

City of Cambridge

CLIMATE PROTECTION ACTION COMMITTEE

Minutes for March 14, 2013

Attendees: Carrie Boiselle, Barry Hilts, Betsy Boyle, Jan Dillon, Terry Smith, Scott Wood, Robyn Tsukayama, Lyn Huckabee, Quinton Zondervan, David Rabkin, Sarah Hill, Peter Crawley, Lauren Miller, Thomas Fraley, Tom Page

Staff: Browyn Cooke, Stephanie Groll, John Bolduc, Susanne Rasmussen

Guests: Antonio Joaristi, Kaoru Inoue, Pam Grewal, Travis Sheehan

1. Approval of Minutes – February 14, 2013

Minutes for February 14, 2013 were unanimously approved.

2. ETP Director's Report

A letter of support has been submitted for the Mass. Dept. of Energy Resources' application for the second round of grant funding for the U.S. Department of Energy's Sunshot II program. The proposal involves a regional network driving rooftop solar PV installations. The City's participation in round I included two consultant studies. The first consultant study would focus on community shared solar, and the second study designed to create a condominium solar guide. Information on solar by-laws and permitting issues are likely to be included in the state's round II application.

The City of Cambridge was accepted by the MIT CoLab to participate in the development of a strategic framework to manage commercial energy efficiency services. Data collection and analysis on both the demand and supply side of commercial energy efficiency will help identify opportunities to drive greater adoption. Cambridge is one of 4 cities selected nationwide. Las Vegas NV, Paterson NJ, and Bellvue, WA were also selected.

The committee was asked by Susanne if it would be willing to support zoning changes to require higher levels of bike parking in the city. To date, bike parking must equal at least 10% of car parking for large commercial sites. Proposed changes would require bike parking to represent at least 10% of employees. Discussion on the topic is slated to be part of the April 9, 2013 planning board meeting. A vote was taken and the committee unanimously supported this recommendation.

3. Planning for Transportation Mode Shift in Cambridge:

Electric Vehicle (EV) Charging Station Update (Bronwyn Cooke, Sustainability Planner)

Usage data regarding current EV stations is being analyzed routinely. There are 17 locations throughout the City with EVSE stations, 11 of which are open to the public. These stations collectively can provide a level 2 charge for at least 23 cars at any one time. Some usage trends of interest include:

- increases in number of charging sessions per month over time
- stations appear to be used by commuters into the city vs. residents
 - higher number of charging session during weekdays, peak on Wednesday
 - higher number of charging sessions that start in the morning (8am-12)
 - higher number of sessions lasting 4-10 hours
- some locations have greater frequency of use
 - CambridgeSide Galleria, MIT 43 Vassar and West Garage
- even given increased usage over time, overall usage is very low vs. installed charging capacity
- more sessions start during the morning hour (8am-noon), with morning sessions nearly equal to sessions that start at all other times of day combined (vs. afternoon, evening, or early morning)

some evidence of use by residential EV owners in Cambridge, as there have been some overnight, 10+ hour charge sessions.
- would like to use data to estimate battery degree of charge (how full) when initially plugged in

Caveats of data collection include the fact that some stations charge a fee while others do not so may affect usage patterns, some stations have not been collecting data at all, and the overall amount of data available is very small, meaning that we may be seeing the usage patterns only of a few individuals.

Some of the potential next steps for this effort include:

- complete an inventory all EVSE stations in Cambridge, and confirm PTDM required stations
- collect data on EV ownership in Cambridge; map ESVE accessibility for EV owners and other populations to estimate demand and identify gaps
- continue monitoring usage data; expand data gathered
- investigate 'EVSE ready' wiring required via zoning ordinances
- explore solutions for garage free residents
- investigate level 3 (super fast) charging at auto service establishments
- determine feasibility of EV ownership for city auto fleets

Demand Management (Stephanie Groll, Parking & Transportation Demand Management [PTDM] Officer)

It is clearly established that parking availability encourages driving in Cambridge. This effort explores how to use parking policy to reduce miles driven. As background, of commuters coming to Cambridge, 45% are drivers riding alone and 26% take public transportation. By contrast, only 30% of Cambridge residents drive alone to work.

Current Cambridge parking policies include:

- Parking & Transportation Demand Management (PTDM) Ordinance – if a property owner increases parking on site, they must offset drive-alone trips with PTDM plan

- evidence-based on-street parking reduction – if you can demonstrate on street parking in neighborhoods are not being fully used, streets can be redesigned to support non-driving modes of transport
- reduced off-street parking requirements for new residential and commercial developments
- mixed use developments can reduce overall parking supply via shared parking when ‘complimentary use’ allows
- public parking price increases - raised fees for residential parking permits, on- and off-street meters and for extended meter hours (10% inc in meter parking reduces parking by 2-4%)

Ideas under consideration for changes to parking policies include:

- further change to the residential parking permit structure – increase cost of permit, separate cost of resident and visitor passes, and/or offer zoned parking (e.g. owner permit would only be valid for parking in your neighborhood, not where you work if in a different part of the city)
- unbundle parking from housing – property owners and landlords could sell or rent parking as a separate cost from the housing or commercial space sales or lease price (this would apply to for new developments only, not existing)
- ‘Surrender Your Permit’ program – individuals could trade in their residential parking permit for coupons, gifts certificates, credits, etc. to encourage off street parking, encourage car sharing, and reduce car ownership
- prohibit certain residential buildings from obtaining on street parking permits if adequate off street parking exists
- modify car-sharing policies and zoning to allow car-share parking to replace some private car parking and/or provide on-street parking for car-share vehicles
- implement taxes or fees based on parking impact – potentially charge property owners a tax per parking space, free parking, or surface/above-ground structures
- reduce or eliminate required parking under zoning ordinances since many new developments are requesting the ability to offer fewer parking spaces than required today
- offer citywide parking ‘cash-out’ where employees who don’t drive to work can opt to get the cash equivalent of parking back in their pay checks
- update public paid parking technology -- replace coin meters, offer variable pricing by time of day and/or facilitate payment by phone or credit card, etc
- implement ‘find-a-space’ technology – embed sensors in streets and parking facilities to allow smartphone users to go directly to parking spaces, reducing idling and miles driven
- implement a parking benefit district ordinance – e.g. could apply a surcharge on parking meter rates and a portion goes to the community and a portion goes to pedestrian and/or bike programs in the city
- City employees pay for parking – charge all city employees to park if they drive alone to work
- redesign streets to balance transportation modes – add more bus only lanes, cycle tracks, wider sidewalks, etc by reducing on-street parking
- prohibit parking at certain times of day on certain streets – e.g. no parking during rush hour on one side so the space can be used as a temporary bus priority lane

- make 'Park(ing) Day' permanent – offering more outdoor seating for cafes, park space, etc.

Suggestions & comments from committee members:

- consider raising parking permit rates again in the near term
- modify zoning ordinance to grant priority to three shift organizations, including those with collective bargaining
- discuss what role should CPAC play in transportation and parking policy decisions? Active in recommendations? Act as sounding board? Only focused on parking policy impact on climate change?

4. CPAC Recommendation – Climate Change in Public School Curriculum

Discussion mentioned educational staff limitations to implement changes in curricula, as well as how assertive to be with recommendations. David Rabkin offered to edit the existing draft recommendation and share at a future meeting.

5. Future Meeting Topics

It was suggested that the city manager (outgoing and/or incoming) be invited to a future CPAC meeting for a discussion of priorities. Other future meeting topics can be forwarded to John Bolduc.

6. Adjournment

The meeting was adjourned at 8:00 P.M.

Minutes taken by Jan Dillon