City to Limit Parking Spaces near Institute

Parking, from Page 1

had failed to recognize some of the unique conditions of MIT residents. Specifically, they felt that the city was making its parking programs towards 9 to 5 business workers, which is not typical of many members of the MIT community. They contended that the city definition of a resident for parking purposes — a person who resides as a legal resident of Cambridge with a vehicle registered in Cambridge — excludes MIT students. This definition prohibits MIT students with vehicles registered out-of-state from parking in resident-only areas.

All of the students at the meeting seemed very upset by the change in resident-only areas.

Preston responded to these concerns by outlining the city's official position. He said that the Traffic and Parking Office had no jurisdiction over the MBTA, and would be unable to connect the parking restructuring with MBTA improvements. He also said that the city was not in the business of providing services to out-of-state students who were not tax-paying citizens of Cambridge.

According to Preston, the changes would take effect this summer at the earliest. Before any plans are finalized, the Traffic and Parking Office needs to make its recommendations to the Cambridge City Council. If approved by the council, the plan would be presented at the federal level. If approved there, it would take effect. The existing parking spaces would then be changed over a period of time.

The meeting concluded with Preston going over each section scheduled to be changed, detailing the proposed changes, and receiving feedback from the audience about the effectiveness and inconvenience of each proposed change.

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Rules and Guidelines are available from the History Office, School of Humanities and Social Science, E51-210, 253-9846. The submission deadline is Thursday, April 22, 1993, 5:00 p.m.