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

**GOAL**
- Broad, aspirational statement of what we want to achieve

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

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

**Indicator**
- Quantitative measure(s) used to assess performance against goal

**Target**
- Desired level of performance
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 8\textsuperscript{th} 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
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)
## Summary

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