



TOWN OF DURHAM

15 NEWMARKET RD

DURHAM, NH 03824-2898

DURHAM ENERGY COMMITTEE

TUESDAY, OCTOBER 26, 2010

TOWN COUNCIL CHAMBERS, DURHAM TOWN HALL

7:00PM

— MINUTES —

Members present: Kevin Gardner, Chair; Peter Ejarque, Charles Forcey, Fil Glanz, Brian Goetz, Mike Hoffman, Robin Mower

Members absent: Dave Cedarholm

Others present: Diana Carroll, Councilor; Chadd Hippensteel, CAMBIS Campus Bike Sharing

I. The meeting was called to order at 7:00PM.

II. The agenda was approved unanimously.

III. Presentation—Chadd Hippensteel, CAMBIS (Campus Bike Share)

Chadd Hippensteel, the founder of CAMBIS Bike Share, LLC, based in Barrington NH, explained the four generations of bike sharing technology, presented the 4th generation model favored by CAMBIS, and brought the committee up to date on current negotiations with UNH to fund a beta project with the campus transportation fee. While the cost to students would be minor, he reported that unfortunately his initial proposal was placed on indefinite hold due to extraordinary financial pressure from salaries and fuel on the student transportation fee.

The CAMBIS model involves hybrid mountain/city bikes (\$500) with satellite/cell tower controlled lock boxes that can be activated by cell phone for members of the service. Bikes can be checked out for a rental period and may be returned to any CAMBIS bike station, allowing one way trips between stations and thus more flexible travel than previous generation bike sharing which had to be returned to the same check out station. Upon the end of the rental period, the student must return the key to the box and use their cell phone to check in the bike. If the bike is confirmed to be at a CAMBIS stop, the rental is registered as complete, the bike secured, and a receipt is delivered by text to the user's cell phone confirming the final charges and relieving them of responsibility for the bike.

The UNH campus was considered by all present to be a good candidate for bike sharing, especially given the emergence of significant edge campus dormitory housing and large student housing projects in the NHPTV side of campus. The new bike path and roundabout was cited as a promising development for safe bike travel by the students, federal employees (Forestry Service), and UNH employees who work and live on that side of campus. During the winter months, Chadd imagined the service going into hibernation or being transplanted to a more urban setting. Committee members suggested also sharing Durham bikes during the summer lull with busier summer locations like Portsmouth, Hampton Beach, and so forth to maximize their utilization.

Kevin noted that two different student engineering groups at UNH are working on bike share options; included in their work is determining where students travel by bike.

Robin noted that the proposed Capstone student housing project might present a good opportunity for CAMBIS.

The committee members expressed great interest in the town center as a site for one or more CAMBIS bike racks to stimulate student traffic and commerce in the downtown and reduce traffic and parking congestion. There was some discussion of future rack sites at the new library complex, the middle and high schools, and the town office/hotel zone, but none of those locations were considered likely to provide enough business to be major CAMBIS hubs.

With CAMBIS in limbo at the UNH level, the committee recommended that Chadd continue to network with town entrepreneurial committees (the Durham Business Association and the Economic Development Committee) who have been working hard to provide contacts, advice, and a welcoming atmosphere to small businesses considering locating in Durham. The committee praised CAMBIS as a model for the kind of synergistic business that is likely to thrive in Durham with its research scientists in the field of transportation and environmental engineering, its population of affordable and motivated students as employees, and its strong environmental consciousness. The committee expressed hope that CAMBIS would forge a model and sustainable service to university communities and that the business would expand to other campus towns.

IV. Approval of Minutes

Minutes of the September 20, 2010 meeting were approved unanimously.

V. Brief discussions

Robin mentioned news that the energy committee had played a significant role in saving more than \$40,000 on the town's electricity bill, and also praised the efforts of the town administrator who continued the research, located additional accounts, and efficiently and effectively arrived at a contract to realize the savings.

A. Bicycling infrastructure recommendations

The committee held a general discussion of the challenges to bicycling in Durham: narrow shoulders, poor sight lines on rural roads, and difficult traffic patterns in the central core. These limit Durham's ability to meet its goal of reducing carbon emissions by becoming a more bicycle- and pedestrian-friendly town. The committee recognized that numerous groups (Traffic & Safety, parking, Safe Routes to School, planning groups, and others) were working on improvements to those roadways, and, in light of those efforts, agreed that a proper role for this committee would be to act as a watchdog group to ensure that the goals of energy conservation and resiliency are not lost among other priorities as those plans move forward.

Specifically, the committee agreed that Charles would draft a letter setting out the relevant goals that should guide transportation planning from an Energy perspective, and to suggest a short-term experiment on the model of last summer's lane changes to realize immediate gains on three fronts: safe walkways to school, bike lanes in the downtown, and improved transportation and traffic calming in the business core. In addition, Mike Hoffmann agreed to draft a letter on behalf of the committee to encourage forward movement on the need for bike safe roads between Newmarket and Durham.

B. Master Plan Survey Subcommittee

The committee agreed to discuss survey question ideas for the next meeting. Kevin Gardner agreed to send Charles Forcey, the Energy Committee Representative to the Master Plan Committee, sample survey questions that were used recently by his group at UNH. Everyone agreed that having information from

the town citizens on energy priorities would be a useful tool to guide committee efforts in the coming years and to guide the problems and goals featured in the Master Plan.

C. PACE program

Robin has written a Council Communication and a resolution. The resolution is not for PACE per se but not rather for a renewable and clean energy district whose primary collection mechanism is the supplemental tax assessment known as commonly as PACE. Kevin Gardner agreed to attend the Town Council Meeting on November 1 where the resolution will be on the unanimous consent agenda in case the council has additional questions. The hope is that the resolution will be passed. Applications can then be formally requested from interested residents. The Council may then be asked in December to approve bonding, likely to occur in early 2011. Projects could then commence in February or March. Faster progress might be possible, but this schedule seemed like a comfortable estimate for the committee and the Town Administrator.

Robin also reported on conversations with Steven Burrington of the Jordan Institute, a non-profit that was instrumental in the passage of NH's PACE law and who approached Durham with great interest, as the town would become the first municipality to go ahead with a PACE-enabling district. Future partnerships and collaborations with this foundation could substantially reduce the administrative burden on the Energy Committee and make Durham a model program for the entire state. The committee views this move as enhancing our reputation as an innovative community adept at technology transfer and high-growth climate responsible business development.

D. Outreach initiatives

The committee discussed other possible initiatives for the coming year including recommendations for the water/sewer bill enhancement (usage history, averages, rate information) and possible inserts on conserving fresh water and reducing sewer outputs.

Brian informed us that new meters are being installed in the town over a period of years; once that transition is complete, additional software metering and awareness efforts might be able to proceed on a more technologically sound basis. In the meantime, Robin agreed to contact the officials in charge of generating the current bill to determine if existing systems might generate PSNH style usage graphs, messages, or anything else that might provide town residents with more insight into their bills. We might also consider offering a phone number or an Energy Committee contact on the bill for people who wish to work with the town on lowering or managing their water consumption.

A side topic of sump pump drainage into the town sewer was explained by Mike Hoffman as being the result of previous zoning requiring inside water to be sent for treatment. The zoning has since changed, but existing systems are in a zoning limbo. Homeowners might prove responsive to educational messages and technical advice about the change.

VI. Master Plan

Work on the Master Plan was postponed until a later date.

VII. Determine future meetings of the Committee:

The next meeting will be either November 9 or November 16, 2010, to be confirmed by email.

VIII. Adjournment—The meeting was adjourned at 10:10pm

Minutes taker: Charles Forcey