



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
TEL. 498-9011

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

March 20, 1989

Mr. Louis F. Gitto, Director
Air Management Division
U.S. Environmental Protection Agency
J.F. Kennedy Federal Building
Boston, MA 02203

Re: Cambridge Parking Freeze

Dear Mr. Gitto:

Thank you for your letter of January 20 informing me of EPA's intention to conduct an audit of Cambridge's administration of the "parking freeze" as described in 40 CFR 52.1135.

I would have replied to you sooner were it not for the fact that my staff has been attempting to reach an agreement with EPA and the Massachusetts DEQE regarding the number of spaces Cambridge had in its parking bank. See 40 CFR 52.1135(a)(6). In an attempt to resolve this question, Donald A. Drisdell, the Deputy City Solicitor, submitted some material on February 14 to Attorney Susan Studlian (EPA) and Attorney Diane Schacter (DEQE). We have not yet had a formal reply to this submission.

As you know, there is a difference of opinion regarding the validity of the freeze between, on the one hand, the City, and, on the other hand, EPA and the DEQE. See the letter of October 28, 1988 from Mr. Drisdell and

Mr. Louis F. Gitto, Director
March 20, 1989
Page 2

myself to Harley Laing and Willard Pope, in which we stated our conclusion that "the 1977 Amendments to the Clean Air Act apparently voided 40 C.F.R. Section 52.1135 at least as an enforceable federal regulation." We have taken the same position at length in a pleading filed in the case of McManus v. Teso, Middlesex Superior Court, Civil Action No. 88-6603.

The City also has differences with EPA and DEQE regarding the terms of the freeze, if it is found to be valid.

On November 10, 1988 representatives of EPA, DEQE and the City met to discuss the freeze. At that meeting I stated that the City recognizes the merit of a parking freeze, but that such a freeze must be fair and workable. All parties agreed that the City should work with EPA and DEQE toward amending the State Implementation Plan (SIP). Such amendments would recognize that the City has already implemented several measures designed to decrease air pollution, such as redesign of major intersections, computerized traffic signal controls and traffic mitigation measures in its zoning ordinance. Such amendments will include a parking freeze as well as other measures. All parties agreed that there should be a cooperative effort to examine the motor vehicle emissions problem broadly, with a shared goal of improving air quality in Cambridge.

In the spirit of cooperation which was established at the November 10 meeting, the City agrees to meet with your staff as outlined in your letter of January 20.

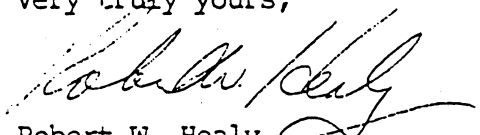
While we are happy to meet with you to review past administration of the "parking freeze" in Cambridge, the City does not view such a meeting as an "audit" pursuant to 40 CFR 52.1135 and reserves the right to challenge

Mr. Louis F. Gitto, Director
March 20, 1989
Page 3

both the validity and the terms of the freeze as it is described in that regulation.

I suggest that your staff contact Mr. Lauren Preston at the Cambridge Traffic and Parking Department (498-9042) to arrange a mutually convenient time for reviewing the Department's records.

Very truly yours,


Robert W. Healy

RWH/jml

cc: Secretary Frederick Salvucci
Commissioner Daniel Greenbaum
Mr. Lauren Preston
Donald A. Drisdell, Esq.



The Commonwealth of Massachusetts
Executive Office of Transportation & Construction
Office of the Secretary

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Michael S. Dukakis
Governor

Frederick P. Salucci
Secretary
and

M.B.T.A. Chairman

From: **Cheryl Soon**

To: **Members of the Cambridge Parking Freeze/SIP
Amendment Technical Committee**

Re: Tasks to be Accomplished and an Agenda for Meeting #2 of the
Technical Committee

Date: February 16, 1989 (FROM 1ST MEETING JAN 31, 89)

At the First Meeting of the Technical Group on the Cambridge Parking Freeze/SIP Amendment, we agreed that the following information would need to be collected. In each case, someone agreed to begin the process of data collection and to report on their progress at the next meeting. As promised, here is a listing of those commitments.

Also attached, you will find a proposed agenda for our second meeting which is scheduled to be held at 10:00 a.m. on Tuesday February 21st in the EOTC Conference Room. Any changes to this agenda, may be discussed at the outset of that meeting.

Task #	Information/ Subject	Person Responsible
#1	Existing Cambridge Counts and Speed data.	Lauren Preston will send to Bill Steffens
#2	Basemaps of Cambridge especially at 200 scale	Dick Easler will bring examples of what is available.
#3	Number of lots by category and total amount of spaces and their distribution in the residential categories	Lauren Preston

Task # Information/ Subject**Person Responsible**

- | | | |
|-----|---|--|
| #4 | Propose a VMT/ Count Program and investigate what Data is available from the MDPW Counts. | Bill Steffens once input from the City of Cambridge is received (see task # 1) |
| #5 | Speed Data Collection Program | Bill Steffens (starting with input from the City of Cambridge. |
| #6 | A listing of problem intersections derived from the existing EIRs etc.; at LOS "D" or worse | Dick Easler |
| #7 | Regional network
What data avail? | Sonia Hamel |
| #8 | Air Quality Monitoring
How much would it cost to do monitoring? How long would it take? What equipment might be available? Where are monitors currently? | Jerome Graf |
| #9 | Inventory of the number of Residential Parking spaces by neighborhood. | Lauren Preston |
| #10 | Vehicle Registration Tapes | Sonia Hamel |
| #11 | Census Data Inventory | Sonia Hamel |
| #12 | Creating Employment Districts for the purpose of analysis. Outline districts, looking at logical pre-existing boundaries, ie. zip code boundaries, etc. | Dick Easler and Lauren Preston |
| #13 | Transit Data available for use in a network, | Sonia Hamel |
| #14 | A form/matrix for the development of ideas on new creative strategies. | Cheryl Soon |
| #15 | A listing of the tasks which came out of the Jan. 31 meeting and who is responsible. | Sonia Hamel |

**The Cambridge Parking Freeze/ Sip Amendment
Technical Group, Meeting #2
February 21, 10 a.m.**

Meeting Agenda:

1. Review the progress made on last meeting's assigned tasks, presentation by all members
2. Identify the next steps for data gathering, resource collection.
3. Begin the press of work program development including task identification and setting of a schedule.
4. Identify the resources which will be needed and assign persons responsible for obtaining resources.



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To: **Members of the Cambridge Parking Freeze/SIP
Amendment Technical Committee**

From: **Cheryl Soon, EOTC**

RE: **Next Meeting of the Technical Committee**

Day: Thursday
Date: March 23, 1989
Time: 10:00 A.M.
Place: State Transportation Building
3rd floor Conference Room, EOTC
10 Park Plaza, Boston, MA 02116

AGENDA:

1. Report from each Committee Member on the Tasks to be accomplished.

Cambridge Counts and Speed Data *not 2.22.89* *EIR from MOPAC*
Basemap of Cambridge *800 SCALE*
 Listing of Recently Completed Transportation Projects *data*
 Problem Intersections and Planned Future Work *Completed*
 Signal Timing Issues *working on*
 Residential Parking Issues *complete*
 Air Quality Monitoring *2505*
 Matrix of Creative Strategies *working on*
 Other issues for future consideration

2. Strategies for development in the SIP Amendment Process

3. Establishing a Work Program: What do we do next?

4. New Business

MEMORANDUM

From: **Cheryl Soon**

To: **Members of the Cambridge Parking Freeze/SIP Amendment Technical Committee**

Re: Progress made in Meeting #2 and Tasks to be Accomplished for Meeting #3 of the Technical Committee

Date: March 15, 1989

At the second meeting of the Technical Group on the Cambridge Parking Freeze/SIP Amendment, a great deal of progress was made. The following provides a review of what happened at the meeting and details the additional information that we agreed needs to be collected. As we did in the last meeting, individuals agreed to be responsible for certain work and to report on their progress at the next meeting. The following is a listing of those commitments for the next meeting.

Also attached, you will find a proposed agenda for our third meeting which is scheduled to be held at 10:00 a.m. on Thursday March 23rd in the EOTC Conference Room. Any changes to this agenda, may be discussed at the outset of that meeting.

Existing Cambridge Counts and Speed Data

Presented this meeting:

The City of Cambridge has put together a listing of its count locations and the count locations reported in EIRs recently put together in the region. The City transmitted the count locations where it has collected the counts to Bill Steffens and he will proceed to put together a map of locations, supplementing them with the locations available to CTPS. Speed data was not available at this time but will be sent over to CTPS as well, when ready.

Follow-up needed:

Dick Easler and Lauren Preston will compile existing Cambridge counts, in addition to the ones transmitted to the meeting. **Bill Steffens** will review the counts and make recommendations on the extent of the count program which will be needed to supplement them. In addition, Bill will look at the speed data available and will discuss what is needed at the next meeting.

speed checks sent 2-23-89

Basemaps of Cambridge

Presented this meeting:

It was reported by Dick Easler that there are a variety of basemaps available from the City but that the 200 scale was not a practical size (too large). As a result, he proposed and brought along a 400 scale and suggested that an 800 or even a 1000 scale would be more practical for the group's use.

Follow-up needed:

Dick Easler will send over a copy of the 1000 scale map to CTPS for use in converting the map to a computer-readable form. **Sonia Hamel** will begin work on making such a map computer readable and will insure that there are graphics resources available to complete the work in a timely fashion.

800 or
1200 scale

Completed Projects

In order to claim credit for the work which the City of Cambridge has been accomplishing, we need to inventory the sum of the projects completed since the freeze has gone into effect and the impacts that such projects have had.

Follow-up needed:

Dick Easler and Lauren Preston are working on a compilation of the transportation projects completed during that period and any available before-and-after information related to them.

list has been
completed

Problem Intersections and Planned Future Work

Presented this meeting:

Dick Easler presented a compilation map of the all available EIRS to look at places where the LOS "D" or worse. We discussed the material and discovered that the majority of the projects are at the City's periphery, especially impacting MDC roadways.

Follow-up needed:

A listing of future projects which are planned will be prepared by the **City of Cambridge** for inclusion into the study. (This was not promised for the next meeting.) The City will start by listing of problem intersections in developing a list of planned work and then will work backwards, using the list of planned projects.

list has been
completed

Signal Timing Issues

Presented this meeting:

It was reported by Lauren Preston that the City of Cambridge has already installed some of the new controllers on Massachusetts Ave. and that they are currently being timed (by eye) running inbound to Harvard Square. Counts from the in-bound direction may be factored to determine the speed changes. An effort may be made to claim credit for the increase in speeds and resulting air quality improvements.

BEFORE CHECKS
DONE
SIGNALS ARE TO
BE TIED IN TO OLD
COMPUTER WAD
& THUR MAR 22/23

Follow-up Needed:

Any additional data available will be given to Bill Steffens for general consideration in the study.

Residential Parking Issues

Presented at this meeting:

The number of parking spaces by category and total amount of spaces was to be prepared by Lauren Preston. This material was presented in the meeting and included the numbers of residential spaces.

FILED WITH
ANNUAL REPORT
9.20.88

Follow-up Needed: NONE. This material is complete.

Regional network: What data available?

Presented at this meeting:

Sonia Hamel brought in an illustrative copy of the regional highway and transit networks for the Cambridge area. Prepared as part of the regional modeling work done at CTPS, the Cambridge area has been refined in the work done for the Central Artery models. Transit services have been coded completely for all MBTA services and major relevant private services. The only services not coded are several small private shuttle services and these could be added if desired.

Follow-up Needed: NONE at present.

Air Quality Monitoring

Presented at this meeting:

The question which we wanted answered were: What monitoring is currently done? How much would it cost to do monitoring? How long would it take? What equipment might be available? Where are monitors currently? Jerome Grafe of the DEQE responded that there are no sites being monitored in Cambridge at the present time. He also stated that monitoring equipment was

not easily available and was extremely expensive to operate. He explained that monitoring is meaningless when done for a short period of time.

Follow-up Needed:

We need to continue to search for monitoring sources to confirm the modelled information. The concept of a student project using DEQE support was discussed. Further investigation will need to be made. Responsibility for this was not specifically delegated.

Vehicle Registration Tapes

Presented at this meeting:

The Vehicle Registration data is available at CTPS for the entire City and we can get break-downs on the number of vehicles (commercial and non-commercial) for the CTPS traffic zones in the city and the growth in registrations from 1981 to 1987.

Follow-up Needed: NONE at the moment.

Census Data Inventory

Presented at this meeting: The types of Census data available were presented. They can be broken down by Census tract and in many cases by block group. This information includes population, employment vehicle ownership, etc. but 1980 is the most recent.

Follow-up Needed: NONE at the moment.

Matrix of Creative Strategies

Presented at this meeting:

A matrix was presented for each of the participants to consider. Each person is asked to think about the relevant problems associated with various types of parking and to consider possible solutions for each. These will then be shared with the group.

Follow-up Needed:

All participants are asked to bring a completed matrix to the next meeting.

Task listing

Follow-up Needed:

A listing of the tasks which came out of the February 21st meeting will be prepared by **Sonia Hamel** and it will include who is responsible for the various works.

Other issues for future consideration:

The **timing of the special permitting process** should be considered. Moving the City portion of the process until after the MEPA process should be discussed at greater length. The representatives of the City will consider the merits of this idea in light of the transportation impacts of development.

March 27, 1989

To the Honorable, the City Council:

Attached please find a copy of a communication which provides the latest status regarding the issue of the "Parking Freeze" along with the minutes of the meeting of the Technical Committee.

Very truly yours,

Robert W. Healy
City Manager

Agenda Item No. 10 S-210

Re: status report on the "Parking Freeze"
along with the minutes of a meeting of the
Technical Committee.

In City Council,

March 27, 1989

3-27-89

Placed on File.