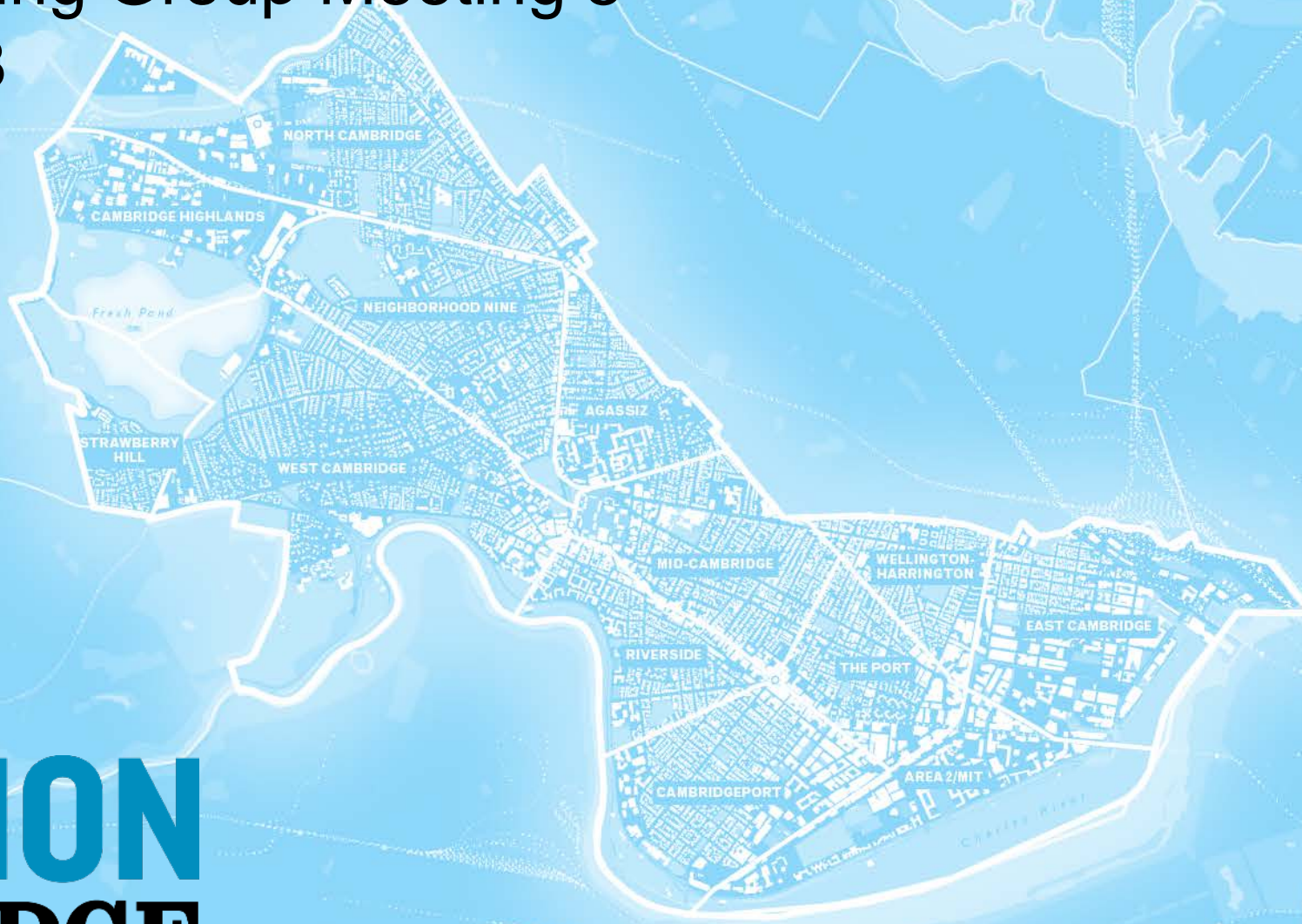


Mobility Working Group Meeting 5

April 25, 2018



ENVISION CAMBRIDGE

Today's agenda

Meeting objective: Discuss draft indicators and targets, select up to 5 indicators that the City will measure on an ongoing basis

- **Joint Working Group Meeting recap** **10 mins**
- **Priority mobility actions** **25 mins**
- **Indicators and Targets discussion** **75 mins**
- **Next steps** **10 mins**



What we heard at the Joint Working Group meeting



Top voted actions across focus areas

CLIMATE	Develop disaster preparedness plans at the neighborhood level...
	Develop a Green Infrastructure Action Plan
ECONOMY	Undertake targeted business recruitment efforts to attract firms that offer low barrier-to-entry jobs...
	Change zoning to increase density and achieve a mix of uses in targeted areas...
HOUSING	Increase existing City funds dedicated to affordable housing...
	Establish new City funding sources...to support affordable housing at the project or district scale.
	Establish or expand the use of taxes that provide dedicated revenue for affordable housing...
	Change zoning to enable more housing, including affordable housing, to be built along major corridors...
MOBILITY	Develop an implementation plan and increase funding to complete gaps in the Bicycle Network Plan...
	Prepare transportation infrastructure to be more resilient to periodic flooding...
	Change zoning to allow low maximum parking requirements near transit nodes...
URBAN FORM	Build the connections to integrate “Alewife Square” into the fabric of the City...

Other high priority mobility actions

- **Implement bus priority treatments on key bus corridors** at points of recurrent delay to increase transit speed and reduce traffic delays.
- **Install co-located carshare, bikeshare, and transit nodes** in areas that are currently underserved to help reduce automobile traffic.
- **Increase funding to improve multimodal access to key public facilities** such as schools, parks, community centers, recreation centers, and libraries by adding crosswalks, bus shelters, bike lanes, and bike parking, etc.
- **Increase funding to improve intersection safety** in locations with high rates of crashes.
- **Better manage freight movement and delivery** to improve safety and efficiency...

Development Requirements and Incentives

- Support to incentivize affordable housing beyond 20% inclusionary requirement and incorporate family-sized units with density bonuses
- Support to incentivize public gathering spaces (community rooms, childcare facilities, library)
- Support to incentive net zero construction ahead of required schedule
- District energy to be incentivized as part of large-scale developments (as part of PUDs).
- Increased trees and additional open space should be required rather than incentivized.

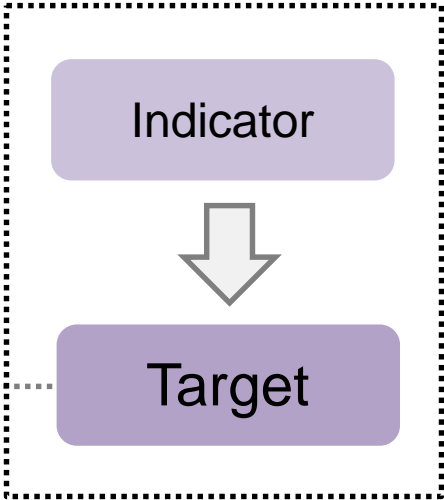


Indicators and Targets



Essential Definitions

Broad, aspirational statement of what we want to achieve



Quantitative measure(s) used to assess performance against goal

Desired level of performance

*Approach or approaches that we take to achieve a **goal***



*Specific policy, program, or tool we take to achieve a **strategy***



The City is already tracking a lot...

- Bus travel times for 5 of the worst-ranked high ridership bus routes
- Kids walking to school
- Residents/employees located w/in .25 mi of bus stop + subway station
- Residents w/in quarter mile of Hubway station (may change to 8th of a mile)
- ADA compliance at intersections

...and more



Indicator 1: Fatalities + Serious Injury for Crashes

- **Baseline:**
 - TBD
- **2025 Draft Targets:**
 - 0 fatalities
 - 0 serious injuries
- **2030 Draft Target:**
 - 0 fatalities
 - 0 serious injuries



ACTION PLAN

December 2017



Indicator 2: Modal Access

Baseline:

- Transit:
 - 48% of residents within ½ mile to MBTA subway station
 - 65% of residents within ¼ mile of high frequency bus lines
- Bike:
 - % of streets that have attained planned level of service as determined by the Cambridge Bicycle Plan
- Walk:
 - % of intersections compliant with ADA/AAB

2025 Draft Target

- TBD

2030 Draft Target

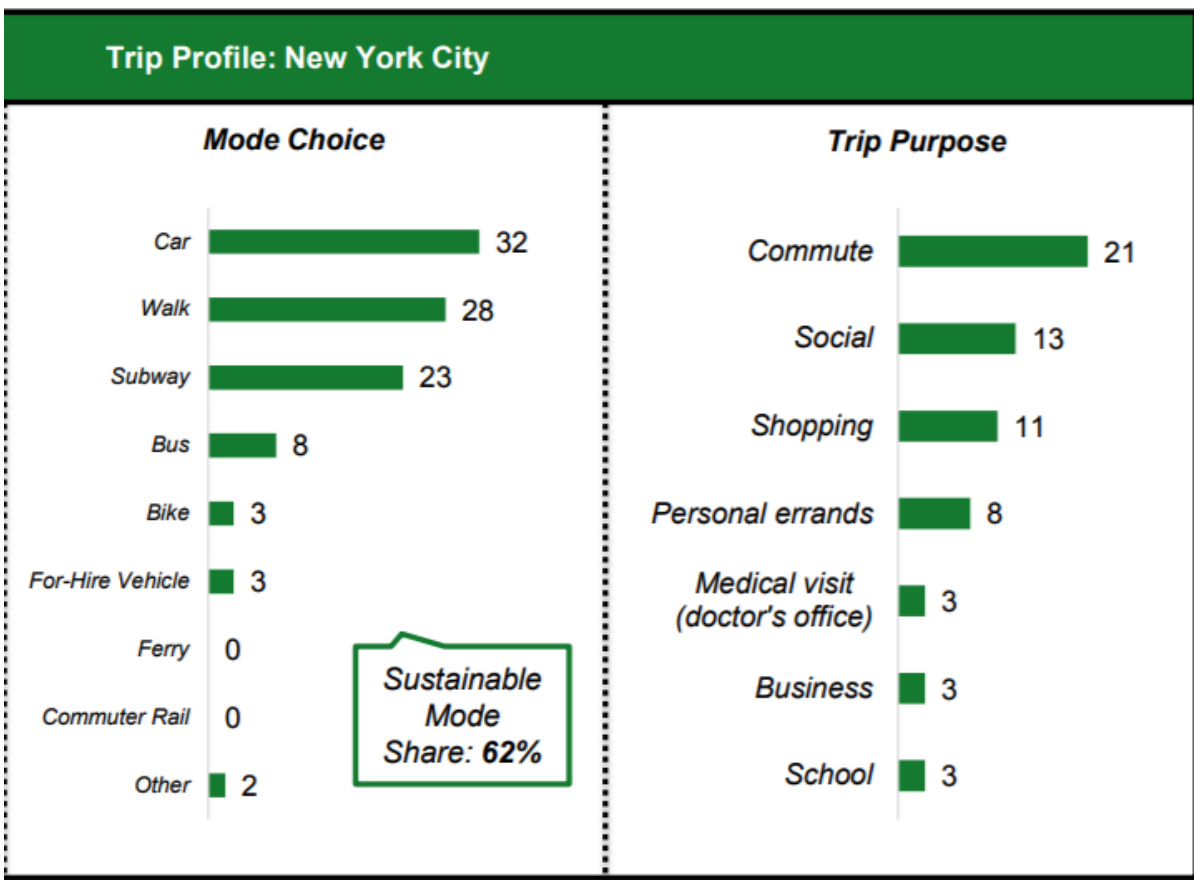
- TBD



Indicator 3: Mode share of all trip types by neighborhood

- **Baseline:**
 - TBD
- **2025 Draft Targets:**
 - Reduce drive alone vehicle mode share for Cambridge residents and employees by 5% (points) from 2020 (or date of first survey)
- **2030 Draft Target:**
 - Reduce drive alone vehicle mode share for Cambridge residents and employees by 10% (points) from 2020 (or date of first survey)

Sample results from New York City



Indicator 4: Commuting mode share for Cambridge employees and residents

- **Baseline:**
 - Employees: 44% drive alone*
 - Residents: 28% drive alone*
- **2025 Draft Targets:**
 - Reduce drive alone vehicle mode share for trips to and from Cambridge by 5% of total from baseline.
- **2030 Draft Target:**
 - Reduce drive alone vehicle mode share for trips to and from Cambridge by 10% of total from baseline.



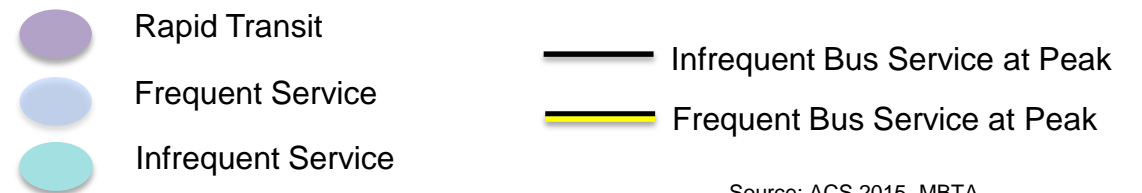
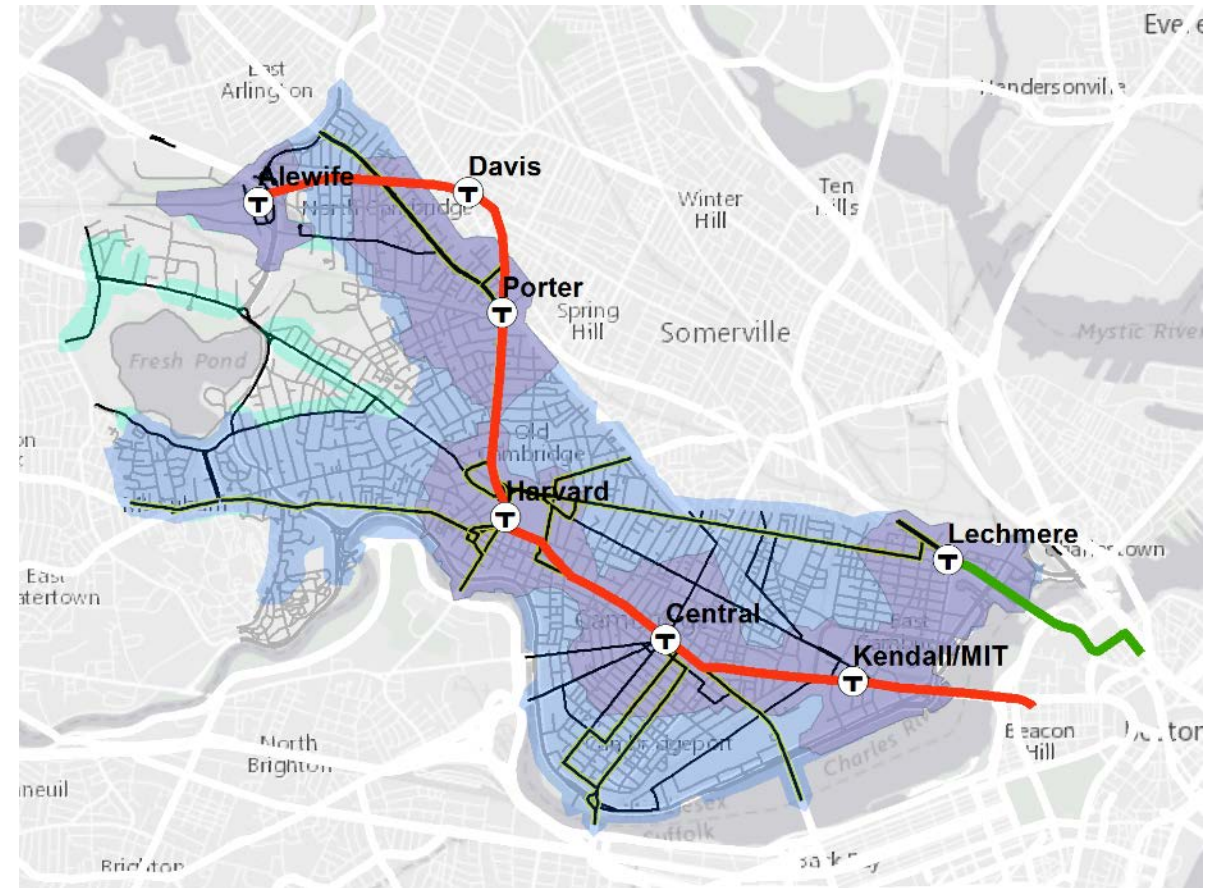
**Average of 2014-2016 ACS 5-year estimates*

Indicator 5: How many connected mobility options are available to the average Cantebridgian?

The average Cantebridgian has access to 3.2 “connected transportation options”

Options include:

- 5-min walk to Hubways that are within a quarter mile of another Hubway
- Near a bicycle facilities that intersect (w/in 150 ft) another bicycle facility
- 350 ft walk of an intersection (preferably crosswalks if data allows)
- 10-min walk to a Red Line station
- 5 min walk to a bus line with a frequency < 10 min (if data allows)



Source: ACS 2015, MBTA

Summary

	Indicator	Baseline	2025 Draft Target	2030 Draft Target
1	Fatality / serious injury for crashes by mode	<i>TBD</i>	Zero*	Zero*
2	Modal access: A. Transit access B. Progress on Cambridge Bicycle Plan C. Walking access for all abilities	<i>TBD</i>	Increase by 10% of total over baseline levels	Increase by 20% of total over baseline levels
3	Mode share of all trip types (for example, visiting a friend, entertainment, etc.) by neighborhood	<i>TBD</i>	Reduce drive alone vehicle mode share for Cambridge residents and employees by 5% (points) from 2020 (or date of first survey) level	Reduce drive alone vehicle mode share for Cambridge residents and employees by 10% (points) from 2020 (or date of first survey) level
4	A. Mode share for Cambridge employees B. Mode share for Cambridge residents	A. <i>44% drive alone</i> B. <i>28% drive alone</i>	Reduce drive alone vehicle mode share for trips to and from Cambridge by 5% of total from baseline.	Reduce drive alone vehicle mode share for trips to and from Cambridge by 10% of total from baseline.
5	Access to connected transportation modes	<i>TBD</i>	TBD	TBD

Next steps



Next steps

- Finalize targets and indicators based on today's discussion.
- Assign an implementation timeframe for actions based on the priority discussion at the Joint Working Group meeting.
- Share final targets and indicators for mobility and a draft implementation schedule for comments.