



## Legislation Details (With Text)

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<b>On agenda:</b>		<b>Final action:</b>	3/3/2020
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<b>Title:</b>	Substitute resolution relating to the City of Milwaukee's opposition to any increase in the size and weight limits for trucks on federal highways.		
<b>Sponsors:</b>	ALD. BAUMAN		
<b>Indexes:</b>	HIGHWAYS, MOTOR VEHICLES		
<b>Attachments:</b>	1. CC 191724 MOTION.pdf		

Date	Ver.	Action By	Action	Result	Tally
2/11/2020	0	COMMON COUNCIL	ASSIGNED TO		
2/24/2020	1	JUDICIARY & LEGISLATION COMMITTEE	HELD TO CALL OF THE CHAIR	Pass	4:0
3/3/2020	1	COMMON COUNCIL	TAKEN FROM COMMITTEE	Pass	15:0
3/3/2020	1	COMMON COUNCIL	ADOPTED	Pass	15:0
3/13/2020	1	MAYOR	SIGNED		

### 191724 SUBSTITUTE 1

#### ALD. BAUMAN

Substitute resolution relating to the City of Milwaukee's opposition to any increase in the size and weight limits for trucks on federal highways.

This resolution expresses the City of Milwaukee's opposition to any increase in the size and weight limits for trucks on federal highways.

Whereas, The U.S. Department of Transportation completed work on a Comprehensive Truck Size and Weight Limits Study (Study) and submitted a final report to Congress in April, 2016; and

Whereas, The Study found that increasing the size and weight limits for trucks would create the need for additional funding for bridge infrastructure; and

Whereas, The Study found that one out of 3 scenarios for heavier single semi-trailer trucks and all of the scenarios for longer combination trucks resulted in higher pavement life-cycle costs; and

Whereas, The Study found that vehicle configurations weighing over 80,000 pounds had 18% more brake violations and a higher number of violations per inspection than vehicles weighing less than 80,000 pounds; and

Whereas, In 2019, a coalition of more than 1,000 government leaders, including mayors, county

engineers, and public works directors, sent a letter to ranking members of transportation committees in the U.S. Congress requesting policy makers to oppose any increase in truck size or weight; and

Whereas,

Federal law directly governs trucking activity on the National Network and indirectly influences a substantial amount of total trucking activity on local roads and bridges; and

Whereas, The City of Milwaukee has demonstrated its commitment to fostering a livable city by approving a Complete Streets policy which will improve access to neighborhoods, prioritize the safety and health of residents and visitors, support economic growth, improve access to education and jobs, enhance urban design, encourage physical activity, and reduce negative environmental impact throughout the city; and

Whereas, Nationally, large trucks comprise 4% of the U.S. vehicle fleet and are involved in 7% of pedestrian fatalities, 11% of bicyclist fatalities, and 12% of car and light-truck occupant fatalities; and

Whereas, Street redesign is widely recognized as a highly effective way to of reducing traffic fatalities and injuries; and

Whereas, Geometric street design choices are often constrained by the size and maneuverability of large vehicles using the roadway; and

Whereas, The space needs of large vehicles may prevent the implementation of safety treatments such as shorter crossing distances, reduced roadway widths and turn radii, pedestrian refuges at intersections, and physically protected lanes for pedestrian and bicyclists; and,

Whereas, The operation of large trucks in a dense urban environment contributes to congestion, gridlock, and property damage and can impede the operation of public transportation systems; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the City of Milwaukee opposes any increase in the size and weight limits for trucks on federal highways; and be it

Further Resolved, That the City Clerk shall send a copy of this resolution to each member of the City's Congressional delegation.

LRB175889-1

Kathleen M. Brengosz

2/18/2020