



# TRANSPORTATION & PUBLIC UTILITIES COMMITTEE

## COMMITTEE MEETING

~ MINUTES ~

Tuesday, December 3, 2019

3:00 PM

Sullivan Chamber  
795 Massachusetts Avenue  
Cambridge, MA 02139

### Call to Order

| Attendee Name     | Present                             | Absent                   | Late                                | Arrived |
|-------------------|-------------------------------------|--------------------------|-------------------------------------|---------|
| Jan Devereux      | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |         |
| Dennis J. Carlone | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |         |
| Craig A. Kelley   | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 3:12 PM |
| Quinton Zondervan | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |         |
| Alanna Mallon     | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |         |

### The Transportation and Public Utilities Committee meet to discuss the City Manager's report on the Parking and Transportation Demand Management (PTDM) Ordinance

A communication transmitted from Louis A. DePasquale, City Manager, relative to Awaiting Report Item Number 19-36, regarding the PTDM Ordinance.

A presentation was received from the Community Development Department about the PTDM Program update

Minutes Acceptance: Minutes of Dec 3, 2019 3:00 PM (Committee Reports)



**CAMBRIDGE CITY COUNCIL TRANSPORTATION &  
PUBLIC UTILITIES COMMITTEE**

VICE MAYOR JAN DEVEREUX, CHAIR

COMMITTEE MEETING  
TRANSCRIPT OF PROCEEDINGS

DECEMBER 3, 2019

3:00 PM, SULLIVAN CHAMBER

**VICE MAYOR JAN DEVEREUX:** Okay. Uh, I guess we'll get started. Good afternoon everyone. I'm Vice Mayor Devereux. This is a meeting of the Transportation and Public Utilities Committee. Um, I will read the call of the meeting.

The Transportation and Public Utilities Committee will meet to discuss the City Manager's report on the Parking and Transportation Demand Management, PTDM Ordinance. Um, we are being live-streamed and, uh, also recorded by John Hawkinson. I welcome my colleagues Dennis Carlone, uh, Councillor Mall--Alanna Mallon, Sumbul Siddiqui, Coucillor Zondervan, uh, and our staff from CDD, Iram Farooq, Susanne Rasmussen, and Stephanie Groll. Thank you for making the long trek over from City Hall Annex through today's blizzard conditions on foot, I might add, I'm assuming, or, not on bicycle and not by car. So, um, thank you for doing that and, and doing a presentation.

Um, and just to sort of, uh, set the stage before, uh, we do the presentation, um, this, uh, meeting was scheduled in response, there was a policy order, uh, back in March that, um, had a response at our summer meeting at the end of July, which is a very full agenda typically. So, we

didn't get much chance to discuss, uh, the memo that was produced for that meeting.

So, um, referred it to this committee and it's taken us until now to get it on our agenda, which is sometimes the way things work. But I hope that that's, um, given you guys adequate time to think about what we need to be, um, considering for the future for this Ordinance, which was, uh, dates back to 1998. So, um, that's about 20 years ago at this point, right? That's starting to feel old.

Um, so anyway, thank you. I appreciate the preparation you've done, and I'll let you take over. I don't know who wants to start from CDD, but go right ahead.

**DIRECTOR SUSANNE RASMUSSEN:** Um, just a few words. So, um, Stephanie Groll will give a presentation in a moment just to kind of summarize the background and what the outcomes are that we're experiencing, um, up to date and how that compares to the non-PTDM environment in the city. Um, so this presentation will have, uh, somewhat more information that was included in the memo that you received, uh, back in August, I think it was. Um, and hopefully that'll answer some of the additional questions that have come up. And with that, I'll turn it over to

Stephanie.

Thanks, Susanne. Hello. Thank you for having me. Um, I'm here to give an update about the Parking and Transportation Demand Management Ordinance, the performance of it. Okay. Let's see. Okay, great.

Um, so as you know, the PTDM Ordinance was adopted in 1998, uh, to improve mobility and access, reduce traffic ingestion and air pollution, and increase safety by promoting walking, bicycling, taking transit, and other sustainable modes. Um, it's part of a long, long-term city strategy to, to design streets and focus our policies to give people choices for how to get around.

The Ordinance grew out of the Vehicle Trip Reduction Ordinance, which was, um, passed in 1992, which clearly identified the need to reduce, uh, vehicle trips as a way to address air pollution concerns, and, um, also livability issues like traffic congestion and noise.

So, under the 1990 Clean Air Act, uh, Cambridge counted up all the parking spaces on non-residential parcels and put that into a parking, you know, registration. And when a, um, property owner in--wants to increase parking spaces on their site, the city says it can

do that, but it triggers PTDM. So parcels with five to 19 spaces, uh, become a small project, and parcels with 20 or more spaces become a large project.

If a property is subject to the Ordinance, they can only receive city permits when the owner has an approved PTDM plan, PTDM plan in place. The Ordinance also has an enforcement provision that's essential in making sure that people comply. If a property is out of compliance, the city can fine at \$10 per space per day and shut down the parking facility until it comes back into compliance. But we've never had to enforce, um, on a property because just the threat of enforcement has brought people, you know, movement--we--has shown movement on their part.

There are a few exemptions in the Ordinance. So, um, parking facilities that are used by police and fire do not come into the Ordinance. And then there are certain business models that also make an impossible to comply with the PTDM Ordinance. So if, um, a contractor drives their truck into the city and then turns right around and goes out to a work site, um, that doesn't--it would not apply under PTDM.

Okay. So small project plans are small. They only

require, uh, an owner to commit--to implement three TDM measures at the site, and that's all they have to do. But the large PTDM plans, um, are a bit more involved. So the property owner submits a draft PTDM plan to me, and I send back comments and guidance, and then I meet with them to discuss the comments, and then they will submit their final plan to me, and then I'll either approve it, I'll approve it with conditions, or I'll deny it.

Um, all large plans have a few things in common, so they have to have a commitment to limit the percent of drive alone trips to a specific number. They need, um, a commitment to provide various transportation demand management measures, and they need to do an annual monitoring plan.

So the Ordinance doesn't say how we get to that SOV commitment, that number, but, um, it's typically done in one of three ways. So we either have a 10% reduction below 1990 census for that track number, or we match the SOV rate to, um, a goal that was established either as part of a PUD or as a, a part of a large planning process like Envision or in the, in the case of patrons, we, um, have the property owner do a baseline survey to see how people are

getting to their site now, and then we give them five years to slowly reduce to a total of 10% below that baseline within five years.

Um, and so that's how we set the limit on the SOV trips. They will need to propose a package of TDM measures that need to be robust enough in order to be able to meet that goal. And then, um, to ensure compliance, we have monitoring, so they need to demonstrate every year that they are meeting their goal.

So annual monitoring starts about a year after the parking starts being used, and they need to show whether the SOV rate, um, is within the ra, the range of their commitment, and then whether they are implementing all of their TDM measures. And monitoring is absolutely essential, uh, because it helps us understand how effective the TDM measures are, and we always add additional reasonable measures in the approval letter in case they don't meet their goal, and they can know that there are always other things they can be doing to help bring those--that rate down.

Okay. So the way the Ordinance was conceived, it doesn't say what specific requirements each property has,



um, but there's a lot of flexibility for considering each site and the type of business that's there. So its performance based. So we say, here's the SOV goal, and then you have options for how you get to that goal.

So on the left in this table, you'll see things that are in place at projects where significant requirements are necessary to--for achieving a reasonable mode split or where projects are failing their mode split. These are things that are really gonna make a big impact. And then these tend to be more expensive, um, but they, and they also tend to be a bit more complicated to administer.

So they're, you're gonna see a combination of incentives to bike, walk, take transit, and carpool as well as disincentives, disincentives to drive a lawn, like charging for parking.

And then on the right are other things that regularly show up in our PTDM plans, things like allowing employees to pay for transit passes in a pre-tax transit program. Um, and there's another standard TDM measure you might recognize, which is the Emergency Ride Home Program, which is like an insurance plan for people to be able to leave their car at home and know that if they need to get to a

kid or, you know, any, for any emergency, they can still get a ride.

We're always looking for new ways to implement, um, new innovative TDM measures. So this list of measures is, it evolves over time. Um, but today the gold standard is really about giving people maximum choice in how they get around. So rather than thinking of themselves as only a driver or only a bicyclist, we want to help people think about their daily schedules and, and what makes most sense for their trip that day.

So maybe it's Bluebikes in the morning and taking the tea home at night, or, you know, maybe it's commuting three days a week by bus and driving twice a week on the days that they need to do daycare drop off or something.

Um, and several years ago I started requiring people to offer a daily parking charge instead of allowing them to buy monthly passes, because the logic there is that someone might be willing to give up, um, a monthly parking pass if they know they'll still be allowed to park occasionally, so they don't have to forfeit all parking privileges forever, they can just cut back on driving.

Alright. So, um, here are some, uh, just a, a little

bit of analysis from what we saw in 2018 in the reports. So, um, for parking fees, 60% of our projects are either required to charge par, for parking or voluntarily have chosen to charge employees for parking.

For the transit subsidy, 85% of our projects either do this because they're required to or because they're voluntarily doing it. And, um, for pre-tax transit, um, we have 53% of projects who are either required to offer it or voluntarily do. And I think there was a council order about this earlier as well, right? Okay.

Um, so I thought this was a good time to talk about that, where, um, we know that 35, 35,000 employees in PTDM, um, get a pre-tax transit benefit today. So that's about 20% of all Cambridge employees, sorry, I'm sorry, 27% of all Cambridge employees. So most of the large businesses are already providing this, this benefit. Um, and if it were, a Transit Benefit Ordinance were to be implemented, it would be, um, more, more often, more likely than not, um, requiring the small businesses to put this in in place. But we have already, we're already covering the large businesses.

**DIRECTOR SUSANNE RASMUSSEN:** If I could just add, so,

um, the 20% number of all Cambridge employees is a, is a calculation that's based on our understanding of the, the regulated community, i.e., employees who are subject to PTDM. We, we don't know what other businesses are doing, so the, this number could be way higher, we just don't have that information. But this is the, the ones we do know are equivalent to 27% of all Cambridge employees.

**STEPHANIE GROLL:** And this is just a note to, um, to say that a couple weeks ago, The Boston Globe ran a series in their spotlight, um, by, by their spotlight reporters showing, um, talking about why traffic is so bad in the region. And one of the factors, excuse me, that, um, it revealed was that free or cheap parking encourages people to drive and can even counteract when people are, are given transit subsidies, at the same time. If you have the free parking, you're much more likely to drive.

Um, so we have 74 approved plans under PTDM, and we also have, um, non-residential special permit projects. So I'm including special permit projects in the results here, because that's another way the city can require TDM measures and monitoring in projects that maybe didn't trigger PTDM by increasing parking, but they still have

people coming to their site, so we're able to regulate, regulate them in that, that way. So with these two mechanisms, we get to influence the travel choices of a really, a really huge portion of the people who work in Cambridge.

So in, in 2018, I'm sorry. Thank you. In 2018, the city received reports, um, for 51 PTDM and special permit projects, and that represents about 26,000 parking spaces, uh, 32 million square feet of development, and, um, that represents the commuting activities of 45,000 employees, which is about 35% of all Cambridge employees and about 10,000 grad and primary school students. Thank you. Um, and there were 16 small projects that we do not require monitoring for.

Um, let's see. So I should just mention that there were three projects you haven't met the deadline for, um, monitoring yet, but we are pursuing them. And, um, nine, and so the, the gap between the 74 approved projects and the 55 required to do monitoring is due to, um, projects that are not built yet, or they're in the process of being built and they haven't started monitoring yet, or, and in some cases, they're not required to do monitoring.

Um, okay. So here are some results from the reports that we received. Uh, all the projects achieved a 60% or higher response rate, which is our minimum required response rate. 89% of them met their mode split commitment, um, and, um, five of them did not meet their mode split commitment either for reasons, um, that they didn't ha, they had an oversupply of parking, or, which we know leads to more drive alone trips, or if the project is lo, located more than a half mile from the T, or if they're in their first year of monitoring. Often, we see that people who just begin monitoring haven't quite got all of their measures implemented, or it's just, it's a starting point. So some of these were in their first year.

Um, I should also say that characteristics of employees can have a really significant impact on how they do. Um, there are some businesses with a very young population overall where mode shares can be significantly lower. We don't have any quantita, quantitative data on this, but we can see that this has, can have a big impact.

So for all projects, we send out a monitoring response letter noting their project compliance status, and then we offer technical assistance for anyone who's out of

compliance. And in some cases, um, when a property has implemented all of its TDM measures and still doesn't meet its SOV goal, then we'll work with the owners to develop additional reasonable TDM measures to promote non-SOV travel. So the whole process is a mutually cooperative one before turning to the enforcement provision in the ordinance.

Okay. So in 2018, the SOV, SOV rates for projects ranged from 14% to 64%, and the median SOV rate was 38% and the average was 36%. Okay.

Um, so here you can see the last 10 years of employee commute results for PTDM and special permits. And the drive alone rate for regulated properties has come down to 36% in the last 10 years. I'll just give you a second to absorb that. The red line is the drive alone.

**COUNCILLOR CRAIG A. KELLEY:** So for those of us that are colorblind, or that are having difficulty with read--

**STEPHANIE GROLL:** Oh, sorry. The top line is drive alone, and the next line right below that, which is, um, very close to it is the transit rate. And then at the bottom you have, have walk, carpool, bike, and worked at home all clustered, but walk is the highest of the lower

ones. Oh, yeah.

**ASSISTANT CITY MANAGER IRAM FAROOQ:** This one, this is the left line, if you can see it goes under the [inaudible], that's the--

**STEPHANIE GROLL:** Sorry, I just realized I have one of these, so.

**DIRECTOR SUSANNE RASMUSSEN:** Do you have--yes, go ahead.

**STEPHANIE GROLL:** Yeah. So this is drive alone, this is transit, and then this is starting with walk and moving on down to other. Okay. So this is comparing to, um, census and American Community Survey for the last 30 years.

So at the top we have, uh, drive alone, and then we have, um, transit and then walk and carpool. And so what I did with this next one is I, I combined--here. Okay. So this, so I'm looking, the next one we're looking at, this is drive alone, and then I combined all of these into one line, which is a sustainable mode line. So you can see, um, after 2000, the drive alone rate drop down to less than half of people getting to Cambridge by drive alone. And more than half of people are getting here by, um, by sustainable modes. So this is American Community Survey.



So--okay. Yeah, go ahead.

**COUNCILLOR CRAIG A. KELLEY:** So you said getting to Cambridge, so that's people from out of town?

**STEPHANIE GROLL:** Exactly.

**COUNCILLOR CRAIG A. KELLEY:** Okay.

**STEPHANIE GROLL:** So this is people who work in Cambridge, no matter where they live. Some people could live in Cambridge, but this is the, the number of people coming to work in Cambridge.

**COUNCILLOR CRAIG A. KELLEY:** Okay. This is a number of people who work in Cambridge. They may already be in Cambridge.

**STEPHANIE GROLL:** Yes.

**COUNCILLOR CRAIG A. KELLEY:** Okay.

**STEPHANIE GROLL:** This is not all Cambridge residents.

**COUNCILLOR CRAIG A. KELLEY:** No, that's not--I just want to clarify. I think I, when you say coming to work in Cambridge, in my mind it means they're coming from someplace that is not Cambridge.

**STEPHANIE GROLL:** It may or--it does also include people.

**ASSISTANT CITY MANAGER IRAM FAROOQ:** This is all

Cambridge workers regardless of where they're coming from.

**COUNCILLOR CRAIG A. KELLEY:** Okay, great. Thank you.

**STEPHANIE GROLL:** Yes.

**COUNCILLOR QUINTON Y. ZONDERVAN:** Um, and, but this is not limited to PTDM.

**STEPHANIE GROLL:** So this one is census and Ame, American Community Survey. So this is what the government does every 10 years until 2000, and then after that, they do it every year. And these are three-year averages, um, that the Community Development Department tracks every year.

**DIRECTOR SUSANNE RASMUSSEN:** And what you see is that, um, PTDM properties do substantially better than, um, an average of all employees because all employees are at almost, um, well, I guess we're getting to that now.

**STEPHANIE GROLL:** Oh, you can? No, that's okay. Okay. So that--you make a good point. The, these numbers which are collected by the federal government do also include PTDM properties. So there's a little bit of double counting here. So this number is lower because of the, the good performance of PTDM, but here we'll show you what that performance is.

So the three bars, um, on, on the left we have all PTDM properties and special permit in Cambridge, um, for each mode. In the middle bar we have, um, just looking at office and R&D workers. And we looked at that just because that's such a large percentage of our PTDM properties that we find--that, that we have information on, so it's just interesting to look at it separately. And then the last bar is the, um, American Community Survey most recent. So this is comparing 2018 numbers in PTDM to American Community Survey most recent. And we see that the PTDM properties do better than Cambridge overall with, um, SOV. And then you can just take a minute to think--to look at the different modes.

Um, and I'll just end on this fun graph, which was created by Cliff Cook and his data analysis staff at CDD. We, um, it shows that each generation is driving less and we, um, even if people drive more as they get older, you can see, hmm. Okay. Um, so for, you know, this generation people drive a little more as they get older, but at--this is these, these are different ages. So at age 45, this generation was driving to work, um, almost 50%. The next generation in the--45%. The next generation, you know, less

than 30%. So even if people do increase how much they drive as they get older, each successive generation may be driving less. It's just a, a fun graph I wanted to show you guys. Um, and I will take questions now.

**COUNCILLOR CRAIG A. KELLEY:** So just on, on that point, it looks like early millennials and late millennials are on track to be up there with the boomers at some point in the near future.

**STEPHANIE GROLL:** Yes. We'll have to see.

**COUNCILLOR CRAIG A. KELLEY:** But can you go back one slide?

**STEPHANIE GROLL:** Yes.

**COUNCILLOR CRAIG A. KELLEY:** Um, so the part that I guess I would find more interesting than this is a location of these things because my, my guess is the places that require PT--I'm always worried about saying the acronym wrong, but PTDM, uh, permit are also places that are disproportionately served by mass transit. So it's not clear that the, the PTDM part is a relevant part or the location part is a relevant part. Can you break--or have you broken that down by location as opposed to permit versus no permit?

**STEPHANIE GROLL:** We have other, um, data points that we'd like to look at and would certainly welcome, you know, hearing what you would find most interesting.

**ASSISTANT CITY MANAGER IRAM FAROOQ:** The, the one thing, um, just to bring us back is, since this hearing is about PTDM data, that's really been the focus of what we brought for you today. Um, it is--your point is a fair one though, that the bulk of, um, office development in the city since, um, PTDM was adopted has been in, uh, areas like Kendall Square and in, um, and to some degree in Alewife.

Um, that is partly a result of, um, our planning and, uh, allowing, um, office development to happen close to transit and not far away from it. So that correlation that you will see is, is not just a, um, I mean it's sort of by, by design that we are, we're planning to have office development in areas that facilitate people being able to, uh, to use modes that are not just automobiles that they have, um, other options available.

**DIRECTOR SUSANNE RASMUSSEN:** Uh, uh, I mean, uh, and, and that is definitely true. Um, but we do have PTDM projects across the entire city. Uh, we have more of a

concentration, um, in the Kendall area, but we have projects in Cambridge Port, in Harvard Square, and, um, in Alewife. And the, the difference, I mean there, there clearly are some differences. The, the drive alone mode share, uh, tends higher in Alewife than it does, um, in places like Kendall and certainly Harvard. But, um, so we do have a spread, it's not all concentrated like right next to a T station.

**VICE MAYOR JAN DEVEREUX:** Um, well, okay. So for the purposes of organizing this hearing, um, why don't we go around and ask just clarifying questions about this presentation. Um, and then we will open it up to public comment coz there are a few people here who may wanna say something and then we'll come back and see what we can conclude after all this. So, um, Craig, you've asked a question. Who--anyone? Okay, go ahead.

**COUNCILLOR ALANNA M. MALLON:** Thank you. I have a clarifying question, but I can't tell from this if somebody can change the graphs.

**STEPHANIE GROLL:** Yep.

**COUNCILLOR ALANNA M. MALLON:** Okay. So the sustainable modes look like it dipped, um, in '16 through '18 and the,

um, drove alone went up. Is there any, do you have any, um, data, any evidence, anything that would kind of tell us what might be coming for the next two years? Right? Like the '18 to '20, are we gonna see another dip in sustainable modes and jump in? I mean, it's not big, but I'm just cur, it's curious.

**STEPHANIE GROLL:** Yeah. Yeah. It's, it's obviously very difficult to predict what's going to happen. Um, but as we look over long periods of time, we do see a lot of very small ups and downs that end up evening out. So, um, you know, in, between, uh, '06 to '10 and '11 to '13, um, if you look at the, the, the first point behind that, I think that there's even a ti--maybe a 0.2 rise and I thought, "Oh no, what's happening? Why is this happening?" But it, um, it ended up dropping down and then to, to bump back up by 0.7% really doesn't, doesn't constitute a trend to be nervous about yet.

**COUNCILLOR QUINTON Y. ZONDERVAN:** What, what's the statistical error?

**STEPHANIE GROLL:** Uh--

**COUNCILLOR QUINTON Y. ZONDERVAN:** I mean usually it's, it's like single digits, so, so probably it's higher than

0.7%.

**ASSISTANT CITY MANAGER IRAM FAROOQ:** I think that that's a, a reasonable statement. So, which is why, to Stephanie's point, I think it's most useful to think of the trend line overall over longer period of time and is the, um, what is the direction of it? I think if we see for a few more, um, three-year periods that the trend is going, um, down, then I think we would start to, to be concerned.

But keep in mind that these are also influenced by a lot of, um, factors that are not necessarily within control of the city. Things like gas prices might play into it, that--so people were driving less, um, snow, yeah, yeah. If the weather is really bad, a particular year, you might find more people driving than, um, than using other modes.

So all of these, uh, these things can, can have an, have an impact and I think, um, the data comes a little behind with ACS. It takes a while for it to be processed at federal government level, and then of course once it gets to us, then we have to, uh, make sense of it as well at our end. So it's always a, we're, we're always following a couple of years behind, but we are, um, looking forward to getting the next set of data.



**DIRECTOR SUSANNE RASMUSSEN:** I, I would also add that the concern that we could have, um, in sort of--that's happening is the transit system has not been performing particularly well and there's some concern about people switching, uh, out of transit and potentially, um, into driving alone or taking Uber or Lyft.

Uh, there are some really positive things that are happening or about to happen. So the red line, the new red line cars, the new orange line cars, the in, increasing, uh, focus by a lot of communities, not just ours, but all the neigh, Watertown, Belmont, Arlington on creating exclusive bus lanes.

So the, the trend in terms of how transit is performing is looking more positive rather than less positive. So, um, hopefully that, that would be, um, a cause for optimism that we're not seeing more--like people fleeing from transit.

**COUNCILLOR ALANNA M. MALLON:** I just have one follow up question to that coz when you said Uber and Lyft, it struck me that if I was taking this survey and I got around using Ubers and Lyfts, I wouldn't consider myself a single occupancy vehicle user, but essentially that's what you

are. Is that an option in, in this survey to stay and it falls under the SOV?

**STEPHANIE GROLL:** In the PTDM and special permit survey, there's a, in the question, how did you get to work today for these five days? Two, they have two options that fall into that category. So one is Uber, Lyft taxi alone, and Uber, Lyft taxi with other passengers. And so we classify the alone trips as SOV and the with other passenger trips as carpool.

And, um, what we're seeing, and I, I don't have data to show you today, but I would like to show, show you that soon for 2018, um, we are seeing that people in general are not using Uber and Lyft alone to get to work. They may be-- we may have the highest per capita, Uber and Lyft in rides in the state, but as far as work trip, trips go, they aren't a popular choice because they too get stuck in traffic. So they're usually a choice for other trips besides work trips.

**COUNCILLOR ALANNA M. MALLON:** Okay, thank you

**VICE MAYOR JAN DEVEREUX:** Councillor Quinton.

**COUNCILLOR QUINTON Y. ZONDERVAN:** Thanks. So if we go back to the, um, PTDM performance over time slides, it

looks like--so transit is pretty much stuck and as Susanne indicated, hopefully there's some good news coming. All the sustainable modes at the bottom are stuck in low gear. Um, SOV is down, which is good, but this is, um, mixed data, right? Because over those 10 years, a whole bunch of new properties have come into, into existence.

**STEPHANIE GROLL:** Yes.

**COUNCILLOR QUINTON Y. ZONDERVAN:** So it's a little bit hard to tell what's going on here. Um, but overall, it's, I guess it's a good thing. Um, but it, it is concerning that over that time period we don't, we're not really seeing an increase in transit participation. So what's, what's the thinking on, on why that's happening?

**DIRECTOR SUSANNE RASMUSSEN:** So, um, we know that from other data that Stephanie presented that there's a high, uh, degree of subsid, subsidization of transit, um, and people may take advantage of that or not. Um, there is a connection between what's, uh, what parking benefits are being offered. So as I--was mentioned earlier in the presentation, if there are, if there is free parking, um, that can be a real pull, even if you are offering transit benefits.

The poor performance of the transit system of late obviously is, um, ha, has an impact. And if, if the transit system had been improving, like by comparison we can see like the bike numbers are improving in--with improving infrastructure and that's not what's been happening with the transit system.

And there are a lot of things underway and, and recent support from, uh, MBTA including the fiscal management control board to really start thinking about a much better mass transit system. But it is--on the rail side is--other than the new cars and, and new signal systems that are being invested in, we don't expect to see a big expansion, um, with the possible exception of perhaps introducing new transit service between West Station and Austin and, and Cambridge and onto, uh, North station, uh, it's possible in the nearer term, not near but nearer.

So in coinciding with the reconstruction of the I-90 project, um, buses have the best opportunity to really improve, uh, in the short term. And we, uh, as I said earlier, we and neighboring communities in collaboration with the TEA are working to, um, advance, uh, priority for buses in the urban core.

**VICE MAYOR JAN DEVEREUX:** Sorry. Yes, go ahead, Dennis.

**COUNCILLOR DENNIS J. CARLONE:** Thank you. Um, you made reference in the presentation that only a percentage of the parking facilities are, uh, fee oriented and that some are, I assume comes with the rent. Uh, couldn't we make that a, I mean that seems to be a big difference, I would imagine. If you, if I have free parking like in the back, I tend to drive, um, I didn't today coz I couldn't get my car out, but um, couldn't we make that a condition of special permits that for the benefit of society, for the benefit of clean air, we want people to be charged on a day basis just like you recommended, which makes all the sense in the world. Couldn't that be a condition on all future PDM--PTDMs?

**STEPHANIE GROLL:** So we um, we, we start from--the starting point is let's look at the particular location and then figure out what needs to happen there. Um, it's certainly would be a strength of the program if every property had to do, um, paid parking. Um, we haven't gone in that direction with the Ordinance, um, where we would say, "Every property needs to do this one thing." But that

is certainly something to think about.

**COUNCILLOR DENNIS J. CARLONE:** What will happen is those people who the company wants to have parking, they'll get that extra money in their salary. I mean--so it's not like there's a net loss and, and I totally agree on the daily price, that, I think that's brilliant. You mentioned mon--my other question is, you mentioned monitor, monitoring. Who monitors? Each company? Each landowner?

**STEPHANIE GROLL:** Yes. So the landowner--

**COUNCILLOR DENNIS J. CARLONE:** Trustable, trustworthy?

**STEPHANIE GROLL:** In my review of the numbers, it's very obvious if something is off. So, um, we trust the numbers. They, most of the properties are, they engage a consultant to help them with their, their survey and report production. So, um, it's--a lot of it is very standardized. A lot of them use, you know, a very, you know, small number of consultants and they um, the numbers they come in, in, in a way that that, that feels right to us. And then we also compare their, their, um, SOV numbers with their every two years driveway and parking counts. And those numbers also lend a high degree of reliability that they match up.

**COUNCILLOR DENNIS J. CARLONE:** So can I assume you

know these sites pretty intimately after a while?

**STEPHANIE GROLL:** Yes.

**COUNCILLOR DENNIS J. CARLONE:** Yeah. Okay. Thank you, thank you, Madam Chair.

**VICE MAYOR JAN DEVEREUX:** Well, thank you. I had one question I was looking for, it was at--one, on one slide it talked about primary students. It, uh, yeah, 10,239 graduate and primary school students. I'm confused.

**STEPHANIE GROLL:** Yes. So there are two PTDM properties right now in monitoring that cover primary school students. Um, uh, one is the Shady Hill School because they increased parking at their site and also the Martin Luther King School, um, Putnam Ave Upper School, um, Campus, they also increased parking when they redesigned.

**VICE MAYOR JAN DEVEREUX:** Oh, interesting. Okay. So it's not the, it's not the primary students who are doing, it's their, their, it's caregivers or whoever is--

**STEPHANIE GROLL:** Exactly, exactly.

**VICE MAYOR JAN DEVEREUX:** Okay. That, that's interesting. Okay. Um, so that actually another question I was, so for instance, would the Tobin school project be likely to be subject to this?

**STEPHANIE GROLL:** Yes. If the final plan is--includes an increase in parking, they would also be subject.

**VICE MAYOR JAN DEVEREUX:** Okay. Um, and then as I think Quinton noticed, all of these graphs are comparing percentages, but we don't know what the, the X is. Is that the right mathematical term? So do we have information on the number of workers in Cambridge since 1998? Hasn't it increased?

**STEPHANIE GROLL:** Um, we do.

**VICE MAYOR JAN DEVEREUX:** I think, I think it has. Just--

**STEPHANIE GROLL:** Yes. So the, um, let's look at this.

**VICE MAYOR JAN DEVEREUX:** So in terms of like the goal being to reduce congestion and improve air quality, it's hard to know whether that's actually being met, if we actually have the same percentage but--or an improved percentage, but actually more people on the road.

**COUNCILLOR QUINTON Y. ZONDERVAN:** I, I think it's pretty safe to say that we're not meeting those goals.

**VICE MAYOR JAN DEVEREUX:** Yeah. So I can't, I guess that's, that's not a clarifying question so much is a, an overarching question.



**DIRECTOR SUSANNE RASMUSSEN:** One thing that is, uh, difficult has, has made an understanding of development project trip impacts more difficult is the arrival of Uber and Lyft. Um, we don't have any way to determine when you-- so we can, we can do counts on any street and we do, we have tons and tons of counts and we're starting to try to assemble all of those counts into a, um, some kind of data repository where we can actually start manipulating it. And we're trying to get pedestrian counts and bike counts and all that together. Uh, but we don't know if the traffic is increasing on a particular segment of say, mass A, whether that is a result of the 10 latest development projects nearby or whether it's because we are all going to the store using Uber and Lyft.

So it has really complicated our understanding of traffic, um, compared to before where we had a pretty good sense of, as, as traffic changes, um, it has to do with regional development patterns and local development patterns. But now it's sort of a black box.

**VICE MAYOR JAN DEVEREUX:** Yeah. I think Uber and Lyft have complicated everything. I think that's fair to say. Did you have one other thing and then maybe we'll open up

public comment. Unless somebody--

**COUNCILLOR QUINTON Y. ZONDERVAN:** Yeah, just on, just in response to that point. I mean, with retail being down and people shopping from home more, it would seem likely that that's not the cause. And so that would implicate Uber and Lyft as well as increased development. Coz as we add commercial development, we're bringing more traffic into the city. You know, PTDM is helping us keep that down a little bit, but, but the net increase is still, is still there.

**DIRECTOR SUSANNE RASMUSSEN:** I mean, what, what we know is that Uber and Lyft added about 8 million trip origins last year, um, to the, to the city. And those were only the trip origins. So all the Uber and Lyfts that came from a neighboring or any other municipality and, and dropped off someone here are not counted. So it's--we, we don't have any way of understanding even the relationship between trip origins and, and trip destinations.

So they could be the same or less or more or--we, we don't know that. So it's a very, um, and certainly we don't know how to assign them to particular street segments. So it's very, um, we are very uninformed, if you will, on, on

what the impact is specifically.

**COUNCILLOR QUINTON Y. ZONDERVAN:** So one of the things about Uber, Lyft is that they know exactly every single trip where it left and where it ended. So we need to get access to that data and some, you know, obviously privacy protecting form, but we should be able to get that.

**DIRECTOR SUSANNE RASMUSSEN:** So just one last start on this. So we don't have, the city does not have the ability to demand any of this. Uh, it's, it's all regulated by the state, so there will have to be changes at the state regulations of, of Uber and Lyft. And there are discussions about changing both the fee structure and, and other regulations that are happening at the--in the legislature, but that is where, um, changes could occur.

**VICE MAYOR JAN DEVEREUX:** Yeah. No, I'm--and of course that's something that we can't necessarily control and it's a frustration. Um, and I think, I think one of you did say that by and large people don't regularly rely on TNCs for their regular commute. It tends to supplement other trips. I mean, it might, it might be I am--don't have time to walk the usual 20 minutes to the T stop, so I'll just grab an Uber quickly if I can get one and--or, or what--I mean

there may be a supplemental thing, um, but I, I don't think people are planning their entire commute around-- Maybe, maybe people are, maybe really people with really great jobs at that--plenty of extra money.

I think it's more, I think it's more of a New York City thing maybe. Um, I know that, I know someone who does that in New York. Um, anyway, why don't I open public comment? Um, at the moment, we just have one person signed up, but if anyone out there would like to speak, I will, uh, welcome that.

So the only first and only person who signed up is John Attanucci. Welcome, John. Member of our Transit Advisory Committee. So a familiar face in these conversations.

**JOHN P. ATTANUCCI:** The thing about Uber and Lyft, but given that, uh, this discussion, uh, went so much into this, I, I think it's very, very important and it relates to this in, in one way. Maybe there aren't too many people going to work in Cambridge, but, um, a lot of these trips are student trips, graduate student trips, uh, to Harvard and MIT. And, you know, they're not tracking them and they're not also giving them the same transit benefits

they're giving their employees.

Um, and so when we think about a PTDM revision or improvement or new Ordinance or things like that, I think we have to talk about student transportation, especially on the graduate levels, and that--anything that applies to employees should apply to students as well. In terms of some of these measures, uh, was just because I, I have a bunch of students that come all the time in meetings via Uber. I don't know how they afford it, but they, but they do it, you know.

Um, I was gonna say a little bit about the PTDM devices. I, I applaud Stephanie's efforts on this. Uh, she, she is really on top of all of this. I, I, I would say Councillor Carlone's suggestions though, are where, where this whole thing should be going. And I, I would venture to guess, but I won't put word, words in your mouth, but I, I'm guessing the, one of the reasons she's not, she's not requiring every employer to charge for parking, and--in every case is because some of the places really feel like they can't compete with their properties if they, if they have to do that. And it's, and it seems to be not fair because there's com, there's other properties that don't

have PTDM requirements and that--that's who they're competing with in terms of filling their spaces and things like that.

So I would urge the council to seriously think about changing the Ordinance to in, involve employers universally across Cambridge of a certain size, perhaps 200 or 250 above. And above, and have exactly the same requirements on all of those employers, and make them all charged for parking, make them all offer transit benefits.

And when you, you, and when you charge for parking, do it on, on a daily basis, have it separated from leases, uh, and, and make this the, the, the, the push, because I think Stephanie is absolutely dead on, The Boston Globe is absolutely dead on, employers that give their employees free parking universally have higher, uh, SOV rates by a large shot. And we got example after example here in Cambridge. The ones that give free transit and free parking, they still have 20% more SOV riders than, than people who don't.

So the Ordinance, I think, just has to look at parking as an important thing. And I would argue that, you know, go further than transit benefits, go to this parking cash out,

uh, requirement. Everybody that has 200 employees or more, you tell them, you tell them, "Look, if you want to offer parking and you wanna offer free parking, you give every employee that benefit and you give them that benefit in cash and charge for the parking." So, so that in that case, you have your choice. If you don't want to do that, that's fine, but the SOV rates will come way down, I believe.

And, and I would be very happy to help draft new ordinances. I think the Transit Advisory Committee, I can speak to some of the discussions we've had on there. And then they're very interested in this policy and we'd like to look at it in the next year, and we'd love to work with the staff to do a, a new Ordinance.

**VICE MAYOR JAN DEVEREUX:** Great. Thank you. Uh, we'll hold you to that or someone will, maybe. Um, would, would anyone else-- Saul, you wanna speak? Sure.

**SAUL TANNENBAUM:** Hi, I'm Saul Tannenbaum. I'm also a member of the Transit Advisory Committee. Um, I won't repeat what John had to say, um, but I endorse it too. I mean, we in the Transit Advisory Committee would love to sort of dig into this because I think it's the, um, best lever to pull to change the transit situation in the City

of Cambridge, um, and it would be profitable for us and for the council to just go at this full war.

The other thing I'm going to say is sort of something I've repeated a number of times, and I'll just be annoying and repeat it again. Um, transit equity. Um, this all builds a system that subsidizes transit for people, you know, who are lucky enough to have well paying jobs. Um, and, you know, as transit fares go up, we don't do anything for, you know, lower income, um, people. And, you know, for those who happen to be, you know, for employ, employed by people who, you know, don't have transit benefits, et cetera, um, it's really time to look at the other part of the transit equation because the people who really need transit subsidies are not these folks. I mean, it, it has societal benefits, so it's not like it's a bad thing, but when it comes to the cost burden of being in and around Cambridge, the people who are most cost burdened are not the people covered by this Ordinance. Thank you.

**VICE MAYOR JAN DEVEREUX:** Thank you, Saul. Uh, anyone else here care to speak? Okay, thanks. And I guess I'll close public comment. Um, so with regard to the Transit Advisory Committee, is that--are you the--who, who leads



that these days? Is that you--I can't even remember who's the, the staff.

**DIRECTOR SUSANNE RASMUSSEN:** So, uh, [Tegan Tyke]—

**VICE MAYOR JAN DEVEREUX:** Tegan used to be.

**DIRECTOR SUSANNE RASMUSSEN:** Was was, um, the lead on that, uh, a, aidely assisted by, um, um, Andy Reker, uh, who, while we look for someone else, um, is sort of taking over and, and doing the best he can. So keep it going as it has been. So, uh, Andy comes from a transit background, so he's well equipped, but we, we will be in--are heavily into interviewing right now to replace Tegan.

**VICE MAYOR JAN DEVEREUX:** Okay. Um, well, I mean, I guess it seems like a, a logical thing for, for that Advisory Committee to be engaged with. If you know, I mean, if you guys are, already thinking of ways to strengthen this ordinance updated after 20 years, maybe apply it more broadly, you know, so forth. It would be great to have that be a priority for the coming year for this committee. And so I'll just put that out there. Alanna and then Quinton.

**COUNCILLOR ALANNA M. MALLON:** Thank you. I just one, um, the public speakers were talking about, um, updating the Ordinance. It reminded me that the Kendall Square

Business Association has been working on this issue, and they might be the best way to reach out to a lot of these companies. I know, um, CA Web has been working on this and put out a big report, and they would be a terrific partner in updating and strengthening this Ordinance, cause I think they, this has been a big focus up theirs. So I don't know how to connect those two, the transit advisory committee and the KSA, but I think it's probably a good idea.

And then the second thing is, um, I would like for this committee to, this committee and this body to explore, um, transit equity and how we can explore transit benefits for our low-income residents because Saul's exactly right. We, um, we need to be looking at that and how as a city we can be supporting our low-income residents with those transit benefits, especially as service, um, gets worse and, and rates go up.

So I would like that to be a focus of this particular committee and, and this body, um, to really deeply think about transit equity, um, in the next term and how we can continue to--I mean, we just did this for our high school students, right? We made sure that they had bus passes. How do we make sure for our, you know, for our residents who

are our adults, um, that they are able to access transit in a way, um, that is equitable. So I just wanted to say that, and thanks to Saul for always bringing it back to transit equity.

**VICE MAYOR JAN DEVEREUX:** Um, thanks. And just to follow up on that, we did have a policy order that we're awaiting response on to expand the T Pass to the charter school students who are residents of Cambridge, and that's an equity thing. So I'm hoping that that answer will come back, um, in the near term. Um, uh, Quinton, did you have another thought? Always another thought.

**COUNCILLOR QUINTON Y. ZONDERVAN:** Always. A lot of thoughts. Um, first of all, I completely agree on the transit equity, and we do have a councillor elect who ran on free transit, so I'm sure he'll be very excited about, um, tackling this issue when he joins us in the new term.

Um, so I mean, basically what this data's telling us is that this--PTDM is keeping the increase down, but it's not preventing an increase in traffic, right? And we also see that in the, in the raw traffic data as well. So it seems pretty clear that we need to be much more stringent.

Um, the fact that PTDM is triggered by a parking

increase is very concerning to me because I think we've reached the point where we shouldn't allow any traffic increases. So I agree with the public comment that PTDM needs to become universal, it should apply to everybody, and the goal should be no additional parking. So if a new company is setting up in Cambridge and they're adding parking, they have to take it away somewhere else. Somehow, they have to reduce the total amount of parking and they have to charge their employees, uh, fair, fair market value for that, um, benefit.

Um, I also think we need to look really hard at congestion pricing. We're not gonna get there without charging people for adding to our congestion. This has been done in Singapore and London for many years. It's being done now in New York City. Um, and Boston is kind of, sort of maybe considering it, or at least they're talking about it, doing.

So, um, you know, the technology has changed. We can do it now without physical toll booths everywhere. Um, we can start with Uber and Lyft. We can require them to, to pay an additional congestion fee when they come in and out of Cambridge. Again, understanding that all of this has to

go through the state, um, but nonetheless, we should be pushing for that, um, because it's, it's necessary for, for our city.

So I just encourage you to, to think very radically about how we can strengthen this Ordinance to really reduce the traffic that's, that's coming into the city. Thank you.

**VICE MAYOR JAN DEVEREUX:** Yeah, go ahead.

**COUNCILLOR CRAIG A. KELLEY:** Thank you. Uh, I always find it sort of ironic how many parking spots we have over at CDD on Broadway and the tandem parking there. So I guess my comment would be, if we're going to expand parking limitation requirements, we should expand it, starting with city officials and then after that, city employees.

**VICE MAYOR JAN DEVEREUX:** Yes, go ahead.

**COUNCILLOR DENNIS J. CARLONE:** Thank you, Madam Chair. Uh, excuse me. I, I wanted to concur with Councillor Mallon on the equity in Saul's comments and other councillors. I've often thought that the city, you're gonna love this, the city's in a position to supplement in one form or another, um, bus routes or the number of buses, uh, in areas serving people who completely rely on the T or walking. Um, and we're in a financial position to make that

work.

**COUNCILLOR DENNIS J. CARLONE:** Building on the congestion pricing, obviously, uh, Boston is seriously moving forward. We would piggyback with them and that becomes a more formidable package. And Susanne mentioned, um, bus lanes, um, and I know Mass Avenue has been considered between Arlington and Harvard Square, and I totally concur with that approach.

Um, those of us that are here and need to be in a car are still gonna use the one lane left on Mass Avenue, but those coming through the city will begin to look for other locations. Um, and that's in a way a congestion fee program, not to mention the bus as being much more efficient.

I grew up in New York City and outside, and I'm always thinking back in the early seventies, you could get on a bus on Madison Avenue and zoom up Madison Avenue, even though there's traffic all over. Granted, there were four lanes of moving traffic, but you can't count on that here, and that's where the bus routes.

So I totally support that. I noted recently the City of Lawrence where I've done some consulting years ago, is

giving--offering free bus service downtown. And if a poor city can do that, somehow, we can supplement the weak or, or lack of--in New York City, you wait five minutes and--granted it's New York City and there's a bus on Madison Avenue. Here you have to wait, I think it's 45 minutes on Cambridge Street to get to Harvard Square. Or it used to be that when I lived in East Cambridge, which is crazy.

Um, and obviously in Alewife, we have the perfect setup and we're talking to the developer now to get a shuttle bridge over the railroad tracks. It's not two, we need two, but to get one. And it's the perfect example of a city working with developers to pay for a shuttle service that will really make that quadrangle much more viable than is now, which ties into getting a commuter station.

So I think you're on the precipice of, uh, an exciting period in transportation. I might not see it, but Stephanie will definitely see it, hopefully Susanne as well. So I thank you for your work. Stephanie, you've been on this PTDM almost since the beginning, is that right?

**STEPHANIE GROLL:** So I came in, um, almost 12 years ago.

**COUNCILLOR DENNIS J. CARLONE:** Oh, it's 12. I thought

you were, you're old, 20. Okay.

**VICE MAYOR JAN DEVEREUX:** She's not old enough about.

**COUNCILLOR DENNIS J. CARLONE:** No, I didn't think so. That's why I was impressed. Congratulations though. Thank you, Madam Chair.

**VICE MAYOR JAN DEVEREUX:** Um, well, I mean, I think it's an, it's an awkward time of year to be having this conversation because two people at this table won't be on the council next term, it's the end of a term. Um, we don't know who's gonna chair the Transportation Committee next term, but I think you're certainly hearing from the group assembled here, which is, you know, a, a good number of councillors that, that we would like revising and strengthening this Ordinance to be a priority in the coming year.

And I'm assuming it's not something that surprises you, and you probably are already thinking in these directions. So if you could create sort of a wish list of ways, you know, after having administered this Ordinance that you continually say to yourself, gee, I wish--if only, if only we could ask them to do this. Or if only this applied to that, or if only, you know, I could just, like,



if you were, if you were Queen or City Manager or mayor or some combination of all of those things, what would you want to do and how do we, how do we make that happen working with the experts that we have on the Transit Advisory Committee, working--I think it's a great suggestion, obviously to include the KSA and other, um, other business groups since this only applies to businesses.

Um, so I think, you know, figuring out whether we need yet another working group or this can be accomplished with the existing advisory groups that we have and staff and input from the council, I think that would make a great priority for the next year or two. Um, and certainly, you know, every 20 years looking at ordinances and, and finding ways to improve them seems appropriate.

So, um, I don't know if we need, I, you know, I'm happy to continue kicking ideas around, but at the same time, I don't kind of know what the rest of the folks at this table want to do. Happy to hear from staff some more on things--the way you see this unfolding, um, on whether we need a motion--

**COUNCILLOR DENNIS J. CARLONE:** Just--yes, I was just

going to ask if we need to put that into a policy order that, uh, the notion, uh, that's been raised by the professor, um, being seriously, uh, looked at and reported back, uh, to this committee or to the full council, sort of makes a grander gesture that we think there's a lot here. And I'm open to any way of wording that.

**VICE MAYOR JAN DEVEREUX:** Yeah, well just, I mean, uh, with the single use plastics, I think we said, let's, let's have the Recycling Advisory Committee have a series of meetings and report back to us. The only thing I'm, you know, just want to be respectful of is, I don't know what else the Transit Benefits Advisory Committee or not Transit Advisory Committee is working on. So I don't want to just randomly say they should be doing this if they already have other things that they're have their hands full with. So that's why I'm kind of looking to the people who are involved with that.

**DIRECTOR SUSANNE RASMUSSEN:** If, if I may, um, certainly we would involve the Transit Advisory Committee, but there are a number of other committees because it's about transit, it's about walking, it's about biking, it's about other mobility devices. So I, I think, um, if it

could be worded that a process be undertaking, undertaking that involves the city's standing committees that are charged with transportation and other stakeholders, that would be really beneficial.

**VICE MAYOR JAN DEVEREUX:** Okay. That sounds broad enough to--and there's also that the--so the Kendall Square Mobility Group, who--is that too, right?

**DIRECTOR SUSANNE RASMUSSEN:** Ken, Kendall Advance is the title of this initiative. Um, and the, um, Kendall Square Association received a, a significant grant from the Bar Foundation to, um, look at ways to, uh, reduce driving, uh, to development projects through, um, various TDM uh, and other initiatives.

So what they're doing right now, and, um, I'm glad to say that, um, both CDD and Traffic and Parking have been invited to participate., and we have been, um, is to implement a series of pilots during this period to see, uh, what could really work.

And, um, the whole effort kicked off, uh, recently. It has a very significant number of employers in Kendall Square participating. Um, and there are, um, a number of different initiatives that are being looked at already. Um,

uh, John Attanucci presented MIT's approach to, um, TDM, which has been very effective, uh, ways, carpool was there and as were others.

So the idea is to test out, um, a number of initiatives to see which ones really could have an impact and with engagement from a large number of employers. So, um, we're very, um, happy to participate and obviously have roles to play. Um, so that, that's something that is, is definitely going to be part of our involvement over the next year.

**VICE MAYOR JAN DEVEREUX:** That's great. Yeah. Okay. So that grew out so that--there used to be something called the Kendall Square Mobility Group, right?

**DIRECTOR SUSANNE RASMUSSEN:** So the, the Kendall Square Mobility Task Force, which originally was, um, convened by MassDOT on the encouragement of, of both employers in Kendall and city, um, and was for a period of time run by MassDOT. But, uh, I think it's fair to say they lost interest. And then, um, we took over and it, that task force has produced a report with a series of recommendations on transit, um, and on, uh, on shuttles and a number of other things.

Um, that has since then been turned into sort of a more non-city like, or non-governmental like, um, report that everyone has access to. And we, uh, continue to meet, um, not frequently, but to, to check in on what's happening with the different recommendations. And, um, some of them are moving forward strictly through city efforts. Um, and some of them are moving forward with private efforts. And again, Kendall Advance, one of the things that, um, they've proposed looking at is much better shuttle coordination because there are all these private shuttles that the city has no involvement in that are serving properties, and many times they're not full. Um, and they're really creating more traffic than they ought to.

So that's, that's one of the efforts that, uh, came-- was very much a recommendation in that report and is now being taken up by Advance Kendall.

**VICE MAYOR JAN DEVEREUX:** I see. Okay. Thank you. That's helpful. And there are many of those shuttles or some of those shuttles operating around Alewife and they're not really involved in initiatives that are called Kendall anything. So, I mean, I guess I don't want to forget about the Alewife traffic problems as Councillor Carlone

mentioned. I mean, there, yes, there's infrastructure that we can do, but there's also work with, uh, the TMAs and the employers and Alewife that aren't, I don't think part of the KSA Advance Kendall.

**DIRECTOR SUSANNE RASMUSSEN:** They are, they are not. I mean, there is the Alewife GMA that seeks to coordinate, um, mobility needs among businesses in, in the Alewife area.

**VICE MAYOR JAN DEVEREUX:** And, and the, and some of the residential properties are involved in that as, as well. And, and obviously they have an impact, so.

**DIRECTOR SUSANNE RASMUSSEN:** Right.

**VICE MAYOR JAN DEVEREUX:** Um, yeah. Yes, Craig then Quinton.

**COUNCILLOR CRAIG A. KELLEY:** Thanks. So sort of following up on what Councillor Zondervan was talking about, um, although I think he underestimates the challenges of congestion pricing, do we currently count parking as part of the GFA 4 project?

**ASSISTANT CITY MANAGER IRAM FAROOQ:** Um, yes. So for above grade structured parking, um, counts towards GFA. Um, there are certain instances where somebody could request,

um, a waiver from that provision, and those have to do with if, uh, if the soil is extremely contaminated or it's very close to the water table. Um, currently those are, um, grounds for requesting an exemption from the GFA provision.

**COUNCILLOR CRAIG A. KELLEY:** Thank you. And then the second comment would be if we wanted to, we could just change the zoning and just not allow that as a use. We, yeah, we could just say there's, there's no parking in whatever districts we want there to be no parking in. And then people would have to do what Councillor Zondervan was suggesting is they'd figure out another way to get here, or they would go someplace else. But as long as we allow them to build parking, they will drive.

**COUNCILLOR DENNIS J. CARLONE:** Or, excuse me if I might add, or pay the premium to take, uh, tainted soil out or go into the water table.

**COUNCILLOR CRAIG A. KELLEY:** No, my point was, so there, there's two separate points. One point was the GFA counts, but not all the time. And then the separate point was if we don't want people to drive here, then we should just say you can't build a parking.

**COUNCILLOR DENNIS J. CARLONE:** Yeah. But my guess is

it would be in steps as I was suggesting. And my feeling is, in no reason GFA above grade is GFA above grade and the bulk counts if it's visible.

**COUNCILLOR CRAIG A. KELLEY:** So through the Chair, I, I think I'll go back to the, if, if we either allow, or even in some cases, many cases we require parking, if we do that, then people will drive. So if we don't want people to drive in, we should get rid of the parking minimums, period. We should just everywhere get rid of all parking requirements. And then a second step would be to get rid of parking allowances as well and just say, no, you can't have that as an allowed use in wherever it is you are.

**VICE MAYOR JAN DEVEREUX:** Yes. Go ahead. Sorry, I gotta get rid of this microphone.

**COUNCILLOR QUINTON Y. ZONDERVAN:** Thank you. I, I completely agree with, uh, Councillor Kelley, and, uh, I don't underestimate the challenges of implementing congestion pricing. I just think we need to do it regardless of how hard it may be to get there. Um, I do have a proposed motion whenever you're ready.

**VICE MAYOR JAN DEVEREUX:** Great.

**COUNCILLOR QUINTON Y. ZONDERVAN:** So it would say



that, the City Manager work with the appropriate advisory committees, business associations, and other stakeholders to draft recommendations for strengthening the PTDM Ordinance and achieving transit equity and to bring draft amendments before the council in the 2020-2021 council term.

**VICE MAYOR JAN DEVEREUX:** I think that sounds good. Did you get that? No, not really.

**COUNCILLOR QUINTON Y. ZONDERVAN:** Um, I'll email it to the clerk.

**VICE MAYOR JAN DEVEREUX:** So email it to the clerk. Any discussion of the motion? I mean, is the--bring it to the council in the 20, 2021 term. Do you want to be more aggressive in terms of like maybe in 20, by the end of 2020 so that we--the second year of the term people can actually discuss it? I don't know if that's--

**COUNCILLOR QUINTON Y. ZONDERVAN:** Yeah, I'll amend it.

**VICE MAYOR JAN DEVEREUX:** Okay. All right. On the motion. All in favor? Aye. Okay. Um--sure.

**COUNCILLOR DENNIS J. CARLONE:** Chair, I can have a request. Our copy, our copy of your presentation is in beautiful black and white, and we'll forget which colors

were what, uh, could you electronically send that to us?

**VICE MAYOR JAN DEVEREUX:** I think it, is it on the portal already?

**COUNCILLOR DENNIS J. CARLONE:** It, is it there? I apologize.

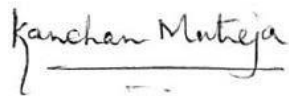
**VICE MAYOR JAN DEVEREUX:** Our clerk is putting things on the portal in advance of, of meetings. This is impressive. Are we reading them in advance of meetings? Not yet, but we'll get there. Um, okay then. Well then, if there are no further thoughts, I wanna thank, um, Stephanie and Susanne for, and Iram for, for doing this and for, uh, being willing to, to add this to your, uh, ever overflowing plate. Thank you. And I guess we're adjourned.

**The Cambridge City Council Transportation & Public Utilities Committee adjourned at approximately 4:17 pm.**

**C E R T I F I C A T E**

I, **Kanchan Mutreja**, a transcriber for Datagain, do hereby certify: That said proceedings were listened to and transcribed by me and were prepared using standard electronic transcription equipment under my direction and supervision; and I hereby certify that the foregoing transcript of the proceedings is a full, true, and accurate transcript to the best of my ability.

In witness whereof, I have hereunto subscribed my name this 19th day of January 2023.

A handwritten signature in cursive script that reads "Kanchan Mutreja". The signature is written in black ink and is positioned above a horizontal line.

Signature of Transcriber