

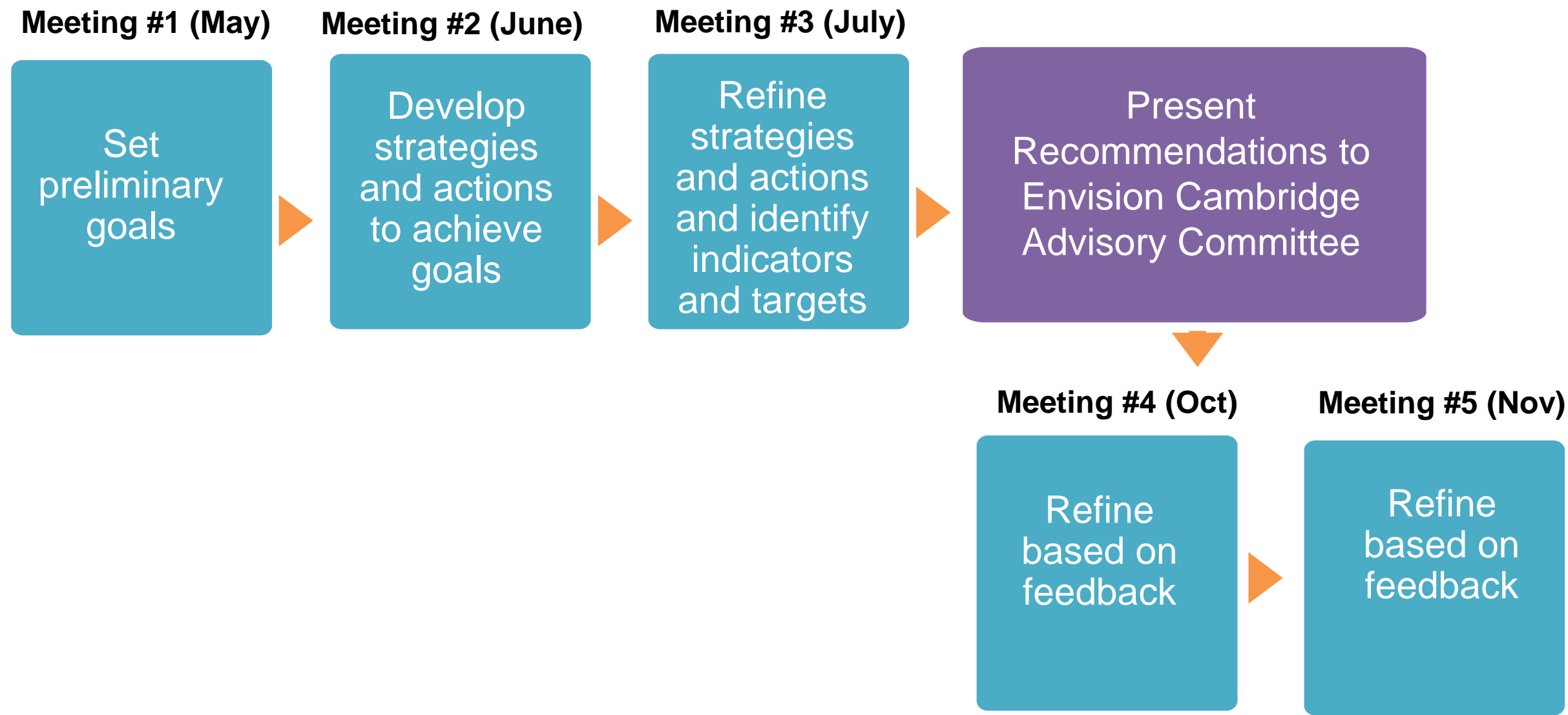
Mobility Working Group: Meeting 3

July 17, 2017

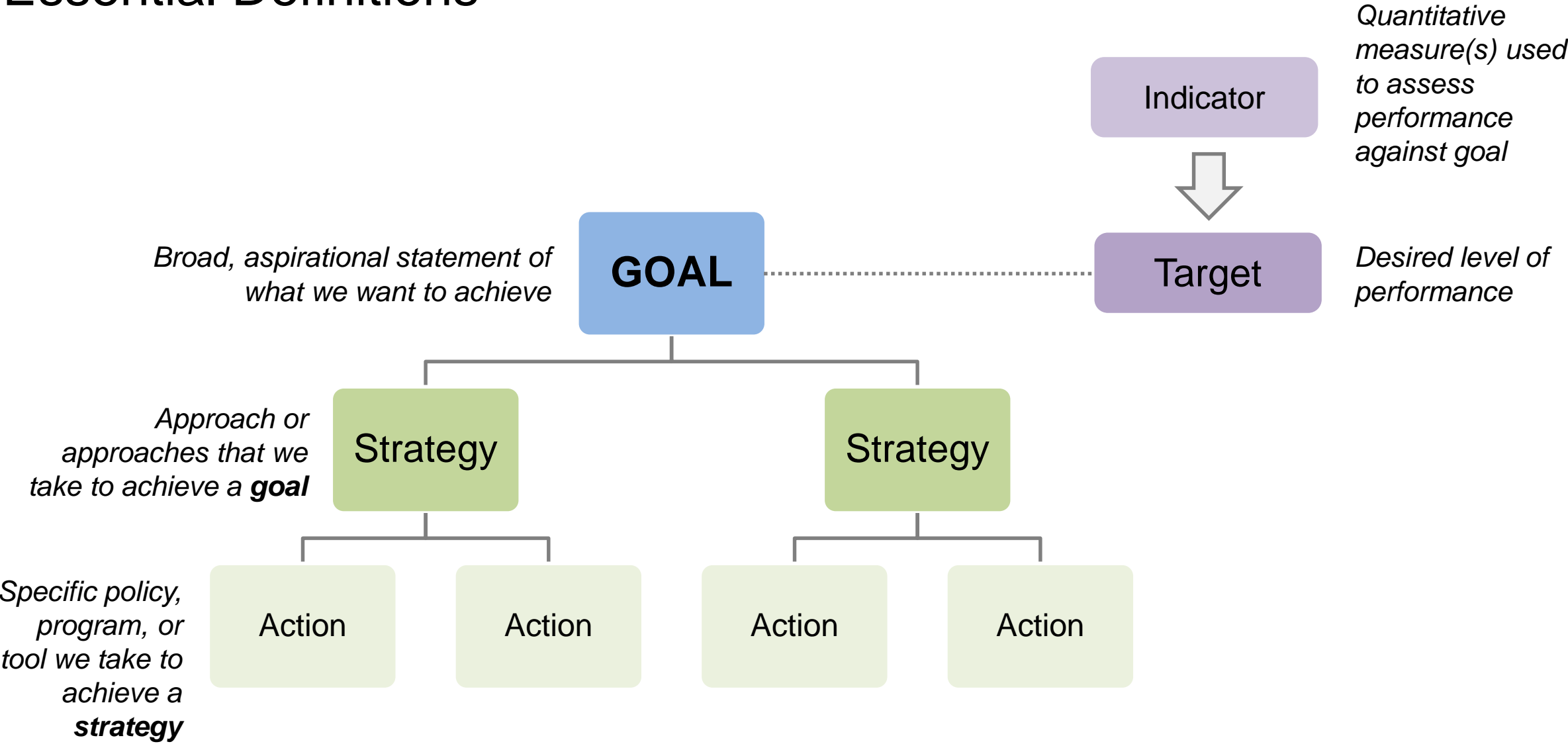


ENVISION CAMBRIDGE

2017 Working Group Schedule



Essential Definitions



Agenda

1. Project Overview
2. Revised Goals (10 min.)
3. Review Existing City Indicators and Targets (60 min. discussion)
4. Strategies and Actions Gaps Analysis (60 min. working session)
5. Next Steps (10 min. prep for Working Group Meeting #4)

Revised Goals



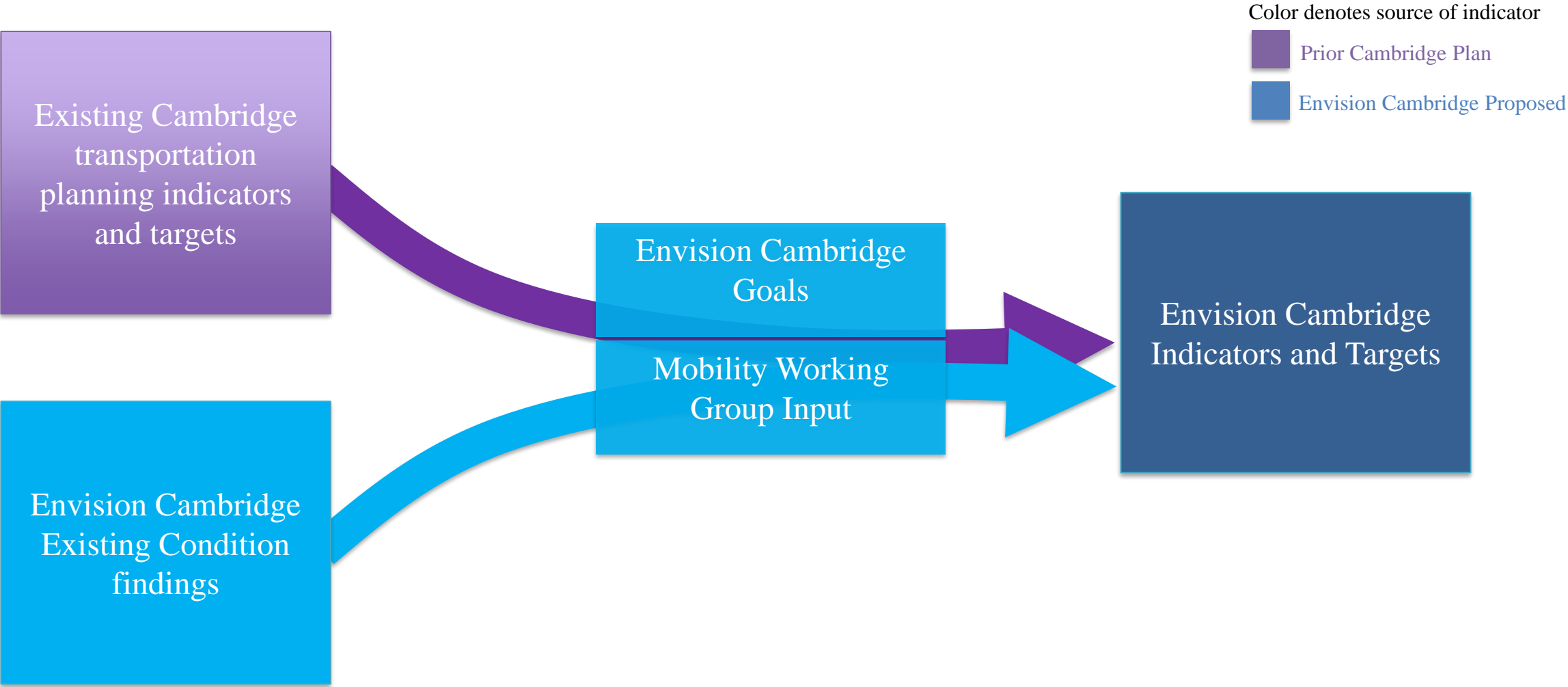
Revised Goals

Goals by Topic Area	
Safety and Active Transportation	Goal A: Eliminate traffic fatalities and serious injuries, while encouraging active living and improving comfort for people of all ages and abilities
Equity and Accessibility	Goal B: Ensure a diverse set of travel options that meet the access and mobility needs for people residents of all ages and abilities
Reliability and Efficiency	Goal C: Ensure transit and goods movement reliability, and move more people by space-efficient modes, such as walking, biking, taking transit, and carpooling
Community Character and Vitality	Goal D: Ensure that the transportation system supports place-making and shared community spaces, and protects neighborhood streets
Connectedness and User Friendliness	Goal E: Create an easy-to-understand, integrated, continuous, and comfortable transportation network
Climate Resilience and Environmental Health	Goal F: Achieve a carbon neutral transportation system and adapt to climate change that is already occurring

Existing City-wide Indicators and Targets



Process of Indicator Development

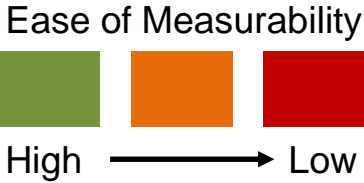


Safety and Active Transportation

Goal A: Eliminate traffic fatalities and serious injuries, while encouraging active living and improving comfort

Top
Fatality / injury by mode and geography
Degree of connectedness and stress / comfort, by modal network
Satisfaction of trip, by mode, for all users
Maybe
Network speed data (INRIX)
Percentage of streets that are brought up to standards of the 5-year Sidewalk Plan or Bicycle Plan
Regional through trips on arterials vs locals (streetlight data)*
Percent of Cambridge workers and Cambridge residents commuting by non-SOV mode
Number of fatalities and serious injuries for all modes (Vision Zero)
Percent of streets that have reduced speed through traffic calming
Cardio vascular and mental health

Strike Out
Hubway trip data
Sidewalk Conditions Rating
Number of students who walk or bike to school
Drop off by SOV vehicle vs. other modes
Percent of all trips made by bicycle



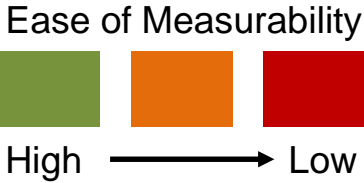
* Indicator that is repeated for another goal

Equity and Accessibility

Goal B. Ensure a diverse set of travel options that meet the access and mobility needs for people of all ages and abilities

Top
Travel time to work by mode and income
Proximity to community resources by mode and income
Percent of residents within ¼ mile of a key bus route or transit stop
Percent of ADA compliant pedestrian ramps, accessible pedestrian signals, and accessible crossing island and medians
Maybe
Peak vs. off-peak bus frequencies
Percent of residents within ¼ mile of a Hubway stop
Percent of minorities, women, and low-income persons who walk, bike, or take transit to work
Number of outreach programs for women and minorities
Number of underrepresented people enrolled in Hubway and MBTA Youth Pass Program
Number of high frequency and reliable transit links between low-income residents and job centers
Intermodal connectedness
Pedestrian delay at intersections (PLOS)
Impact of peak traffic on local access

Strike Out
Use of paratransit
ADA rating
Snow preparedness

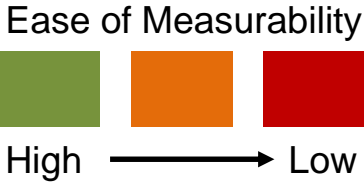


Reliability and Efficiency

Goal C. Ensure transit and goods movement reliability and move more people by space-efficient modes, such as walking, biking, taking transit, and carpooling

Top
Percentage of public ROW dedicated to the proportion of users by mode
Locations of recurrent transit delay
Mode share of trip purpose
Maybe
Delay/ QOS/ frequency of transit
Rate of cars registered per household
Mode of access to transit by geography
Utilization of space dedicated to parking

Strike Out
Bus travel times for the worst ranked higher ridership bus route segments

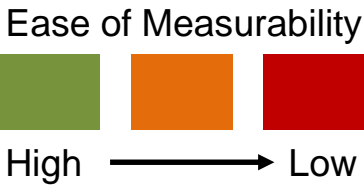


Community Character and Vitality

Goal D. Ensure that the transportation system supports place-making and shared community spaces, and protects neighborhood streets

Top
Regional through trips on arterials versus locals (streetlight data)*
Number of people engaged in staying activities (e.g. sitting in a parklet)
Recorded traffic speed
Maybe
Percentage of streets with high design speeds
Number of public spaces including public art, parklets, and play features
Number of street closures for special events, such as block parties, citywide dance party, Sundays on Memorial Drive
Mode of access to neighborhood businesses
Level of activity near transit/ other nodes

Strike Out
Number of trees shading the public way, including street trees, back-of-sidewalk trees, and trees planted in curb extensions



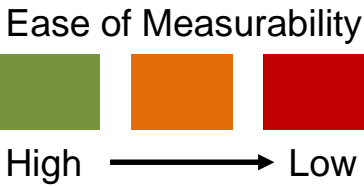
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Connectedness and User-Friendliness

Goal E. Create an easy-to-understand, integrated, continuous, and comfortable transportation network

Top
Distance to multiple sustainable transportation options (e.g. Hubway <u>and</u> the T <u>and</u> a carshare)
Number of real time transportation information displays
Percent of residents within X distance of a robust mobility hub
Correlation of transit routes to surveyed OD pairs
Maybe
Travel time for sustainable modes vs. SOV
Percent of residents living within X distance of a car share car
Percentage of bus stops near amenities
System satisfaction city-wide and by key destination pairs
Frequency of reported complaints by mode and geography

Strike Out
Number of public buildings that are equipped with real time transit information (TransitScreen Pilot Program)
Number of Hubway Stations
Number of public bicycle parking spaces
Percent of bus shelters and benches at bus stops that have been identified as priority locations
Existence of wayfinding information

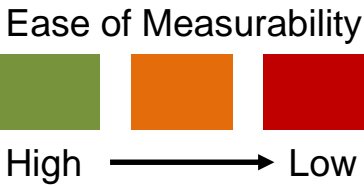


Climate Resilience and Environmental Health

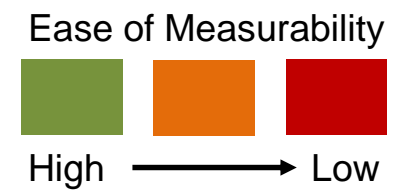
Goal F. Achieve a carbon neutral transportation system and adapt to climate change

Top
Amount of greenhouse gas emissions from transportation sources (trains, buses and cars)
Number of out-of-service transit days due to climate change effects
Percent of tree canopy coverage
Maybe
Regional transit mode share
Percentage of public space that is pervious
Percent of VMT traveled by non-polluting modes
VMT traveled by Cambridge residents
Percentage of alternative fuel vehicles as percent of total vehicles registered in Cambridge
Number of fine particulates (PPM)
Percentage of street infrastructure that floods regularly
Total VMT in Cambridge

Strike Out
Miles of off-street paths
Days that Alewife lot is full by 9am

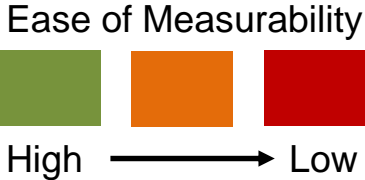


Top Indicators



Goal	Indicators	Evaluation
Goal A: Eliminate traffic fatalities and serious injuries, while encouraging active living and improving comfort	<ul style="list-style-type: none"> Fatality/ injury by mode and geography Degree of connectedness and stress / comfort, by modal network Satisfaction of trip, by mode, for all users 	<ul style="list-style-type: none"> Measurable today Could use existing City measures to integrate modes Would require annual surveying
Goal B. Ensure a diverse set of travel options that meet the access and mobility needs for people of all ages and abilities	<ul style="list-style-type: none"> Travel time to work by mode and income Proximity to community resources by mode and income Percent of residents within ¼ mile of a key bus route or transit stop Percent of ADA compliant pedestrian ramps, accessible pedestrian signals, and accessible crossing island and medians 	<ul style="list-style-type: none"> Measurable with ACS data for SOV, HOV, and Public Transportation Measurable today Measurable today Measurable today
Goal C. Ensure transit and goods movement reliability and move more people by space-efficient modes, such as walking, biking, taking transit, and carpooling	<ul style="list-style-type: none"> Percentage of public ROW dedicated to the proportion of users by mode Locations of recurrent transit delay Mode share of trip types 	<ul style="list-style-type: none"> Can be assessed for certain areas in the City, may need more data Measured in some areas today Would take significant data collection/surveying
Goal D. Ensure that the transportation system supports place-making and shared community spaces, and protects neighborhood streets	<ul style="list-style-type: none"> Regional through trips on arterials vs locals (Streetlight data) Number of people engaged in staying activities (e.g. sitting in a parklet) Recorded traffic speed 	<ul style="list-style-type: none"> Measurable using mobile GPS data Measurable using mobile GPS/location data Measurable through surveying/INRIX data (Waze)

Top Indicators



Goal	Indicators	Evaluation
Goal E. Create an easy-to-understand, integrated, continuous, and comfortable transportation network	<ul style="list-style-type: none">Distance to multiple sustainable transportation options (e.g. Hubway <u>and</u> the T <u>and</u> a carshare)Number of real time transportation information displaysConnectedness of transit routes to surveyed OD pairs	<ul style="list-style-type: none">Measurable with GISMeasurable todayRequires methodological development, but proxies exist
Goal F. Achieve a carbon neutral transportation system and adapt to climate change	<ul style="list-style-type: none">Amount of greenhouse gas emissions from transportation sources (trains, buses and cars)Number of out-of-service transit days due to climate change effectsPercent of tree canopy coverage	<ul style="list-style-type: none">Measurable todayMeasured in 2009, will need to updateDone at state level, may need more analysis

Potential Targets

Goals	Indicators	Target
Goal A: Eliminate traffic fatalities and serious injuries, while encouraging active living and improving comfort for people	<ul style="list-style-type: none"> A. Fatality/ injury by mode and geography B. Degree of connectedness and stress / comfort, by modal network C. Satisfaction of trip, by mode, for all users 	
Goal B. Ensure a diverse set of travel options that meet the access and mobility needs for people residents of all ages and abilities	<ul style="list-style-type: none"> A. Travel time to work by mode and income B. Proximity to community resources by mode and income C. Percent of residents within ¼ mile of a key bus route or transit stop D. Percent of ADA compliant pedestrian ramps, accessible pedestrian signals, and accessible crossing island and medians 	
Goal C. Ensure transit and goods movement reliability and move more people by space-efficient modes, such as walking, biking, taking transit, and carpooling	<ul style="list-style-type: none"> A. Percentage of public ROW dedicated to the proportion of users by mode B. Locations of recurrent transit delay C. Mode share of trip types 	

Potential Targets

Goals	Indicators	Target
Goal D. Ensure that the transportation system supports place-making and shared community spaces, and protects neighborhood streets	<ul style="list-style-type: none"> A. Regional through trips on arterials vs locals (Streetlight data) B. Number of people engaged in staying activities (e.g. sitting in a parklet) C. Recorded traffic speed 	
Goal E. Create an easy-to-understand, integrated, continuous, and comfortable transportation network	<ul style="list-style-type: none"> A. Distance to multiple sustainable transportation options (e.g. Hubway <u>and</u> the T <u>and</u> a carshare) B. Number of real time transportation information displays C. Connectedness of transit routes to surveyed OD pairs 	
Goal F. Achieve a carbon neutral transportation system and adapt to climate change	<ul style="list-style-type: none"> A. Number of out-of-service transit days due to climate change effects B. Percent of tree canopy coverage C. Amount of greenhouse gas emissions from transportation sources (trains, buses and cars) 	

Strategies and Actions



Analysis of Existing Strategies and Actions

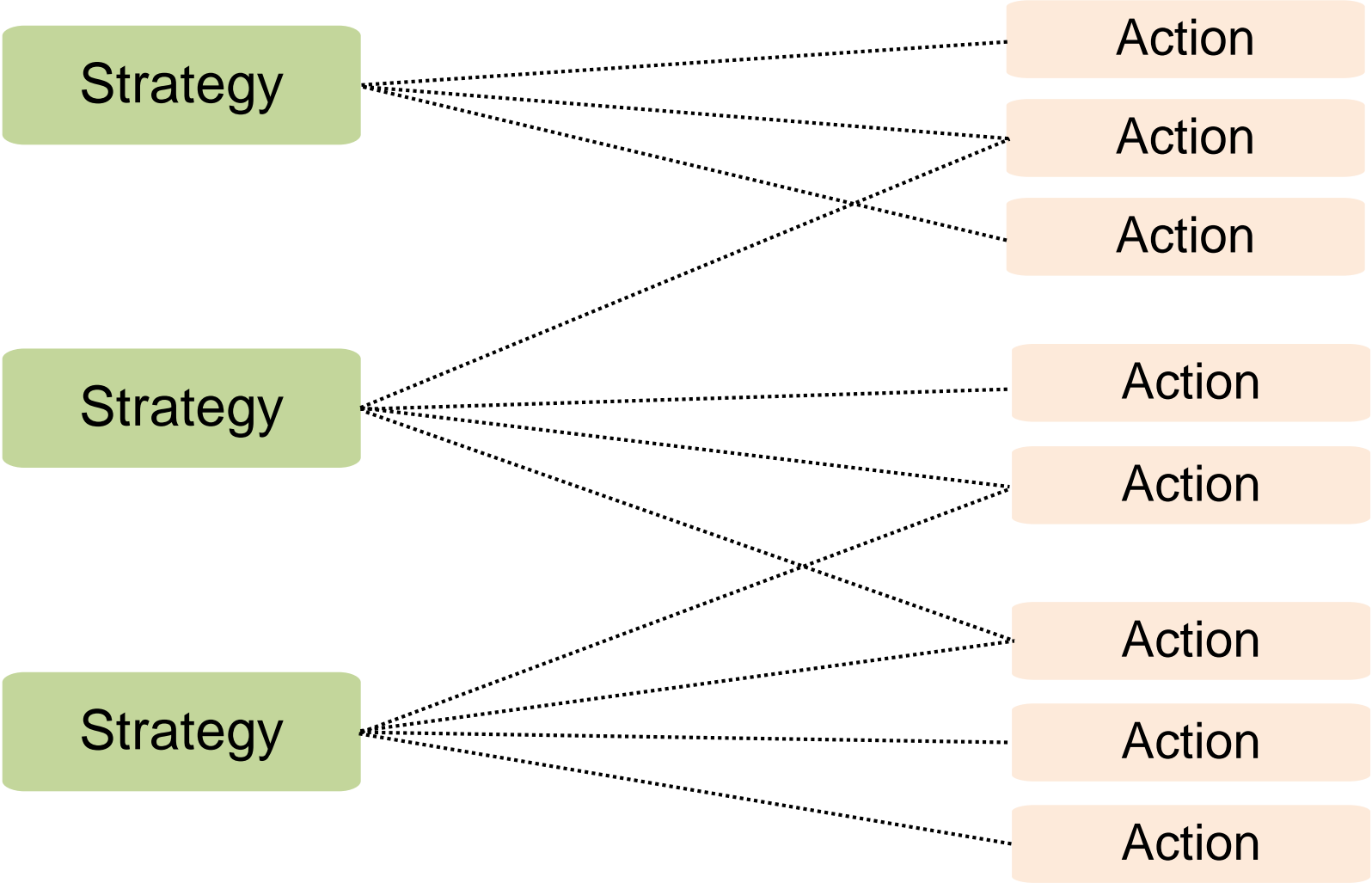
Goal of exercise

Evaluate the effectiveness of existing City policies and programs and their ability in helping achieve the Working Group's priority goals & targets.

Things to Consider/ Discuss

- Are the strategies and actions coming from the City's existing policies and programs addressing the goals & targets?
 - If so, should the City's efforts be increased/decreased?
 - If not, how can we revise/add to existing efforts?
 - What new strategies and actions should the City pursue?

Strategy-Action Linkages

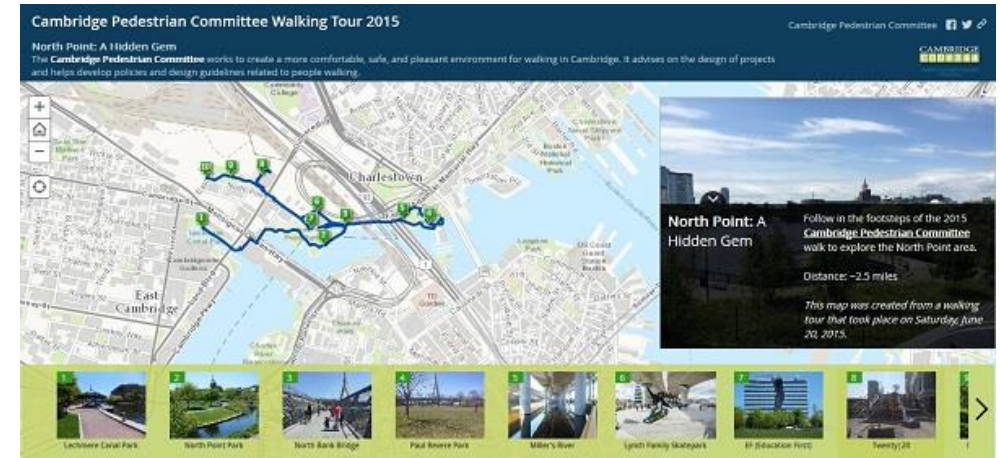


Goal A: Eliminate traffic fatalities and serious injuries, while encouraging active living and improving comfort.

Strategies

These are strategies guiding the City's existing policies and programs. Are they adequate to address the goals & targets?

- Support Vision Zero efforts to engage and educate the public to involve all Cambridge residents in making the City a safe place
- Increase active transportation by developing and promoting the use of continuous street networks citywide for healthy and sustainable transportation
- Promote public transit as a way to reduce the number of individuals driving privately owned vehicles, improving both the environment and safety
- Track, analyze, and respond to traffic crashes and their underlying causes



Goal A: Eliminate traffic fatalities and serious injuries, while encouraging active living and improving comfort

Existing actions	How effective are these existing City policies and programs in meeting our goals?
Which of Cambridge’s existing programs, policies, and tools (i.e., actions) are especially critical to helping Cambridge achieve this goal?	
Vision Zero Policy	✓ GOOD
Traffic Calming Program	✓ GOOD
Five Year Sidewalk and Street Reconstruction Plan	✓ GOOD
City of Cambridge Community Health Improvement Program	✓ GOOD
Cambridge Pedestrian Plan	⚠ FAIR
Cambridge Bicycle Plan	✓ GOOD
Transit Strategic Plan	⚠ FAIR
Safe Routes to School Program	✓ GOOD

Strategies

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Cambridge Bicycle Plan	✓ GOOD
Transit Strategic Plan	⚠ FAIR
Safe Routes to School Program	✓ GOOD

New actions

Are there any gaps programs, policies, and tools shown here?
What additional actions would you would like to see the City pursue to achieve this goal?

- New action 1
- New action 2

Goal B: Ensure a diverse set of travel options that meet the access and mobility needs for people of all ages and abilities

Strategies

These are strategies guiding the City's existing policies and programs. Are they adequate to address the goals & targets?

- Increase access to transit, bicycle, and carsharing options in areas of Cambridge that are underserved in the mobility network
- Remove barriers of cost, safety, convenience, and comfort for anyone of any age, ability, race, gender, or income to easily choose sustainable transportation as a primary way to travel in Cambridge.
- Ensure that housing, especially affordable housing, is accessible to sustainable transportation options, such as Hubway stations, bus stops, light rail stations, secure bicycle parking, comfortable bicycle facilities, and more.)



Goal B: Ensure a diverse set of travel options that meet the access and mobility needs for people of all ages and abilities

Existing actions <i>Which of Cambridge's existing programs, policies, and tools (i.e., actions) are especially critical to helping Cambridge achieve this goal?</i>	<i>How effective are these existing City policies and programs in meeting our goals?</i>
Cambridge Bicycle Plan	✓ GOOD
Transit Strategic Plan	⚠ FAIR
MBTA Youth Pass Program	⚠ FAIR
Cambridge Taxi Discount Coupon Program	⚠ FAIR
Wheelchair-Accessible Taxicab Program	✓ GOOD
Miscellaneous Sidewalk (ADA Focus)	✓ GOOD
Door2Door Transportation	✓ GOOD
Parking and Transportation Demand Management Ordinance (Chapter 10.18)	✓ GOOD
Vehicle Trip Reduction Ordinance	✓ GOOD
City Article 19 Project Review	✓ GOOD
Cambridge Growth Policy Document	✓ GOOD
Bicycle Parking Zoning (Article 6.100)	✓ GOOD

Strategies

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Cambridge Growth Policy Document	✓ GOOD
Bicycle Parking Zoning (Article 6.100)	✓ GOOD

New actions

*Are there any gaps programs, policies, and tools shown here?
What additional actions would you would like to see the City pursue to achieve this goal?*

- Boston Low-Income Hubway Pass**

- Individuals over 16 who have a low income or qualify for certain types of public assistance



- Washington D.C. Anti-Street Harassment Taskforce**

- D.C.'s Vision Zero Plan includes the establishment of a taskforce to develop policies and practices to thwart street harassment

Goal C: Ensure transit and goods movement reliability and move more people by space-efficient modes, such as walking, biking, taking transit, and carpooling











Strategies

These are strategies guiding the City's existing policies and programs. Are they adequate to address the goals & targets?

- Prioritize space and design of space-efficient mobility options such as walking, biking and transit at all intersections and along all streets to increase the reliability
- Ensure that travel by foot, bike and bus is minimally disrupted by delays, barriers, and gaps in connectivity
- Encourage innovation in development and business that embraces safe, efficient, reliable and equitable delivery of shared mobility services, such as carshare vehicles.
- Ensure that ride hailing services contribute to mobility in a low-impact, resource efficient way.



Goal C: Ensure transit and goods movement reliability and move more people by space-efficient modes, such as walking, biking, taking transit, and carpooling











Existing actions	How effective are these existing City policies and programs in meeting our goals?
Which of Cambridge's existing programs, policies, and tools (i.e., actions) are especially critical to helping Cambridge achieve this goal?	
Transit Strategic Plan	 FAIR
Cambridge Pedestrian Plan	 FAIR
Cambridge Bicycle Plan	 GOOD
Cambridge Growth Policy Document	 GOOD
Five Year Sidewalk and Street Reconstruction Plan	 GOOD
Sewer Separation and Storm water Program	 GOOD
MBTA Key Bus Routes Program	 GOOD
Parking and Transportation Demand Management Ordinance (Chapter 10.18)	 GOOD
Vehicle Trip Reduction Ordinance	 GOOD
Bicycle Parking Zoning (Article 6.100)	 GOOD

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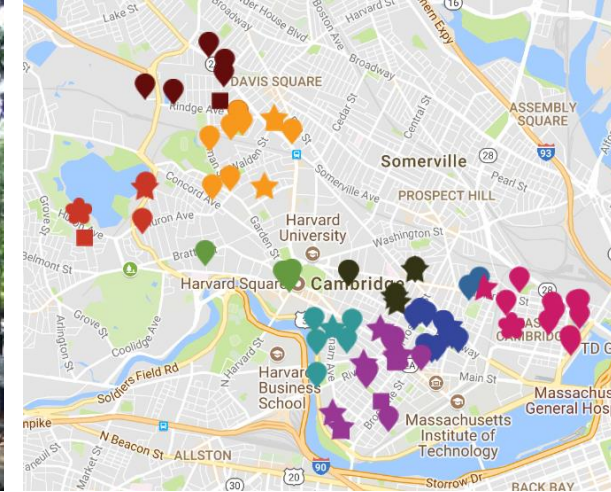
- New action 1
- New action 2

Goal D: Ensure that the transportation system supports place-making and shared community spaces, and protects neighborhood streets

Strategies

These are strategies guiding the City's existing policies and programs. Are they adequate to address the goals & targets?

- Design transportation infrastructure in a way that prioritizes the sustainable modes people use to shop locally and access local community resources (i.e., parks, community centers, or recreation facilities)
- Create spaces that are attractive and provide personal safety and comfort when walking and biking, especially amenities that use the street as a public resource, such as resting spots, shade, play areas, and points of interest
- Reallocate space that is currently used by cars to create more open space, wider sidewalks, etc.



Goal D: Ensure that the transportation system supports place-making and shared community spaces, and protects neighborhood streets

Existing actions	
<i>Which of Cambridge’s existing programs, policies, and tools (i.e., actions) are especially critical to helping Cambridge achieve this goal?</i>	<i>How effective are these existing City policies and programs in meeting our goals?</i>
Cambridge Bicycle Plan	✓ GOOD
Cambridge Pedestrian Plan	⚠ FAIR
Traffic Calming Program	✓ GOOD

Strategies

These are strategies guiding the City’s existing policies and programs.

Are they adequate to address the goals & targets?

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New actions

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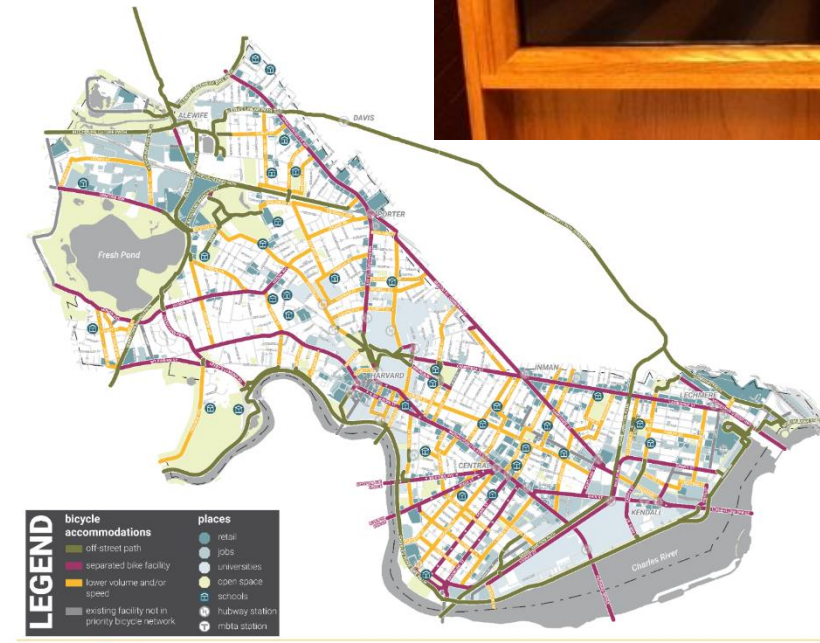
- *New action 1*
- *New action 2*

Goal E: Create an easy-to-understand, integrated, continuous, and comfortable transportation network

Strategies

These are strategies guiding the City's existing policies and programs. Are they adequate to address the goals & targets?

- Provide equal access to up-to-date information about our sustainable transportation network to meet the mobility needs of all residents, especially youth, older adults, persons with disabilities, families, and people who do not drive.
- Use technology, such as interconnected signals and signal priority, to support other mobility goals.
- Improve wayfinding and real-time transportation information, particularly related to transfers between modes and at major landmarks/ destinations
- Plan for the automated vehicles to ensure they serve all residents using a shared, electric fleet that carries multiple passengers.



Goal E: Create an easy-to-understand, integrated, continuous, and comfortable transportation network

Existing actions	
Which of Cambridge’s existing programs, policies, and tools (i.e., actions) are especially critical to helping Cambridge achieve this goal?	How effective are these existing City policies and programs in meeting our goals?
Cambridge Bicycle Plan	✓ GOOD
Cambridge Pedestrian Plan	⚠ FAIR
Transit Strategic Plan	⚠ FAIR
CitySmart Transportation Outreach	✓ GOOD
Real-Time Transportation Information Program	⚠ FAIR

Strategies

These are strategies guiding the City’s existing policies and programs.
Are they adequate to address the goals & targets?

- Provide equal access to up-to-date information about our sustainable transportation network to meet the mobility needs of all residents, especially youth, older adults, persons with disabilities, families, and people who do not drive.
- Use technology, such as interconnected signals and signal priority, to support other mobility goals.
- Improve wayfinding and real-time transportation information, particularly related to transfers between modes and at major landmarks/destinations
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Goal E: Create an easy-to-understand, integrated, continuous, and comfortable transportation network

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CitySmart Transportation Outreach	✓ GOOD
Real-Time Transportation Information Program	⚠ FAIR

New actions

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What additional actions would you would like to see the City pursue to achieve this goal?

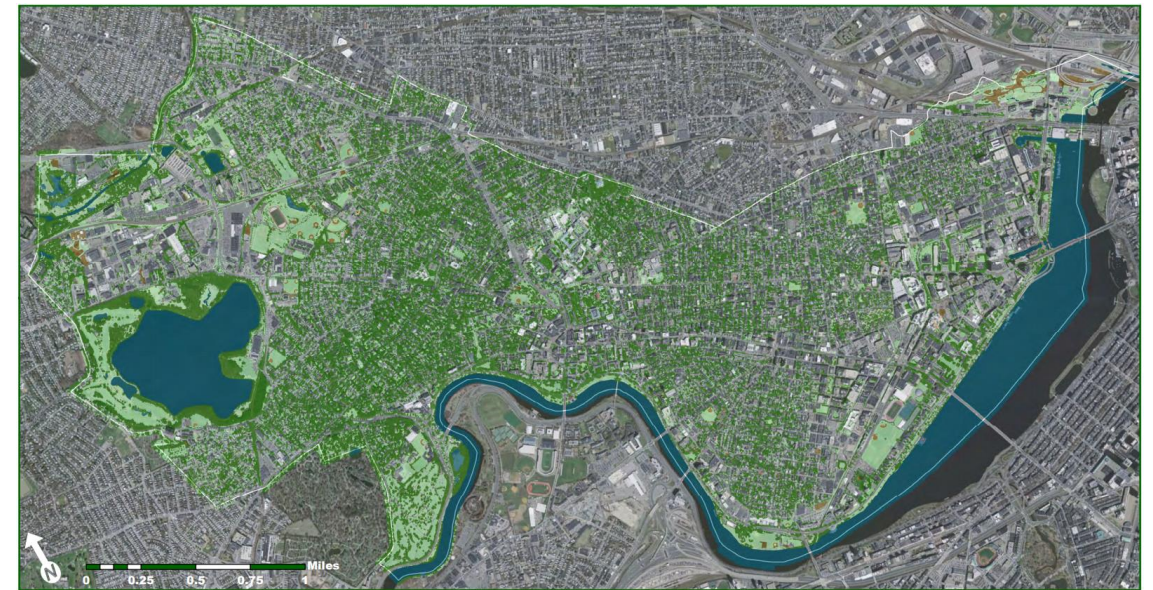
- New action 1
- New action 2

Goal F: Achieve a carbon neutral transportation system and adapt to climate change

Strategies

These are strategies guiding the City's existing policies and programs. Are they adequate to address the goals & targets?

- Deploy mobility solutions that use renewable and non-fossil-fuel resources.
- Reduce the use of single-occupancy automobiles and number of miles traveled by car within and through Cambridge
- Ensure that transportation infrastructure is constructed, rehabilitated, and/or operated in a way that it is resilient to floods, heat waves and other climate change-related challenges.



Goal F: Achieve a carbon neutral transportation system and adapt to climate change

Existing actions	How effective are these existing City policies and programs in meeting our goals?
Which of Cambridge's existing programs, policies, and tools (i.e., actions) are especially critical to helping Cambridge achieve this goal?	
Parking and Transportation Demand Management Ordinance (Chapter 10.18)	✓ GOOD
Vehicle Trip Reduction Ordinance	✓ GOOD
City Article 19 Project Review	✓ GOOD
Cambridge Growth Policy Document	✓ GOOD
Commercial Parking Space Permit	✓ GOOD
Sewer Separation and Storm water Program	✓ GOOD
Transit Strategic Plan	⚠ FAIR
Electric Vehicle Strategy	⚠ FAIR
Climate Change Vulnerability Assessment and Preparedness Plan	✓ GOOD

Strategies

These are strategies guiding the City's existing policies and programs. Are they adequate to address the goals & targets?

- Deploy mobility solutions that use renewable and non-fossil-fuel resources.
- Reduce the use of single-occupancy automobiles and number of miles traveled by car within and through Cambridge
- Ensure that transportation infrastructure is constructed, rehabilitated, and/or operated in a way that it is resilient to floods, heat waves and other climate change-related challenges.

Goal F: Achieve a carbon neutral transportation system and adapt to climate change

Existing actions	How effective are these existing City policies and programs in meeting our goals?
Which of Cambridge's existing programs, policies, and tools (i.e., actions) are especially critical to helping Cambridge achieve this goal?	
Parking and Transportation Demand Management Ordinance (Chapter 10.18)	✓ GOOD
Vehicle Trip Reduction Ordinance	✓ GOOD
City Article 19 Project Review	✓ GOOD
Cambridge Growth Policy Document	✓ GOOD
Commercial Parking Space Permit	✓ GOOD
Sewer Separation and Storm water Program	✓ GOOD
Transit Strategic Plan	⚠ FAIR
Electric Vehicle Strategy	⚠ FAIR
Climate Change Vulnerability Assessment and Preparedness Plan	✓ GOOD

New actions

Are there any gaps programs, policies, and tools shown here?
What additional actions would you would like to see the City pursue to achieve this goal?

- New action 1
- New action 2

Summary of Identified Strategies and Actions

✓ GOOD

- Vision Zero Policy
- Five Year Sidewalk and Street Reconstruction Plan
- City of Cambridge Community Health Improvement Program
- Cambridge Bicycle Plan
- Climate Change Vulnerability Assessment and Preparedness Plan
- Safe Routes to School Program
- MBTA Key Bus Routes Program
- Bus Shelter Program
- Miscellaneous Sidewalk Program
- Door2Door Transportation
- Wheelchair-Accessible Taxicab Program
- Parking and Transportation Demand Management Ordinance (Chapter 10.18)
- Vehicle Trip Reduction Ordinance
- City Article 19 Project Review

✓ GOOD

- Cambridge Growth Policy Document
- Bicycle Parking Zoning (Article 6.100)
- Sewer Separation and Storm water Program
- CitySmart Transportation Outreach
- Commercial Parking Space Permit (Chapter 10.18)

⚠ FAIR

- Cambridge Pedestrian Plan
- Transit Strategic Plan
- MBTA Youth Pass Program
- Real-Time Transportation Information Program
- Cambridge Taxi Discount Coupon Program
- Electric Vehicle Strategy

2017 Working Group Schedule

