



City of Cambridge

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IN CITY COUNCIL
January 24, 2011

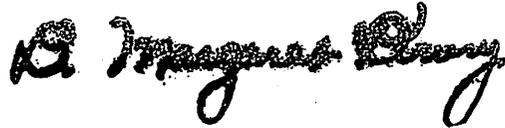
COUNCILLOR SEIDEL
COUNCILLOR CHEUNG
VICE MAYOR DAVIS
COUNCILLOR KELLEY
MAYOR MAHER
COUNCILLOR REEVES
COUNCILLOR SIMMONS
COUNCILLOR TOOMEY

- WHEREAS: Parking is a concern for City residents, with demand often outweighing supply; and
- WHEREAS: Cambridge draws a number of visitors each day for a variety of reasons; and
- WHEREAS: Residents who live in neighborhoods which border busy retail districts and educational facilities are particularly affected by the demand for parking; and
- WHEREAS: Other metropolitan areas are piloting programs which address these parking concerns, including the City of Austin, Texas, which has launched a "Parking Benefit District Pilot Program"; and
- WHEREAS: The Austin program may offer a model for the City of Cambridge to address similar parking-related concerns; now therefore be it
- ORDERED: That the Austin, Texas "Parking Benefit District Pilot Program" be referred to the Council Committee on Transportation, Traffic, and Parking for further consideration and review; and be it further

ORDERED: That the Committee report back to the City Council with its findings.

In City Council January 24, 2011
Adopted by the affirmative vote of eight members.
Attest:- D. Margaret Drury, City Clerk

A true copy;

A handwritten signature in black ink, appearing to read "D. Margaret Drury". The signature is written in a cursive style with a large initial "D" and a long, sweeping tail.

ATTEST:-

D. Margaret Drury, City Clerk

Required Change to Traffic, Parking and Transportation Regulations

Sec. 14.2 PARKING PROHIBITED

Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic-control device, **no person shall park a vehicle**, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers:

- (a) Within 50 feet of the nearest rail of a railroad crossing; when properly sign posted;
- (b) **Within 15 feet of the center of any public or private driveway, private way, or alley, when properly sign posted by order of the Traffic Director.**

Discussion

Cambridge Code of Ordinances, Section 10.04.010 adopts by reference the Traffic, Parking and Transportation Regulations, effective August 4, 1966, republished October 2007 and revised August 2009, incorporating the above referenced Section 14.2. For reasons of practicality as further discussed below, we request that City Council and the Department of Traffic, Parking and Transportation revise the language of Sec 14.2(b) to eliminate the requirement for signage, providing Sec 14.2(b) to read as follows:

“(b) Within 15 feet of the center of any public or private driveway, private way or alley.”

The rationale and justification for this change includes:

- (a) Fifteen feet of clearance on either side of the centerline of a driveway is a reasonable distance required for the safe entrance and exit of vehicles to and from a driveway, irrespective of the width or placement of any driveway.
- (b) Property owners in the City of Cambridge need and deserve the right to safely enter and exit their driveways.
- (c) It is impractical for the City to properly sign post every driveway in the City of Cambridge.
- (d) Until and unless the City does, at its own cost and expense, properly sign post every driveway in the City of Cambridge, Section 14.2 of TP&T provides no protection to and no recourse for property owners in the City.

In brief, Section 14.2(b), as currently worded, is ineffective and useless for the general population of property owners in the City. Property owners need and deserve the right to have vehicles that are impeding or preventing safe entrance and exit to/from their driveways ticketed and towed. In the absence of an ordinance providing this right (*i.e.*, when the City fails to provide the protection they need) property owners may and sometimes do seek “local solutions” and “practical work-arounds” that are themselves in violation of other rules and ordinances.

The City should fix this problem by simply removing from Sec 14.2(b) of TP&T the requirement for signage.

Chris Summerfield
153 Lexington Avenue
Cambridge, MA 02138