maryland, 1987 Rep. Vol., as amended, the Commissioner of Transportation of the City of Baltimore hereby creates a "LOCAL TRUCK ZONE" to prohibit "THRU TRUCK TRAFFIC".

For purposes of this regulation "THRU TRUCK TRAFFIC" is defined as those vehicles having a gross vehicle weight rating or registration in excess of 10,000 lbs. and not having proof of a commercial origin or destination within the "LOCAL TRUCK ZONE".

It has been determined that the existing methods, i.e., Administrative Regulation 1 and 2, regulating vehicles having a gross vehicle weight in excess of 10,000 lbs, are not effective in restricting truck traffic in certain areas.

Studies have been conducted and it has been determined that the safety and general welfare of the community are adversely impacted by unnecessary truck traffic.

Areas that would warrant consideration for the "LOCAL TRUCK ZONE" classification must be (1) comprised of several contiguous streets that are being utilized by "THRU TRUCKS" even though alternate routes are available, and (2) where the safety and general welfare of the community are adversely impacted by unnecessary truck traffic.

In advance of the established boundaries of the "LOCAL TRUCK ZONE", signs are to be conspicuously posted alerting motorists that such a zone exists ahead. Additionally, alternate routes shall be posted directing trucks to established truck routes.

TRUCK ROUTES

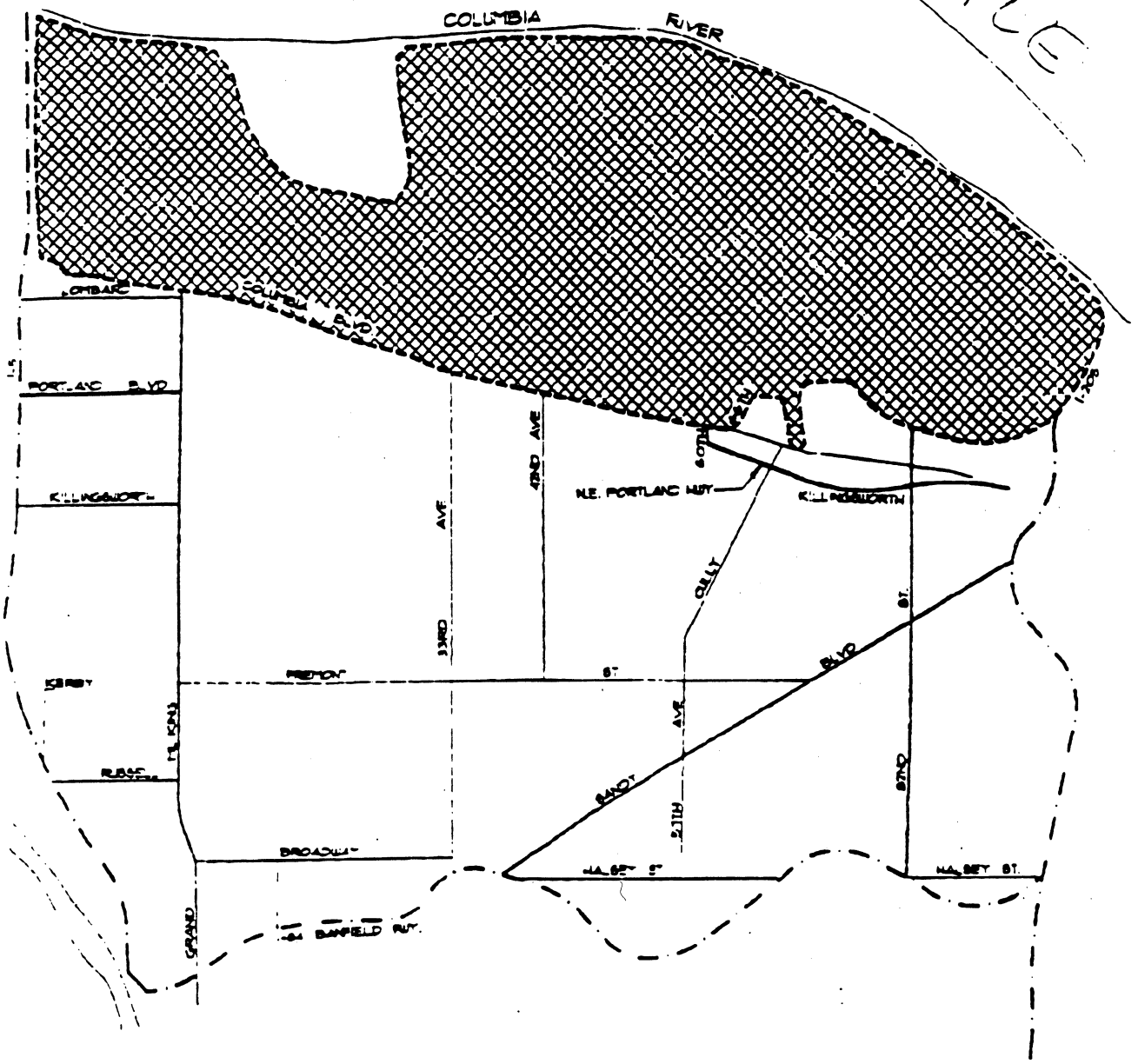
	FUNCTIONAL PURPOSE	LAND USE CRITERIA	DESIGN TREATMENT & TRAFFIC OPERATIONS
TRUCK DISTRICT	Truck Districts are intended to provide for convenient truck movement in areas serving large numbers of truck trip ends. Truck Districts should include truck terminals and industrial sanctuaries. All streets should be available for use by trucks in Truck Districts.	Encourage large industrial centers with high truck use to locate within Truck Districts. Encourage national and international shippers to locate near multi-modal facilities within Truck Districts.	Street improvements in Truck Districts should be designed to serve industrial areas.
REGIONAL TRUCK ROUTE	Regional Truck Routes are intended to serve truck trips with one or no trip ends in a transportation district and usually located on Regional Trafficways. Regional Truck Routes serve as access to Truck Districts.	Encourage high truck use activities to locate near interchanges with Regional Trafficways. Provide interchanges with Regional Truck Routes to directly serve Truck Districts.	Regional Truck Routes should be limited access facilities with design standards to accommodate trucks.
MAJOR TRUCK ROUTE	Major Truck Routes are intended to serve truck trips with one or both trip ends in a transportation district. Major Truck Routes should distribute truck traffic from Regional Truck Routes to Minor Truck Routes.	Encourage land uses which attract large numbers of truck trips from inside and outside transportation districts to locate along Major Truck Routes.	In new or reconstructed Major Truck Routes, residential uses adjacent to these routes should be buffered from noise impacts where warranted.

TRUCK ROUTES

	FUNCTIONAL PURPOSE	LAND USE CRITERIA	DESIGN TREATMENT & TRAFFIC OPERATIONS
MINOR TRUCK ROUTE	Minor Truck Routes are intended to serve truck trips with both trip ends in a transportation district. Minor Truck Routes should distribute truck trips from Major Truck Routes to Local Service Streets to and from shipping and receiving points	Discourage land uses which require high truck use, such as regional truck terminals, from locating on Minor Truck Routes, in conformance with the Comprehensive Plan and Zoning Code.	Discourage non-local truck trips from using Minor Truck Routes.
LOCAL SERVICE STREET	Local Service Streets are intended to serve local circulation, access and service requirements for truck movements. Local Service Streets are intended to provide access for local land uses.	Major sources of truck traffic should be discouraged from using Local Service Streets as their primary access. The design of a Local Service Street should correspond directly to the land use and the level of trip generation of land uses located along the street.	Local Service Streets should give preference to accessing individual properties and the specific needs of property owners and residents along the street.

NE TRUCK ROUTES

EXAMPLE



TRUCK CLASSIFICATIONS

- TRUCK DISTRICT
- REGIONAL TRUCK ROUTE
- MAJOR TRUCK STREET
- MINOR TRUCK STREET

Minneapolis, MN

CHAPTER 480. RESERVED*

CHAPTER 482. BUSES AND TAXICABS†

482.10. Taxi stands established. The taxi stands established by the city council as of July 1, 1960 (Chapter 9:21, 1948 Compilation of Ordinances) are continued in effect, and the council may add to or modify the said taxi stands by appropriate ordinances from time to time. The city traffic engineer shall maintain in his office at all times a complete listing of all taxi stands, which said listing is hereby incorporated in this Code the same as if fully set forth herein. (Code 1960, As Amend., § 445.010)

482.20. Duty to use stand or stop. The driver of a bus or taxicab shall not stand or park upon a street in any business district at a place other than a bus stop or taxicab stand, respectively, except that this provision shall not prevent the driver of any such vehicle from temporarily stopping in accordance with other stopping or parking regulations at any place for the purpose of and while actually engaged in loading or unloading passengers. (Code 1960, As Amend., § 412.010)

Cross reference—Parking restrictions on taxicabs within specified area, § 341.210.

482.30. **Use regulations.** (a) *Use of stand or stop by others.* No person shall stop, stand or park a vehicle other than a bus in a bus stop or other than a taxicab in a taxicab stand when any such stop or stand has been officially designated and appropriately signposted, except that the driver of a passenger vehicle may temporarily stop therein for the purpose of and while actually engaged in loading or unloading passengers when such stopping does not interfere with any bus or taxicab waiting to enter or about to enter such zone.

(b) *Unattended taxicab in taxicab stand.* No person shall stop, stand or park a taxicab in a taxicab stand without remaining in the vehicle. Nothing in this subsection shall prohibit a person from leaving the vehicle for the purpose of assisting a passenger into or out of the vehicle. (Code 1960, As Amend., § 412.020; 86-Or-146, § 1, 6-12-86)

482.40. Buses obstructing traffic. No bus shall be permitted to stand or lie over on any highway in this city except as, when and where authorized by the city council. (Code 1960, As Amend., § 412.030)

482.50. Bus doors to be kept closed. The gates or doors of every bus upon a highway shall be kept closed at all times except when receiving or discharging passengers. (Code 1960, As Amend., § 412.040)

482.60. Buses to obey traffic devices. The operator of every bus shall obey the directions given by signs, signals and markings placed and maintained on the highways of this city by authority of the city council for the purpose of guiding, informing, warning or controlling traffic. (Code 1960, As Amend., § 412.050)

CHAPTER 484. RESERVED‡

CHAPTER 486. VEHICLE SIZE, WEIGHT AND LOAD**

ARTICLE I. GENERALLY

486.10. Applicability. No person shall drive or move, nor shall the owner cause or knowingly permit to be driven or moved on any street or highway any vehicle of a size exceeding the limitations stated in this article. The provisions of this article shall not apply to fire apparatus, or to implements of husbandry temporarily moved upon a highway, or to loads of loose hay or corn stalks if transported by horse-drawn vehicle or drawn by

*Editor's note—90-Or-133, § 1, adopted May 11, 1990, repealed Ch. 480. Prior to such repeal, Ch. 480, §§ 480.10—480.100, pertained to accidents, and was derived from Code 1960, as amended, §§ 418.010—418.100.

†Cross references—Taxicabs generally, Ch. 341; operation of buses on parkways and park boulevards, § PB5-1 et seq.

‡Editor's note—90-Or-134, § 1, adopted May 11, 1990, repealed Ch. 484. Formerly, Ch. 484, §§ 484.10—484.100, pertained to pedestrians, and was derived from Code 1960, as amended, §§ 408.010—408.080, 408.100, 937.020.

**Cross reference—Size and weight of buses operated on parkways and park boulevards, § PB5-4.

a farm tractor, or to a vehicle operated under the terms of a special permit issued as provided in Article II of this chapter. (Code 1960, As Amend., § 415.010)

486.20. Outside width. The total outside width of any vehicle or the load thereon shall not exceed eight (8) feet, except that the outside width of a farm tractor shall not exceed twelve (12) feet, and except as otherwise provided in this section.

The total outside width of a passenger motor bus, operated exclusively in the city, or contiguous cities, shall not exceed nine (9) feet. A passenger motor bus, not exceeding eight and one-half (8½) feet in width, may operate between the separated facilities of a college or university if part of the facilities are located within one of the foregoing areas and part are located outside but not more than five (5) miles from the area.

The total outside width of loads of forest products when loaded crossways shall not exceed one hundred (100) inches, provided the load is securely bound with a chain attached to front and rear of the loading platform of the vehicle so as to hold the load securely in place. (Code 1960, As Amend., § 415.020)

State law reference—Similar provisions, M.S. § 169.80, Subd. 2.

486.30. Projecting load on passenger vehicles. No passenger type vehicle shall be operated on any street or highway with a load carried thereon extending beyond the line of the fenders on the left side of such vehicle nor extending more than six (6) inches beyond the line of the fenders on the right side thereof. (Code 1960, As Amend., § 415.030)

State law reference—Load projecting over front bumper, M.S. § 169.81, Subd. 4.

486.40. Height of vehicles. No vehicle unloaded or with load shall exceed a height of thirteen (13) feet, six (6) inches. (Code 1960, As Amend., § 415.040)

State law reference—Similar provisions, M.S. § 169.81, Subd. 1.

486.50. Length of vehicles. (a) No vehicle shall exceed a length of fifty-five (55) feet extreme overall dimensions, inclusive of front and rear bumper. A truck-tractor and semi-trailer shall be regarded as one vehicle for the purpose of determining lawful length.

(b) No combination of vehicles coupled together including truck-tractors and semitrailers shall consist of more than two (2) units, and no such combination of vehicles shall exceed a total length of fifty-five (55) feet, provided that such vehicles shall not use the area bounded by Third Street, First Avenue North, Tenth Street, and Park Avenue between the hours of 7:00 a.m. and 9:00 a.m. and between the hours of 4:00 p.m. and 6:00 p.m. This limitation as to length and hours when such vehicles are prohibited from using the streets, shall not apply to the transportation of telegraph poles, telephone poles, electric light and power poles, or piling, or pole length pulpwood. Said length limitations shall not apply to:

(1) Vehicles when transporting pipe or other objects by a public utility when required for emergency or repair of public service facilities or when operated under special permit as provided in Article II of this chapter, but in respect to night transportation every such vehicle and load thereon shall be equipped with a sufficient number of clearance lamps and marker lamps on both sides and upon the extreme ends of any projecting load to clearly mark the dimensions of such load;

(2) House trailers or mobile homes when coupled with a motor vehicle, but such combinations shall not exceed fifty-five (55) feet in length; provided further that two (2) vehicles in transit by the drive-away method in saddle mount combinations may be drawn, but such combinations may not exceed fifty (50) feet in length.

(c) The load upon any vehicle operated alone, or the load upon the front vehicle of a combination of vehicles, shall not extend more than three (3) feet beyond the front wheels of such vehicle or the front bumper of such vehicle if it is equipped with such a bumper, nor shall such load extend more than ten (10) feet to the rear beyond the bed or body of such vehicle, except under the conditions of a special permit issued as provided in Article II of this chapter. (Code 1960, As Amend., § 415.050)

486.60. Reserved.

Editor's note—81-Or-286, § 1, adopted Nov. 13, 1981, repealed § 486.60, which section enumerated streets upon which vehicles could operate in exception to length restrictions. The repealed section derived from Code 1960, as amended, § 415.060; an ordinance of March 29, 1974, § 1; an ordinance of Sept. 27, 1974, § 1; 78-Or-270, § 1, enacted Dec. 22, 1978; and 79-Or-243, § 1, enacted Nov. 21, 1979.

486.70—486.80. Reserved.

ARTICLE II. WEIGHT GENERALLY

486.90. Generally. No vehicle or combination of vehicles equipped with pneumatic tires shall be operated upon the streets or highways in the city:

(a) Where the gross weight on any wheels exceeds nine thousand (9,000) pounds;

(b) Where the gross weight on any single axle exceeds eighteen thousand (18,000) pounds. (Code 1960, As Amend., § 416.010)

State law reference—Similar provisions, M.S. § 169.825.

486.100. Gross weight formula. Except as otherwise provided, no vehicle or combination of vehicles equipped with pneumatic tires shall be operated upon the highways of the city where the total gross weight on any two (2) or more consecutive axles of any vehicle, or combination of vehicles, exceeds that given in the following table for the distance between the centers of the first and last axles of the group of two (2) or more consecutive axles under consideration; the distance between axles being measured longitudinally to the nearest even foot, and when the measurement is a fraction of exactly one-half foot, the next largest whole number in feet shall be used, except when the distance between axles is more than three (3) feet, four (4) inches and less than three (3) feet, six (6) inches, the distance of four (4) feet shall be used:

	Maximum Gross Weight in Pounds on a Group of		
Distances in feet between centers of foremost and rearmost axles of a group	*2 consecutive axles of a 2-axle vehicle or of any vehicle or combination of vehicles having a total of 3 or more axles*	*3 consecutive axles of a 3-axle vehicle or of any vehicle or combination of vehicles having a total of 3 or more axles*	*4 consecutive axles of any combination of vehicles having a total of 4 or more axles*
4	32,000		
5	32,000		
6	32,000		
7	32,000	37,000	
8	33,000	38,500	
9	34,000	39,900	
10	35,000	41,200	42,500
11	36,000	42,400	44,300
12		43,500	46,000
13		44,500	47,600
14		44,500	49,100
15		45,500	50,500
16		46,500	51,800
17		47,500	53,000
18		48,500	54,000
19		49,500	54,500
20		50,500	55,500

Distances in feet between centers of foremost and rearmost axles of a group	*Maximum Gross Weight in Pounds on a Group of*		
	2 consecutive axles of a 2-axle vehicle or of any vehicle or combination of vehicles having a total of 3 or more axles	*3 consecutive axles of a 3-axle vehicle or of any vehicle or combination of vehicles having a total of 3 or more axles*	*4 consecutive axles of any combination of vehicles having a total of 4 or more axles*
21		51,500	56,000
22		52,200	56,500
23		52,900	57,500
24		53,600	58,000
25		54,000	58,500
26			59,500
27			60,000
28			60,500
29			61,500
30			62,500
31			63,500
32			64,000

Notwithstanding the provisions of section 486.140, the gross vehicle weight of all axles of a vehicle or combination of vehicles shall not exceed seventy-three thousand two hundred eighty (73,280) pounds and the gross weight on any tandem axle shall not exceed thirty-two thousand (32,000) pounds.

In all cases where gross weights in an amount less than in this section set forth are fixed, limited or restricted on any highway or bridge by or pursuant to any other ordinance, such lesser gross weight as so fixed, limited or restricted, shall not be exceeded, and in such case shall control instead of the gross weights in this section set forth. (Code 1960, As Amend., § 416.020)

State law reference—Similar provisions, M.S. § 169.825.

486.110. Single axle defined. A single axle as used in this article is defined as including all wheels whose centers may be included within two (2) parallel transverse vertical planes forty (40) inches apart. (Code 1960, As Amend., § 416.030)

State law reference—Similar provisions, M.S. § 169.825.

486.120. Vehicles not equipped with pneumatic tires. A vehicle or combination of vehicles not equipped with pneumatic tires shall be governed by the foregoing provisions except that the gross weight limitations shall be reduced by forty (40) per cent. (Code 1960, As Amend., § 416.040)

State law reference—Similar provisions, M.S. § 169.825.

486.130. Weight on bridges. Subject to the limitations upon wheel and axle loads prescribed in this article, the gross weight of any vehicle or combination of vehicles driven onto or over a bridge shall not exceed the safe capacity of said bridge, as may be indicated by warning posted on the bridge. The city engineer shall post allowable gross loads on all bridges except where such allowable loads exceed fifteen (15) tons. (Code 1960, As Amend., § 416.050)

State law reference—Similar provisions, M.S. § 169.84.

486.140. Authority to weigh and require unloading. (a) Any police officer or duly authorized person having reason to believe that the weight of vehicle and load is unlawful may require the driver to stop and submit to a weighing of the same by means of either portable or stationary scales and may require that such vehicles be driven to the nearest public scales in the event such scales are within five (5) miles.

(b) Whenever an officer, upon weighing a vehicle and load as above provided, determines that the weight exceeds the lawful gross weight by two thousand (2,000) pounds or more, or when the weight on any group of two (2) or more consecutive axles in cases where the distance between the centers of the first and last axles of the group under consideration is ten (10) feet or less, exceeds the lawful gross weight by four thousand (4,000) pounds or more, he may require the driver to stop the vehicle in a suitable place and remain standing until such portion of the load is removed as may be necessary to reduce this gross weight of such vehicle to such limit as permitted under this article. All material so unloaded shall be cared for by the owner or driver of such vehicle at the risk of such owner or driver.

(c) Any driver of a vehicle who fails or refuses to stop and submit the vehicle and load to a weighing or who fails or refuses when directed by an officer upon a weighing of the vehicle to stop the vehicle and otherwise comply with the provisions of this section, shall be guilty of a violation of this Code. (Code 1960, As Amend., § 416.060)

State law reference—Similar provisions, M.S. § 169.85.

486.150. Seasonal and weight restrictions. (a) The city engineer may prohibit the operation of vehicles upon any street or highway or impose restrictions as to the weight of vehicles to be operated thereon whenever any such street or highway by reason of deterioration, rain, snow or other climatic conditions will be seriously damaged or destroyed unless the use of such vehicles thereon is prohibited or the permissible weights thereof reduced. The city engineer shall erect or cause to be erected and maintained signs plainly indicating the prohibition or restriction at each end of that portion of any street or highway affected thereby and the prohibition or restriction shall not be effective unless and until such signs are erected.

(b) The city engineer with respect to streets and highways under his jurisdiction may also prohibit the operation of trucks or other commercial vehicles, or may impose limitations as to the weight thereof, on designated streets or highways, which prohibitions and limitations shall be designated by appropriate signs placed on such streets or highways. All said restrictions shall be effective when and if signs giving notice thereof are erected upon the streets or highways or portions thereof affected by such action. (Code 1960, As Amend., § 416.210)

State law reference—Authority to impose seasonal and weight restrictions, M.S. § 169.87.

486.160. Liability for damage to street or structure. Any person driving any vehicle, object or contrivance upon any street or highway structure shall be liable for all damage which said highway or structure may sustain as a result of any illegal operation, driving or moving of such vehicle, object or contrivance, or as a result of operation, driving or moving any vehicle weighing in excess of the maximum weight but authorized by a special permit issued as provided in this chapter. Whenever such driver is not the owner of such vehicle, object or contrivance but is so operating, driving or moving the same with the express or implied permission of said owner, then said owner and driver shall be jointly and severally liable for any such damage. Any person who by his willful acts or failure to exercise due care, damages any road, street or highway or highway structure shall be liable for the amount thereof. Such damage may be recovered in a civil action brought by the authorities in control of such street or highway, or street or highway structure. (Code 1960, As Amend., § 416.220)

State law reference—Similar provisions, M.S. § 169.88.

486.170—486.180. Reserved.

ARTICLE III. SPECIAL PERMITS

486.190. Authorized. The city engineer with respect to streets and highways under his jurisdiction may, in his discretion, upon good cause being shown therefor, issue a permit in writing authorizing the applicant to move a vehicle or combination of vehicles of a size or weight of vehicle or load exceeding the maximum specified in this chapter or otherwise not in conformity with the provisions of this chapter upon any street or highway under his jurisdiction and for the maintenance of which he is responsible. (Code 1960, As Amend., § 416.070)

486.200. Application. The applicant for any such permit shall specifically describe the vehicle or vehicles and load or loads to be moved and the applicant may be requested to state the particular streets or highways for which the permit to so use is requested and the time of the trip for which such permit is requested. (Code 1960, As Amend., § 416.110)

486.210. Issuance. (a) The city engineer may issue or withhold such permit at his discretion. If a permit is issued, he may limit or prescribe conditions of operation of the vehicle or vehicles when necessary to assure against undue damage to road foundations, surfaces or structures and require such undertaking or other security as may be deemed necessary to compensate for an injury to any roadway or road structure.

(b) Such permit is automatically invalidated by the violation of any condition specified by the terms of the permit or by false information given by the applicant.

(c) The city engineer shall not issue annual permits to vehicles or equipment which are not frequently moved under conditions of the permit.

(d) Permits shall be issued to individual tractors of tractor-trailer units and the tractor may be used with any trailer which meets the requirements of the permit. (Code 1960, As Amend., § 416.120)

486.220. Permit to be carried. Every permit shall be carried on the vehicle or combination of vehicles to which it refers and shall be open to inspection by any police officer or authorized agent of any authority granting such permit. (Code 1960, As Amend., § 416.130)

486.230. Violating terms of permit. No person shall violate any of the terms or conditions of a permit issued pursuant to this article. (Code 1960, As Amend., § 416.130)

486.240. Types of permits. The permits authorized for issue by the city engineer may be one of three (3) types, as follows:

(a) Oversize permits may be issued for a period of one year to individual vehicles for condition of overwidth, overheight or overlength which do not exceed the following dimensions:

Width	12 feet
Height	15 feet
Length—Single vehicle including overhang or combination of vehicles including overhang	75 feet

This permit shall be issued for the purpose of hauling only loads which cannot be divided. Vehicles operating under this permit shall not use the area bounded by Third Street, First Avenue North, Tenth Street, and Park Avenue. If it is necessary for any of these vehicles to enter this area, a supplementary permit shall be obtained for each trip into the area. The supplementary permit shall state time for travel in the area and route to be taken as approved by the city engineer.

(b) Oversize and overweight permits may be issued for a period of one year to individual vehicles whose maximum axle loads do not exceed the following:

Single axle	22,000 pounds
Tandem axle	35,000 pounds
Truck cranes only, tandem axle	48,000 pounds

and whose maximum dimensions do not exceed the following:

Width	12 feet
Height	15 feet
Length—Single vehicle including overhang or combination of vehicles including overhang	75 feet

This permit shall be issued for the purpose of hauling loads which cannot be divided. Vehicles operating under this permit shall not use the area bounded by Third Street, First Avenue North, Tenth Street, and Park Avenue. If it is necessary for any of these vehicles to enter this area, a supplemen-

tary permit shall be obtained for each trip into the area. The supplementary permit shall state time of travel in the area and the route to be taken as approved by the city engineer.

(c) Special permits may be issued for any vehicle exceeding the other provisions of this Code of Ordinances, and exceeding the provisions of subsections (a) and (b) of this section as to weight, width, height or length. These special permits may be issued at the discretion of the city engineer for one trip or for a period of time not to exceed twenty-one (21) consecutive days. The city engineer shall issue this special permit only after due consideration as to the necessity for movement of the loads, the type of equipment used to haul them, and the possibility of damage to highways, streets or structures. Loads which in the opinion of the city engineer can be divided shall not be eligible for these special permits unless they have an overload permit issued by the Minnesota State Highway Department, in which case the city engineer may issue this special permit. (Code 1960, As Amend., § 416.140)

486.250. Inspection of equipment. The city engineer may require at his option, that equipment be subject to inspection at a designated site before a permit shall be granted. (Code 1960, As Amend., § 416.150)

486.260. Permit fees. The city engineer may collect a fee for each permit issued to cover the cost of issuing the permit. These fees shall be as follows:

(a) Per vehicle, each oversize annual permit	$ 3.00
(b) Per vehicle, each overload annual permit	6.00
(c) Per vehicle, each special permit whose weight does not exceed the provisions of sections 486.90 to 486.120 of this traffic code	3.00
(d) Per vehicle, each special permit whose axle weight does not exceed the following:	
Single axle 22,000 pounds	$ 6.00
Tandem axle, 35,000 pounds	6.00
Truck crane only tandem axle 48,000 pounds	6.00
(e) Per vehicle, each special permit whose axle weight exceeds the above weights	10.00

(f) No additional charge shall be made for supplementary permits to enter the loop area. (Code 1960, As Amend., § 416.160)

486.270. Scope of permit. The permit issued by the city engineer shall allow the applicant to operate overlength, overwidth, overheight or overweight loads over the streets and structures which are able to carry his load. This permit does not relieve the permit holder of liability for damages to streets, highways or structures, or of compliance with any other provision of the traffic code. (Code 1960, As Amend., § 416.170)

486.280. Permittee to remove obstructions to movement. The city engineer shall have no responsibility to the holder of a permit for any obstructions to movement over highways, streets or structures. The holder of a permit shall make his own arrangements for any necessary movement and shall be responsible for any damage to any installation resulting from the movement of his vehicle or load under his permit. (Code 1960, As Amend., § 416.180)

486.290. Liability insurance. (a) No permit shall be issued until a policy of insurance for public liability in the sum of not less than one hundred thousand dollars ($100,000.00) and three hundred thousand dollars ($300,000.00) for personal injury, and in the sum of fifty thousand dollars ($50,000.00) and one hundred thousand dollars ($100,000.00) for property damage, written by a company authorized to do business in the State of Minnesota, and approved as to form and execution by the city attorney, shall have been filed with the city engineer. Such policy shall contain provisions to indemnify and insure the city against damage to streets, alleys, public grounds or public

structures, and shall provide that no cancellation of such insurance policy shall become effective until after ten (10) days' written notice to the city.

(b) The applicant may file in lieu of such insurance policy a certificate of insurance issued by an insurance company authorized to do business in the State of Minnesota, showing the existence in force of a policy or policies of insurance conforming to the requirements set forth herein. Such certificate shall clearly set forth the name of the insurance carrier, the policy number, a description of the coverages, the limits of liability, period of coverage and such other requirements as set forth herein. There shall be attached to such certificate of insurance an endorsement which shall also be made part of the policy, and shall be in the form made and provided by the city engineer and currently approved by the city attorney; and which endorsement shall describe and refer specifically to the insurance requirements set forth herein and shall state that the policy of insurance is intended to comply with such insurance requirements. The city engineer shall examine and shall accept or reject any such certificates in its discretion notwithstanding any other requirement for approval by the city attorney of the insurance policy. (Code 1960, As Amend., § 416.190; Ord. of 6-29-73, § 1)

486.300. Revocation of permit. Any permits issued hereunder may be revoked for the violation of any of the terms of this article and the terms, conditions and rules as promulgated under this article. (Code 1960, As Amend., § 416.200)

486.310—486.610. Reserved.

ARTICLE IV. TRUCKS AND COMMERCIAL VEHICLES

486.620. Provisions declared supplementary. The rules provided in this article for certain commercial vehicles are supplementary and in addition to other provisions of the traffic code. (Code 1960, As Amend., § 424.010; 90-Or-136, § 1, 5-11-90)

486.630. Tampering with speedometer or governor. No person shall tamper with or change the adjustment of any speedometer or governor of any motor truck or tractor. (Code 1960, As Amend., § 424.030; 90-Or-136, § 2, 5-11-90)

486.640. Commercial vehicle marking. All commercial vehicles operated upon any street in the city shall be marked or stenciled as follows:

(a) If such vehicle is licensed by the State of Minnesota as urban truck, truck-tractor or semitrailer, the name of the city, village or borough in which the vehicle is licensed, and the net unloaded weight fully equipped of the truck or combination shall be marked or stenciled in a conspicuous place on each side of the cab of such vehicle so licensed.

(b) All other commercial vehicles, trucks, truck-trailers or semitrailers shall have stenciled or marked thereon in a conspicuous place on each side of the vehicle in letters not less than two and one-half (2½) inches high and a three-eighths inch stroke, the gross weight of the vehicle, and such marking or stenciling shall be upon a part of the vehicle itself and not on a removable plate or placard.

All markings required by this section shall be kept clean, distinct and readily readable. (Code 1960, As Amend., § 424.050; 90-Or-136, § 3, 5-11-90)

486.650. Inspection. Any person in charge of any motor truck or tractor or commercial vehicle upon the streets of the city, upon demand from any police or other duly authorized officer shall permit such officer to weigh the vehicle with the load thereon and assist him in said weighing by jackscrews, loadometers or otherwise, or on demand of said officer shall convey said vehicle, together with the load thereon to the nearest available public or private scale for the purpose of ascertaining the gross weight thereof and also to measure the width of each tire as to its contact with the pavement, provided that if the driver of said vehicle requests the privileges of reweighing said vehicle and load, said officer shall consent to such reweighing. (Code 1960, As Amend., § 424.060; 90-Or-136, § 4, 5-11-90)

486.660. City engineer may restrict use of streets. If, in the judgment of the city engineer, any street is being unduly damaged by use, he

shall restrict the use of any such street for a limited period of not to exceed ninety (90) days. Notice of such restriction shall be made by posting printed signs at each end of such restricted streets and such other place as he may deem advisable. If any person shall still desire to use such street, the city engineer may, at his discretion, grant such permission, and such person shall furnish to the city a bond with good and sufficient surety thereon guaranteeing to secure the payment of all cost of putting such street in as good condition as it was before restriction, such bond and the amount thereof to be approved by the city engineer. (Code 1960, As Amend., § 424.080; 90-Or-136, § 5, 5-11-90)

CHAPTER 488. RESERVED*

CHAPTER 490. BICYCLES†

ARTICLE I. GENERALLY‡

490.10. Registration required. (a) No person shall ride, use or leave a bicycle upon any public street, alley, highway, sidewalk or other public property in the city unless the same was registered on March 1, 1977, as required in this article or pursuant to Minnesota Statutes, Chapter 160C [168C].

(b) The registration device shall be securely attached to the bicycle in a conspicuous location. (77-Or-037, § 1, 2-11-77; 91-Or-065, § 1, 4-12-91)

490.20. Exceptions. Bicycles owned by nonresidents of the State of Minnesota and operated in Minneapolis for a period of thirty (30) consecutive days or less are exempt from registration. Registration provisions do not apply to bicycle manufacturers or bicycle dealers transporting bicycles in the normal course of business. (77-Or-037, § 2, 2-11-77)

490.30. Reserved.

Editor's note—91-Or-065, § 2, adopted April 12, 1991, repealed § 490.30, which pertained to report for transfers and derived from 77-Or-037, § 4, adopted Feb. 11, 1977.

490.40. Frame number required. No person shall purchase or sell any bicycle or bicycle frame which has no frame number plainly set forth thereon. (77-Or-037, § 7, 2-11-77)

490.50. Tampering with frame number or registration. No person shall willfully or maliciously remove, destroy, mutilate or alter the number of any bicycle frame licensed pursuant to this article or state law. No person shall remove, destroy, mutilate or alter any license plate, seal or registration card during the time in which such license plate, seal or registration card is operative. The director of licenses and consumer services may, however, stamp numbers on the frames of bicycles on which no serial number can be found, or on which said number is illegible or insufficient for identification purposes. (77-Or-037, § 8, 2-11-77)

490.55. Tampering with a bicycle. No person, other than the owner or the owner's authorized agent, except for protection of the bicycle, shall tamper with any bicycle which has been locked or placed in a rack or otherwise secured. (77-Or-037, § 9, 2-11-77)

490.60. Impounding authorized. (a) Any bicycle found unattended in any street, alley,

*Editor's note—90-Or-135, § 1, adopted May 11, 1990, repealed the substantive provisions of Arts. I—III of Ch. 488. Prior to such repeal, Art. I, §§ 488.10—488.260, pertained to vehicle equipment and condition generally, and was derived from Code 1960, as amended, §§ 417.010, 417.078, 417.100, 417.101, 417.340—417.540. Former Art. II, §§ 488.290—488.500, pertained to vehicle lights and reflectors, and was derived from Code 1960, as amended, §§ 417.020—417.070, 417.110—417.260. Art. III of Ch. 488, §§ 488.530—488.590, pertained to vehicles brakes, and was derived from Code 1960, as amended, §§ 417.270—417.330. Former Art. IV of Ch. 488 has been redesignated as Art. IV of Ch. 486 by 90-Or-136, adopted May 11, 1990. Ch. 488 has been reserved by the editor for future use.

†Cross references—Parking of bicycles on Nicollet Mall, § 439.40; bicycle stands on streets and sidewalks, Ch. 453; provisions of park and recreation board traffic code relative to bicycles, § PB9-93 et seq.

‡Editor's note—Sections 1—11 of 77-Or-037, enacted, Feb. 11, 1977, effected a total revision of former Ch. 490, Art. I, §§ 490.10—490.100, which sections pertained to similar subject matter and were derived from §§ 355.010—355.070 and 355.090—355.110 of the 1960 Code as amended. For a detailed disposition of said ordinance, see the Code Comparative Table of Ordinances commencing on p. 4647 of this Code.

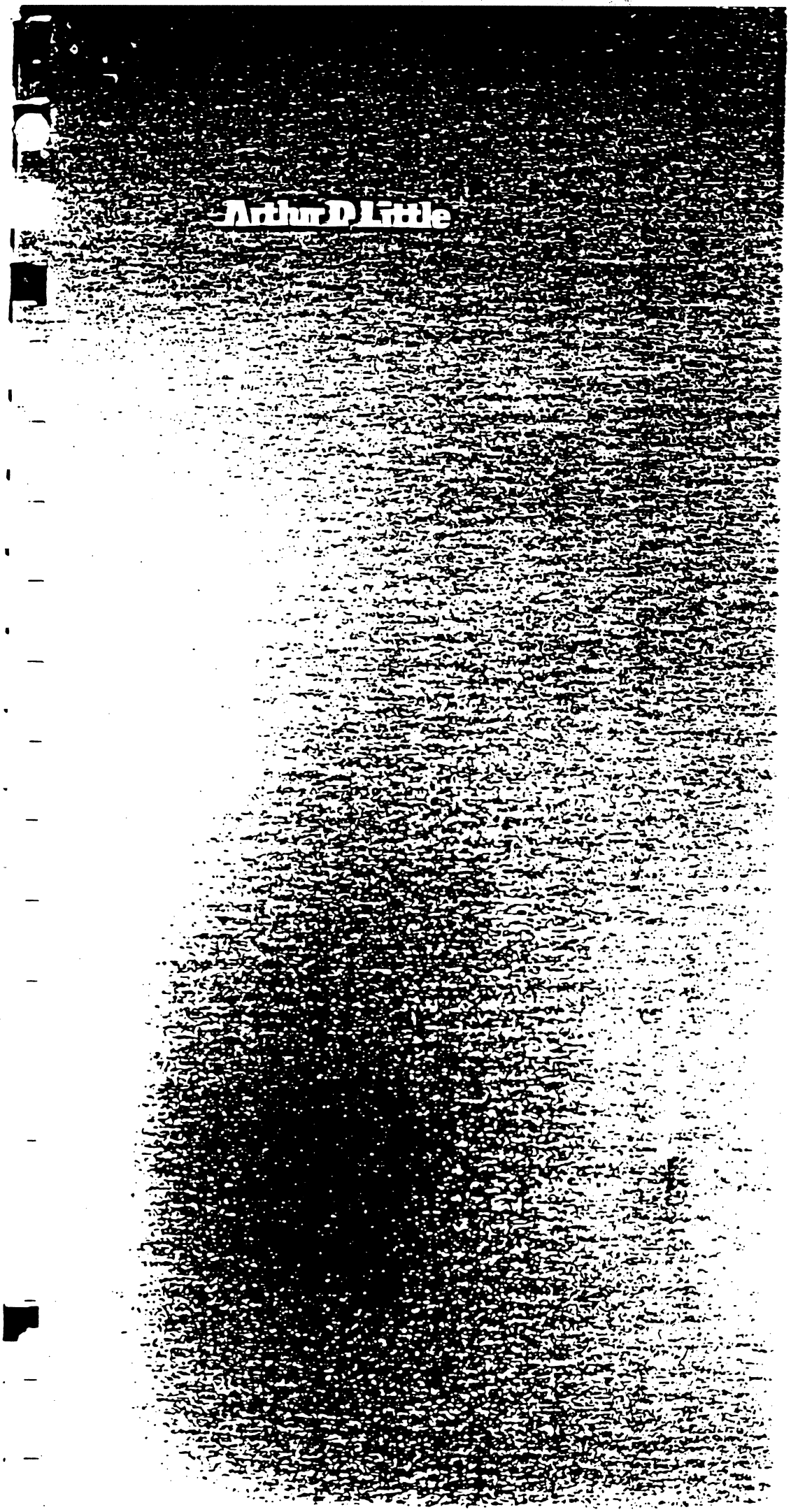
APPENDIX J: HAZARDOUS MATERIAL TRANSPORT IN CAMBRIDGE

1. Hazardous Materials Risk Assessment Study: Phase I, by Arthur D. Little, Inc

2. "Regulations Controlling Transportation of Hazardous Materials" by Boston Fire Chief and Community Health Hospital, 1980

3. Legal Opinion on Evidentiary Burden Required to Support the Regulation of Hazardous Materials Transport by Don Drisdell

J-1: HAZARDOUS MATERIALS RISK ASSESSMENT STUDY: PHASE I, BY ARTHUR D. LITTLE, INC



Hazardous Materials Transportation Risk Assessmer Phase 1 - Data Acquisition

Final Report to City of Cambridge, Massachusetts Local Emergency Planning Committee

March 30, 1995

Arthur D. Little, Inc.
Acorn Park
Cambridge, Massachusetts
02140-2390

Reference Case 45382-01

Arthur D Little

Hazardous Materials Transportation Risk Assessmer Phase 1 - Data Acquisition

Disclaimer

This report was prepared by Arthur D. Little, Inc. for the account of the City of Cambridge, Massachusetts Local Emergency Planning Committee. The material in it reflects Arthur D. Little, Inc.'s best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third party. Arthur D. Little accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken based on this report.

Final Report to City of Cambridge, Massachusetts Local Emergency Planning Committee

March 30, 1995

Arthur D. Little, Inc.
Acorn Park
Cambridge, Massachusetts
02140-2390

Reference Case 45382-01

1.0 Executive Summary

1.1 Introduction

Cambridge, Massachusetts is the sixth most densely populated city in the United States, with a daytime population of 250,000 people and a nighttime population of 100,000 people spread over 6.25 square miles. Unique features of the city include densely packed neighborhoods, high-rise buildings, 4 miles of underground subways and 6.3 miles of waterfront. Throughout the city, there are heavily travelled roadways over which hazardous materials are transported regularly.

As part of complying with EPA's SARA Title III, a Local Emergency Planning Committee (LEPC) was established and an emergency plan was developed. As part of the continuous planning process, the LEPC is concerned with the risks presented to the population as a result of the transportation of hazardous materials throughout the city.

The purpose of this study (including both this initial effort and later phases) is twofold:

- to understand the hazardous material risks and their potential impact on city areas such as subways, squares and high rise buildings so as to assist in the planning processes, and
- to develop general recommendations on how to better manage the transportation of hazardous materials throughout the city.

1.2 Scope of Work

The overall objective of this first phase was to obtain an understanding of the types and amounts of hazardous materials that are being transported in and through the City of Cambridge on a regular basis. The focus of the effort was on highway and rail transportation. Barge transportation was only associated with one facility and that has been discontinued. Pipelines used for natural gas distribution were not addressed.

To that extent, information was gathered on the transporters who are actually engaged in business in the city, the types and amounts of hazardous materials that they are transporting, and the portions of the city in which they conduct most of their transportation. For example, characterizing highway transportation amounted to dividing the city into road segments, and obtaining information from the transporters on which streets that they typically use. This material will serve as the foundation for further studies where frequencies and consequences associated with the transportation of hazardous materials will be analyzed.

1.3 Approach

To obtain hazardous materials rail transport data, the railroads using the rail yard in East Cambridge were contacted. The only railroad who actually transports such materials provided detailed data for analysis.

The process for acquiring hazardous materials truck transport data was far more complex. All of the facilities storing reportable Extremely Hazardous Substances on their Tier II filings were contacted and asked to identify the transporters that supplied them with

Table of Contents

1.0 Executive Summary 1

1.1 Introduction 1

1.2 Scope of Work 1

1.3 Approach 1

1.4 Conclusions/Recommendations 2

2.0 Rail Transportation 2

3.0 Highway Transportation 4

4.0 Marine Transportation 7

Figures

Figure 2.1: Summary of Hazardous Materials Rail Transportation 3

Tables

Table 2.1: Summary of Rail Transportation Data 4

Appendix 8

A - Hazardous Materials Truck Transportation Survey Form

hazardous materials. Each transportation company was then contacted via a survey to acquire additional data on materials, quantities, frequencies and routes. In addition, there was an outreach to service stations to learn of their transporters and their respective characteristics.

1.4 Conclusions/Recommendations

The following conclusions were drawn from this effort:

- Hazardous materials rail transportation saw a 29% annualized reduction in hazardous materials traffic from 1993 to 1994.
- For highway transportation, 19 of the 30 facilities identified in the City of Cambridge responded with information on their hazardous materials transporters.
- Of the 60 hazardous materials truck transporters identified, 28 (48%) responded to the survey.
- Participation among petroleum transporters (e.g., gasoline and fuel oil) was particularly poor.
- As was expected, the majority of hazardous materials transported by truck in bulk throughout the city were Class 3 (flammable liquids) and the five most travelled street segments were:
  - Msgr. O'Brien Highway between the city line and Museum of Science
  - Charlestown Avenue between the city line and Msgr. O'Brien Highway
  - First Street between Somerville Avenue/Msgr. O'Brien Highway and Main Street
  - Mass Avenue between Harvard Square and Central Square
  - River Street between Mass Avenue and Memorial Drive

Having made progress in characterizing the hazardous materials transported through the city, recommended additional phases would include estimating the frequency and consequences of hazardous material transportation events. Such efforts, which would be the foundation of the risk assessment, would facilitate the cost-effective development and/or justification of mitigating measures, both equipment and programmatic in nature.

2.0 Rail Transportation

The amount of rail transportation of hazardous materials within Cambridge can be measured based on traffic moving through the yard in East Cambridge. Of the major railroads using these facilities, i.e., Conrail, MBTA and Boston and Maine, only the Boston and Maine railroad transports hazardous materials. The railroad provided detailed printouts of the materials that were transported through Cambridge for the first five months of 1993 and 1994, respectively. The difference between the two years is significant. In 1993, 175 rail cars transporting hazardous materials were moved through Cambridge. For the comparable period of 1994, there was a decrease in traffic to 124 railcars - a 29% reduction in hazardous materials traffic. Annualized totals amount to 420 and 298 railcars respectively, assuming that there are no significant seasonal variations.

The breakout for the two years is presented in Table 2.1. The reduction for Class 2 materials results from a 95% reduction in the amount of Liquefied Petroleum Gas (LPG) being transported through the city. This is significant because the potential hazards associated with a release of LPG are much more severe than those associated with a release of fuel oil or hydrochloric acid (two of the other major materials moved through the yard for this period). Figure 2.1 presents a graphic representation of the change from year to year and illustrates how each year's distribution compares to the overall distribution for both years.

For the first five months of 1994, 70% of the hazardous materials transported through Cambridge were Class 8 (corrosive materials) and 29% were Class 3 materials (flammable and combustible liquids), mostly ethyl alcohol and fuel oil. That compares to 1993 where 44% of the hazardous materials were Class 8, 34% were Class 3 materials and 22% were Class 2 materials (compressed gases).

These materials are shipped in standard bulk rail cars of about 40,000 gallons each. The weight capacity in these types of cars is usually about 150,000 pounds of product.

Table 2.1: Summary of Rail Transportation Data

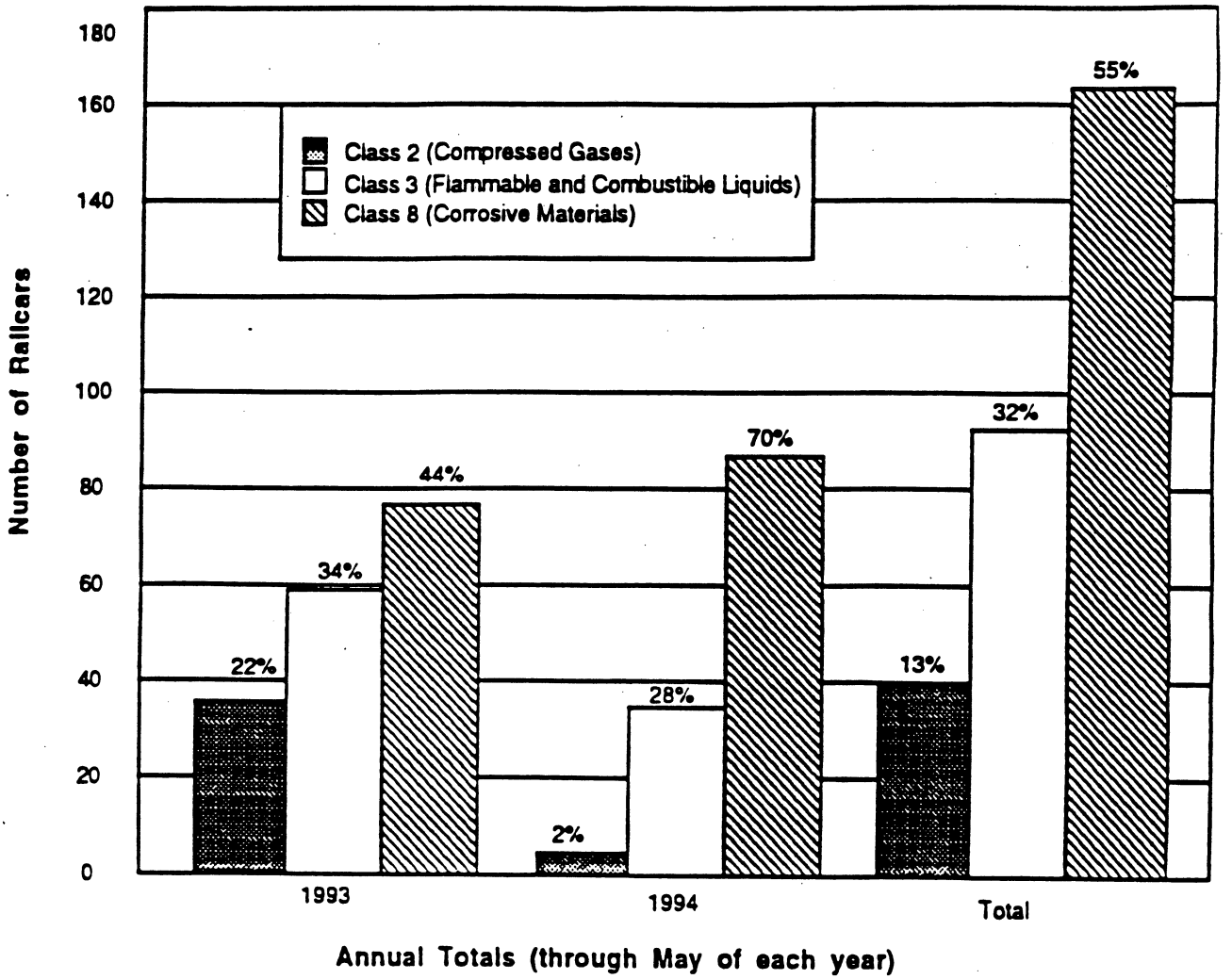
DOT Hazard Class	Number of Railcars	
	1993 (Jan - May)	1994 (Jan - May)
Class 2 (Compressed Gases)	38	2
Class 3 (Flammable and Combustible Liquids)	60	35
Class 8 (Corrosive Materials)	77	87
Total	175	124
Annualized Totals	420	298

3.0 Highway Transportation

The majority of hazardous materials transported throughout the city are transported over the roadways. There are many different materials transported by any number of different carriers along even more routes. The complexity of this situation and the fact that there is no single place where this information is stored (e.g., a railroad waybill), dictated that a systematic approach be taken to trying to estimate the amount of hazardous materials transported throughout the city.

It was also decided to limit the survey to trying to identify transporters who were handling bulk quantities of hazardous materials (i.e., 600 gallon tote tanks and above), as accidents involving those quantities generally present the highest hazards to the public at large.

Figure 2.1: Summary of Hazardous Materials Rail Transportation



Information was gathered on the facilities that stored hazardous materials in the city based on data on file with the LEPC. All of the facilities storing reportable Extremely Hazardous Substances (EHS) on their Tier II filings were contacted and asked to identify the transporters that supplied them with hazardous materials. Of the 30 facilities identified below, we received responses from 19 (approximately 63%) of them. The survey letter was sent to the following facilities in the City of Cambridge as well as some facilities bordering the city whose transportation could impact Cambridge (e.g., Houghton Chemical, which is located across the river in Boston).

Advanced Magnetics
American Engineered Components
Barclay Chemical Co.
Baystate Pool Supplies*
BB&N Rink
Borden
California Products
Houghton Chemical
J & C Adams*
Kendall Boiler
ME Baker
MIT
MW Carr
Mallinkrodt Lab*

Cambridge Plating*
Cambridge Electric Light
Commonwealth Gas Co.
Dodge Chemical
Dynagen*
Genetics Institute*
Genzyme*
Harvard University
MWRA*
MDC Rink
NECCO
Pacheco Brothers*
Payne Elevator*
Polaroid
TRW
Warner Lambert

* *Did not receive a survey response*

Of the 10 facilities that did not respond, few of them are believed to be major users of chemicals and as a result, would not have much bulk transportation of hazardous materials.

The facilities that responded identified 49 transporters of hazardous materials with whom they do business. A survey was sent to each company asking them to provide certain information on: the materials they shipped, the quantities, the frequency of shipment and the major road segments in Cambridge that they used. The survey form is attached as Appendix A.

In addition to the facilities handling chemicals, it was recognized that a significant amount of hazardous materials were being transported to gas stations that were not identified in the sweep of EHS facilities. A list of 32 service stations were identified in the city and each was contacted and asked to supply information on their fuel transporters. As a result of this, eleven new transporters were identified and were sent the same survey as the abovementioned transporters to EHS facilities.

The responses were received for 28 of 60 (48%) of the surveys distributed.

To date, the following companies have returned the survey:

Lincoln Environmental
George Mann & Co.
AMA
WESCO
Aimtek, Inc.
Northeast Ammonia
Clean Harbors of RI.
AirCo
Valleries Transport
Hampshire Chemical
Borden Remington
Envirite Corp
Raffi & Swanson
Laidlaw Environmental
Triumvirate
Environmental Transfer
Cyn Oil Corp
Hubbard Hall
Roy Brothers
Fowlers
Van Waters & Rogers
Heatbath Corp
Northeast Cryogenics
Schultz Lubricant
Houghton Chemical
Monson Companies

<u>Petroleum Transporters</u>

Brew Petroleum
Gulf Oil

The following companies did not respond to the LEPC hazardous materials transportation survey:

Ashland Chemical
APA, Canton
Radiac Research Corp
Doe & Ingalls
J.P. Noonan
Yellow Freight
Clean Harbors
Air Products
Gibbs Express
Praxair
Dennis K. Burke
Grimes Oil

Certus	Safety Kleen	Dart Trucking
Tri-State	Hazmat Environmental	Jet Line Services
Fish Chemical	Thibaut & Walker	Reichold Chemical
Coles Express	Middlesex Gas	

Petroleum Transporters

East Coast Petroleum	Coastal Oil of N.E.	Tropical Oil
Sunoco	Helen Transport	Quality Transport
Texaco	Mobil	Shell

It should be noted that the participation of petroleum transporters was particularly poor. This is unfortunate as it was assumed that they do a fair amount of the bulk transportation of flammable liquids throughout the city. However, it can also be assumed that due to the nature of their use and the location of facilities, gasoline and other petroleum based products such as home heating oil are transported regularly throughout all geographic sections of the city. As a result, even though participation in the survey is not what it could have been, it is safe to conclude that a transportation accident involving gasoline or other petroleum-based products can occur anywhere in the city and that emergency response personnel should be prepared for such an incident.

The survey results were then tabulated to look for the most heavily travelled segments in the city as well as to get an idea of the amount of hazardous materials being transported in bulk throughout the city on a monthly basis. It should be noted that many of the respondents reported that the largest container size in which they transported hazardous materials was a 55 gallon drum. Since we were interested in bulk transporters of hazardous materials (e.g., 600 gallons and above per container), these transporters were not counted in the survey. Eleven of the respondents fell into this category.

The results of the survey indicated that the 5 busiest segments in the City of Cambridge per hazard class are:

- For Class 2 materials (compressed gases), the survey results indicated that these materials were being transported in quantities ranging from 800 to 6000 gallons per shipment. The average monthly number of shipments was around 35 and the five most travelled segments identified were:

Western Avenue between Mass Avenue and Memorial Drive
Mass Avenue between Harvard Square and Central Square
Mass Avenue between Central Square and the Longfellow Bridge
Mass Avenue between Alewife Brook Parkway and Porter Square
Msgr. O'Brien Highway between the city line and Museum of Science

The number of trips on each of these segments ranged from 20 to 35.

- For Class 3 materials (flammable and combustible liquids), the survey results indicated that these materials were being transported in quantities ranging from 4,000 to 12,000 gallons per shipment. The average number of monthly shipments was around 200 and the five most travelled segments identified were:

Msgr. O'Brien Highway between the city line and Museum of Science
Charlestown Avenue between the city line and Msgr. O'Brien Highway
First Street between Somerville Avenue/Msgr. O'Brien Highway and Main Street
Mass Avenue between Harvard square and Central Square
River Street between Mass Avenue and Memorial Drive

The number of trips per month on each of these segments ranged from 150 to 200.

- For Class 6 materials (Poisonous Liquids and Solids), the survey results indicated that these materials were being transported in approximately 4,000 gallon quantities per shipment. There were less than 5 shipments per month on average and only 2 segments were identified. These segments were:

River Street between Mass Avenue and Memorial Drive
Mass Avenue between Alewife Brook Parkway and Porter Square

- For Class 8 materials (Corrosive Materials), like Class 6 materials, there was a limited number of shipments in bulk and a small number of street segments on which these materials were transported. The quantity per shipment was approximately 4,000 gallons per shipment and the number of shipments per month was approximately 15. The segments used were:

River Street between Mass Avenue and Memorial Drive
Concord Avenue from the city line to the Fresh Pond Rotary
Beacon/Hampshire Street between Cambridge Street and Broadway

4.0 Marine Transportation

The only marine transportation in the past were oil shipments brought in by barge to the Cambridge Electric Facility. During the LEPC's recent site visit to this facility, it was learned that these shipments had been discontinued. As a result, there is no marine transport of bulk hazardous materials presently occurring in the City of Cambridge.

A- Hazardous Materials Truck Transportation Survey Form

Name:
Address:

Contact:

Please enter as much information as possible onto the following sheet.

DOT Hazard Class	1	2	3	4	5	6	7	8	9
Mark any hazard classes which you routinely ship									
Average Container Size (gallons)									
Average Volume per Shipment (gallons)									
Average Number of Shipments per Month									
Segments Traveled with the particular hazard classes:									
Western Ave between Mass Ave and Memorial Drive									
River Street between Memorial Drive and Mass Ave									
Mass Ave between Alewife Brook PKWY and Porter SQ									
Mass Ave between Harvard SQ and Central SQ									
Main St between Mass Ave and Longfellow Bridge									
Concord Ave between Fresh Pond and the Cambridge Common									
Beacon St. between Somerville Ave and Cambridge St.									
Broadway between Cambridge and Main St.									
Cambridge St. between Cambridge Common and Beacon St.									
Cambridge St. between Beacon St. and Msgr O'Brien Hwy									
Magazine St. between Memorial Drive and Mass Ave									
Vassar St. between Mass Ave and Main St.									
Vassar St. between Mass Ave and Memorial Drive									
Prospect St. between Mass Ave and the Cambridge Line									
Msgr O'Brien Hwy between the Cambridge Line and the Museum of Science									
Charlestown Ave between the Cambridge Line and Msgr O'Brien Hwy									
Memorial Way between Somerville Ave/Msgr O'Brien Hwy and Main St.									

Appendix

J-2: "REGULATIONS CONTROLLING TRANSPORTATION OF HAZARDOUS MATERIALS" BY BOSTON FIRE CHIEF AND COMMUNITY HEALTH HOSPITAL, 1980

Hazardous Materials

Boston

REGULATIONS

CONTROLLING THE TRANSPORTATION

OF

HAZARDOUS MATERIALS

ISSUED BY

FIRE COMMISSIONER/CHIEF GEORGE H. PAUL

AND

COMMISSIONER OF HEALTH AND HOSPITALS

DAVID L. ROSENBLOOM

15 DECEMBER, 1980

* Sections 7.1.6., 7.1.7., and 8.1.7. of the Regulations are not in effect per order of the United States District Court of Massachusetts, April 6, 1981.

Raymond L. Flynn, Mayor/FIRE DEPARTMENT/115 Southampton Street 02118

REGULATIONS FOR CONTROLLING THE TRANSPORTATION OF HAZARDOUS MATERIALS

Section 1.0 Authority

These regulations are issued by the Fire Commissioner and the Commissioner of Health and Hospitals in compliance with Chapter 39 of the Ordinances of 1979 and under the authority granted by Massachusetts General Laws Chapters 111 and 148 and other applicable laws.

Section 2.0 Adoption and Incorporation of State Regulations

The requirements of the Massachusetts Department of Public Works governing the transportation of hazardous materials in commerce on state highways as contained in CMR Title 720 Section 8, Hazardous Materials Regulations are hereby adopted by the City of Boston to ensure the application of those requirements to the City's streets.

Section 3.0 Adoption and Incorporation of the Federal Motor Carrier Safety Regulations

The requirements of the Federal Motor Carrier Safety Regulations 49 CFR Sections 397.5, 397.7, 397.9, and 397.21 are adopted as referred to and as modified herein.

Section 4.0 Hazardous Materials Subject to Additional Regulations

Transportation in commerce on City streets of the materials identified in sections 4.01 and 4.02 below in quantities greater than those indicated shall be subject to the regulations set forth in Sections 5.0 through 15.0 herein in addition to those regulations adopted in Sections 2.0 and 3.0 above.

Section 4.01

Material	Quantity In Bulk
Class A Explosives (173.53)*	any quantity
Class B Explosives (173.88),	any quantity
Poisonous Gases:Poison A (173.326)	any quantity
Flammable Solids (173.150) which require the DANGEROUS WHEN WET Label (172.423) as specified in (172.101).	2500 pounds or more
Radioactive Materials with Radioactive Yellow III Label (172.403) Excluding radio active materials that are packaged in USA DOT-7A Type A containers and are intended for use in, or incident to, research or medical diagnosis, or treatment.	any quantity
Liquefied Petroleum Gas (172.101)	2500 pounds or more
Methane (Liquefied) (172.101)	2500 pounds or more
Liquefied Hydrogen (173.316)	400 pounds or more

* Numbers in parenthesis refer to Title 49 of the Code of Federal Regulations.

4.02 Flammable Liquids transported in bulk quantities of 1,000 gallons or more with flash points of 73°F or less as determined by tests listed in 49 CFR 173.115(d) with the exception of distilled spirits of 140 proof or less (173.115 (a)(2)).

5.0 Restrictions on the Use Of City Streets For The Transportation of Hazardous Materials

For the purpose of applying Section 397.9(a) of the regulations adopted in Section 3.0 herein to the City of Boston, the following restrictions are adopted.

5.01 Use of City streets for the transportation of the materials specified in Section 4.01 is prohibited where there is neither a point of origin nor destination (delivery point) within the City. Where no alternative route outside the City is considered practicable, as defined in 49 CFR 397.9(a), a permit to use City streets, will be requested pursuant to Section 8 herein.

5.02 Use of City streets in the Downtown Area as defined in Section 5.03 herein for the transportation of the materials specified in Sections 4.01 and 4.02 above is prohibited during the hours between 6 A.M. and 8 P.M. daily except Saturdays, Sundays and holidays.

5.03 The Downtown Area is defined as the area bounded by and including Massachusetts Avenue at the Mass. Ave. Entrance Ramp to the Southeast Expressway, the Southeast Expressway to the Kneeland Street Ramp, along Kneeland Street to Atlantic Avenue then along a line following the waterfront to the Charles River, along the Charles River to Massachusetts Avenue and along Massachusetts Avenue to the Mass. Ave Entrance Ramp to the Southeast Expressway all as shown on the map attached and incorporated as Exhibit A herein.

5.04 Exceptions to the above restrictions may be granted by the Fire Commissioner where compelling need is shown and where transporting hazardous materials is in the public interest.

5.05 Exceptions to the restrictions in this Section 5 will be made by permit issued on application to the Fire Commissioner in accordance with the procedures of Sectic 8 herein.

6.0 <u>Authority To Require Permits For Transportation Of Hazardous Materials Outside The Downtown Area</u>

6.1 The Fire Commissioner may require permits for the transportation of hazardous materials in areas of the City outside of the Downtown Area (as defined in Section 5.03) where, due to the nature of the particular hazardous material, the routes of travel and parts of the City involved, special precautions may be required.

Section 7.0 Regulations Concerning The Operation Of Motor Vehicles Carrying Hazardous Materials On City Streets

7.1 The Following regulations shall apply to the transportation on City streets of the materials specified in Sections 4.01 and 4.02 herein:

7.1.1 Traffic violations by transporters of hazardous materials shall be treated as violations of these regulations and shall be subject to the penalties of Section 12.0 herein.

7.1.2 Except when overtaking or passing in opposite directions of travel, all vehicles transporting hazardous materials shall maintainaa minimum distance of at least 300 feet from other vehicles carrying hazardous materials except where the conditions of traffic make it impractical to do so This requirement shall apply whether such vehicles are moving or parked except when at a destination or point of origin.

7.1.3 Transporters of hazardous materials shall comply with applicable rules of 49 CFR 397.5 and 397.7 while operating within the City.

7.1.4 Transporters of hazardous materials shall use only Major Thoroughfares as designated on the City of Boston Major Throughfare System map to reach their destinations. Where a destination is not on a maj thoroughfare, said transporters will use major

thoroughfares to a point as close as possible to the destination before using non-major thoroughfar routes. In selecting non-major thoroughfare route said transporters shall comply with the provisions of 40 CFR 397.9.

7.1.5 All vehicles transporting hazardous materials shall have head lights on at all times while operating on City streets.

* 7.1.6 In addition to the placard required by 49 CFR 177.823, all vehicles transporting hazardous materials shall identify the product carried using the Identification Number (I.D. No.) provided in DOT p5800.2. Said identification to be displayed on placards or on orange panels on tanks as specified in DOT p5800.2.

US. Dist. Court

* 7.1.7 All vehicles shall display a sign approved by the Fire Commissioner when carrying residual quantities of hazardous materials (5% or less of rated capacity) but by marking or other identification could be mistaken for carrying hazardous materials.

U.S. Dist. Court

8.0 PERMITS

8.1 The following procedures shall apply to the granting of permits to operate in exception to the regulations set forth herein:

8.1.1 Application for a permit shall be made to the Fire Commissioner on the form provided and

accompanied by the fee required herein. All applications shall be acted on within 30 days of submission to the Fire Commissioner and timely notice of approval or denial shall be given to the applicant

A single permit shall be granted to a transporter (carrier, trucking company, etc) for each class of hazardous material identified in Section 4.01 and 4.02. Each vehicle operating under said permit shall be identified on the permit application.

8.1.2 Permits denied by the Fire Commissioner shall be subject to review by a hearing before the Traffic and Parking Commission on appeal by the applicant made to the Fire Commissioner within 30 days of the receipt of notice of denial;

8.1.3 Permits will be granted only where the following criteria are met as determined by the Fire Commissioner:

a. compelling need is shown;

b. transportation the hazardous materials is in the public interest;

8.1.4 Permits issued shall set forth conditions such as routes and other special precautions as determined by the Fire Commissioner;

8.1.5 Permits shall be granted for a period of one year and be automatically renewed upon appli-

cation unless revoked for cause after a hearing before the Traffic and Parking Commission.

8.1.6 Permits shall be revokable and non-transferable.

* 8.1.7 Permits shall be carried in the vehicle cab at all times and a decal provided with the permit shall be displayed as required to be readily visible from outside the vehicle.

U.S. Dist. Court

8.1.8 The fee for a permit issued under this regulation shall be $100.00 for the first year and $25.00 for annual renewals. An additional charge to be determined will be required for each vehicle decal.

9.0 Reporting Requirements

9.1 Incidents occurring in the City and required to be reported by 49 CFR 171.15 shall be reported to the Fire Department by telephone using the Fire Alarm Office number (536-1500) or emergency number 911, and by copy of the written report required by 49 CFR 171.16 mailed to the Fire Commissioner at 115 Southampton St., Boston, Mass. 02118 within the time allowed for filing the 49 CFR 171.16 report.

10.0 SUSPENSION OF OPERATIONS

The Fire Commissioner may temporarily suspend the operation of some or all vehicles carrying hazardo materials within the City, without notice whenever road, weather, traffic or other special circumstances warrant that action.

11.0 AUTHORITY TO SUSPEND REGULATIONS

The Commissioner shall have the authority to suspend thes Regulation in whole or in part, when extenuating circumstances severely limit transit.

12.0 VIOLATIONS

Any person who violates any provision of these regulations shall be punished by a fine of not more than one thousand dollars or by imprisonment for not more than one year or both pursuant to MGL c 148 §15 or other applicable law. Each violation shall be treated separately. When a violation is a continuing one, each day of the violation constitutes a separate offense.

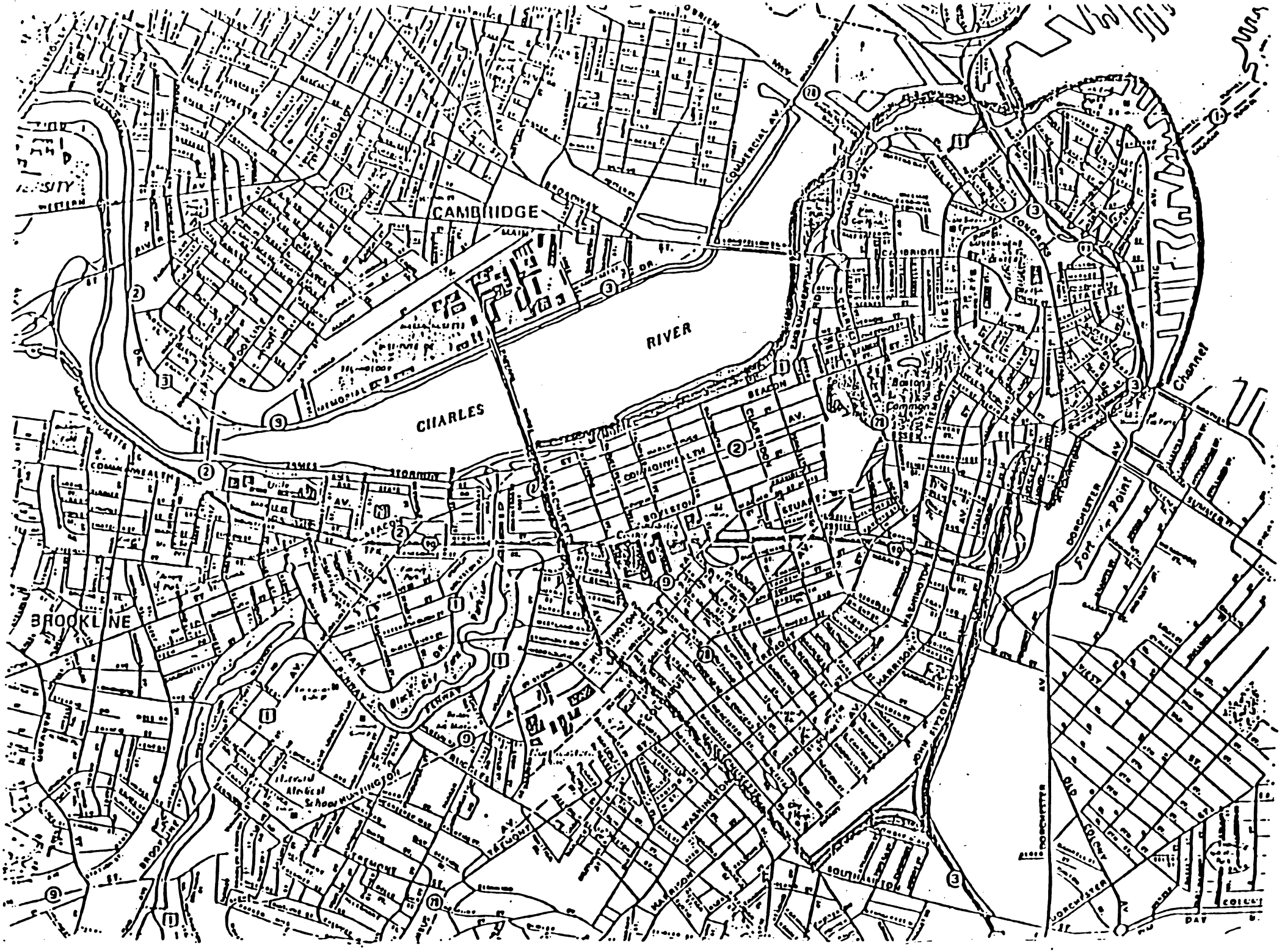
13.0 SEVERABILITY

If any provision or clause of these regulations or application thereof to any person or circumstance is held invalid, such invalidity shall

out the invalid provision or application and to this end the provisions of these regulations are declared to be severable.

14.0 EFFECTIVE DATE

These regulations shall be effective on December 15, 1980 for permit application purposes. Full compliance will be required by March 2, 1981.


CAMBRIDGE
CHARLES
RIVER
BROOKLINE
Channel
Fort Point
Common
COMMONWEALTH AV.
BEACON
BOYLSTON
STUART
DORCHESTER AV.
WASHINGTON
BROADWAY
PARK DRIVE
FENWAY
Harvard Medical School
MASSACHUSETTS AV.
SOUTH BOSTON
OLD COLONY
COMMERCIAL AV.
MEMORIAL DR.

J-3: LEGAL OPINION ON EVIDENTIARY BURDEN REQUIRED TO SUPPORT THE REGULATION OF HAZARDOUS MATERIALS TRANSPORT BY DON DRISDELL

CITY OF CAMBRIDGE
Office of the City Solicitor
795 Massachusetts Avenue
Cambridge, Massachusetts 02139
Tel. (617) 349-4121
Fax. (617) 349-4134

Russell B. Higley
City Solicitor

Donald A. Drisdell
Deputy City Solicitor

Michael C. Costello
Assistant City Solicitor

Legal Counsel

Birge Albright
Gail S. Gabriel
Arthur J. Goldberg
Linda A. Stamper
Deborah R. Cautela
Nancy E. Glowa

February 26, 1997

Richard C. Rossi
Deputy City Manager
City Hall
Cambridge, MA 02139

Re: ***Local Regulation of Vehicles Transporting Hazardous Materials***

In response to your request on behalf of the Truck Committee, I am providing the following overview of the legal framework that governs any effort by Massachusetts cities and towns to restrict the transportation of non-radioactive hazardous materials within their borders.

SUMMARY.

Under Massachusetts law, cities and towns have the power to regulate the transport of hazardous materials on local streets. Such regulations may require prior approval of the Massachusetts Highway Department, depending upon their form and effect.

Any State or local regulation of hazardous material transport is strictly governed by Federal law, which requires a thorough risk analysis of alternatives and a decision based upon a factual record.

MASSACHUSETTS LAW.

The Massachusetts Highway Department has express authority to exclude vehicles from "limited access and express state highways" because they are carrying unsafe materials or products. G.L. c. 85, § 2B. The Legislature has apparently not expressly provided analogous authority to cities and towns to exclude vehicles transporting hazardous materials from local streets. However, there is a statute that authorizes each local Fire Chief (or other head of a local fire department) as well as the Massachusetts Board of Fire Prevention Regulations to "make such rules and regulations" as may be necessary "to provide for the safe storage, use, *handling* and manufacture of corrosive liquids, oxidizing materials, toxic materials or poisonous gases." G.L. c. 148, § 28, ¶ (3) (emphasis added). This arguably

encompasses authority to exclude vehicles transporting hazardous materials. In any case, since no Massachusetts law bars the exercise of such power, under the Home Rule Amendment cities and towns may adopt local ordinances or bylaws governing the transport of hazardous materials within their borders. Mass. Const. Amend. Art. 2, § 6 (as amended by Art. 89).

However, local regulation of the transport of hazardous materials will, like any other local traffic regulation, require prior approval by the Massachusetts Highway Department if it involves a sign or marking at an intersection with a state highway or if it involves any road project that "is or was federally aided, in whole or in part." G.L. c. 85, § 2, clauses (1) and (2). Such prior approval will also be required for a local regulation that would exclude motor vehicle travel "on any existing way which connects one city or town with another," unless the regulation has been agreed to in writing by the chief executive officer of the abutting municipality, after public hearing. *Id.*, clause (7).

FEDERAL LAW.

States, political subdivisions thereof, and Indian Tribes may establish highway routing designations permitting or barring non-radioactive hazardous materials ("NRHM") on certain roadways. 49 U.S.C. § 5125(c); 49 CFR § 397.69(a). However, in general such local regulations must be consistent with the Federal regulations. Any local routing designation that does not comply with the standards established by the Federal Highway Administration is preempted, unless FHWA grants a waiver of preemption. 49 U.S.C. § 5125(c) & (e); 49 CFR §§ 397.69(b) & (d), 397.213 to 397.219.

Substantive Requirements.

Local NRHM routing designations must be based on a finding that the designation "enhances public safety in the areas subject to its jurisdiction and in other areas which are directly affected by such highway routing designation." 49 CFR § 397.71(b)(1). Accord 49 U.S.C. § 5112(b)(1)(A). Such a finding must be supported by a factual record. 49 CFR § 397.71(b)(1). In making such a finding, the local government must consider (a) the following factors (see 49 U.S.C. § 5112(b)(1)(I); 49 CFR §§ 397.71(b)(1)(i) and 397.71(b)(9):

(i) characteristics and density of the population potentially exposed to an NRHM release;
(ii) characteristics of each alternative highway;
(iii) the type and quantity of NRHM normally transported along affected highway routes;
(iv) emergency response capabilities "within the impact zones";
(v) comments of all affected persons during required public hearings and consultations;
(vi) potential exposure along any NRHM route, including distance to "sensitive areas," which include but are not limited to "homes and commercial buildings" and "special populations in ... schools";

(vii) topography and terrain;
(viii) the need to ensure routing continuity for NRHM across borders with adjacent jurisdictions;
(ix) an exploration of all alternative routes;
(x) the obligation to avoid any "unreasonable burden upon interstate or intrastate commerce;"
(xi) the obligation not to create "unnecessary delays in the transportation of NRHM;"
(xii) unique climatic conditions; and
(xiii) traffic conditions "that might affect the potential for an accident, exposure of the public to any release, [and] ability to perform emergency response operations;" and

(b) the most current DOT "Guidelines for Applying Criteria to Designate Routes for Transporting Hazardous Materials," or "an equivalent routing analysis which adequately considers overall risk to the public," 49 CFR § 397.71(b)(1)(ii).

In evaluating these factors and making this finding, the local government must undertake a "risk analysis" to determine whether the proposed routing designation enhances public safety. 49 CFR § 397.71(b)(4). The Federal regulations contemplate three categories of outcomes from this risk analysis. First, if the analysis shows that the current routing presents at least 50 percent more risk than the proposed routing, then the proposed routing may go into effect. 49 CFR § 397.71(b)(4)(i). Second, if the analysis shows that the current routing is riskier than the proposed routing, but less than 50 percent riskier, then the proposed routing may only go into effect if: (i) "it does not force a deviation or more than 25 miles" or (ii) if the affected portion of a trip is not increased by more than 25 percent, whichever is shorter. 49 CFR § 397.71(b)(4)(ii). Third, if the current routing is no more risky than the proposed routing, then the proposed routing "shall not be allowed." 49 CFR § 397.71(b)(4)(iii).

Local governments establishing an NRHM routing designation have an affirmative obligation to "ensure through highway routing for the transportation of NRHM between adjacent areas." 49 U.S.C. § 512(b)(1)(D); 49 CFR § 397.71(b)(4). Such through routing must "ensure continuity of movement so as to not impede or unnecessarily delay the transportation of NRHM." *Id.* The United States Court of Appeals for the First Circuit has suggested that a local restriction on the transport of NRHM that is "tailored to specific local conditions," unlike a statewide ban on such transport, is unlikely to impose an "unnecessary" delay in violation of the statute. *New Hampshire Motor Transport Ass'n* v. *Town of Plaistow*, 67 F.3d 326, 331-32 (1st Cir. 1995).

Local governments also have an affirmative obligation to permit motor vehicles transporting NRHM to reach: (i) terminals; (ii) points of loading, unloading, pickup and delivery; and (iii) facilities for food, fuel, repairs, rest, and safe havens. 49 U.S.C. § 5112(b)(1)(G); 49 CFR § 397.71(b)(7).

Routing designations that affect any other State or Indian tribe may not be established, maintained, or enforced, unless: (i) the other jurisdictions agree to it, or (ii) the FHWA Administrator approves it. 49 U.S.C. § 5112(b)(1)(E)(i); 49 CFR § 397.71(b)(5)(ii). Significantly, in this federal regulatory context, it does not appear that regulations affecting neighboring political subdivisions must be agreed to or approved. The Federal regulations provide that a routing designation made by a political subdivision of a State shall be "considered as one made by that State," and thus all of the substantive and procedural requirements apply. 49 CFR § 397.69(a). However, in all other respects the regulations distinguish between "States" and "political subdivisions," and the requirement for agreement or approval applies only to routing designations that affect other States or Indian tribes, and not to ones that affect other political subdivisions within the same State.

Procedural Requirements.

Prior to establishing any NRHM routing designation, a local government must provide public notice of the proposed designation and accept comments for at least 30 days. 49 CFR § 397.71(b)(2)(i). The local government may hold a public hearing, and if it chooses to do so it must provide public notice of the hearing at least 30 days in advance. *Id.* Public notice for the comment period and for any public hearing "shall be given by publication in at least two newspapers of general circulation in the affected area or areas and shall contain a complete description of the proposed routing designation, together with the date, time, and location of any public hearings." *Id.* Any public hearing must be held "on the record," and copies of the transcript of the hearing, including all exhibits or documents presented during the hearing, must be made available to the public at cost. 49 CFR § 397.71(b)(2)(ii).

In addition, at least 60 days before establishing any routing designation, the local government must give written notice "of the proposed routing designation to officials responsible for highway routing" in all other affected States or Indian tribes. 49 CFR § 397.71(b)(3)(i). Such notice may also be provided to all other affected political subdivisions, but that is not required. *Id.* A record must be kept of the names and addresses of the officials so notified, of any consultation or meeting with them, of any concern or disagreement expressed by them, and of any action undertaken to resolve or address any such concern or disagreement. 49 CFR § 397.71(b)(3)(iv).

These requirements were established by FHWA pursuant to congressional direction that there be "minimal procedural requirements to ensure public participation when the State or Indian tribe is establishing a highway routing designation, limitation, or requirement." 49 U.S.C. § 5112(b)(1)(B).

Very truly yours,

Donald A. Drisdell

Donald A. Drisdell

APPENDIX K: DATA ON TRUCK ENFORCEMENT IN CAMBRIDGE, 1994-1997

CITY OF CAMBRIDGE

POLICE DEPARTMENT
INTEROFFICE CORRESPONDENCE

TO: Commissioner Ronnie Watson **DATE:** February 13, 1997

FROM: Deputy Superintendent Yvonne M. Hall **REFERENCE:**
Day Patrol

SUBJECT: Truck Enforcement

Sir:

Attached please find locations where truck weighing and enforcement was conducted by Officer's Jack Albert and Billy Arthur for the week ending February 7, 1997. Officer Albert was assigned three days while Officer Arthur was assigned four days that week. Officer Jack Albert received training on Monday and Tuesday, February 3 & 4 while Officer Arthur was on a day off on Monday, February 3.

The officer stopped twenty six (26) commercial vehicles and issued twenty five (25) citations covering twenty eight (28) separate violations. Eight (8) of these vehicles were weighed and two (2) were found to be overweight.

YMH:amp

c:\msoffice\winword\deputy\hall\truckenforcementwe2797

P153

TRUCK ENFORCEMENT
WEEK ENDING FEBRUARY 7, 1997

LOCATION	TRUCKS # STOPPED	# CITATIONS	# VIOLATIONS	# WEIGHED	WEIGHT VIOLATIONS
Beech Street	1	1	1	0	0
Columbia Street	1	1	2	0	0
Fulkerson Street	7	4	4	0	0
Gore Street	0	0	0	0	0
Garden Street	2	2	2	1	0
Massachusetts Ave	3	3	4	2	0
Prospect Street	5	7	7	2	1
Oxford Street	1	2	2	0	0
Third Street	1	1	1	1	0
Walden	1	1	1	0	0
Windsor	0	0	0	0	0
Concord Avenue	1	2	3	1	0
Broadway	1	1	1	1	1
Binney Street	2	0	0	0	0
TOTAL	26	25	28	8	2
ARREST					

*Of the possible 83.2 Hours assigned the time spent on other duties was 37.5 hours.

City of Cambridge
Police Department

TELEPHONE
(617)349-3300

FAX
(617)349-3320

Ronnie Watson
Police Commissioner

Robert W. Healy
City Manager

Harold F. Murphy
Superintendent

David J. Degou
Superintendent

Michael D. Giacoppo
Deputy Superintendent

Yvonne M. Hall
Deputy Superintendent

Thomas F. O'Connor
Deputy Superintendent

Gloria A. Pimentel
Deputy Superintendent

Lt. Steven Williams
Community Relations

Mr. Raymond Santilli
Planning, Budget & Personnel

Officer Frank Pasquarello
Public Information Officer

March 31, 1997

Mr. Robert W. Healy
City Manager

subject: City Council Order #22, dated 1/27/97

Sir:

Enclosed are reports of activities for the Department's commercial vehicle enforcement program for the period of March 2 through March 29, 1997. In summary:

	March	To Date
Number of trucks stopped	199	349
Number of citations	163	269
Number of violations	200	324
Trucks weighed	42	92
Weight violations	20	35

Harold F. Murphy, Jr.
Superintendent Harold F. Murphy, Jr.
Acting Police Commissioner

Truck Team Enforcement
Week Ending March 28, 1997

location	stops	citations	violations	weighed	overweight
Beech St.	0	0	0	0	0
Binney	3	2	2	2	2
Blanchard	0	0	0	0	0
Cardinal Medeiros Ave.	3	2	2	2	1
Franklin	1	1	1	0	0
Gore	2	2	2	0	0
Green	1	1	1	0	0
Kirkland St.	3	0	0	1	0
Mass. Ave. (upper)	4	3	3	3	0
Mass. Ave. (lower)	3	5	9	1	0
Prospect St.	15	11	11	1	0
Putnam	1	2	4	1	0
Rindge Ave.	2	0	0	0	0
River St.	1	1	1	1	1
Sydney	2	2	2	2	0
Third	4	4	4	0	0
Walden St.	2	1	2	1	0
TOTAL	*48*	*38*	*45*	*15*	*5*

Truck Team Enforcement
Week Ending March 21, 1997

location	stops	citations	violations	weighed	overweight
Beech St.	4	4	4	1	0
Cardinal Medeiros Ave.	1	0	0	1	0
Coolidge Ave.	1	1	1	0	0
Ellery St.	1	2	3	1	1
Fulkerson St.	4	1	1	0	0
Kirkland St.	6	2	2	2	1
Mass. Ave. (upper)	1	1	2	1	0
Mass. Ave. (lower)	3	1	2	0	0
Prospect St.	14	9	10	0	0
Rindge Ave.	8	4	5	0	0
River St.	2	3	4	0	0
Sherman St.	0	0	0	0	0
Sixth St.	3	3	4	0	0
Sparks St.	1	1	1	0	1
Walden St.	6	5	5	2	1
TOTAL	55	37	49	8	4

Truck Team Enforcement
Week Ending March 14, 1997

location	stops	citations	violations	weighed	overweight
Beech St.	2	1	1	0	0
Binney St.	0	0	0	0	0
Broadway	3	2	3	0	0
Cambridge St.	1	1	1	0	0
Cameron Ave.	0	0	0	0	
Cardinal Medeiros Ave.	2	0	0	2	0
Columbia St.	0	0	0	0	0
Concord Ave.	3	1	3	1	0
Fifth St.	1	0	0	0	0
Fulkerson St.	2	1	1	0	0
Mass. Ave. (upper)	7	8	9	2	0
Mass. Ave. (lower)	2	5	8	0	0
Mt. Auburn St.	1	1	2	0	0
Prospect St.	14	15	19	1	0
Rindge Ave.	0	0	0	0	0
Sherman St.	0	0	0	0	0
Sixth St.	1	0	0	0	0
Third St.	4	3	3	0	0
Walden St.	4	2	2	0	0
Western Ave.	3	0	0	1	1
Windsor St.	0	0	0	0	0
TOTAL	50	40	59	7	1

Truck Team Enforcement
Week Ending March 7, 1997

location	stops	citations	violations	weighed	overweight
Aberdeen Ave.	1	1	1	0	0
Beech St.	7	8	8	1	1
Binney St.	2	3	4	1	1
Brattle St.	3	4	5	2	1
Cambridge St.	1	1	1	0	0
Cardinal Medeiros Ave.	2	2	2	1	1
Columbia St.	0	0	0	0	0
Concord Ave.	0	0	0	0	0
Fifth St.	2	2	2	0	0
Fulkerson St.	2	2	2	0	0
Gore St.	1	1	1	0	0
Irving St.	1	1	1	0	0
Kirkland St.	4	5	9	3	3
Mass Ave. (north)	2	0	0	2	1
Mass Ave. (central)	3	3	5	1	1
Prospect St.	3	2	2	0	0
River St.	1	0	0	0	0
Third St.	0	0	0	0	0
Walden St.	9	12	15	1	1
Western Ave.	1	0	0	0	0
Pearl St.	1	1	1	0	0
TOTAL	*46*	*48*	*59*	*12*	*10*

Cambridge Police Department
July 1995

Location	Violation	# Issued
Berkshire	red/stop	20
	speeding	8
	trucks	N/A
	turns	2
	other	1
Brattle	red/stop	74
	speeding	11
	trucks	N/A
	turns	5
	other	23
Columbia	red/stop	38
	speeding	43
	trucks	5
	turns	14
	other	28
Gore	red/stop	3
	speeding	0
	trucks	4
	turns	13
	other	1
Prospect	red/stop	54
	speeding	6
	trucks	25
	turns	31
	other	9
River	red/stop	7
	speeding	22
	trucks	18
	turns	0
	other	1

Cambridge Police Department
July 1995

Third	red/stop	9
	speeding	0
	trucks	6
	turns	1
	other	2
Walden	red/stop	4
	speeding	40
	trucks	21
	turns	3
	other	4
Western	red/stop	83
	speeding	36
	trucks	0
	turns	42
	other	53
Total		770

Cambridge Police Department
August 1995

Location	Violation	# Issued
Berkshire	red/stop	15
	speeding	3
	trucks	N/A
	turns	13
	other	5
Brattle	red/stop	93
	speeding	11
	trucks	N/A
	turns	37
	other	37
Columbia	red/stop	18
	speeding	68
	trucks	1
	turns	10
	other	16
Gore	red/stop	1
	speeding	6
	trucks	3
	turns	11
	other	2
Prospect	red/stop	41
	speeding	2
	trucks	15
	turns	19
	other	14
River	red/stop	6
	speeding	19
	trucks	3
	turns	20
	other	2

Cambridge Police Department
August 1995

Third	red/stop	8
	speeding	4
	trucks	7
	turns	5
	other	0
Walden	red/stop	7
	speeding	12
	trucks	10
	turns	5
	other	3
Western	red/stop	81
	speeding	92
	trucks	1
	turns	37
	other	20
Total		783

Cambridge Police Department
September 1995

Location	Violation	# Issued
Berkshire	red/stop	33
	speeding	6
	trucks	N/A
	turns	4
	other	8
Brattle	red/stop	56
	speeding	51
	trucks	N/A
	turns	21
	other	24
Columbia	red/stop	30
	speeding	28
	trucks	4
	turns	5
	other	13
Gore	red/stop	0
	speeding	0
	trucks	5
	turns	5
	other	0
Prospect	red/stop	50
	speeding	0
	trucks	13
	turns	16
	other	21
River	red/stop	2
	speeding	69
	trucks	0
	turns	21
	other	4

Cambridge Police Department
September 1995

Third	red/stop	4
	speeding	0
	trucks	8
	turns	1
	other	2
Walden	red/stop	5
	speeding	18
	trucks	7
	turns	3
	other	5
Western	red/stop	82
	speeding	110
	trucks	0
	turns	55
	other	23
Total		812

Cambridge Police Department
Oct. 11, 1995

Location	Violation	# Issued
Berkshire	red/stop	11
	speeding	3
	trucks	N/A
	turns	0
	other	13
Brattle	red/stop	38
	speeding	0
	trucks	N/A
	turns	3
	other	12
Columbia	red/stop	13
	speeding	10
	trucks	0
	turns	4
	other	5
Gore	red/stop	0
	speeding	0
	trucks	4
	turns	0
	other	1
Prospect	red/stop	20
	speeding	3
	trucks	7
	turns	4
	other	0
River	red/stop	4
	speeding	31
	trucks	1
	turns	3
	other	1

Cambridge Police Department
Oct. 11, 1995

Third	red/stop	8
	speeding	0
	trucks	3
	turns	2
	other	0
Walden	red/stop	1
	speeding	0
	trucks	1
	turns	2
	other	0
Western	red/stop	31
	speeding	0
	trucks	0
	turns	4
	other	11
Total		254

Selective Enforcement Unit 1995

MONTH	TOTAL	WARNINGS	CIVIL	CRIMINAL	ARRESTS
JANUARY	336	125	196	12	3
FEBRUARY	232	91	134	5	2
MARCH	571	232	327	9	3
APRIL	294	115	172	4	3
MAY	575	213	352	6	3
JUNE	888	355	522	9	2
JULY	835	401	417	11	6
AUGUST	757	384	364	6	3
SEPTEMBER	1.132	576	533	14	9
TOTAL	5.620				

Selective Enforcement Unit 1994

MONTH	TOTAL	WARNINGS	CIVIL	CRIMINAL	ARRESTS
JANUARY	335	125	196	12	3
FEBRUARY	235	35	52	1	1
MARCH	278	37	237	2	2
APRIL	237	20	198	8	1
MAY	324	58	265	0	2
JUNE	548	82	464	2	0
JULY	510	133	366	8	3
AUGUST	784	193	582	8	1
SEPTEMBER	558	142	410	3	3
OCTOBER	510	161	341	8	0
NOVEMBER	496	186	306	2	2
DECEMBER	302	157	1470	4	1
TOTAL	5,118				

Selective Enforcement Unit 1993

MONTH	TOTAL	WARNINGS	CIVIL	CRIMINAL	ARRESTS
JANUARY	375				
FEBRUARY	175				
MARCH	241				
APRIL	286				
MAY	214				
JUNE	336				
JULY	518				
AUGUST	612				
	TOTAL	WARNINGS	CIVIL	CRIMINAL	ARRESTS
SEPTEMBER	300	199	99	2	0
OCTOBER	158	99	58	1	0
NOVEMBER	219	152	67	0	0
DECEMBER	335	200	129	4	2
TOTAL	3.769				

APPENDIX L: OPINIONS ON IMPACTS OF THE CENTRAL ARTERY AND I-93 ON CAMBRIDGE TRUCK TRAFFIC

1. "Truck and Traffic Impacts" Statement by Stephen Kaiser

2. Newspaper Article on I-93 Ramp in Charlestown

L-1: "TRUCK AND TRAFFIC IMPACTS" STATEMENT BY STEPHEN KAISER

Stephen H. Kaiser
101 Hamilton Street
Cambridge, Mass. 02140

To : Elizabeth Epstein
Cambridge Community Development
57 Inman Street
Cambridge, Mass. 02139

From : Stephen H. Kaiser

SUBJECT: **Truck and Traffic Impacts**

During recent truck committee discussions, some discussion has occurred about the effect of the Central Artery project on truck traffic in Cambridge, especially hazardous cargoes. Moreover, my name has been raised with respect to possible conclusions which might be drawn. I disagree with claims that it is not possible to draw tentative conclusions today about the effect of the Central Artery project, although I do agree that a thorough study could result in a more detailed and accurate assessment of future impacts.

The primary effect of the Artery project on Cambridge would be a general increase in traffic for the eastern side of the city. Currently, southbound traffic on I-93 encounters frequent traffic backups from Sullivan Square into the City, so in peak hours about 60 % of the drivers actually leave the expressway to exit onto the streets of Somerville, Cambridge and Charlestown.

The local streets of Somerville and Cambridge, as well as the Charles River crossing bottleneck, tend to restrain and meter traffic entering the area from the northwest, but with the opening up of the Charles River crossing to 14 lanes (compared to the existing 6 lanes), the welcome mat has been laid out for traffic to enter downtown Boston. Today's 6 bridge lanes connect with a 6-lane downtown artery, but in the future a 14-lane bridge will connect to an 8 to 10-lane artery. By this arithmetic, there are at least 4 lanes of traffic which must go elsewhere -- namely Storrow Drive and the local streets of Boston and Cambridge.

The specific routes open to such traffic are : I-93 to Leverett Circle to O'Brien Highway ; I-93 to Charles Circle to Kendall Square; and I-93 to Storrow to Mass Avenue. Local trucking operations in Charlestown and Everett can also get access to O'Brien Highway and Kendall Square.

In downtown Boston, hazardous cargo vehicles are proposed to travel along a peculiar surface route which takes them around the harbor side of North End and through Dewey Square and Kneeland Street. The City of Boston is proposing to reverse the direction of High Street, which will contribute to severe congestion on the primary southbound surface street -- Purchase Street. With this congestion, it is quite reasonable to expect that all types of traffic (not just hazardous cargo vehicles) would be tempted to use Storrow drive and Cambridge streets to bypass downtown Boston congestion.

Currently, Cambridge is somewhat protected by the traffic bottleneck at O'Brien Highway and the Gilmore (Prison Point) Bridge. Also, the numerous traffic signals on McGrath/O'Brien Highway tend to meter the traffic. I understand that it is the City's strategy to use the traffic signal timing to meter traffic approaching Cambridge on the Gilmore Bridge -- especially in the afternoon. However, if traffic can also approach this bottleneck from the Leverett Circle direction, the City's efforts to meter traffic become much more difficult to achieve.

I would note that the I-93 traffic problem is a peculiar historical twist on the experience with Scheme Z. As you recall, part of the complexity of the Z-plan (indeed, its loopiness) was caused by a required double crossing of the Charles River – traveling from Boston to Cambridge and back to Boston in order to access Storrow Drive. This strategy – so aptly described as a "double cross" by an artery official -- finds new life in the current river crossing plan which would allow traffic to cross the Charles River twice -- from Charlestown to Leverett Circle to Cambridge. It is this "double cross" capability which presents the primary traffic problem for Cambridge.

==========

At the March 18 meeting, you referred to truck studies in the future which you hoped would resolve many of the questions of committee members. Several committee members have highlighted the need for more truck data. I share with some committee members confusion over the status and schedule for the various truck studies.

While I understand that truck routes issues in Cambridge go back many years, the key event influencing our current status occurred on September 11, 1992, when the City signed a services agreement with the state transportation department, including item 2 (c) :

"Hazardous Cargo/Truck Traffic. MHD agrees to initiate a study of truck traffic using Cambridge streets to reach non-Cambridge destinations. Such study shall include an examination of present hazardous cargo routes on the regional roadway system, including those through Boston and Cambridge, and shall identify alternative routes. Such study will identify the feasibility of preventing hazardous cargo vehicles on the Massachusetts Turnpike from exiting at the Allston/Cambridge interchange and traveling to non-Cambridge destinations via Cambridge streets, and while recognizing the need to serve existing industrial areas will consider the feasibility of a ban on classes of hazardous cargo trucks on I-90 east of Route 128. Such study will also consider measures to reduce truck traffic on Cambridge residential streets. Such measures include alternative routing, a truck ban on River street, Western Avenue, and East Cambridge residential streets and other measures. MHD agrees to use its best efforts to initiate such study by July 1, 1993."

Much of this work has been included in the ADL study for the Cambridge Fire Department. However, it is not clear to me what is involved in the phase 2 ADL study -- including the assessment of general truck routes.

State never signed it.

In May 1994, the City of Cambridge entered into a Memorandum or Understanding with the state highway department, which included a three-part section on truck traffic mitigation. In addition to the 1992 services agreement, the MHD would fund three new truck studies :

"(a) Traffic Model and Original and Destination Study. MHD shall create a traffic model that has the capacity to analyze existing and potential truck traffic and routes within the Boston Metropolitan Area.... MHD shall undertake a truck origin and destination study of the Boston Metropolitan Area to collect the truck traffic data necessary to create the traffic model. .... MHD shall make promptly any reasonable modifications to the proposed scope of work suggested by Cambridge. MHD shall commence the study no later than 90 days from the effective date of this agreement. .... MHD shall complete the study and model no later than two years from commencement of the study.

(b) Alternative Truck Routes. MHD shall undertake immediately upon completion of the original and destination study and the model an analysis of such routes, including exclusion of hazardous cargoes from I-90 est of Route 128 and other alternatives suggested by Cambridge. Within one year of the completion of the original and

destination study and the model, MHD shall develop recommendations in consultation with Cambridge for Cambridge or regional actions to reduce general and/or hazardous cargo truck traffic on residential streets in Cambridge and shall promptly implement those recommendation agrees to by Cambridge."

"(c) Development of Near-Term Truck Traffic Evaluation. As the study, model and evaluation of alternatives required by paragraphs (a) and (b) above may take up to three years to complete, MHD shall also provide funding and, where appropriate, technical assistance to Cambridge for consulting services for near term analysis and evaluation of data being collected .... MHD shall facilitate and, where necessary, approve implementation of such recommendations. MHD shall provide to Cambridge up to $60,000 per year for a period of three years commencing in fiscal year 1995. Within 90 days of the effective date of this agreement, MHD shall enter into a force account agreement with Cambridge ..... which shall permit Cambridge to undertake these consulting services, with the costs of such services to be reimbursed by MHD."

As I understand these agreements, the MAPC appears to have been designated for the responsibility to produce study (a). The original schedule indicates that this study should have begun in the Fall of 1994 and been completed no later than the Fall of 1996. Study (b) would have followed immediately, with MHD to produce recommendations by Fall 1997 and implementation to begin "promptly." Clearly, there has been schedule slippage here, changing assignments and modifications to the scope of the study. This situation should be clarified for the Truck Committee.

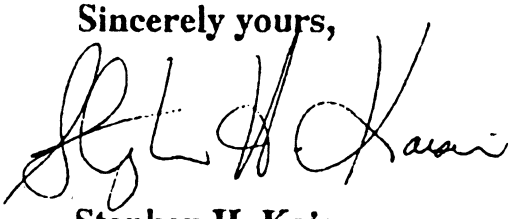
Study (c) is for funding assistance to the City of Cambridge to study near-term truck policies, with a $180,000 3-year program from FY 1995 to 1997. By the original schedule, these study efforts should have been virtually completed. I am not sure of the status, although CA/T officials have informed me that they believe the state has made all its commitments, that Cambridge has been paid, and that mitigation/study responsibilities now rest with the City.

I am not sure of the assigned tasks or purview of the Truck Committee, but its final report should include a clear description of the relationship of the numerous past commitments to truck studies and mitigation, and the resulting relationship to the work and recommendations of the committee.

There are some elements of the truck committee work which could use more emphasis – including the problem of truck speed. When there are problems with specific truck routes which are difficult to resolve by route relocation, we should consider the possibility of special speeds for trucks, 5 to 10 mph slower than the conventionally posted limits. Traffic calming for trucks is one possible solution and has legal precedent in special reduced speed limits for trucks on major highways.

The vibration problem is also highly sensitive to speed, so that a speed reduction from 30 mph to 20 mph could result in a 50% reduction in vibration. One would expect that there would be significant reductions in street damage as well.

Sincerely yours,



Stephen H. Kaiser
Traffic and Transportation Engineer

cc. Cambridge Truck Committee

L-2: NEWSPAPER ARTICLE ON I-93 RAMP IN CHARLESTOWN

SOMERVILLE
NOTES

City Weekly

Aldermen weigh impact of ramp

A Central Artery project ramp under construction in Charlestown will increase traffic in the already heavily traveled Union Square, according to Ward 1 Alderman Bill Roche and Ward 2 Alderman Ken Joyce.

Originally planned for Rutherford Avenue near Bunker Hill Community College, the ramp is now being constructed off the right side of northbound I-93 by Sullivan Square starting near the Hood plant. The ramp was moved because its initial location would have created too much traffic on Rutherford Avenue in Charlestown, according to David Kruh, a spokesman for the Massachusetts Highway Department.

"This ramp is in the best possible place to provide maximum use with minimal impact on communities," said Kruh, who added that the purpose of the ramp is to provide travel to points north of Boston including Medford and Everett. Construction of the ramp began a couple months ago as part of a $60 million Big Dig contract.

Citing traffic studies, Kruh said traffic in general will increase over time but the ramp will reduce traffic on McGrath Highway and increase the eastbound flow on Cambridge Street. Several cities, including Somerville, participated in a design committee addressing Central Artery construction in the area, says Kruh.

Roche said he was concerned about the impact of ramp traffic on Washington Street.

"We've had several people hit," he said.

Kruh confirmed that construction on the ramp has begun but said the department responds to community concerns about Big Dig construction. A highway department representative will attend the public hearing on the ramp scheduled for May 22 at 7:30 p.m. in City Hall.

Camb St. Charlestown

Concern voiced over increased rush-hour traffic on Cambridge Street

New I-93 ramp riles Sullivan Square neighbors

By Sarah Fishman
GLOBE CORRESPONDENT

SOMERVILLE – The transportation sprawl along the Somerville/Charlestown border already includes the Sullivan Square MBTA stop with its accompanying commuter parking, the upper and lower decks of I-93, an MBTA railway bridge, and some of Somerville's heaviest traffic snaking its way down Washington Street into Union Square.

The situation may get even more tangled next year when an I-93 northbound ramp, already under construction by the T stop, feeds up to 1,500 cars per hour each evening onto Cambridge Street just outside Sullivan Square.

"Why are we again just access for the suburbs?" asked the dozen area residents who appeared at a Somerville Board of Alderman hearing last month on the ramp project.

"The place is a virtual parking lot already," said first-term Ward 1 Alderman Bill Roche, who represents the area and said he first heard of the ramp project in April. "Elderly people cannot even cross the street. We've had two hit, one seriously."

Planned as part of the Central Artery/Third Harbor Tunnel Project, the ramp originally was planned for Charlestown's City Square and later by Bunker Hill Community College.

In late 1993, in response to concerns raised by community groups and college officials, the planned ramp was moved about a quarter mile north to its current location several hundred feet from the Somerville line by the Hood plant.

The ramp is part of a $60 million Big Dig contract awarded in January. Construction began in late April and is scheduled for completion in May 1998.

RAMP, Page 4

the variations in the pavement on the truck body, the pressure on the pavement varies from very little to perhaps 50% greater than the static load from the axle. A tandem axle carrying 34,000 lbs. of static load might apply a momentary pressure to the pavement of 50,000 lbs. This is referred to as dynamic loading.

Pavement surfaces can be described as rigid, meaning reinforced concrete, or flexible, meaning asphalt. Pavements built as rigid pavements are often overlaid with asphalt, thus having mixed characteristics. Most Cambridge streets are flexible pavements. The effect of dynamic loads on flexible pavements is to cause corrugation, or ribs that run crosswise to the direction of travel. This is because the pattern of up-and-down motion is reinforced with the passage of each axle, which rises up and presses down in the same place as the previous one, but with more variation in dynamic loading each time. Once formed, the ribs continue to get deeper until the pavement is rebuilt.

Effects of Speed on Damage

As with all the other functional relationships described above, the effect of speed on pavement and related damage is a geometric one. Dynamic loads are more "dynamic" the faster the vehicle is traveling. For a 10% increase in speed, the maximum dynamic loading probably goes up by at least 50%.

Next to keeping heavy trucks off of City streets and reducing their gross weights, reducing speeds will have the most beneficial impact on reducing damage from truck traffic.

Damage from Truck Weight

When a heavy axle passes over a thin pavement, the pavement deflects. It is often possible to both see and feel the earth sink (or a bridge shake) when a heavy truck axle passes by. Because the pavement structure cannot support the weight, the deflected pavement squishes the earth beneath it, which deforms sewer and water pipes buried under the street. Whenever construction tears up the street, the pavement is further weakened and must rearrange itself as it returns to a consistent level of compaction. This stress spreads out to the sides of the street as well, gradually undermining foundations and walls. The closer are adjacent structures to the street, the greater is the damage to them by, again, the fourth power of the distance. Buildings on narrow streets are much more vulnerable to vibration and damage than those further away.

Effect of Weather on Pavement Strength

The enemies of pavement are water and freezing. If water is able to soak through or around the surface of the pavement, the strength of the pavement is greatly weakened. Passing trucks then do geometrically greater damage than when the base is dry. Similarly, freeze and thaw cycles cause the pavement to heave up and sink down, weakening the pavement surface and creating cracks for water to enter. Cambridge would appear to be an especially inhospitable place for pavements, with its dry spells, winters that can freeze the ground down three feet, and spring thaws combined with heavy rains.

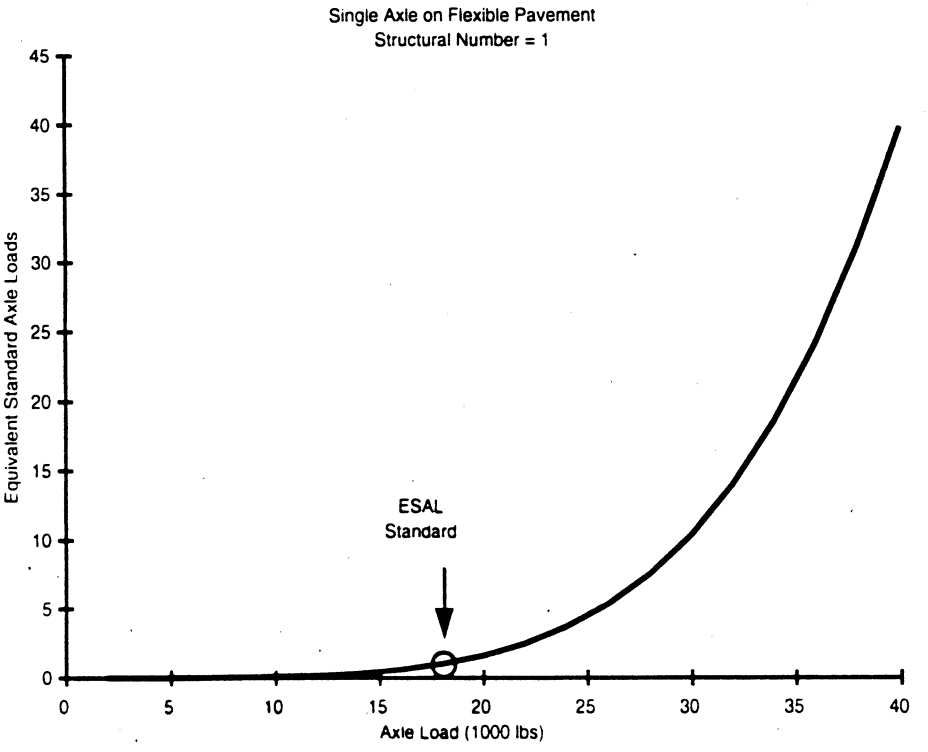
Because of the relationship between pavement strength and damage, City streets are much more vulnerable to damage from heavy loads during certain times of year than they are on average. Even light duty pavements will last much longer if the weather is constant or relatively dry and warm. A single heavy truck running down a Cambridge City street after spring thaw may do more damage than 100 equal passages in late summer.

Dynamic Loads

The pressure placed by a moving truck on the pavement is much different than the static load placed by the truck when it is not moving. Because the truck is moving up and down as it travels, and the truck suspension cushions the effects of

Axle Weight and Pavement Pressure

The stress placed on a pavement by an axle rises with approximately the fourth power of the weight. This means that an axle weighing 15 tons relative to one with 10 tons, i.e., 50% heavier, applies 5 times the stress on the pavement, or 400% more damage. Small proportionate increases in axle weight cause geometrically increased magnitudes of damage. A typical relationship between axle weight and pavement stress is shown below in the AASHO (American Association of State Highway Officials, now AASHTO) equivalence factors for a range of axle weights. An ESAL (equivalent standard axle load) is simply a measure of pavement stress.



tons, or 15 tons. The axles and tires on such a vehicle are much larger and heavier than those on a passenger vehicle. Some 2-axle 4-tired trucks may have large tires, but these can be ignored as heavy vehicles. Thus the focus is on vehicles with six or more tires, or three or more axles.

Large Combination Vehicles (LCVs)

At the upper end of the heavy truck spectrum are combinations that may have two 53-foot trailers, or three 28-foot trailers (called doubles and triples). These trucks are seldom allowed or found off of Interstate highways and other principal arterials built to expressway standards (i.e., the National Network). Such trucks would be unable to negotiate Cambridge streets.

Trucks Found in Cambridge

The largest truck likely to be found in Cambridge would be a tractor with a 53-foot closed semitrailer, or "semi." The shortest trailer for a tractor semi-trailer combination is normally 28 feet.[2] Whatever its overall length, the heavier of these rigs have five axles and a nominal gross weight of 80,000 lbs. fully loaded. These are popularly called "18-wheelers" (4 axles times 4 tires plus 2 steering). Much larger weights are allowed by special permit (up to 99,000 lbs. in Massachusetts), and these may be routinely authorized.

Smaller combinations may have three or four axles total, and will have correspondingly less maximum gross weights. The actual distribution of truck weights in Cambridge can only be crudely guessed at. Combination trucks include petroleum tankers, automobile carriers, and grocery chain fleets.

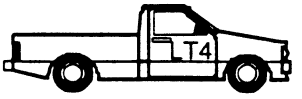
Heavy single unit trucks include concrete mixers, dump trucks, and trash compactors. The gross weight of these vehicles can be twenty tons and more.

---

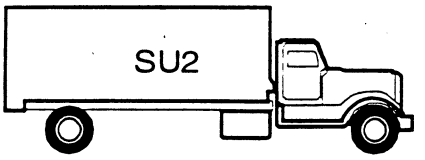
[2] Containers, used in transatlantic shipping, come in standard 20' and 40' lengths. These are sometime carried on "chassis," which are tractors with semi-trailer undercarriages on which the container is placed. On rare occasions a 20-foot chassis may be observed in normal traffic. Containers are recognizable by their vertical corrugation and holes at the top corners for lifting.



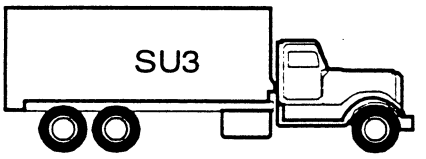
Car

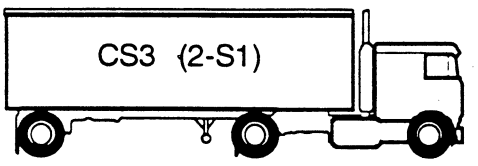


Pickup Truck

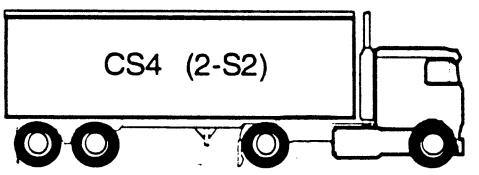


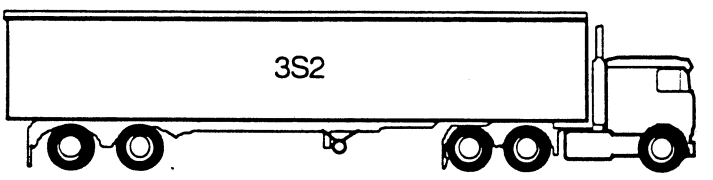
SINGLE UNIT TRUCKS



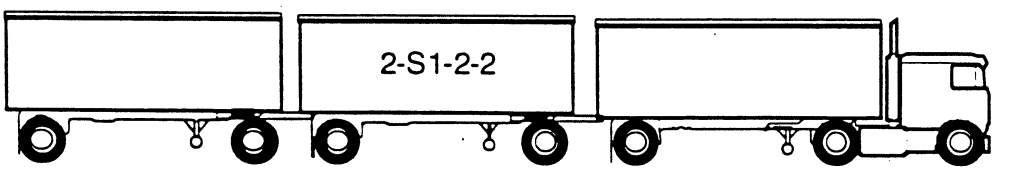


COMBINATION TRUCKS





"18-Wheeler"



Triple

SELECTED VEHICLE TYPES

APPENDIX P: WHAT IS A TRUCK?

Douglass B. Lee

Motor vehicles come in a large range of sizes and configurations, and the distinction between a car and a truck is not as obvious as it may seem. The distinction is typically based not on configuration but on purpose: passenger vehicles include cars, motorcycles, and light pickup trucks; freight vehicles include larger pickups (over 1.5 tons), single unit trucks, and combination trucks.

Single Units and Combinations

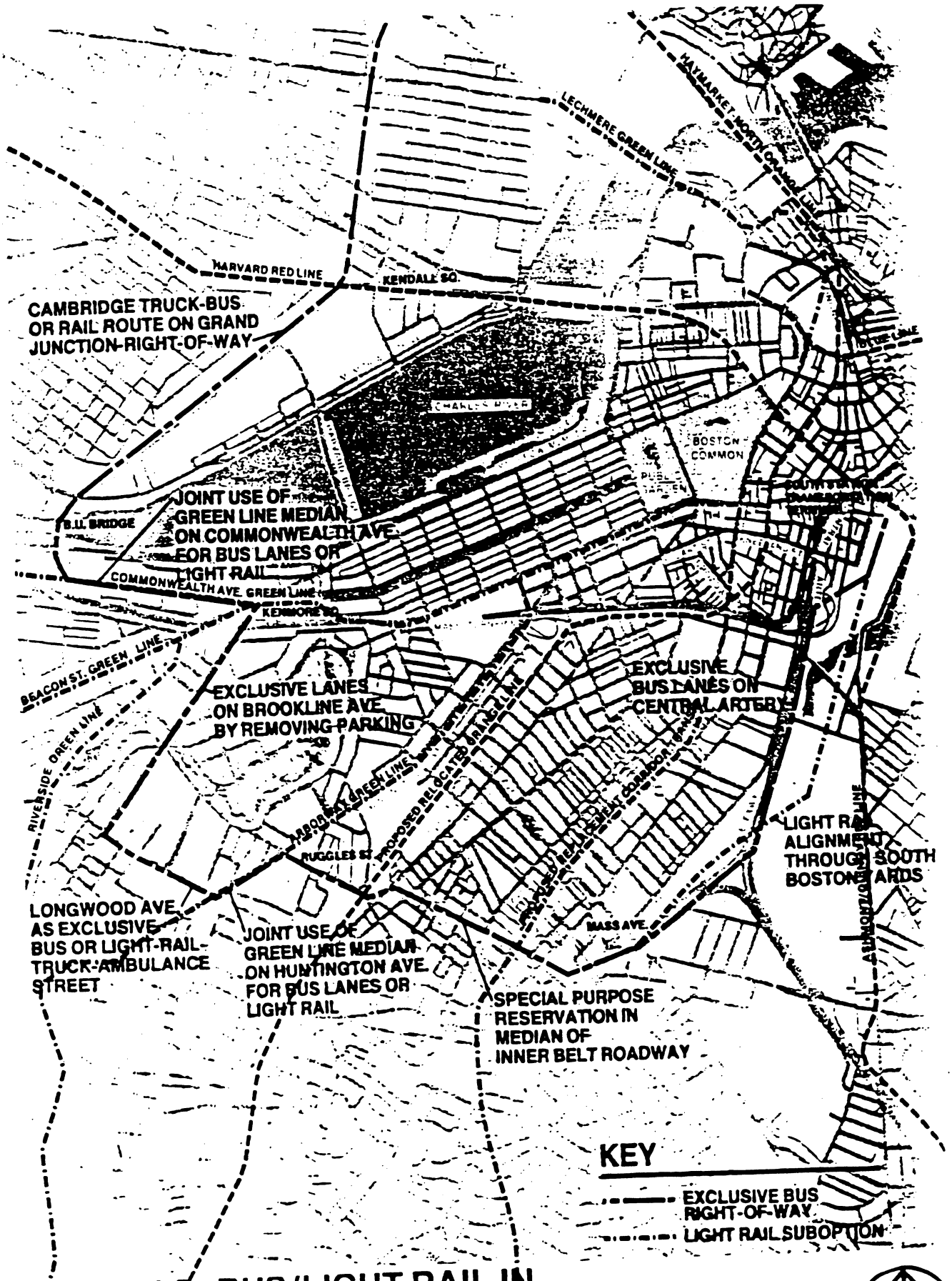
Within the trucks-as-freight-vehicles category, the main distinction is between single-unit trucks (those that are a single rigid unit) and combinations (a tractor or truck with one or more trailers or semi-trailers). A trailer has axles and tires at both ends, and can be towed, whereas a semi-trailer must rest on a tractor or a dolly because it lacks wheels of its own.

Axles and Tires

Another distinction is based on the number of axles. Any vehicle with three or more axles is almost certain to have a gross weight greater than 2.5 tons and is therefore considered a heavy truck for purposes of truck restrictions. One axle is the steering axle, and may be applying a load of 5 or 6 tons by itself. The steering axle always has two tires. For vehicles with three or more axles, the load bearing axles - single or tandem - normally have four tires on each axle. A single four-tired axle may be applying 10 tons by itself, while a tandem axle is limited in Massachusetts to 34,000 lbs. or 17 tons without a special permit.[1]

A two-axle truck may have either 2 or 4 tires on the rear axle; if it has four, it can be considered a heavy truck, in that it might have a gross weight of 5 plus 10

[1] Some of the information contained in this section can be found in the 1997 Comprehensive Truck Size and Weight Study, Draft, Washington: US Department of Transportation, June 1997.



OPTION 2: BUS/LIGHT RAIL IN EXCLUSIVE RIGHT-OF-WAY CIRCUMFERENTIAL

FIG. II-39 CIRCUMFERENTIAL CORRIDOR

- At-grade and depressed segments on the Grand Junction right-of-way to Kendall Square; alternative tunnel alignments to either Central or Harvard Square.

Option 2. Bus or Light Rail in Exclusive Right-of-way

This option involves using existing rights-of-way and new arterial facilities already planned for other purposes, but no new major construction for the transit circumferential per se. The proposed alignment shown in Figure II-39 consists of the following segments:

- Exclusive bus lanes on the Central Artery from South Station to Massachusetts Avenue, assuming the Third Harbor Tunnel construction relieves the Central Artery to allow special bus lanes; or surface and subway light rail alignment through the MBTA South Boston yards and behind City Hospital.
- New major arterial with special purpose reservation in median in the Inner Belt right-of-way from Massachusetts Avenue to Ruggles Street.
- Huntington Avenue, with joint use of the Green Line median for bus lanes or light rail, from Ruggles Street to Longwood Avenue.
- Longwood Avenue, a two-lane street, as an exclusive bus-light rail-truck-ambulance street.
- Brookline Avenue, exclusive lanes by removing parking, both sides, from Longwood Avenue to Kenmore Square.
- Commonwealth Avenue, with joint use of the Green Line median for bus lanes or light rail, from Kenmore Square to the B.U. Bridge.
- Cambridge truck-bus or rail-route on Grand Junction right-of-way, including new bridge across the Charles River, to Kendall Square and beyond.

Option 3. Rail Transit in Subway

This option could be of either Light Rail or full Rapid Transit technology, but would be predominantly underground to minimize environmental and safety impacts. The proposed alignment consists of:

On a comparative basis, the capital and operating costs of this network are reasonable, given the new revenue generated by increased ridership for this service. In addition, implementation of the urban design recommendations contained in this chapter should lead to increased economic development opportunities and an improved pedestrian and bicycle environment. Network B1 performed consistently well on all selection criteria and is therefore the recommended option.

Network B2

This electric trolley bus network is similar in routing to the B1 option with two significant differences. First, it contains a grade separation at the intersection of Ruggles Street and Huntington Avenue in Boston, and second, it follows the Grand Junction railroad right-of-way in Cambridge, rather than Vassar Street.

While Network B2 does very well on certain selection criteria, such as ridership and transit service characteristics, it does not perform well enough to offset its significantly higher capital costs due to its technology and the high cost ($70M) of providing a grade separation at Ruggles Street and Huntington Avenue. Network B2 was therefore not recommended.

Network C1

This network, characterized by efforts to connect all major activity nodes within the Corridor, performs well on several criteria, but does not accomplish the primary goal of providing express-type services between major transit and activity nodes.

While this network does provide better connections between some points along the Corridor, and therefore scores well on the criteria of diverted ridership, its potential for attracting new riders is limited. In addition, longer travel times on circuitous routings for the JFK/UMass to LMA portion of this network reduces ridership on this service to the Ruggles station area. For those reasons, and the anticipated cost of the high levels of service needed to attract new riders, this option was not selected.

Network D1

This network, and the D2 network, both suffer from the fact that their connections between major points are limited to short, shuttle-type services. In Network D1, despite cost increases similar to the B1 Network, ridership does not fare as well. D1 was not selected for that reason.

Network D2

This network, similar in characteristics to D1, is the most expensive network to operate based upon the number of new vehicles needed to provide the service. It also, like D1, does not provide the required connectivity between

Chapter 6

6.1 RECOMMENDED SYSTEM AND ROUTES

Based upon the analysis outlined in Chapter 5 of the eight transit networks described in Chapter 4, we recommend the implementation of the B1 network, with some modifications, as a mid-term improvement for service within the Circumferential Corridor.

Network B1 (see Fig. 6.1) meets the transit service criteria established for this process, performs well in the demand and ridership analysis, has an incremental operating cost of approximately $1.4 million per year after deducting revenue from projected new riders, does not have substantial community impacts, and has maximum potential for economic development benefits. The following is a network-by-network discussion of the advantages and disadvantages of each option, and the reasons for arriving at our recommendations.

6.1.1 Selection Methodology

Network A1

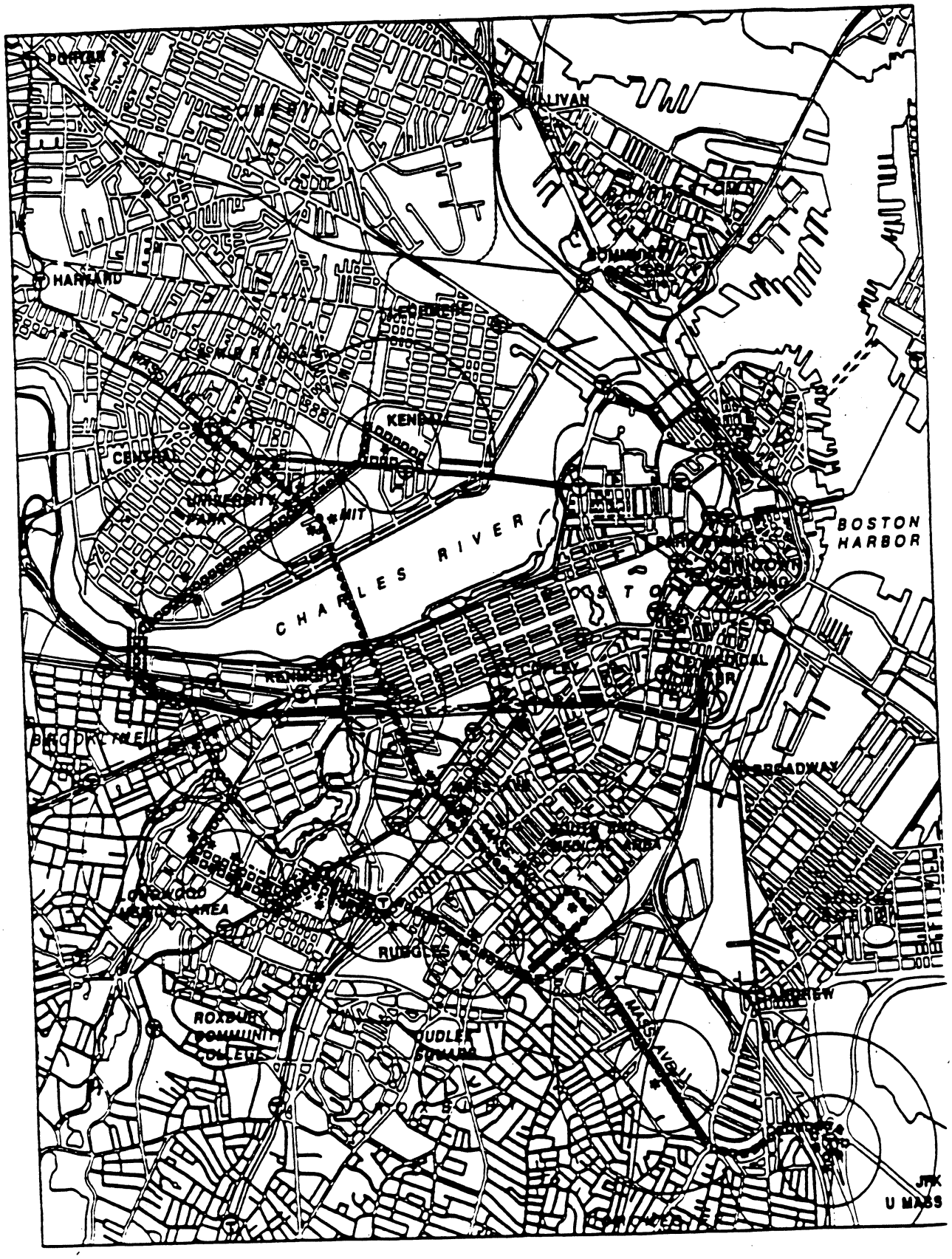
Transit Network A1 is the shortest conventional fuel bus network using existing rights-of-way. Although Network A1 has the lowest capital and operating costs, it does not connect the major activity nodes of Kendall Square and MIT with the Longwood Medical Area and the Ruggles station area. This lack of connectivity leads to lower projected ridership than options which do make these connections, and therefore more than offsets the minimal cost savings achieved due to the shorter route. In summary, Network A1 was not selected because it fails to make important crosstown connections vital to the success of this mid-term improvement effort.

Network A2

A2, an electric trolley bus option similar to Network A1, fares poorly in relation to our selection criteria for the same reasons as A1, and one additional criterion. The electrification needed to run electric buses and the cost of the vehicles for this service increase the capital cost of this option by approximately $6 million above the cost of the A1 network. Therefore, for both lack of connectivity, and higher capital costs, this option was not selected.

Network B1

This option, as indicated above, is the one recommended for implementation. This network serves all of the major transit lines in the Corridor, and improves the ability of commuters to reach work destinations throughout the Corridor. It scores well on all criteria for selection as discussed in the previous chapter, and can be implemented in a short time period, as described in this chapter.



B2 NETWORK

CONSULTANTS INC

CIRCUMFERENTIAL TRANSIT NETWORK SCENARIO

B² MID-LENGTH ROUTES: Electric Trolley Bus

- 1) JFK To LMA
- 2) Kendall To Ruggles
- 3) Central To SEMA (61x)

Bus Lane
Grade Separated
Stop

Figure 4.4

B2. Electrified Trolley Bus Routes with Partial Grade-Separation: (Fig. 4.4)

- Kendall station to Ruggles station (limited stop partial overlay of Route 47) - Electrified
- LMA to JFK/UMass via Ruggles (limited stop overlay of Routes 8 and 47) - Electrified
- Central to SEMA via Massachusetts Avenue (limited stop bus overlay of Route 1) - Fuel Powered

This network offers the maximum exclusivity investigated for the Kendall to JFK/UMass corridor achievable in the mid-term. Whereas network A2 looked at grade-options on a single, core-area route, this network investigates ways to achieve full electrification in the longer Kendall to JFK/UMass corridor using grade separation and bus lanes where feasible.

After looping at-grade around Kendall Square, the alignment of the first route closely parallels that of B1, with the exception of utilizing the Grand Junction rail right-of-way instead of Vassar Street. Although the right-of-way is active, (used both by the MBTA for transporting commuter rail vehicles to the Boston Engine Terminal in Somerville and by Conrail for freight shipments daily), it is possible to operate buses in the right-of-way either by paving up to level track and/or constructing a busway where right-of-way exists. The Grand Junction rail right-of-way proceeds across the Charles River in a bridge structure, which may also be improved to operate a single bus lane. Connecting from the rail bridge to the local street system on the Boston side of the Charles River requires major engineering and environmental analysis. An alternative river crossing connects the Grand Junction right-of-way to local streets in Cambridge (via Waverly, Henry and Brookline streets) and then proceeds across the BU Bridge to the Boston side. (The route along Memorial Drive was not considered due to environmental and MDC issues arising from the electrification of the route.) On the Boston side, the alignment follows the fuel-powered bus route, until turning west at Brookline Avenue and south at Longwood Avenue. A separate left-turn phase might be sought for buses only in the northbound direction at Brookline/Park Drive. Like the A2 route, a bus lane would be possible on Brookline Avenue with TSM and the taking of some metered parking along the route. Once at the Longwood Circle, the alignment proceeds part-way down Avenue Louis Pasteur and turns east into a portal which is aligned with Tetlow Street and passes beneath Huntington Avenue. The alignment then resurfaces along the easement on the north side of Ruggles Street and continues on to the terminus at Ruggles station.

The second route duplicates the LMA to Ruggles alignment and continues easterly along the transitway on Melnea Cass Boulevard in a separate reservation. After serving SEMA, the alignment continues south along Massachusetts Avenue in a bus lane. The route then turns east on Columbia Road and terminates at JFK/UMass Station. This network combines the longer-range electrification option with a terminus at JFK/UMass anticipating Old Colony commuter rail restoration, whereas the Andrew Square terminus for network B1 is paired with the shorter-term fuel-powered option.

CIRCUMFERENTIAL ... STUDY FOR MBTA BY TRANSCONSULTANTS DEC 21 1993

See p.6 for Truck route

B. Mid-Length Overlapping Limited Stop Routes

B1) Fuel- Powered Routes: (Fig. 4.3)

- Kendall Square to Ruggles (limited stop partial overlay of Route 47)
- LMA to Andrew Square via Ruggles (limited stop overlay of Route 8)
- Massachusetts Ave. Central to SEMA (limited stop bus service of Route 1)

This fuel-powered grade network serves a longer circumferential corridor by including service to Cambridge via Kendall Square. The alignments were designed to optimize travel times within the corridor to the extent possible, short of grade-separation. Three examples of this operation are 1) the by-pass of Kenmore Square; 2) the attention given to layover capacity at termini, and opportunities to maintain schedules; and 3) the layering of the corridor with two overlapping routes, on the premise that there is little ridership demand for end to end trips, but high demand for service to LMA.

The first route begins at Kendall Square, utilizing the Broadway/Main Street loop operation. The alignment proceeds southwesterly along Vassar Street, crossing Massachusetts Avenue and continuing along the uninterrupted right-of-way until it jogs south at Amesbury Street onto Memorial Drive. The use of Vassar Street may require modifying existing perpendicular parking into parallel parking spaces. At Memorial Drive, a temporary use permit would have to be obtained from MDC. Traveling west on Memorial Drive the alignment crosses BU Bridge and proceeds through the local street system via Mountfort Street onto Park Drive. Green Line riders are picked up at Park Drive only; Kenmore Square is not directly served in this network. The alignment then assumes the routing for network A1, utilizing the Park Drive/Fenway couple and serving the LMA via the Longwood Avenue/Louis Pasteur circle. Again, an MDC permit would be required, along with the receiving improvements at Avenue Louis Pasteur. The route terminates at Ruggles station.

The second route begins at the LMA and duplicates the service of the first route until Ruggles station. From Ruggles station the route proceeds southeast along Melnea Cass Boulevard serving SEMA via the Albany Street/Melnea Cass loop. The route then follows Southampton Street and terminates at the newly renovated station at Andrew.

This network is combined with a Massachusetts Avenue limited stop bus service connecting SEMA with Central Square.

Network Characteristics:

- New and Limited Stop Service routes
- Overlapping routes
- By-passes Kenmore
- Red Line to Red Line coverage

1

Boston + Maine Railroad — Truck lanes

89 Irving Street
Cambridge, MA 02138

October 30, 1996

Susan E. Clippinger
Director
Traffic, Parking and Transportation Dept.
City of Cambridge
57 Inman Street
Cambridge, MA 02139

RE: Truck Committee

Dear Sue:

I talked yesterday with John Deagan, who heads the Transportation Committee of the New England Chapter of the Sierra Club, about the truck problem in Cambridge and the efforts of our Committee to find an alternate route for trucks which would allow them to be restricted on residential streets. I asked him if it would be feasible to create two truck lanes in the right-of-way of the Boston & Maine Railroad which parallels Vassar Street from Maine Street to the B.U. Bridge. John said that the right-of-way is wide in that area and that the railroad uses only the main lines, having abandoned the switching and side lines which formerly were used to service commercial establishments along the route. Therefore, he believes that it would be feasible to create two truck lines in the right-of-way, which he said would be similar to the Boston Haul Road built in connection with the CA/T project. If this could be accomplished, it would seem that there will be no need to use the portion of Memorial Drive to connect to the B.U. Bridge as shown on your map as part of the designated truck route. This may well be the Achilles' heal of our plan, since, as we know from the Stop and Shop experience, it will be very difficult to persuade the M.D.C. to allow trucks, even on this limited portion of Memorial Drive.

Therefore, I suggest that the railroad be contacted and hopefully persuaded to send a representative to the next Committee meeting to discuss this matter.

Sincerely,

Thomas B. Bracken

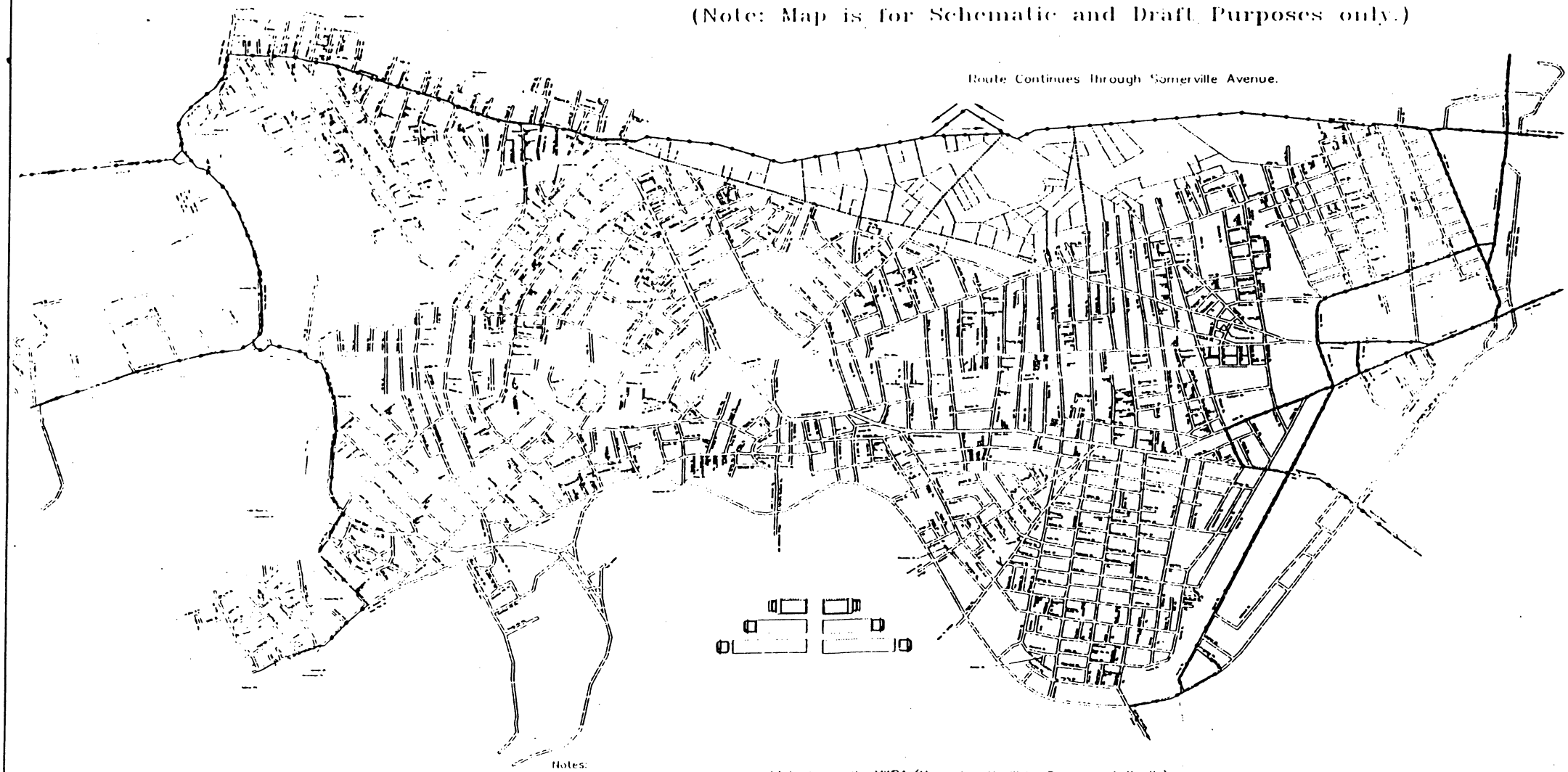
cc: Richard Rossi
Liz Epstein

TBB/kbl

O-4: BACKGROUND ON THE "URBAN RING" RIGHT-OF-WAY

City of Cambridge
Proposed Truck Routes, October 1996

(Note: Map is for Schematic and Draft Purposes only.)

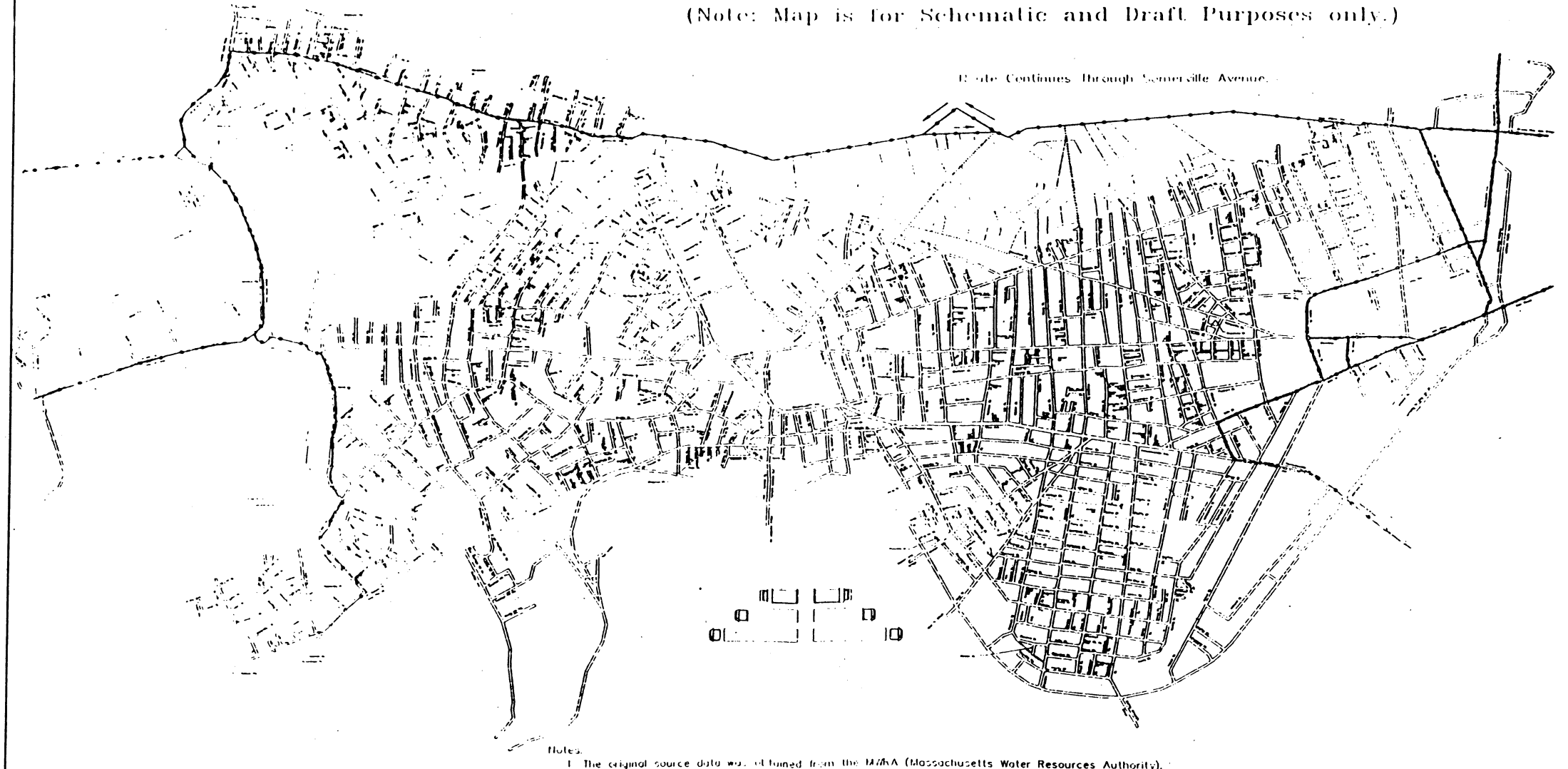


Notes:

1. The original source data was obtained from the MWRA (Massachusetts Water Resources Authority), Spring of 1995.
2. The data and drawing was modified by the Dept. of Public Works, Engineering Division, Spring of 1996.
3. Some streets on this drawing may not be to scale. This drawing is for schematic purposes only.

City of Cambridge
Proposed Truck Routes, October 1996
Without Vassar St., & Memorial Drive

(Note: Map is for Schematic and Draft Purposes only.)

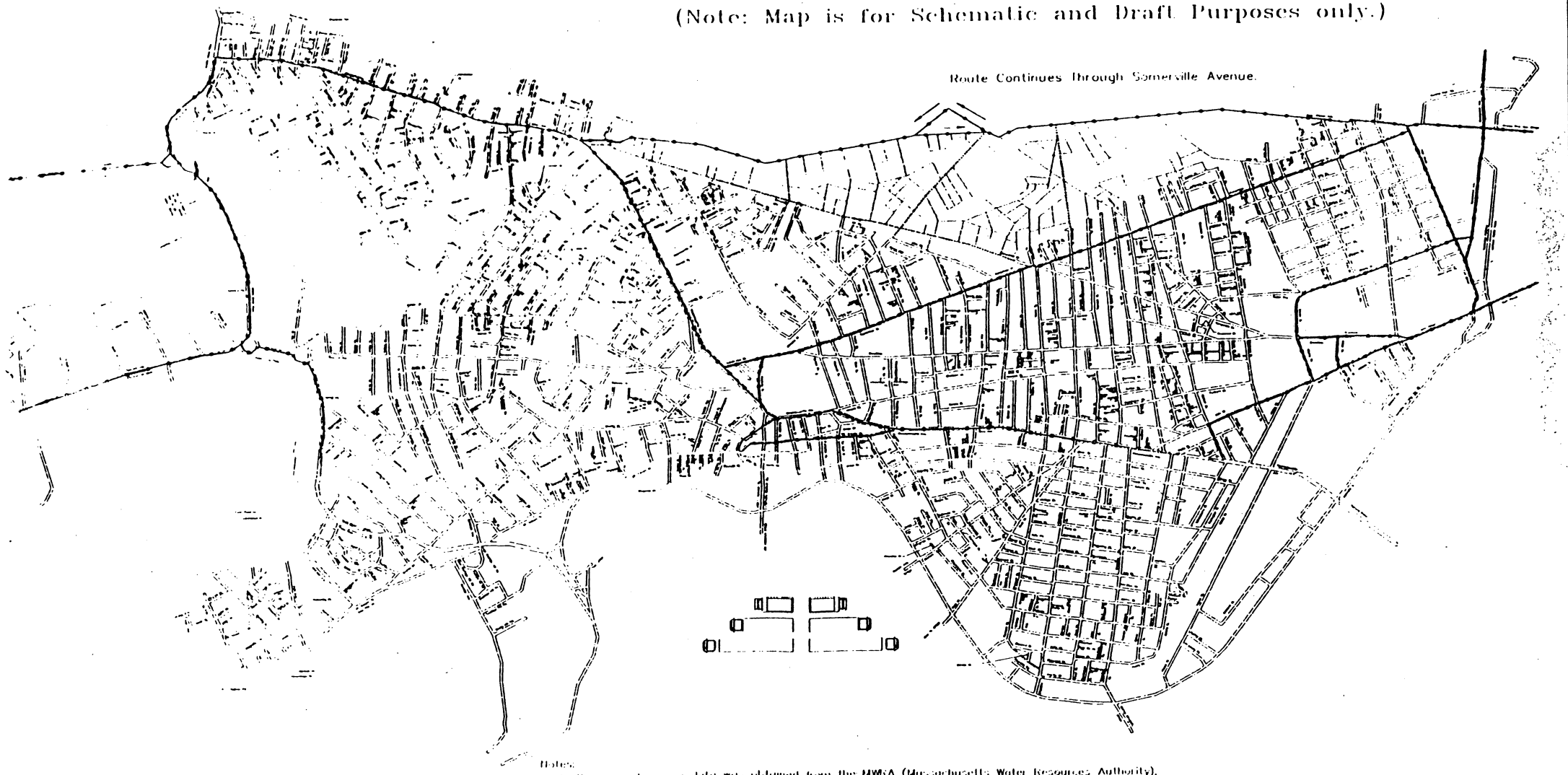


Notes:

1. The original source data was obtained from the MWRA (Massachusetts Water Resources Authority), Spring of 1995
2. The data and drawing was modified by the Dept. of Public Works, Engineering Division, Spring of 1996
3. Some streets on this drawing may not be to scale. This drawing is for schematic purposes only.

City of Cambridge
Proposed Truck Routes, October 1996
Without Vassar St., & Memorial Drive,
and with Massachusetts Ave., and Cambridge St.

(Note: Map is for Schematic and Draft Purposes only.)



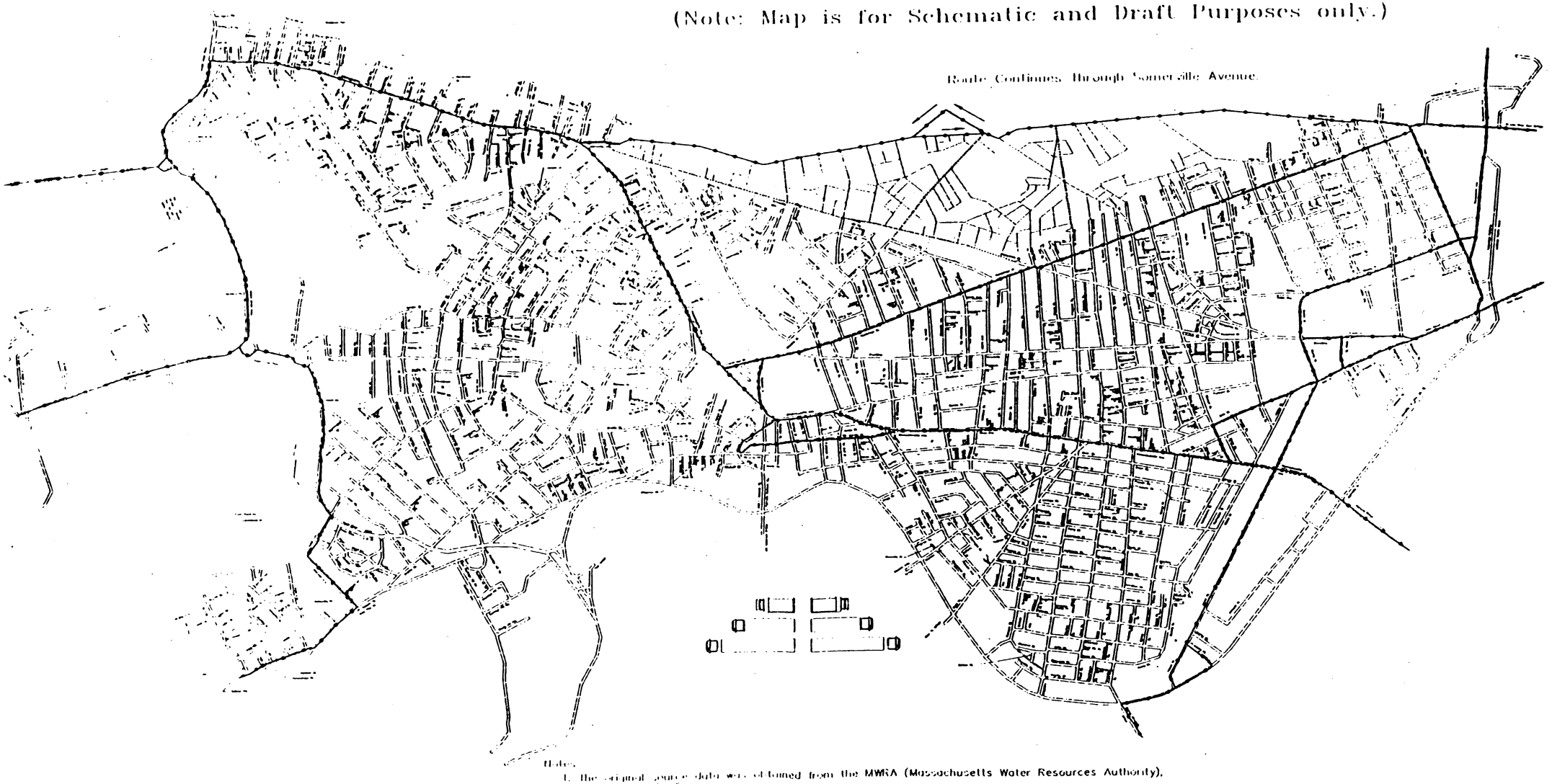
Notes:

1. The original source data was obtained from the MWRA (Massachusetts Water Resources Authority), point of PPP.
2. The data and drawing was modified by the Dept. of Public Works, Engineering Division, point of PPP.
3. Some streets on this drawing may not be to scale. This drawing is for schematic purposes only.

X 2 #)

City of Cambridge
Proposed Truck Routes, October 1996
With Massachusetts Ave., & Cambridge St.

(Note: Map is for Schematic and Draft Purposes only.)



Notes:

1. The original source data was obtained from the MWRA (Massachusetts Water Resources Authority), Spring of 1995
2. The data and drawing was modified by the Dept. of Public Works, Engineering Division, Spring of 1996
3. Some streets on this drawing may not be to scale. This drawing is for schematic purposes only.

Planners: Stuck Hughes ... City Cambridge
Date Drawn: January ...

O-3: ALTERNATIVE ROUTING MAPS PROPOSED BY CITY STAFF

Location: The street serves major truck origins or destinations in the city with minimum potential for diversions through residential streets.

Shared Pain: Where there are more than one arterial that can handle trucks from a certain direction, the volume should be shared among the arterials rather than all trucks being shifted onto one street. (For example, Concord Ave., Huron Ave., Brattle St., Mt. Auburn Street.

Feedback from the committee to refine and develop the criteria and map of designated truck routes is essential.

Note:
- Huron & Brattle are collectors, not arterials

Mt. Auburn is a minor arterial, as is Concord Ave.

CITY OF CAMBRIDGE
Traffic, Parking and Transportation
57 Inman Street,
Cambridge, Massachusetts 02139

Susan E. Clippinger
Director

Administration	**349-4700**
Parking Violations	**349-4705**
Resident Parking	**349-4701**

June 21, 1996

TO: Truck Advisory Committee

FROM: Susan E. Clippinger, Director

RE: Designated Truck Routes

There were several questions about the meaning of a truck route designation and the criteria for selecting them that were raised at the last meeting.

1. Meaning of Designated Truck Routes

Designated truck routes are those streets which can best handle truck traffic. They would be identified to truckers as the routes to use via either a brochure with a map and/or signage on the street.

The City would continue to have truck restrictions on specific streets as approved by the State the same way we do now. Trucks destined to locations on the restricted street would still be allowed access.

On all other streets, trucks would be neither encouraged nor restricted. If one of these streets was experiencing unacceptable truck volumes, then they could be restricted following the same procedure used today.

2. Criteria for Designated Truck Routes.

These are the criteria used by the Traffic, Parking and Transportation Department in putting together the initial map to assist the committee in getting the discussion about designated truck routes started. It is the responsibility of the committee to establish the final criteria and map of designated truck routes for submission to the City Manager and the Council.

Criteria:

Traffic volume: The street should be an arterial street that carries traffic through or across the city. Total traffic volumes on the street should be at least 5,000 vehicles per day.

Geometry: The travel lanes and curb radii are sufficient to safely handle truck traffic.

Land uses: The street includes commercial and institutional uses or is a major arterial providing a connection to a major commercial center. Preferably no schools are located on the street.

O-2: TRUCK ROUTING CRITERIA PROPOSED BY CITY STAFF

thereby helping to concentrate enforcement efforts on those vehicles needing to be diverted elsewhere.

4. Enforcement

Effective enforcement of a designated truck route involves notification, posting, and consistent enforcement.

Notification

Companies operating private fleets that use Cambridge streets, and for-hire truckers regularly operating within the City, should be notified of the plan and given an opportunity to comment. The City should be willing to negotiate the details to accommodate the concerns of shippers as much as possible without diluting the intent of the designated route.

Posting

All designated routes should be clearly marked with suitable signs, and all intersections at which trucks might leave the designated route should be posted as prohibited to through trucks. Signs should be posted on Route 128, the Turnpike, and other regional routes that provide alternative routes for trucks rather than going through Cambridge, that Cambridge has a designated route.

Enforcement

Enforcement activities should be coordinated with major operators and shippers to ensure that the rules are clear and that trucks found off of the designated route without valid documentation of local delivery will be fined. Responsible trucking firms will cooperate in this effort.

Identifying a through truck on sight is the result of inference from circumstantial evidence. The name of the firm is usually displayed, and the types of traffic engaged in by that firm known in general. Open tractor-trailer combinations hauling construction debris seldom have a need to go through Harvard Square. Depending upon the contents and configuration of the truck, the plausibility of a local destination can be surmised with fairly high accuracy,

engineer, or by temporarily posting the routes, informing trucking companies of the policy, enforcing the restriction, and measuring the impacts on traffic volumes.

A designated route must serve the legitimate needs of truckers to accomplish their freight movement, but communities do not need to sacrifice their living environments to save a few minutes of travel time when there are good alternatives that cause less damage to the larger community. The proposed route strikes a reasonable balance between these two competing ends.

3. Mitigation of Negative Impacts of the Truck Route

Mitigation and supplementary measures should be taken to improve conditions in North Cambridge and Aberdeen Avenue:

- Traffic calming on North Massachusetts Avenue to control speeds and create a more pedestrian-friendly environment.

- Restrictions on curb cuts and off-street parking along Massachusetts Avenue to prevent auto-oriented strip development.

- Landscaping, sidewalk materials, and furniture along Massachusetts Avenue to enhance the retail and pedestrian environment.

- Traffic calming or other devices, plus enforcement, to eliminate unnecessary trucks on Beech Street and other streets used by trucks to go between Massachusetts Avenue and Davis Square.

- Buffering and noise barriers to the extent feasible on Massachusetts and Aberdeen Avenues.

- Traffic engineering modifications that will prevent trucks from using Porter Road as a turnaround.

- Any other traffic calming techniques that will prevent through trucks from using North Cambridge neighborhood streets.

Abutting Land Uses

Compared to the streets in Cambridge that are now used by heavy trucks, Fresh Pond and Alewife Brook Parkways, Massachusetts Avenue west of Porter Square, Somerville Avenue, McGrath and O'Brien Highways, Commercial Avenue, and Binney and Vassar Streets are primarily commercial streets lined with commercial or industrial land uses.

Residential uses abut Aberdeen Avenue, which is needed to connect Mt. Auburn Street with Fresh Pond Parkway. These houses, although set back from the street, are exposed to truck traffic now and would be also under the proposed routing. North Massachusetts Avenue has some abutting residential land use, and much of its commercial activity is now adversely affected by truck traffic; it remains, however, a wider and more predominantly commercial street than, say, Concord Avenue. Somerville Avenue also has some residential uses.

2. Level of Service on the Designated Route

The issue of whether a designated route will cause more redistribution of traffic versus reduction in traffic depends upon the level of service (LOS) provided by the route, in comparison to other alternatives. Clearly, there are many possible routes for trucks to follow in getting around the region, and shutting off one path will primarily divert trucks to their next best option. The question is to what extent would the proposed designated route be the next best alternative for trucks now going through the middle of Cambridge?

The most direct measure of LOS is travel time. A truck using the designated route in traveling from Mt. Auburn Street at Aberdeen to Somerville Avenue at Washington Street in Somerville would take about twice as long as going through Harvard Square (about 20 minutes versus 10 minutes at off-peak times). Thus the designated route is perfectly feasible if a truck needs to make this trip, but a deterrent to trucks taking a short cut from more appropriate regional routes. The impact of constraining through trucks to use the designated routes would be to reduce the overall volume of through truck trips, provide a higher LOS for traffic the needs to be there, and probably increase the traffic on the designated route by some amount. The magnitudes of the impacts could be estimated more accurately by a volume-capacity analysis that could easily be accomplished by a traffic

Existing Truck Travel

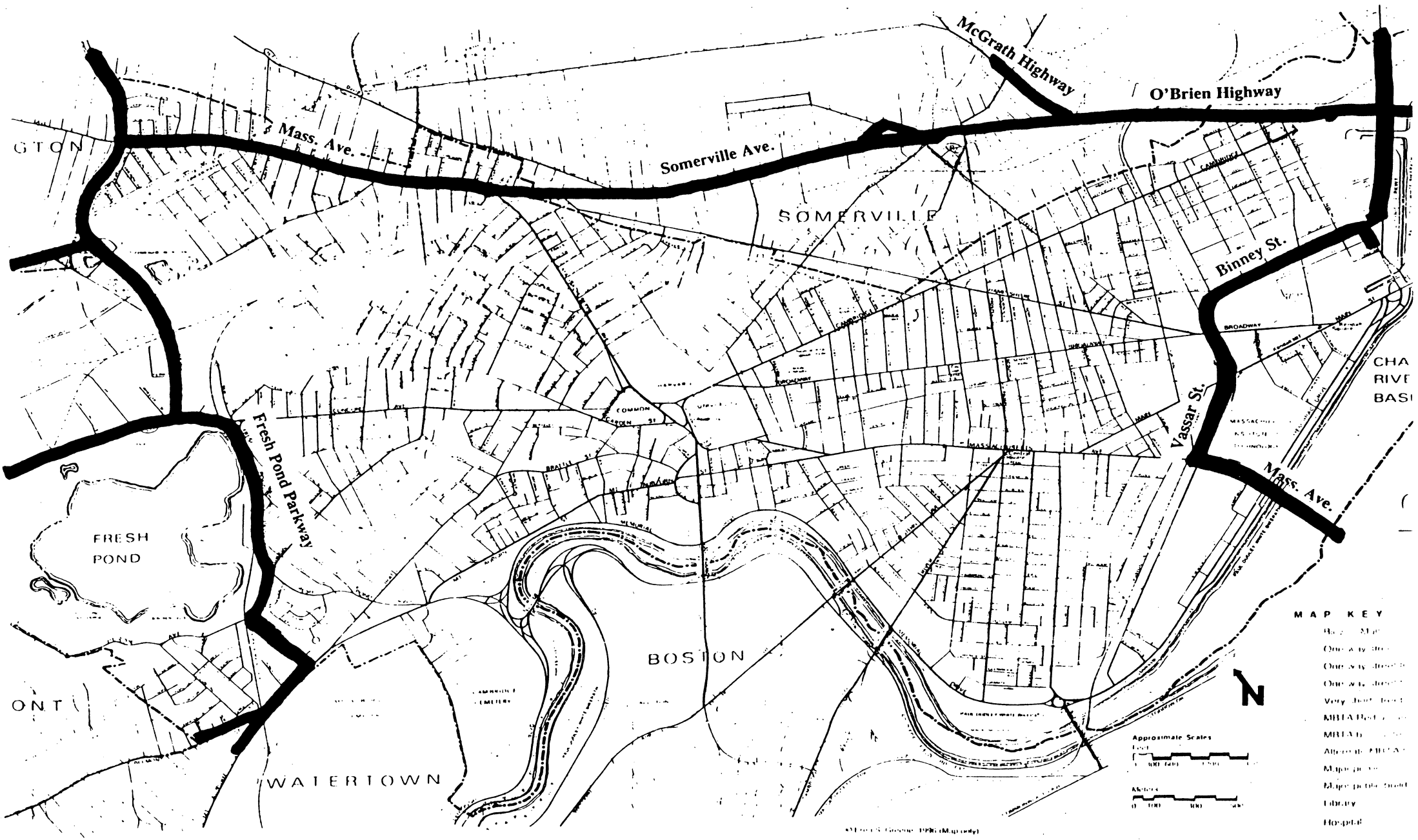
Trucks take short cuts through the City using Brattle Street and Concord Avenue in West Cambridge, Kirkland Street in mid-Cambridge, as well as neighborhood streets in East and North Cambridge. Hazardous materials transporters forced to avoid the Prudential Tunnel often enter or exit the Turnpike at Exit 18 in Allston and use Western Avenue, River Street, Massachusetts Avenue, and Prospect Street (which otherwise has a 24-hour truck ban). Considerable informal and anecdotal data support the observation that the same heavy trucks appear at many points along routes passing through the middle of Cambridge (see Appendix B). A route that directed traffic around these core residential neighborhoods would be a plus.

Regional Context

From a regional standpoint, the primary artery through Cambridge is Memorial Drive, from which trucks are excluded. It is neither desirable nor feasible for the City to seek to change this policy, and the constraint must be accepted as a given in designing a through truck route.

Regional truck desire lines (the lines between points of origin and destination) are not known, but they can be guessed by looking at a map. In Section VI of the body of the report ("Neighboring Communities"), the result of such a scan indicates that Massachusetts and Somerville Avenues roughly match the preferred directions of travel east and west, and McGrath-Commerical-Binney-Vassar can serve north-south travel.

Committee, the East Cambridge Planning Committee, the Harvard Square Defense Fund, and the president of the Neighborhood Ten Association, all of whom went on record with the City Council to recommend further data collection and analysis to support the proposals (North Cambridge did not expressly support the designated route, while the other two did; see Appendix H). The Mid-Cambridge Neighborhood Association has also expressed support since the nighttime ban and daytime routing would eliminate through trucks from Mid-Cambridge and Harvard Square.


McGrath Highway
O'Brien Highway
Mass. Ave.
Somerville Ave.
SOMERVILLE
Binney St.
Vassar St.
Mass. Ave.
Fresh Pond Parkway
FRESH
POND
BOSTON
WATERTOWN
MAP KEY
N

O-1: PROPOSAL FOR A DESIGNATED PERIPHERAL TRUCK ROUTE IN CAMBRIDGE

Determination of a route for trucks not doing business in Cambridge during the day involves satisfying the criteria stated in Section VI of the body of the report: considerations of arterial street capacities, abutting land uses, generators of truck traffic, functional classification of Cambridge streets, and regional truck flows with respect to the location of Cambridge within the region.

1. Application of the Criteria for Route Design

At the present time, it is especially difficult to apply the criteria because of the lack of information about existing truck volumes, types of vehicles and cargoes, and intended origins and destinations. Without sound information about the Cambridge street network and its traffic, the effects of restrictions on truck volumes and routes can only be estimated very crudely. Nonetheless, it is possible to design a network of streets in Cambridge - based on the experience and technical knowledge of Committee members and staff - that appears on its face to come close to satisfying the criteria and the City's objectives.

Any route for heavy trucks traveling through Cambridge during the day involves making difficult tradeoffs among competing objectives, and there is no solution that will be ideal for everyone. The proposed route - as shown in Map 1 - is an attractive first step that would achieve many beneficial ends and warrants further data collection, analysis, and experimentation.[1]

---

[1] The proposal combines designs generated by Committee members from West Cambridge (Robert Johnson, Douglass Lee, and Susan Miller-Havens) and East Cambridge (Robert Travers). Several Committee members invited each City Councilor to meet individually to discuss this plan. Committee members met with Mayor Russell and City Councilors Duehay, Triantafillou, Galluccio, Born, Sullivan, Toomey, and Davis, most of whom felt that the proposal (including the nighttime ban) had merit and was worth pursuing. Committee members were invited to make informal presentations to the North Cambridge Stabilization

APPENDIX O: ALTERNATIVE DESIGNATED THROUGH TRUCK ROUTES

1. Proposal for a Designated Peripheral Truck Route

2. Design Criteria proposed by City staff

3. Maps of Alternative Routes proposed by City staff

4. Background on "Urban Ring" right-of-way

a. To cause temporary or permanent hearing loss in persons exposed;

b. To otherwise be injurious, or tend to be, on the basis of current information, injurious, to the public health or welfare;

c. To cause a nuisance;

d. To interfere with the comfortable enjoyment of life and property or the conduct of business.

In considering whether to adopt truck restrictions under the zoning authority or the State's police powers, the Council should keep in mind that Amendment Article 49 to the Constitution of the Commonwealth of Massachusetts, which provides certain basic rights which the people of the Commonwealth have, includes among such rights freedom from excessive and unnecessary noise.

the public, by establishing requirements for off street parking and loading in conjunction with the use of land."

In order to encompass time-of-day restrictions on trucks using City streets, the intent could be broadened to read as follows:

"It is the intent of this Article 6.000 to reduce traffic congestion, noises, vibrations and fumes caused by trucks, thereby promoting the safety and welfare of the public, by establishing requirements for off street parking and loading and for the use of City streets in conjunction with the use and enjoyment of land."

An amendment to the Cambridge Zoning Ordinance to include truck restrictions would require the approval of the Attorney General, but not the MHD.

Further, truck restrictions could be adopted as a part of the Cambridge Noise Ordinance (Chapter 8.16). Section 8.16.010 states the purpose of the Ordinance as follows:

"This chapter provides standards for the control of noise pollution and prohibits those acts which most frequently create noise pollution. The general objectives of these standards are to secure the public health, comfort, convenience and safety of, and to promote the welfare, prosperity, peace and quiet of, the citizens of the City. (Ord. 877 (part), 1977: prior code §13-10 (I))

The Definitions section of the Noise Ordinance (Section 8.16.020) defines noise pollution to mean:

APPENDIX N: IMPOSITION OF LOCAL TRUCK REGULATIONS UNDER ZONING

Thomas Bracken

6/27/97

The Zoning Act, M.G.L. c. 40A, states that the purposes of zoning include promoting the health, safety and convenience of the inhabitants. The Cambridge Zoning Ordinance states (Article 1.000, §1.30) that the purposes of the Ordinance include:

- to lessen congestion in the streets
- to conserve health
- to conserve the value of land and buildings
- prevention of pollution of the environment
- the protection of residential neighborhoods from incompatible activities, and
- furthering the amenities of the City.

The U.S. Court of Appeals for the First Circuit, which includes Massachusetts, held that the Town of Plaistow, New Hampshire properly used its zoning powers to ban trucks during the night from its streets to access a terminal in a neighboring town. In upholding the ban, the Court said that the Town had a "legitimate interest in curbing noise, odor and dust in residential areas" and concluded that "the curfew is akin to zoning and traffic restrictions traditionally applied on a local level". The Federal District Court for Massachusetts recently relied on the Plaistow decision in holding that Cambridge lawfully can ban trucks from entering the Portland Stoneware facility during certain daytime hours.

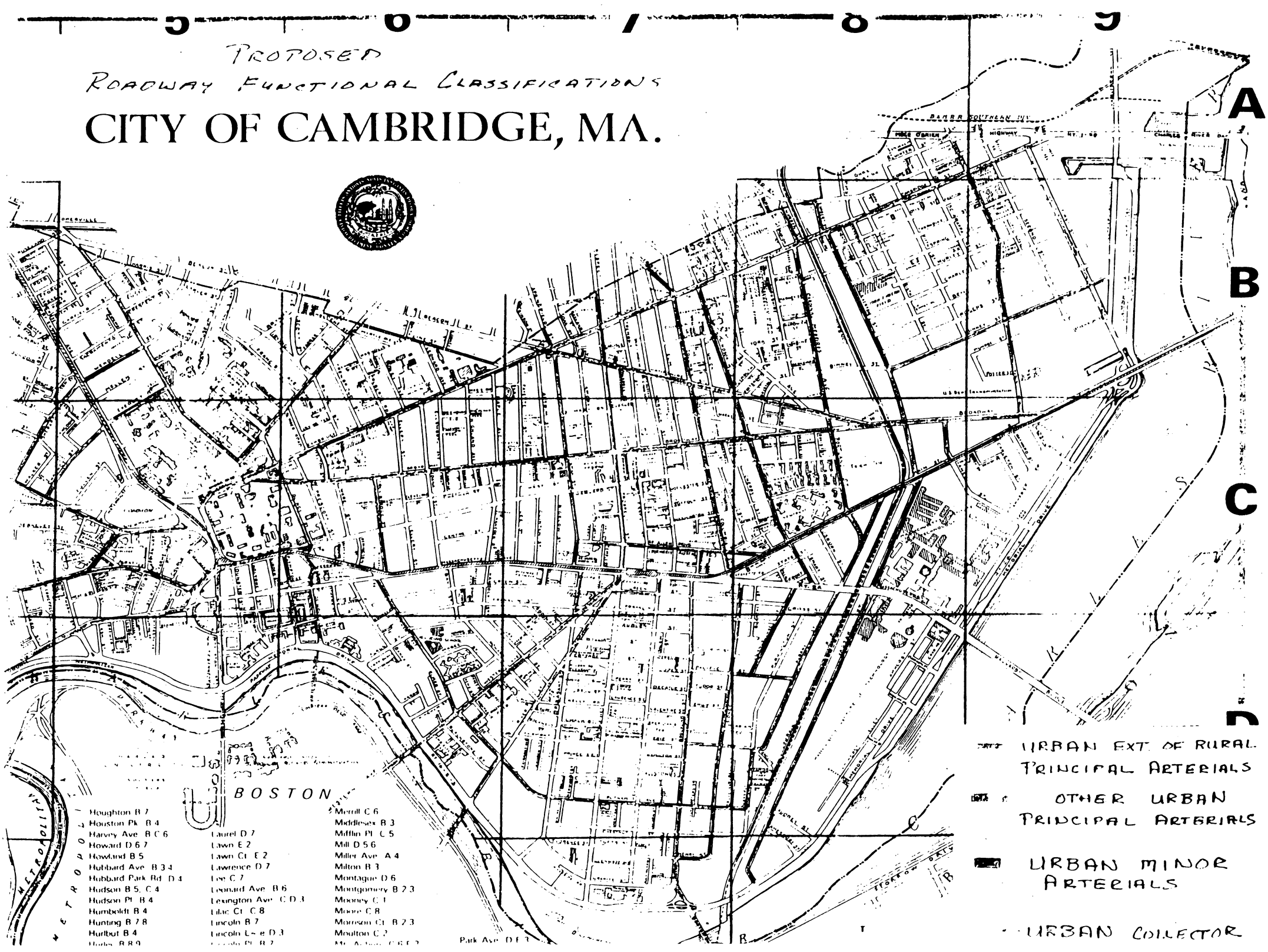
Article 6.000 of the Zoning Ordinance sets forth "Off Street Parking and Loading Requirements" for trucks and states that their purpose is as follows:

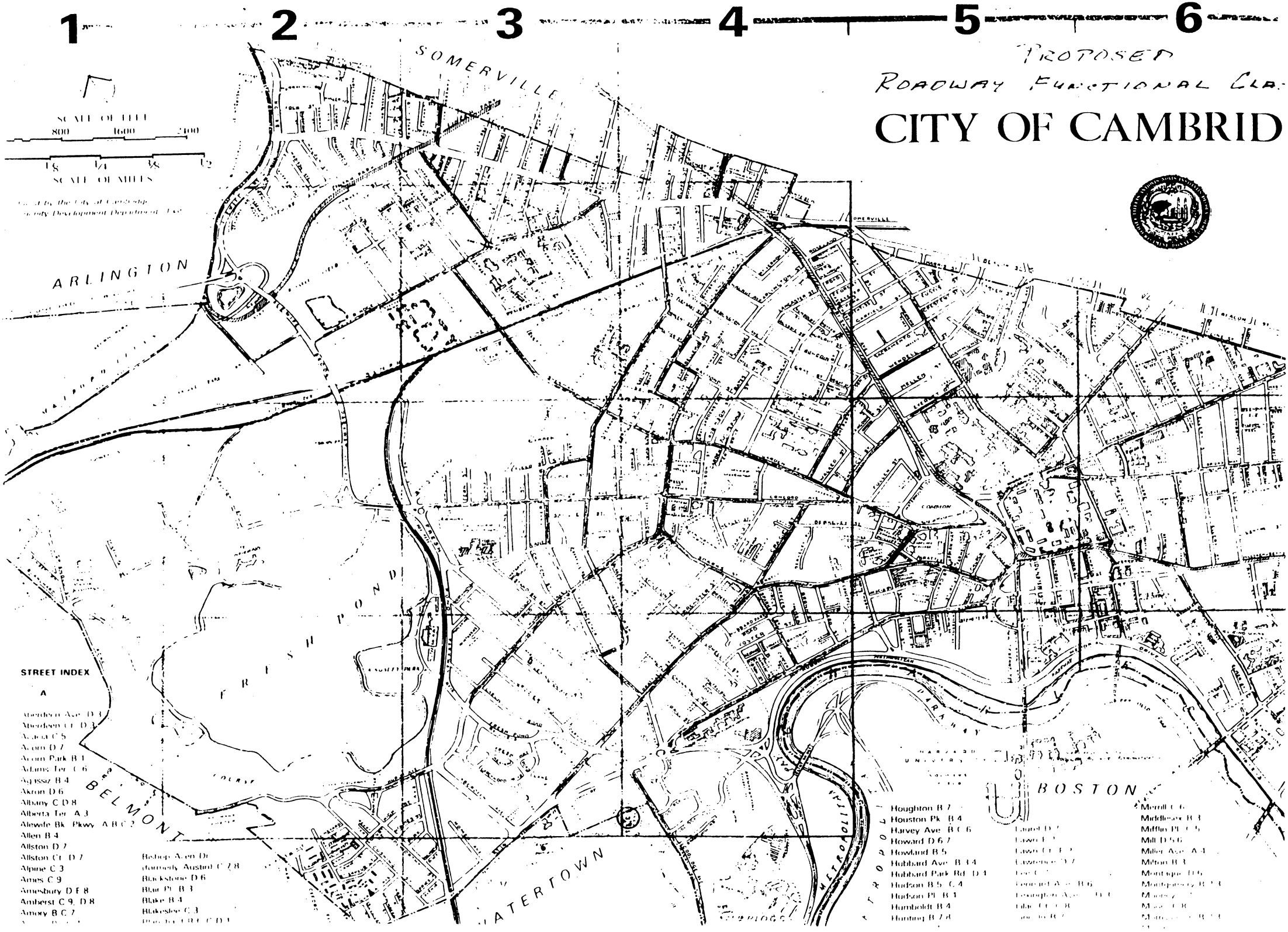
> "It is the intent of this Article 6.000 to reduce traffic congestion and thereby promote the safety and welfare of

PROPOSED

ROADWAY FUNCTIONAL CLASSIFICATIONS

CITY OF CAMBRIDGE, MA.




1
2
3
4
5
6
PROPOSED
ROADWAY FUNCTIONAL CLA
CITY OF CAMBRID
SCALE OF FEET
800 1600 2400
SCALE OF MILES
SOMERVILLE
ARLINGTON
BELMONT
WATERTOWN
BOSTON
FRESH POND
STREET INDEX
A
Aberdeen Ave D 4
Aberdeen Ct D 4
Acacia C 5
Acorn D 7
Acorn Park B 4
Adams Ter C 6
Agassiz B 4
Akron D 6
Albany C D 8
Alberta Ter A 3
Alewife Bk Pkwy A B C 2
Allen B 4
Allston D 7
Allston Ct D 7
Alpine C 3
Ames C 9
Amesbury D E 8
Amherst C 9, D 8
Amory B C 7
Bishop Allen Dr
(formerly Austin) C 7 8
Blackstone D 6
Blair Pl B 3
Blake B 4
Blakeslee C 3
Houghton B 7
Houston Pk B 4
Harvey Ave B C 6
Howard D 6 7
Howland B 5
Hubbard Ave B 3 4
Hubbard Park Rd D 4
Hudson B 5, C 4
Hudson Pl B 4
Humboldt B 4
Hunting B 7 8
Merrill C 6
Middlesex B 3
Mifflin Pl C 5
Mill D 5 6
Miller Ave A 4
Milton B 3
Montague D 6
Montgomery B 7 8
Mt Auburn C 8
Mt Auburn St C D 8
Mt Vernon C 8

(3) **Urban Major Arterials**, also called Principal Arterials, include a piece of Alewife Brook Parkway, parts of Mt. Auburn St., Aberdeen Ave., Concord Ave. outside Fresh Pond Parkway, all of Massachusetts Ave., Somerville Ave., and Commercial Ave. Such streets would normally be commercial or industrial streets and would be expected to carry trucks to local commercial destinations. Ideally, urban arterials should not have residential uses along them.[1] Although some of the abutting sections of these streets in Cambridge contain single-family and low-rise residential uses, by and large they are lined with commercial or industrial land uses.

(4) **Urban Minor Arterials**, which include Mt. Auburn St., Brattle St., Greenough Blvd. Concord Ave., in West Cambridge; Putnam Ave., Broadway, Kirkland St., Cambridge St., Western Ave., River St., Prospect St., Brookline St., and Sidney St and Inman St. in mid-Cambridge; and Hampshire St., Main St., Binney St., Third St., Albany St., and Vassar St. in East Cambridge. These streets might provide truck access to abutting commercial and industrial uses. Again, these streets should not be residential, although most of them are; as a result, they are not suitable for through truck traffic.

(5) **Urban Collectors and Local Streets**, which are all streets not included above. Such streets are normally acceptable for truck travel only for local deliveries.

A designated route for through trucks should be constructed from the higher functional classifications to the maximum extent possible, and under no circumstances from collector or local streets. If minor arterials must be included, they should be bordered by primarily commercial uses, not residential.

[1]See American Society of Civil Engineers, Residential Streets, 2nd ed., Washington, DC: July 1990.

APPENDIX M: FUNCTIONAL CLASSIFICATION OF CAMBRIDGE STREETS

Douglass B. Lee

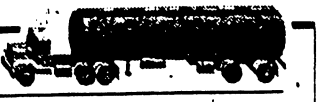
Highways revenues are raised by all levels of government, redistributed vertically (among levels) and horizontally (among governments at the same level), but the facilities built with these funds are generally operated and maintained at state and local levels. All streets and highways are classified by U.S. jurisdictions with respect to their traffic-carrying purpose, or function. The hierarchy of functional classes does not distinguish between heavy trucks and passenger vehicles, but the suitability of a street for truck traffic can be inferred from its functional class.

The general principle involved in functional classification is that the higher the classification, the greater is the geographic scope of the travel (across states versus local) and the higher is the level of government that has responsibility for it. Interstate travel is of interest to the federal government, while local access is the concern of local governments. In-between classes carry intrastate traffic and collect/distribute traffic between higher and lower classes. Nationally, highways are partitioned into Urban and Rural, with all of Cambridge being Urban. Also, Cambridge has no Interstate sections within its borders. The number of classes and their definitions differ from one jurisdiction to another, but the classes for Cambridge streets as recently revised and proposed for adoption and shown in the following map are:

(1) **Urban Extensions of Major State Arterials**, consisting of Routes 2, and 3 (Alewife/Fresh Pond Parkways, Memorial Drive), and Monsignor O'Brien Highway. Normally such state routes would be acceptable as truck routes, but the MDC does not permit trucks on Memorial Drive, a designated parkway, so another route for through trucks is needed.

(2) **Urban Extensions of Minor State Arterials**, of which there are none in Cambridge.

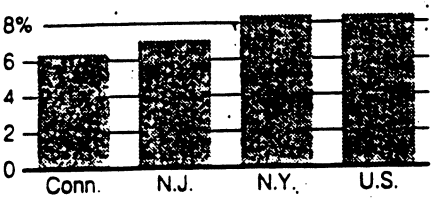
New York Times Oct 21, 1995



PULSE

Deadly Trucks

Percentage of vehicles in 1994 involved in fatal crashes that were large trucks (weighing more than 5 tons).



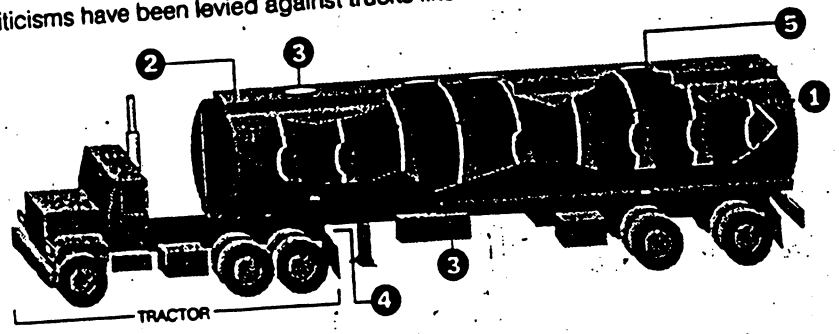
Total large-truck fatalities			
26	72	191	4,615

Source: National Highway Traffic Safety Administration

A CLOSER LOOK

Problems With Tankers

Criticisms have been levied against trucks like the one in the I-287 crash. (Page 24).



1. When fully loaded, the tanker has a very high center of gravity which can cause it to lean or roll over.
2. Most tankers have a single wall; a double hull is stronger and safer. On impact, single-wall tankers can be punctured by guard rail posts and other highway objects. Punctures are extremely dangerous with pressurized tanks, like those that haul propane.
3. In pressurized tanks, fuel ports are vulnerable. Those on top for loading the tanker can leak heavily if the tanker rolls over on its side or top. In addition, the discharge or fueling ports are not crash resistant.
4. Tractor-trailers are not considered as safe as one-piece tankers. The hitch, a "weak link," allows the truck to jackknife in an uncontrolled skid.
5. Most balancing or baffling systems are not sufficient to prevent excessive movement of liquid, which can cause movement of the tanker.

Source: Advocates for Highway and Safety

Brent Hatcher/The New York Times; Illustration by John Papasian

Comb St. Charleston

Charlestown → Camb Street ⇒ Washington → Union Sq ⇒ Kirkland St.

SOMERVILLE

Concern voiced over new I-93 ramp

RAMP
Continued from Page 1

At last month's hearing, Central Artery official Michael Lewis said the ramp will carry an estimated 1,200 cars per hour in the mornings and about 300 more than that in evenings. Residents disputed the numbers, which are projections for the year 2010, saying they are too low.

All of the speakers at the hearing opposed the ramp and criticized officials for not informing residents about the project before it began.

"We're becoming prisoners on our own streets," said Charlestown resident Susan Fontano of Mount Vernon Street. Fontano and others said Cambridge Street, which becomes Washington Street when it enters Somerville from Charlestown, will back up with traffic during rush hours and force drivers to take northbound shortcuts along residential streets.

"We were never notified," of the ramp's new location, said Captain Daniel Matthews, in charge of traffic issues for the Somerville Police Department for the last four years.

The ramp was mentioned in the December 1993 final environmental impact statement for the Charles River Crossing portion of the Big Dig. But the draft report and public hearing referred to the ramp only at its Bunker Hill College location.

It was during the public comment period on the draft report in late 1993 that opposition to the ramp at the college site arose. Subsequent meetings were held on the Charles River Crossing effort in general, but not on the ramp specifically.

"They say they sent fliers and mailers, but they did not send anything to the affected residents," said Karen Burns of Brighton Street in Charlestown. "It's important that you realize we are not whining after having not done anything about this. ... It went from being proposed to being a done deal."

In 1994, after Big Dig officials sent him a final version of the environmental report, which was also forwarded to Somerville aldermen, Somerville Mayor Michael Capuano wrote Big Dig officials, "The relocation of the I-93 NB off-ramp ... to Sullivan Square was a surprise to us."

In his letter to the state environmental affairs and highway departments, Capuano opposed the ramp and requested vehicular and pedestrian improvements in the area if the ramp were to be built. Capuano also said Washington Street should be included in an ongoing corridor study of Rutherford Avenue.

Capuano did not receive a written reply to his inquiries, but early last year traded letters with authorities over the traffic studies presented by Lewis at the hearing.

Lewis said officials did not conduct a specific study of the ramp's impact on the area because the traffic numbers did not represent a significant negative impact on existing car volume.

"But we're willing to review that analysis," said Lewis.

The history of this northwestern section of Charlestown has included ongoing struggles to keep neighborhoods intact in the face of highway projects heading to outlying areas. Construction of I-93 itself, for example, begun in the late 1950s, met with strong opposition. Residents asked for a depressed roadway, but an elevated road was built instead.

Deeply affected by the isolating experience, some residents wrote a book about it called "Under the Interstate."

Concerns about the ramp have pulled together Somerville and Charlestown, which were one city until Somerville was established in 1842. Charlestown, in turn, became part of Boston in 1874.

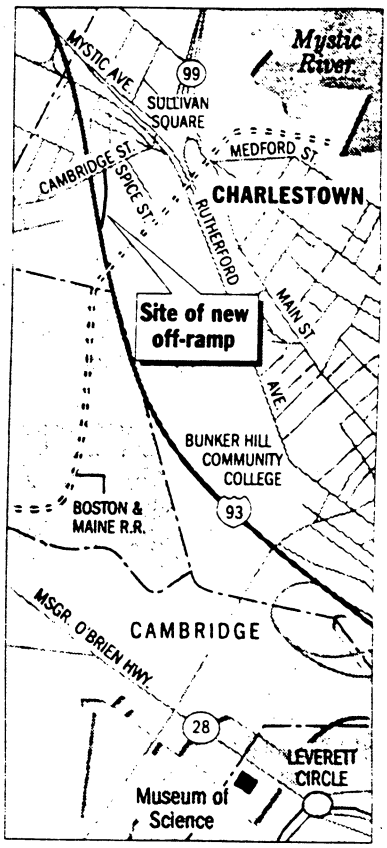
"There is a unified interest in some mediation at least," said Stephen Mackey, chief executive officer of the Somerville Chamber of Commerce, who reports a mixed reaction to the Sullivan Square ramp among businesses along the affected Inner Belt Road. "The premise of a business park in the area was that there would be access to I-93. People have been waiting 20 years for that. On the other hand, there are all the traffic concerns, same as those of residents."

Some nearby businesses as well as the chamber recently opposed plans by Capuano for a recycling facility in the area citing, in part, their concerns over added truck traffic.

"We just shot down a recycling plant because it would put 10 trucks" down there, said Ward 2 Alderman Ken Joyce of the recent Board of Aldermen votes killing the facility proposal.

Residents and officials agree that traffic could be particularly heavy until completion of another portion of the Artery project, which involves ramps for diverting I-93 traffic bound for Storrow Drive. Those additional ramps are not scheduled to open until after completion of the contested Sullivan Square ramp.

Artery officials have said they could delay opening the ramp until completion of the Storrow Drive ramps or, alternatively, experiment with allowing only right turns off the Sullivan Square ramp.



GLOBE STAFF MAP

"All these things are possible," said Lewis.

The Somerville Board of Aldermen has called for the city to seek a court injunction to stop ramp construction and has ordered a study of possible local remedies such as restricted hours for all traffic or prohibition of commercial vehicles.

A Charlestown group also is seeking an injunction and has sued the Federal Highway Administration for faulty environmental review during part of the Charles River Crossing effort. Decisions on both actions are expected within the next few weeks.

CCM-101

City of Cambridge

Consent Agenda #19

IN CITY COUNCIL

February 23, 1998

COUNCILLOR BORN

ORDERED: That the City Council receive a legal opinion based on an analysis of the Plaistow case outlining the ability of the city to restrict trucks within the City; and be it further

ORDERED: That said legal opinion be received in ample advance scheduling of the Traffic and Transportation hearing.

In City Council February 23, 1998.
Adopted by the affirmative vote of nine members.
Attest:- D. Margaret Drury, City Clerk.

A true copy; D. Margaret Drury

ATTEST:-

D. Margaret Drury
City Clerk

19.

CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

TEL. 349-4300
FAX. 349-4307

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

February 23, 1998

To The Honorable, The City Council:

Please find attached for your consideration, two reports submitted by the City Manager's Truck Traffic Advisory Committee.

Very truly yours,

Robert W. Healy
City Manager

RWH/mec
Attachments

Consent Agenda #19 123BS

Relative to two reports submitted by the City Manager's Truck Traffic Advisory Committee.

In City Council February 23, 1998

Referred to the Traffic and Transportation Committee.

Copy sent 2-25-98 mc