

Cambridge Net Zero Transportation Plan

Summary of feedback from community meetings on March 6-7, 2024

March 2024

The table below is a summary of comments on 8 potential categories of actions to eliminate greenhouse gas (GHG) emissions from transportation. Where relevant, the “Ideas from the community” also contain tags for the relevant draft NZTP actions currently under consideration.

Category	Things to consider	Ideas from the community
<p>I. Active transportation: Making it easier for people to walk and bike</p>	<ul style="list-style-type: none"> • Reducing the number of large vehicles, aggressive drivers, and potholes on the roads helps cyclists feel safer. • More contra-flow lanes would be helpful. • There is lots of support for Bluebikes. 	<ol style="list-style-type: none"> a. Include strategies to incentivize “micro-mobility” modes, like e-scooters, should be included in the Plan. Also clarify where they can park, can they use sidewalks, etc. b. Speed up implementation of the Cycling Safety Ordinance. c. Add more bike racks and speed up the process to request a bike rack. d. Add cargo bikes to Bluebikes system. e. Institute an “aggressive driver report hotline” (as is done in Colorado).
<p>II. Land use: Changing development patterns so people can get around sustainably</p>	<ul style="list-style-type: none"> • 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. 	<ol style="list-style-type: none"> a. Do more than current zoning requires. b. Improve transit access near public housing developments. c. Redesign residential streets to primarily facilitate biking and walking, and route vehicle traffic along outer roadways.

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III. Buses and trains: Improving bus, subway, and paratransit options	<ul style="list-style-type: none"> • The T needs to provide better, more reliable service. • More Door2Door options would lead to more traffic. • Rather than increasing eligibility, it may be better to fix the Door2Door option or subsidize services like Lyft and Uber. • Frequent, reliable transit would help get people out of their cars. 	<ol style="list-style-type: none"> a. Improve accessibility at T stations (escalators, sidewalks, elevators are often out of order). b. Improve personal safety for people taking the T. c. Improve real-time info at entrances to T stations to help people make decisions about which routes to take. d. Increase awareness about the EZRide (that it is open to members of the public) and work with funders to expand route and service hours. e. Increase awareness that members of the public can use Harvard shuttles.
IV. Driving alone less: Giving people more travel choices to reduce car trips	<ul style="list-style-type: none"> • The primary goal is to reduce car dependency (rather than just encouraging people to ride with friends). • Some people have legitimate reasons why they need to drive (e.g., people with some disabilities), and carpooling would be better than driving alone in those cases. • This category is linked to the goal to “create a stronger and more connected community”; travelling together safely improves connections. 	
V. Vehicle ownership: Making it easier to not own a car	<ul style="list-style-type: none"> • Large cars are dangerous, and people should avoid purchasing them. 	<ol style="list-style-type: none"> a. Increase the residential parking permit fee to discourage ownership.

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	<ul style="list-style-type: none"> • We should teach people about the economics of driving and the positive benefits of not owning a car. • We should be encouraging car-independent lifestyles and right-sizing cars. • “Don’t penalize me for having a car, make it easier to not have one.” 	<ul style="list-style-type: none"> b. Charge a “pollution emission fee” or “road safety fee” by the weight of the vehicle.
<p>VI. Electric vehicles: Encouraging a shift to electric vehicles</p>	<ul style="list-style-type: none"> • Electric vehicles have a lot of the same problems that regular cars do (traffic, danger from crashes, pollution from tire particles, taking up space, etc.) 	
<p>VII. Parking: Changing parking rules to reduce how much people drive</p>	<ul style="list-style-type: none"> • Parking costs in Cambridge feel low for how valuable the real estate is. • We need to be mindful of who can afford higher parking costs (those who can afford to pay more should pay more). • We also need to be mindful not to make people with disabilities do too much paperwork to access accommodations. • 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 are legal limitations related to how much the City can charge for parking permits. It may also be hard to justify raising parking fees before public transit improves. 	<ul style="list-style-type: none"> a. Significantly raise parking costs for both metered parking and permit parking. b. Roll parking fees over to the local residents so positive feedback is immediately obvious.
<p>VIII. Community engagement: Engaging people equitably to</p>	<ul style="list-style-type: none"> • Transportation can be a challenging experience for people, so communication needs to be accessible. 	<ul style="list-style-type: none"> a. Encourage City staff to increase advocacy to the MBTA on behalf of the community.

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improve their transportation experience	<ul style="list-style-type: none"> • Neighborhood groups can be helpful ways to circulate information. • Cambridge listens to businesses too much (especially regarding bike lanes in front of their businesses). 	b. Increase communication around public access to EZ-ride and university shuttles.
Other	<ul style="list-style-type: none"> • The plan should support a healthy retail and commercial environment and allow for the transportation of goods & services. 	