



City of Cambridge

# Net Zero Transportation Plan: Advisory Group Meeting #10

March 27, 2024





# Welcome!

Check-in question: *What is your favorite thing about springtime?*

Meeting purpose:

- Discuss updates on community engagement plans
- Review community feedback we've heard so far and consider how to reflect this input in the Plan
- Review options for actions to include in the Plan and get advisory group feedback



# Agenda

- *Welcome and check-in*
- *Community engagement update*
  - *Small-group meetings with AG members*
- *Review community meeting feedback heard*
- *Discuss potential strategies to include in the Net Zero Transportation Plan*
- *Public comment*
- *Wrap up*

# Community engagement



# Reminder: Advisory Group's process equity criteria

The Advisory Group recognizes that an equitable process for developing the Plan:

- 1. Is guided by community voices;**
- 2. Is transparent;**
- 3. Prioritizes underserved, underheard, and historically excluded groups of people;**
- 4. Reduces harm;**
- 5. Builds long-term relationships; and**
- 6. Is accessible.**



# Activities

- **Brief survey** to get input on draft actions
- **Flyer(s)** for community meeting & survey
- **CET@CDD-led engagement**
- **Advisory Group-led engagement:**
  - Hosting events or joining existing meetings in your networks/organizations
  - Stephanie and Elizabeth or Brandon can join to share about the Plan and take input



# March community meetings

- We held two community meetings:  
March 6 & 7 (virtual & in-person)
- We shared background on the Net Zero Transportation Plan and summaries of 8 categories of actions to hear community input
- We heard input—summarized in the following slides—to help guide developing strategies

# Highlights of feedback from March community meetings

- **Active transportation:** Making it easier for people to walk and bike
  - Lots of support for making cycling easier (and reducing interactions with vehicles)
  - Support for expanding Bluebikes
- **Land use:** Changing development patterns so people can get around sustainably
  - Land use actions have other benefits too (e.g., fighting climate change, increasing housing, making living in Cambridge easier)
  - There is a need for more necessities (e.g., grocery stores) closer to where people live.



# Highlights of feedback from March community meetings

- **Buses and trains:** Improving bus, subway, and paratransit options
  - The T needs to provide better, more reliable service
  - There is support for making transit and stations more accessible and improving personal safety.
- **Driving alone less:** Giving people more travel choices to reduce car trips
  - Some people have important reasons why they need to drive (e.g., people with some disabilities), and carpooling would be better than driving alone in those cases

# Highlights of feedback from March community meetings

- **Vehicle ownership:** Making it easier to not own a car
  - We should be encouraging car-independent lifestyles and people having the smallest cars they can that serve their needs.
  - “Don’t penalize me for having a car, make it easier to not have one.”
- **Electric vehicles:** Encouraging a shift to electric vehicles
  - Electric vehicles have a lot of the same problems that regular cars do (traffic, danger from crashes, pollution from tire particles, taking up valuable space, etc.)

# Highlights of feedback from March community meetings

- **Parking:** Changing parking rules to reduce how much people drive
  - If we can disincentivize parking and driving by those who do not need to drive, we can provide more benefits for those who do.
  - There was an idea to "roll parking fees over to the local residents so positive feedback is immediately obvious."
- **Community engagement:** Engaging people equitably to improve their transportation experience
  - Transportation can be a challenging experience for people, so communication needs to be accessible.
  - There was an idea to encourage City staff to increase advocacy to the MBTA on behalf of the community.

# Potential NZTP Actions





# Context & Reminders

## What we know

- The actions we have discussed can reduce greenhouse gas (GHG) emissions 92% by 2050
- Our goal is to reduce 100% of GHG emissions by 2050
- Emissions calculations are an *estimate* based on case studies in similar cities
- Because this is a long-range high-level plan, some details about how we implement the actions will be determined in later studies.
- We need to balance ambition with feasibility, and ensure actions are equitable
- This is dynamic, regulations and requirements are constantly shifting (ie. New vehicle emissions requirements from the EPA)



# Context & Reminders

## What we still need to do

- Close the 8% gap to reduce emissions to zero by 2050.
- Review remaining actions related to pricing
- Possibly add new actions or increase the impact of actions we've already discussed

**In the next several meetings, we will go back through the actions we've discussed to make sure there is clear understanding before signing off on anything. We will need to sign off on a set of actions that reach 100% emissions reduction by 2050.**

# Pricing Actions - Parking

These actions reduce GHG emissions by changing the price of various aspects of transportation in line with their impact to the community:

Pricing

P-1. Increase residential parking permit fee, with discounts for people who have low incomes

- **Emissions reduction potential is dependent on price increase**
- Current permit fee is \$25/year; average off-street parking spot costs \$175-420/month; any proposed new fee would be more than \$25/year
- There is a state law that caps the increase of resident parking permit prices, limiting the impact of this action

P-2. Increase parking meter prices

- **5% emission reduction**
- Parking meter prices could go up more in some locations than in others.
- Some people might arrive by another mode, park farther away, or decide to go to a different destination.

Remove climate pollution  
from transportation

Improve mobility

Improve economic opportunity  
and address historic injustices

Create a stronger and more  
connected community

# Pricing Actions – Vehicle Ownership

These actions reduce GHG emissions by changing the price of various aspects of transportation in line with their impact to the community:

Pricing

## VO-2. Advocate for higher registration fees for private cars

- **Up to 15% emission reduction**
- Increased registration fees
- This is controlled at the State level and would require State involvement

## VO-3. Participate in State and regional discussions about congestion pricing

- **Potential 5-20% emission reduction from congestion pricing**
- Drivers would be charged to enter certain areas, reducing traffic congestion, and improving air quality
- Exceptions would be made based on income levels and accessibility needs
- This would not be possible without State involvement and partnership with neighboring cities

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# Discussion of Actions

- What questions do you have about these actions?
- What do you like about any of these actions? What are your concerns?
- What else would need to be here to make these actions work for Cambridge?

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# Public Comment





# Public comment

- Public comments are welcome
  - Share thoughts in Zoom Q&A or verbally
  - To comment verbally, **raise your virtual “hand”** (or actual hand if in person)
  - Please limit your comments to **2 minutes** (we may reduce this time if the queue fills up)
- Please keep all comments...
  - **Relevant to the topics discussed today**
  - **Respectful**
  - **Focused on issues (not individuals)**

# Check-out and Next Steps





## Next steps

- ✓ We will share follow-up materials and a draft meeting summary
- ✓ Next meeting: **Wednesday, April 24 @ 8:45 AM\***
  - Update on community engagement – small group meetings
  - Continue reviewing draft actions

Check-out question: **What is one thing you are taking away from this meeting or a question you want to keep discussing next time?**