

Question & Answers Report | Public EV Charging in Cambridge | June 16, 2026 Community Meeting

Questions and Answers have been edited for typos and clarity to make this document more screen-reader friendly.

	Question	Answer
1	Why is Strawberry hill ignored?	I wouldn't say we've ignored it. We have to look for locations that fill a variety of needs. I think that's one that we can certainly try to look at more closely. One of the biggest challenges is trying to find an area that has sidewalks wide enough to fit chargers. They need to be 6'-0" or greater. And they have to have parking there, they can't have a bike lane right next to the curb, and they also must have electrical capacity for us to hook into the grid. Fresh Pond reservation is not far, depending on where you live in the strawberry hill neighborhood. We'll certainly put it on our list. Strawberry Hill has a large number of driveways per residence, and we do tend to locate chargers in areas with more folks relying on on-street parking.
2	The new Glacken Field park has plenty of parking.	Glacken Field does have parking, and the golf course as well. We'll check into that. Even though EV Charging is a form of parking, people are quite protective of the parking that's there. We want to balance having EV Charging, but also making parking that's specific to fields and recreational uses balanced. We'll take a look and see what configuration might be available, what the electrical capacity is, and how folks that manage those facilities feel about it.
3	Will the chargers at Tobin school underground parking be open to the public?	We can follow up on this. Thanks!
4	Haggerty School has a small parking in Cushing Street right in front. Thanks a lot.	Thank you.
5	Lastly the public library has plenty of parking spaces. Could those be used?	Those spaces are underground and my understanding is that there are some concerns about having public EV charging underground. One hurdle for underground lots is the need for the charging stations to have a cell tower connection. Not that engineering challenges can't be designed around, but they do add time and complexity.
6	Use registered address of EV cars as a criterion for locating chargers?	We have the number of EV's registered in the City, but I don't know about addresses. We don't know whether those people that own an EV have their own driveway charging available to them as part of a condominium, or a driveway. For that reason we rely more on request map that we have on the webpage. We do not want to go locating them in areas where people don't need them on the street. We rely on multiple requests for a neighborhood.
7	Non-metered parking: can you discourage parking by non-EV cars?	The City is working to roll out an Overstay Fee. We anticipate rolling that out this summer at all Registered Permit Parking (RPP) locations, as well as recreational field lot locations. Drivers would have a 1-hour grace period to move your vehicle after your battery reaches 100% charge, and then you would receive a \$5 fee, with a maximum of \$30.
8	You mentioned some parking lot location with "working" to allow overnight. I'd say overnight is a must-have. It takes hours to charge, so it's got to be overnight.	It is happening in almost all instances, the only location that is a little bit special is overnight parking at Fresh Pond. Because it's a water source, does have some special regulations involved there. So that's something that's still in process. The other locations we are working on updating the signage so that it's clear that people can park there overnight, so that should be coming soon.
9	Will the new chargers be NACS as most cars coming out are supporting this standard?	I believe the standard is J1772. I can check on what's coming down the design pipeline for ChargePoint standard level-2 chargers.