



City of Cambridge

IN CITY COUNCIL

Councillor Walsh

June 25, 1990

WHEREAS: The Council Order which I sponsored on June 4, 1990 calling for appointment of a Blue Ribbon Committee to examine the full range of traffic issues was adopted as amended; and

WHEREAS: A core element of the referenced amendment was setting the date of June 25, 1990 as the deadline for the Blue Ribbon Committee to complete its task; and

WHEREAS: Such an abbreviated time framework undermines the thoroughness of the job to be done, as was underscored in the letter of June 14, 1990 directed to each City Councillor by James C. Hawkins, President, and Daniel C. Crane, Chair, Government and Community, Cambridge Chamber of Commerce (copy attached); now therefore be it

ORDERED: That the Order of June 4, 1990, adopted as amended, be amended so as to extend the date for completion of the Blue Ribbon Committee's work to six (6) months from the date on which the Committee's membership is in place by appointment from Her Honor, the Mayor.

(ATTACHMENT)



City of Cambridge

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IN CITY COUNCIL

June 25, 1990

COUNCILLOR WALSH

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In City Council June 25, 1990.

Adopted by the affirmative vote of nine members.

Attest:- Joseph E. Connarton, City Clerk.

A true copy;

ATTEST:-

Joseph E. Connarton

Joseph E. Connarton, City Clerk.



CAMBRIDGE CHAMBER OF COMMERCE

June 14, 1990

To: The Honorable City Council
City Hall, Cambridge, MA 02139
Re: Proposed Zoning Ordinance on Traffic
Mitigation and Parking Supply Restrictions

Dear Members of the Council:

At the regular City Council meeting on June 4, 1990 an order was filed by Councillor Walsh to establish a Blue Ribbon Committee to form a traffic strategy for the City. The order was embraced by several councillors as providing an opportunity for the business community's concerns to be addressed.

Councillor Walsh's original order suggested that the Committee report to the Council by September 24, 1990, a date we considered extremely tight given the difficulty of scheduling meetings for committee members during the summer.

However, as the Council meeting evolved, an amended order was approved and the date by which the Committee was to complete its work and report to the Council was moved back to June 25, 1990; a practical impossibility if the Committee's comments and recommendations are to be credible.

We appreciate the Council's support for the formation of a Blue Ribbon Committee. There are a number of problems in the City that have been and are being addressed by partnerships between the public and private sectors. Those who would be most affected by the proposed ordinance would like an opportunity to first try this approach to addressing the City's traffic problems. We believe that this Committee, established by the Council, will help create an environment in which such cooperation can occur.

We would like to suggest the following way of proceeding:

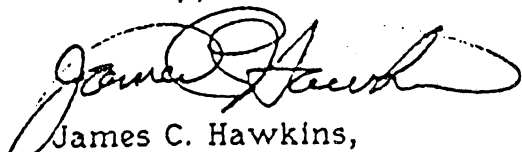
1. That the proposed ordinance, "Traffic Mitigation and Parking Supply Restrictions", not be enacted at this time.
2. That the Council continue with the selection of the Blue Ribbon Committee and enlarge the proposed membership to include representatives from both Harvard and MIT, several major employers, and owners of major multi-tenant complexes. These entities represent a large base of employees and commuters and if ways can be found to obtain their cooperation in coordinated efforts to mitigate traffic, the impact can be noticeable.

3. That the Council provide a reasonable time period for the Committee to do its work including taking testimony from traffic and transportation experts and other relevant professionals. In our view, six months from the date that the Committee is operational would be a reasonable goal. Given the regional slowdown in the economy and development activities, there is no reason not to take the time needed to proceed in a thoughtful and deliberative manner.
4. That the Committee have a broad charge to review and report back to the Council on traffic issues affecting the City. Among the points to be covered would be the following:
 - a) identify sources of increased traffic, e.g.,
 - new development in Cambridge,
 - growth of vehicle registrations for Cambridge residents, and
 - regional growth factors impacting Cambridge.
 - b) review existing plans to improve traffic flow in the City and opportunities for further improvement.
 - c) review adequacy of public transportation to the City and within the City and potential for additional ridership.
 - d) review status of plans to improve public transportation to and within the city.
 - e) review opportunities to implement cooperative private transportation systems; identify and address regulatory impediments.
 - f) review the City's Commuter Mobility Program and the additional transportation options which it suggests.
 - g) identify initiatives which the Council could take to expedite or facilitate items b,d,e.

We are hopeful that the public exposure which such a Committee will give to these problems, aided by the resources of the Community Development Department and participation by the business community will provide some positive initiatives for dealing with the City's present and future traffic problems.

This letter was authorized by the unanimous vote of the Board of Directors of the Cambridge Chamber of Commerce on June 13, 1990.

Sincerely,


James C. Hawkins,
President


Daniel C. Crane, Chair,
Government and Community



City of Cambridge

11.

IN CITY COUNCIL

June 25, 1990

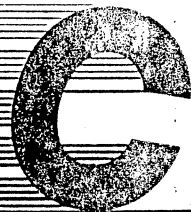
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City Council JUN. 25 1990

Adopted by the affirmative vote
of 9 members

Joseph E. Conorton City Clerk



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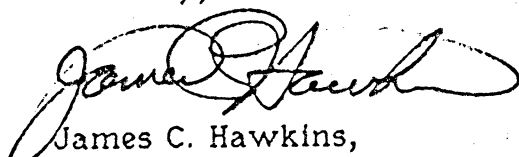
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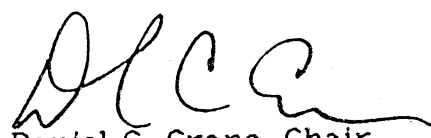
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Sincerely,


James C. Hawkins,
President


Daniel C. Crane, Chair,
Government and Community

Order # 11 S-685
Councillor Walsh re: Blue Ribbon Committee
be appointed on traffic issues.

In City Council,

June 25, 1990

Order adopted