



City of Cambridge

72.

IN CITY COUNCIL

July 31, 1995

COUNCILLOR BORN
COUNCILLOR DUEHAY
COUNCILLOR GALLUCCIO
COUNCILLOR MYERS
MAYOR REEVES
VICE MAYOR RUSSELL
COUNCILLOR SULLIVAN
COUNCILLOR TOOMEY
COUNCILLOR TRIANTAFILLOU

WHEREAS: From one end of our city to the other, from River Street to Kirkland Street to Rindge Avenue to Brattle Street to Sixth Street, from early morning to late night, the peace and quiet of residents in old wooden homes is destroyed by the shake, rattle and smells of huge trucks, some 65 feet long, some carrying hazardous cargoes, driving on roads laid out and built hundreds of years ago for horses and then for automobiles, and small local delivery trucks; and

WHEREAS: Many Cambridge residents feel stymied in their attempts to get their City Government to take action to address this problem; and

WHEREAS: Various City officials have expressed the opinion that federal and state laws, the result of years of influence and lobbying by the trucking industry at the federal and state level, preclude many local initiatives to limit truck traffic; and

WHEREAS: The closing of the existing elevated Central Artery will redirect thousands more trucks onto our city streets daily, and the planned closing of the new depressed Artery to trucks carrying hazardous material may result in a rerouting of these especially worrisome trucks onto Cambridge streets, meaning that it is especially timely that we as a city reexamine this problem with a renewed sense of urgency, energy and creativity; now therefore be it

ORDERED: That the Cambridge City Council schedule a public hearing in the early Fall at which concerned residents can testify about the extent of this growing problem and at which City officials can offer an explanation of what remedies appear to be possible and/or likely, including local truck bans, roadway redesign to discourage truck traffic, and changes to city, state and federal statutes and regulations; and be it further

ORDERED: That in preparation for that meeting, the appropriate departments assemble current data about how many trucks are using city streets, what are their routes and destinations, and what changes are apparent in this data over the last decade when the situation appears to have worsened.

In City Council July 31, 1995

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:- *D. Margaret Drury*

D. Margaret Drury
City Clerk

Order ?

Whereas: From one end of our city to the other, from River Street to Kirkland Street to Rindge Avenue to Brattle Street, to Sixth Street, from early morning to late night, the peace and quiet of residents in old wooden homes is destroyed by the shake, rattle, and smells of huge trucks, some 65 feet long, some carrying hazardous cargoes, driving on roads laid out and built hundreds of years ago for horses and then for automobiles, and small local delivery trucks

Whereas: Many Cambridge residents feel stymied in their attempts to get their City Government to take action to address and

with this problem

Whereas: Various City officials have expressed the opinion that federal and state laws, the result of years of influence and lobbying by the trucking industry at the federal and state level, preclude many local initiatives to limit truck traffic, and

Whereas: The closing of the existing elevated Central Artery will redirect thousands more trucks onto our city streets daily, and the planned closing of the new depressed Artery to trucks carrying hazardous material may result in a rerouting of these especially worrisome trucks onto Cambridge streets, meaning that it is especially timely that we as a city reexamine this problem with a renewed sense of urgency, energy, and creativity, therefore be it

Ordered: That the Cambridge City Council schedule a public hearing in the early Fall at which concerned residents can testify about the extent of this growing problem and at which City officials can offer an explanation of what remedies appear to be possible and/or likely, including local truck bans, roadway redesign to discourage truck traffic, and changes to city, state and federal statutes and regulations, and be it further

Ordered: That in preparation for that meeting the appropriate departments assemble current data about how many trucks are currently using city streets, what are their routes and destinations, and what changes these represents over the last decade when the situation appears to have worsened.

This data



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- WHEREAS:** From one end of our city to the other, from River Street to Kirkland Street to Rindge Avenue to Brattle Street to Sixth Street, from early morning to late night, the peace and quiet of residents in old wooden homes is destroyed by the shake, rattle and smells of huge trucks, some 65 feet long, some carrying hazardous cargoes, driving on roads laid out and built hundreds of years ago for horses and then for automobiles, and small local delivery trucks; and
- WHEREAS:** Many Cambridge residents feel stymied in their attempts to get their City Government to take action to address this problem; and
- WHEREAS:** Various City officials have expressed the opinion that federal and state laws, the result of years of influence and lobbying by the trucking industry at the federal and state level, preclude many local initiatives to limit truck traffic; and
- WHEREAS:** The closing of the existing elevated Central Artery will redirect thousands more trucks onto our city streets daily, and the planned closing of the new depressed Artery to trucks carrying hazardous material may result in a rerouting of these especially worrisome trucks onto Cambridge streets, meaning that it is especially timely that we as a city reexamine this problem with a renewed sense of urgency, energy and creativity; now therefore be it
- ORDERED:** That the Cambridge City Council schedule a public hearing in the early Fall at which concerned residents can testify about the extent of this growing problem and at which City officials can offer an explanation of what remedies appear to be possible and/or likely, including local truck bans, roadway redesign to discourage truck traffic, and changes to city, state and federal statutes and regulations; and be it further
- ORDERED:** That in preparation for that meeting, the appropriate departments assemble current data about how many trucks are using city streets, what are their routes and destinations, and what changes are apparent in this data over the last decade when the situation appears to have worsened.

~~Dubray Gallucci~~ ~~Reeves~~
~~Sullivan~~ ~~Tommy~~ ~~Trantafilla~~
Russell

Entire membership

Consent Order #72

up CM → 325

Councillor Born re: Date on trucks using
City streets as the situation appears to
have worsened.

In City Council July 31, 1995

Order adopted.