

City of Cambridge

In City Council

January 19, 1970

RESOLUTION OF CAMBRIDGE CITY COUNCIL PETITIONING GOVERNOR FRANCIS W. SARGENT TO WITHDRAW DESIGNATION OF BROOKLINE-ELM STREETS ROUTE AS CORRIDOR FOR INNER BELT FROM DESK OF SECRETARY OF TRANSPORTATION.

The City Council of the City of Cambridge hereby petitions Governor Francis W. Sargent to withdraw his designation of the Brookline-Elm Streets route as the corridor for the Inner Belt from the desk of Secretary of Transportation, John A. Volpe. Comments made over the weekend indicate that Secretary of Transportation Volpe is attempting to influence forthcoming decisions at the State level in a manner that would be prejudicial to the Commonwealth of Massachusetts, the Boston Metropolitan Area, and most particularly the City of Cambridge and the municipalities of Brookline, Somerville and Boston.

In order to protect these interests and to leave open as many options as possible until the Governor's Task Force recommendations have been released, Governor Francis W. Sargent is hereby urged to comply with this request.

City Council January 19, 1970

Adopted by the affirmative vote

of 9 members

Paul E. Healey
Temp. City Clerk



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 876-6800

EXECUTIVE DEPARTMENT

James L. Sullivan
City Manager

John H. Corcoran
Assistant City Manager

January 19, 1970

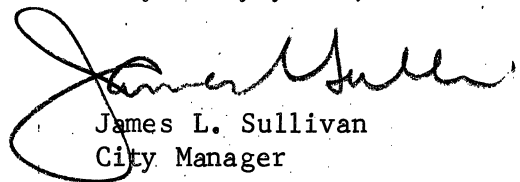
To the Honorable, the City Council:

In the light of the comments made by Secretary of Transportation, John A. Volpe, over the weekend concerning construction of the Inner Belt through Cambridge, it becomes clear that here is another indication of the Federal Government forcibly intruding itself into matters of local self-determination. The entire issue of the transportation planning process; the controversy over completion of the Interstate Highway system - principally the Inner Belt and the Southwest Expressway; the role of Mass. transit within the transportation system; and the priority of scheduling, funding and organization, and facility management are under extensive investigation by a diversified assemblage of outstanding men serving on the Governor's Transportation Task Force.

The recommendations to the Governor by the Task Force in early Spring can be expected to be profound. I am hopeful that such recommendations will be reasonably in line with Cambridge's long held position on transportation planning in the Boston area. It seems clear to me that the prejudicial statements of the weekend represent a continuation of high pressure tactics to build urban highways with inadequate concern for the consequences.

In order to protect the interest of the City of Cambridge from any premature and "irreversible" decision, I recommend that the Council consider the adoption of the enclosed resolution to Governor Francis W. Sargent urging his withdrawal of the designation of the Brookline-Elm Streets alignment.

Very truly yours,



James L. Sullivan
City Manager

JLS/b

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COMMUNICATION
from the City Manager trans-
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resolution petitioning Governor Francis
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Brookline-Elm Streets route as corridor
for Inner Belt from desk of Secretary of
Transportation

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