

Cambridge Net Zero Transportation Plan DRAFT Actions—Roadmap to 2050

Which 1-2 impact your life the most?

Which ones of these do you think are a positive shift for your community?

Which seem harder? How can we make what’s hard about that easier?

What other ideas do you have?

Tag	Action	What could this look like?	GHG Emission Reduction Estimate	Goals Addressed
CE-1	Provide a high degree of support and encouragement to help residents access and navigate transportation options and discounts.	<ul style="list-style-type: none"> Direct individual support to enroll in income-eligible programs and other opportunities would be made available remotely, via phone, and in places where residents are Residents with low incomes could take transit and use Bluebikes more affordably Cambridge City staff would provide more effective transportation information and workshops, shared widely and accessibly, with special efforts to reach underheard, underserved, and historically excluded people Residents of all income levels would learn more about what transportation options are available City staff follow example of how the Cambridge Economic Opportunity Committee works to share information and assist with program signups, and tie this to assistance in enrolling in other services, such as food assistance 	<p>Less than 1%</p> <p><u>Income-eligible Bluebikes memberships</u> This would have minimal impact on GHG reduction due to small enrollment increase.</p>	2, 3, 4
CE-2	Conduct a transportation insecurity index survey	<ul style="list-style-type: none"> City staff would gather information on how people’s lives are impacted by their transportation needs and options in order to: <ul style="list-style-type: none"> Understand more about how safe, easy, reliable, and comfortable people’s transportation experiences are Examine potential disparities (for example, racial disparities) in the transportation experiences of different groups of people Track progress in closing those disparities over time Considerations: It is important to use a wide range of tools to gather input so that participation is accessible for everyone and report back the findings of the survey in a transparent and accessible way 	<p>Supportive policy - no measurable emissions reduction</p>	3
CE-3	Encourage community-led initiatives that improve low-carbon transportation options and support deepening relationships between the City, residents, employers, and property owners	<ul style="list-style-type: none"> Provide a dedicated funding source and staff resources for relationship-building, such as an expanded Community Engagement Team, neighborhood ambassadors, or other initiatives proposed by community members This would expand opportunities to bring communities together to try sustainable transportation and find joy in their city (for example, community bike rides). Could create ongoing conversations so people across diverse groups and perspectives could hear each other The Transit, Bike, Pedestrian, and Climate committees could lead community relationship-building efforts City could do things that help change feel more manageable for people. Further communication between City government, neighborhoods, and local businesses could lead to mutually beneficial solutions that reduce driving, including an all-mode etiquette & education program. Community members could be more aware of and share power in transportation decisions that happen in the City. Police and community members could engage in friendly community building events, such as annual bike race or other. Ensure outreach about resources, opportunities to engage, events, etc. Are shared via many channels, including non-traditional Ensure outreach channels to reach a range of audiences, including youth and college students 	<p>Supportive policy - no measurable emissions reduction</p>	3, 4

Tag	Action	What could this look like?	GHG Emission Reduction Estimate	Goals Addressed
CE-4	Ensure coordination among CARE, Cambridge HEART, CPD, and City Transportation staff about people’s transportation challenges, especially as they show up in police interactions, and take proactive steps to address issues	<ul style="list-style-type: none"> • CARE, Cambridge HEART, CPD, and City transportation staff is able to understand issues and respond 	Supportive policy - no measurable emissions reduction	4
BAS-1	Enable better bus frequency and reliability by installing bus priority projects on important routes (signal priority, queue jumps, or bus lanes).	<ul style="list-style-type: none"> • There would be more bus-only lanes to support 3 times as many buses per hour on half the routes in Cambridge (the MBTA requires this for municipalities to be eligible for better bus service) • Queue jumps and new signals at some intersections would give buses priority over private vehicles • People driving private cars might have fewer travel lanes and/or less parking on some streets • More street space could be used for vehicles that carry more people • Bus stops could be more comfortable, for example with shelters and real-time bus information • Cambridge could take on a regional leadership role to develop funding and design solutions to support the MBTA • Cambridge could advocate for earlier and later bus service hours 	3.6%	1, 2, 3, 4
BAS-2	Improve on-demand shuttle service for people with disabilities and seniors	<ul style="list-style-type: none"> • Provide accessible and reliable transportation for individuals with disabilities and seniors, allowing them to maintain their independence and actively participate in the community, ensuring that they can travel in and outside of Cambridge with ease and dignity. • Service should include: <ul style="list-style-type: none"> - Specialized vehicles to accommodate various types of disabilities, ensuring comfort and safety for all passengers. - Trained and compassionate drivers who understand the unique needs of the disability community, providing assistance as needed and ensuring a smooth travel experience. - Service coverage to and from key locations and trip purposes in Cambridge and surrounding areas, facilitating access to medical appointments, employment, social events, and more. • One option could be through regional collaboration for expanded service on the Door2Door shuttle, with increased service hours and expanded trip-purpose eligibility. • Any on-demand shuttle service would be provided using electric vehicles 	Less than 1%	2, 3, 4
BAS-3	Expand knowledge of and access to existing shuttles	<ul style="list-style-type: none"> • City staff would work with private and institutional shuttle providers to make sure members of the public have access to ride the shuttles • Transit data would be in a format that allows the shuttles to show up as an option in transit and trip-planning apps (GTFS) • City would include availability of shuttles in transportation information and include consideration of shuttles in transit-planning efforts 	Not quantified	2, 3, 4

Tag	Action	What could this look like?	GHG Emission Reduction Estimate	Goals Addressed
AT-1	Improve and maintain walking infrastructure	<ul style="list-style-type: none"> • Sidewalks in low-income and historically burdened neighborhoods would receive equitable maintenance and attention • Enhanced walkability and safe connections to other modes with more raised crosswalks, better visibility at intersections, flashing beacons at high-traffic locations • New infrastructure would help people walk comfortably in hot weather, such as water fountains, shade, and general public benches (not only placed at bus stops) • Sidewalks would be smooth and easy to walk and roll on • Provide clear directions to accessible routes • DPW's Five-Year Plan for Sidewalk and Street Reconstruction and the Miscellaneous Sidewalk Program would continue to be funded and implemented 	Less than 1%	2, 4
AT-2	Improve bicycle infrastructure, including completing building the Citywide Bicycle Network Vision	<ul style="list-style-type: none"> • The city would have a network that connects bike lanes and streets that are comfortable for people of all ages and abilities to ride on so they can access all destinations in the city. • Some car lanes and/or street parking could be reduced. • Congestion on streets could decrease in the future. Note: during busy times, traffic fills up the space it has, so congestion might not appear to decline during those times until more people shift from driving to bicycling. • People could rely less on private cars and buses for school- and activity-related trips if more people bike with their children and more youth are able to bike independently • Increasing access to storage for micromobility and active transportation equipment • Considerations: Need solutions for integrating safer crossing of bike lanes for people with disabilities (to be developed with CCPD) 	2.6%	1, 2, 3, 4
AT-3	Continue adding Bluebikes stations until most people in Cambridge live or work less than a 3-minute walk from a Bluebikes station	<ul style="list-style-type: none"> • 100% of residents, workers, and visitors could walk to a Bluebikes station within 2.5 minutes (adding about 170 Bluebikes stations) • People could have convenient, affordable access to a bike, making it easier to choose not to drive, and have high-quality connections to buses and trains • Could reduce parking slightly if curbs are extended to make space for new stations • As more e-bikes are added and the system expands to farther out municipalities, it will be possible to replace more car trips with e-bike trips • Staff will evaluate the need for more stations as they add them 	Less than 1%	2, 3, 4
AT-4	Collaborate with and support community groups to increase access to bikes and scooters, bike repair, and riding skills and education	<ul style="list-style-type: none"> • With compensation, community organizations could play a lead role in providing access to bicycles • More people will be able to own a bike, understand how to ride and repair them, and ride safely, through the City's education efforts and community-lead culture building activities • Education efforts will be a part of an all-mode etiquette & education program • Consideration: This would need to find a way to address anti-aid amendment issues. In service of a public purpose, the City should be able to provide easy access to nonpolluting vehicles 	Not quantified	2, 3, 4

Tag	Action	What could this look like?	GHG Emission Reduction Estimate	Goals Addressed
RCT-1	Expand employer and property owner responsibility for supporting sustainable transportation	<ul style="list-style-type: none"> • More people who work in Cambridge could have access to discount T passes and other incentives for non-car mobility options • More people could use buses, trains, carpools, bikes, and walking to get around • Traffic congestion on streets could be reduced, leading to improved safety for vulnerable road users • More properties would be required to limit driving trips, including residential properties and commercial properties with 20 or more parking spaces • Less driving could mean less competition for parking • Options could include increasing the emphasis on parking cash-out, potentially starting with larger properties first, then later including smaller properties • Costs could increase for business owners, if property owners pass costs on to them • New communication approach about what the program is, what results are, and who is performing especially well (badge of honor) • Considerations: Some people will need to continue to drive due to the nature of their work (e.g. cleaning crews) or disability needs 	6.7%	1, 2, 3
RCT-2	Research possible approaches to use technology to improve Cambridge residents' experience of getting around, with financial support for residents with low incomes	<ul style="list-style-type: none"> • One possibility could be City-sponsored access to an all-mode trip planning app. • Additionally, residents with low incomes could possibly receive monthly financial support in a mobility wallet to be used for transportation expenses, such as bus/train fare, Bluebikes membership, bicycle purchase and maintenance, EV carshare membership, etc. • A subsidized mobility wallet could provide extra relief to low-income Cambridge residents beyond existing income-eligible programs. A wallet grows spending power, and reduces the percent of spending on transportation • Because people still need some access to a car occasionally, even if they don't own one, the mobility wallet could be used for ride-hailing services like Lyft/Uber/taxi and carsharing services like Zipcar/Turo/Getaround, with a focus on electric vehicle carshare. • Considerations: This action has anti-aid amendment implications, so would need to demonstrate how this serves the public good. It might be preferable to put additional funding into existing support programs such as Cambridge Rise rather than create a new one specifically for transportation costs. 	Less than 1%	2, 3
RCT-3	Participate in State and regional discussions about congestion or emission pricing in Greater Boston	<ul style="list-style-type: none"> • Coordinate with neighboring municipalities to discussing regional congestion- or emission-pricing (not possible without state involvement) • If the state created a congestion- or emission-pricing scheme: <ul style="list-style-type: none"> - People driving cars could pay a fee to enter the urban area, with gas-powered cars paying more than electric and hybrid cars, with discounts available for people with low incomes - There could be a significant reduction in traffic and air pollution, with potential for improved traffic safety and increased funds for transportation improvements • Considerations: <ul style="list-style-type: none"> - It is important that Cambridge's input in these conversations is reflective of the community's needs and desires, and include an equitable approach - It would be beneficial to conduct a study on the emissions reduction potential of road pricing, potentially in partnership with other municipalities in Greater Boston - There may be room in this conversation for discussing whether the State should use vehicle miles traveled (VMT) as a new metric for development project transportation impact review 	5%	1, 2

Tag	Action	What could this look like?	GHG Emission Reduction Estimate	Goals Addressed
RCT-4	Create simpler transitions between transportation modes	<ul style="list-style-type: none"> ● People could more easily switch between different types of transportation, due to creating transportation hubs with: <ul style="list-style-type: none"> - More secure bike/scooter parking - Bluebikes availability - Carshare parking along bus routes and at train stations - EV chargers ● Could reduce some on-street parking spots along bus routes to make room for a diversity of transportation 	1.8%	1, 2
RCT-5	Further expand coordination with neighboring municipalities to shift more commute trips out of cars	<ul style="list-style-type: none"> ● Establish a community of practice for addressing transportation emissions with neighboring municipalities as part of a larger system (through the Massachusetts Mayor's Association or other) ● More coordination between neighboring municipalities, could result in: <ul style="list-style-type: none"> - Unified advocacy to state officials on policies and big projects needed for the region - Joint applications for grants and other funding opportunities - Expanded connections to multi-use paths and better bus and commuter rail service - Less traffic on Cambridge streets when fewer people commute alone in cars - Reduced air pollution - Increased traffic safety - Fewer pass-through car trips in Cambridge 	Supportive policy - will reduce regional emissions from transportation but not quantified	1, 2, 4
RCO-1	Explore meaningful ways to acknowledge residents who have no registered vehicles, including eligibility for households that reduce their number of cars	<ul style="list-style-type: none"> ● Encouraging people to own fewer cars would mean that people are more likely to walk, bike, and take transit, and there could be less competition for parking and less car traffic in Cambridge ● This program could apply to homeowners, renters, college students and un-housed individuals in Cambridge ● Alternatively, City could consider implementing a vehicle buy-back program ● Considerations: <ul style="list-style-type: none"> - Providing a financial incentive would have anti-aid amendment implications, so would need to demonstrate how this serves the public good - Program could potentially be prohibitively expensive (31% of households currently do not own a car) - It will be important to avoid giving more to people who are already financially well off enough to own a car - People who don't own cars are likely already taking transit, but this action could make it easier to live a car-free life 	Less than 1%	3

Tag	Action	What could this look like?	GHG Emission Reduction Estimate	Goals Addressed
EV-1	Increase availability of publicly accessible charging and fast charging for electric vehicle (EV) and micromobility devices (ex. e-bikes and e-scooters), either curbside or following “gas station” model	<ul style="list-style-type: none"> • Electric vehicle charging that is available to the public would become much more accessible than today through publicly owned, privately owned, curbside, or off-street options • Cambridge will have 100 publicly accessible chargers by 2027, and 475 Level 2 chargers and 25 DC fast chargers by 2050 • People could also charge their e-scooters and e-bikes in public charging areas in commercial areas • Some parking spaces could become reserved for charging EVs only • Some sidewalks space could be used for EV chargers • Consideration: Ensure that there are plenty of chargers that are accessible for people with mobility limitations (without creating restrictions for EVs only in accessible spots) • Consideration: Solar EV charging can't be installed in MA currently, but the Legislature trying to change that by next year. City would advocate for this. • Consideration: City policies and practices for granting permission to create a parking space on residential properties will need to be weighed against need to grow publicly accessible EV charging network 	2.2%	1
EV-2	Work with affordable housing sites to add EV charging stations and micromobility charging for site residents	<ul style="list-style-type: none"> • Install four (4) Level 2 chargers at twenty (20) locations to charge a total of eighty (80) vehicles • Residents at affordable housing locations could have more access to chargers • Visitors to CHA residents who drive electric vehicles, e-bikes, or e-scooters could more easily charge them • Could be paired with EV carshare program to provide access to an EV without having to own one • Consideration: Installing EV chargers should not increase the cost of housing 	Less than 1% Very important equity measure, but minimal emissions reductions due to small number of people this affects	3, 4
EV-3	Require new developments to install EV charging (Level 2 or DC fast charging) to serve 25% of total number of parking spaces and make the remaining 75% of spaces EV-ready	<ul style="list-style-type: none"> • More buildings would provide EV-charging and prepare for the eventual future when all vehicles are electric. • Cambridge’s zoning requirements will match Boston’s EV Readiness Policy for new developments • EV-ready means installing wiring to enable additional EV chargers in the future • The City would require developers to ensure sufficient capacity in the electrical panel and transformer(s) to support future installation of chargers serving all parking spaces 	1.9%	1, 3
EV-4	Advocate that Eversource provide discounted EV charging rates at off-peak times	<ul style="list-style-type: none"> • Having an option for less expensive charging could make owning an EV could feel more possible to residents who have low incomes 	2.6%	1
EV-5	Provide high degree of support to help residents access existing state and federal incentives and rebates for buying EVs, and learn more about using and charging EVs	<ul style="list-style-type: none"> • EV-buyers would be able to more easily understand and access incentives that bring down the cost of buying a new electric vehicle • Cambridge residents could switch from owning gas vehicles to electric vehicles more quickly with this program • Collaborate with Electrify Cambridge and Climate Committee on this work 	1.9%	1, 3