



CITY OF CAMBRIDGE

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DEPARTMENT OF TRAFFIC & PARKING

George Teso
Director

Traffic Board Meeting
October 27, 1976

Present: Chairman Vincent Panico, Deputy Chief Ernest Gelinis, Dick Easler,
George Teso and Lauren Preston.

1. Traffic Signals:

Complaint that the traffic signal at Main St. and Portland St. does not give Portland St. enough green time to clear the street. Lauren Preston said he would have it checked out.

2. Tow & Hold Law:

The law is dead for this session of the General Court as Rep. Lombardi is still holding it up. We will resubmit the bill to the next session of the General Court. We have a City ordinance that gives the City authority to tow and hold, but we also need legislation from the Commonwealth. We plan to have a clerk to work at the court and check on constant violators who defy the law and ignore tickets and summonses. Under the authority of the Traffic Director, we will have the police tow these cars. Starting next week we will have our Parking Control Officers on the lookout for these vehicles. Some of these out-of-state violators owe hundreds of dollars in unpaid fines. If the car is not claimed within 30 days the car becomes the property of the tow company. At that time they may hold a public auction.

3. Visitor Passes:

The Department sent out registered letters to 45 citizens informing them that their visitor passes would be revoked if they do not stop abusing the privilege. We have found that people are printing their own visitor passes and have instructed our Parking Control Officers to be more diligent in checking passes. Mr. Phil Lecesse will supervise the Parking Control Officers on the street once the new investigator is working.

We have received many requests for visitor passes, most of which have been refused. The Y.W.C.A. was refused. Dr. Brusch was given a loading zone for his patients. Many businesses have requested visitor permits which have been refused, but we informed them if their cars or trucks were identified on

both front vehicle doors with professionally made signs, we would give them the same consideration as a commercial vehicle.

4. Summonses:

A survey was done by Boston of the computer ticket program. The survey recommended and Mayor White agreed to a third shift and is going to appoint a Parking Violation Coordinator to supervise the program. Middlesex County pays Boston \$30,000. for computer services but Boston has not lived up to the terms of the contract. Summons receipts vary from \$40,000 to \$1,000 per month. If this continues we will look elsewhere for computer services.

5. Hyatt Hotel:

The hotel's guests are parking all over the general area. We have received many complaints from the residents and businesses being affected. The Traffic Department is setting up a meeting with the hotel and businessmen to try and iron out the matter. If necessary, we will issue business permits.

6. E.P.A.

There is a freeze on the construction of all off-street parking facilities. A permit will be required for any new or modified commercial parking. Using 1973 as a base we are establishing a parking bank; i.e., if in 1973 we had 1000 off-street parking spaces and 150 were lost we would then have 150 spaces in the bank for which we could issue permits. George Teso is writing a letter to the City Manager requesting that he set up a Cambridge Commercial Parking Committee; a chairman (Traffic Director), three members of the Traffic Board and the Director of Planning and Development. A builder would be required to request a permit for construction. The Committee will hold a public meeting and give approval or disapproval within 14 days. The procedures will be submitted to the E.P.A. and to the City Manager. A City ordinance will be required to establish the Committee. We have changed over all "No Stopping Tow" areas from 7:00AM to 9:00AM to 7:00AM to 10:00AM to agree with E.P.A. By March 1977 we should have about 80% of the residential areas posted for sticker parking. Since parking for one hour or less is considered as meeting the E.P.A. regulation, we will be about 80% in compliance in March.

7. Green Street Garage:

The occupancy of the garage has increased by 500 cars per month but the garage is still not paying for itself. To combat this we are contemplating reducing the monthly rate.

8. City Hospital:

We will soon take over the hospital parking. The owner of the Line St. lot wants \$200,000 for their property, but all we can pay is \$80,000. Therefore, we are considering a yearly lease at \$22,000 per year. The lot will cost \$50,000 to construct. The parking in the Line St. lot will be for employees and sold on a monthly basis. The rate being considered is \$15. to \$20. per month. It is possible that this lot would be open for the use of the Inman Sq. businesses in the evening for a modest fee.

The main parking area will also be controlled by an attendant. Doctors, employees, staff and visitors will be assigned areas. The rate will be about \$20. per month or 50¢/hour with a \$1.00 maximum. All monthly parkers will be given a sticker and payment will be by payroll deduction. The Line St. parkers will be issued a magnetic card as there will not be an attendant at that lot.

The next meeting of the Traffic Board will be held on Wednesday, November 24, 1976 at 10:00 AM in the Traffic Department Conference Room, third floor of the City Hall Annex, Broadway and Inman Streets.

John A. Sullivan
Secretary to the Traffic Board

4. S-534
Comm. from John A. Sullivan, Sec'y to the
Traffic Board, re: to the Traffic Board
Meeting on October 27, 1976.

In City Council,
November 22, 1976

Placed on File