

Mobility Working Group Draft Recommendations

Mobility Goals

- **Safe and Active Transportation:** Eliminate traffic fatalities and serious injuries while encouraging active living and improving comfort for people of all ages and abilities.
- **Equity and Accessibility:** Ensure a diverse set of travel options that meet the access and mobility needs for people of all ages and abilities.
- **Reliability and Efficiency:** Ensure transit and goods movement reliability, and encourage the use of space-efficient modes, such as walking, biking, taking transit, and carpooling.
- **Community Character and Vitality:** Ensure that the city transportation system supports shared community spaces and enhances neighborhood streets.
- **Connectedness and User Friendliness:** Create an easy-to-understand, integrated, continuous, and comfortable transportation network.
- **Climate Resilience and Environmental Health:** Achieve a carbon neutral transportation system and adapt to climate change.

Mobility Strategies & Actions

Strategy: Reduce transportation energy consumption

Actions	Priority	Status	Notes
Ongoing actions			
Promote a shift to electric/clean emissions vehicles, including electric buses	High	Existing	Also a Climate & Environment action
Near-term actions (< 5 years)			
Develop a zero emissions transportation plan, addressing both mode shift and zero emissions vehicles	High	New	Also a Climate & Environment action

Strategy: Ensure that travel by foot, bike and bus is minimally disrupted by delays, barriers, and gaps in connectivity

Actions	Priority	Status	Notes
Ongoing			
Continue and enhance the pedestrian program to promote a more comfortable, safe, and pleasant environment for walking in Cambridge through public education and engagement, traffic law enforcement, and monitoring of pedestrian improvements	High	Existing	
Implement bus priority treatments (signal priority, bus lanes, queue jumps, floating bus stops) at key locations of recurrent delay and unreliability to improve transit travel times.	High	Existing	
Continue monitoring the implementation of separated bike facilities	High	Existing	
Integrate planning efforts for walking, cycling and public transit to ensure that the highest degree of flexibility in mobility choices with minimal disruptions to connectivity between them.	High	Existing	
Undertake community engagement process to prioritize and implement quick-build or high-quality infrastructure separated bicycle projects and bus priority on priority street segments	High	Existing	Capital and operating funding required.
Collaborate with the MBTA to review and modify bus layover locations for any increased efficiencies.	Medium	Expanded	Operating funding required.
Near-term actions (< 5 years)			
Partner with surrounding communities to create multi-jurisdictional BRT/bus priority routes, for example, collaborating with MassDOT and Boston on Route 1 improvements, with Watertown on Route 71 and Route 73 improvements, with Arlington on Route 77 improvements, and with MassDOT and	High	Expanded	

the MBTA on Alewife bus priority for all routes entering and exiting.			
Collaborate with MBTA on bus service planning to support bus priority initiatives, particularly in underserved areas, and advocate for additional service	High	New	
Collaborate with MBTA to effectively implement Automatic Fare Collection, which will enable off-board fare payment and all-door boarding on key corridors, reducing delays.	High	New	
Undertake a detailed feasibility analysis of bicycle network vision as presented in the Bicycle Plan	High	New	
Finalize a Transit Strategic Implementation Plan to create a high-quality transit experience in the city	High	New	
Medium-term actions (5-10 years)			
Create policies for flexing curb regulations to expand loading, bike parking, transit lanes, and shared-ride or autonomous vehicle loading within business districts at times of increased demand using new sign designs, pricing, and electronics	High	Modified	
Long-term actions (>10 years)			
Develop an implementation plan and increase funding to complete gaps in the Bicycle Network Plan to create a completely connected network of high-quality infrastructure citywide	High	New	Capital funding required.

Strategy: Ensure that transportation infrastructure is constructed, rehabilitated, and/or operated in a way that is resilient to floods, heat waves and other climate impacts

Actions	Priority	Status	Notes
Ongoing actions			
Prepare transportation infrastructure to be resilient to periodic flooding, possible salt water contamination, and high temperatures	High	New	Capital funding required.

associated with climate change by relocating mechanical and electrical equipment and introducing more passive cooling features			
Advocate for the MBTA to conduct a vulnerability assessment of all transit facilities in Cambridge, primarily the Red Line	High	New	

Strategy: Improve wayfinding and real-time transportation information, particularly related to transfers between modes

Actions	Priority	Status	Notes
Ongoing actions			
Display real-time information at City buildings, in locations near mobility services, and on City websites to expand the availability, accessibility, and visibility of transit, bikeshare, and carshare services	High	Expanded	
Improve the visibility of street signs by removing obstructions (tree branches), addressing poor lighting, and ensuring that lettering has not worn away.	Medium	Existing	
Medium-term actions (5-10 years)			
Expand citywide pedestrian and bike wayfinding between key destinations such as transit nodes, bike share locations, and community resources like libraries, retail areas, parks, etc.	Medium	Expanded	Best done via online services such as apps
Implement demand-based pricing for all parking meters owned by the City of Cambridge to improve parking availability for those driving, while incentivizing the use of other modes and off-street parking,	High	New	Capital and operating funding required, including conducting a community engagement and education process for the new meter system.

Strategy: Increase access to transit, bicycle, and carsharing options in areas of Cambridge that are underserved in the mobility network, especially near affordable housing.

Actions	Priority	Status	Notes
Ongoing actions			
Install carshare/ bike share/transit hubs in areas that are currently underserved to help reduce automobile traffic	High	New	Capital funding required.
Expand and increase funding for marketing of sustainable transportation modes within the city to encourage broader participation, with a focus on better translation and interpretation services	Medium	Expanded	
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, protected bike lanes, and bike parking, etc.	High	Expanded	Capital and operating funding required.
Prioritize the safety and availability of mobility services for Cambridge seniors and residents with disabilities with door-to-door transportation programs	High	Existing	
Provide affordable transit access for low-income young people by offering the MBTA Youth Pass Program	High	Existing	
Continue to provide reduced-priced bike share memberships to income-eligible people	High	Existing	
Near-term actions (< 5 years)			
Collaborate with the MBTA to provide more corporate and other pass options to expand the market in Cambridge	Medium	New	
Medium-term actions (5-10 years)			
Build a pedestrian, bicycle and transit connection across the railroad tracks connecting the Alewife Quadrangle to the Triangle, and work with MassDOT to advocate for urban rail on the Fitchburg Line	High	New	State action required.

Strategy: Increase active transportation and promote public transit to improve health and safety.

Actions	Priority	Status	Notes
Ongoing actions			
Increase bike parking and bike share stations in neighborhoods and at transit nodes	High	Existing	
Encourage property owners and employers to promote the use of mass transit, bicycling, walking, and carpooling to reduce vehicle traffic congestion and air pollution	High	Existing	
Supplement the public transportation network by owning, operating and expanding the regional Blue Bikes bike-share system with Boston, Somerville, and Brookline	High	Existing	
Improve the health and well-being of Cambridge residents by prioritizing programs and projects that encourage active transportation as outlined in the Community Health Improvement Plan and the Vehicle Trip Reduction Ordinance	Medium	Existing	
Advocate for regional solutions (shuttles, coordination) to move commuters from cars to transit.	High	Existing	
Create a conceptual design and continue to explore demand for two-track rail service (in conjunction with bike/ped path) on the Grand Junction rail corridor between a future West Station and North Station	High	Existing	
Near-term actions (<5 years)			
Update the Citywide Pedestrian Plan	High	Modified	

Strategy: Rebalance right-of-way space to provide amenities for comfort and safety while walking or biking

Actions	Priority	Status	Notes
Ongoing			
Attract more people to walk, especially in high pedestrian traffic locations, through interventions such as: (a) Adjusting signal timing to prioritize pedestrians; (b) Installing raised crosswalks; (c) Widening sidewalks and/or adding curb extensions; (d) Converting underutilized vehicle space into pedestrian plazas and/or shared streets; and e) advocate to DCR for improvements along DCR-owned lands.	High	Existing	
Ensure that reconstructed streets include sidewalks and bicycle facilities that emphasize the Complete Streets approach to design streets for all users through the Five-Year Sidewalk and Street Reconstruction Plan, the Sewer Separation and Stormwater Programs, and development mitigation.	High	Existing	
Implement amenities as defined in the Bus Stop Improvement Program (including real-time information) as well as the Bus Shelter program to improve the experience of people taking transit.	High	Existing	
Medium-term actions (5-10 years)			
Restructure resident and visitor parking permit program to reflect a balance between people who use parking and people who don't take advantage of this public good, including: (a) Increasing the resident parking permit fee (could be combined with a discount for low-income residents and grandfathering of existing residents); and (b) Introducing an escalating fee scale, so that each additional permit at a given address is more expensive	High	Modified	
Develop a policy to reallocate space within public rights-of-way to better support sustainable modes of transportation	High	New	

Strategy: Reduce the use of single-occupancy vehicles and number of miles traveled by car within and through Cambridge

Actions	Priority	Status	Notes
Ongoing actions			
Prepare for the introduction of autonomous vehicles by developing policies that address equity and safety, and ensure that autonomous vehicles that are shared and electric	High	Modified	
To reduce cut-through traffic, promote state transportation infrastructure improvements, such as the bus-bike-pedestrian only Inner Belt Bridge, to enable reliable cross-town bus service between points beyond Sullivan Square, Kendall Square, and the Longwood Medical Area	High	Existing	
Encourage and incentivize sustainable transportation by City employees through increased transportation benefits and programming	High	Enhanced	
Require development projects to minimize adverse traffic impacts by complying with Article 19 of the Zoning Ordinance, which establishes traffic and urban design standards and requires transportation demand management measures and mitigation measures.	High	Existing	
Advocate for transit expansions (e.g. extending the Green Line, Porter to West Medford, and providing new bus service on the proposed CT4)	Medium	Existing	
Continue outreach and education programs and events (e.g. CitySmart, Park(ing) Day, Cambridge Street Code, Getting Around Cambridge map and magazine, Walk/Ride Day) to connect residents with information and resources to encourage the use of sustainable transportation	Medium	Existing	
Near-term actions (< 5 years)			
Change zoning to allow low maximum parking requirements near transit nodes and in key squares and corridors and lower parking	High	New	

requirements citywide while balancing impacts of parking spillover on residential streets			
Medium-term actions (5-10 years)			
Create an impact fee on new development proportional to a project's vehicle traffic generation to support multimodal infrastructure and safety improvements	High	New	
Long-term actions (>10 years)			
Work with regional partners to study a Charles River ferry or water taxi service	Low	New	Capital and operating funding required. Regional commitments required.

Strategy: Support Vision Zero Efforts

Actions	Priority	Status	Notes
Ongoing actions			
Carry out the Vision Zero Plan to meet the goal of zero fatalities and severe injuries	High	Existing	
Expand the Safe Routes to School program to ensure all students receive pedestrian, transit, and bicycle education and are encouraged to use active transportation to commute to school.	High	Expanded	Operating funding required.
Design streets, using physical measures, to encourage people to drive more slowly, to provide a more livable environment and allow people to walk and bicycle more comfortably and safely	High	Existing	
Improve conditions for people biking in Cambridge and promote bicycling as a means of transportation through the Bicycle Program (e.g. Bicycle Committee, Bicycle Parking Program, bike workshops, and the implementation of the Cambridge Bicycle Plan)	High	Existing	
Develop a comprehensive database of mobility related deaths and serious injuries to guide safety improvements	High	Existing	
Near Term actions (< 5 years)			

Develop and implement a ride-hail curb use management policy to ensure the safety of other road users.	High	Existing	
Medium-term actions (5-10 years)			
Increase funding to improve intersection safety in locations with high rates of crashes	High	New	Capital and operating funding required.
Better manage freight movement and delivery to improve safety and efficiency, including: (a) Increase enforcement of truck violations; (b); Create incentives & new loading zones that encourage large trucks to deliver off-peak; (c) Analyze consolidated neighborhood delivery pick-up spots which can minimize excessive door-to-door deliveries and offer reduced shipping costs; (d) Initiate peak period pricing in loading zones to ensure trucks find curb space without double parking and e) study ways to incentivize smaller sized trucks.	Medium	Expanded	One FTE required.
Require truck sideguards and other vehicle safety devices that reduce the likelihood of pedestrian and cyclist fatalities on City vehicles and for companies contracting with the City	High	Expanded	
Investigate working with nearby drivers' education programs to enhance curricula and offer mobility education workshops.	Low	New	

Strategy: Through new open spaces and public realm improvements complete the open space network to create both local and regional connections.

Actions	Priority	Status	Notes
Ongoing			
Commit funds to improve pedestrian comfort and safety on key streets and paths that connect the open space network, and keep them well-maintained with periodic renovations.	High	Expanded	Capital and operating funding required.

Long-Term actions (>10 years)			
Advocate for high-quality greenway links within Cambridge that complete gaps in the regional shared use path network to alleviate cut-through traffic including the Grand Junction and Cambridge-Watertown Greenway multi-use paths.	High	Existing	

Actions considered but not recommended for implementation

Actions	Notes
Establish parking re-investment districts that use excess revenue generated from parking to enhance and finance neighborhood improvements	The city generally manages its revenues through the general fund and does not dedicate area-specific revenues to investment in only one area.
Increase enforcement of current or modified snow clearing ordinance and fines to increase safety and keep fewer residents from relying on cars when snow impacts the city	Determined to be high level of difficulty with minimal impact beyond what city is already doing.
Introduce advisory police/ambassador enforcement of streets and sidewalks citywide to educate about the rules of the road for all modes.	Determined to be high level of difficulty with minimal impact beyond what city is already doing. Also, there is a concern about mixing enforcement with volunteer efforts.
Work to expand PTDM programs and incentives citywide to all existing commercial and existing and new residential development	Determined that retroactively applying new requirements to existing properties would be difficult. In addition, the operating costs would be very high given monitoring and enforcement requirements.