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Print Page

LETTER: Cambridge's car-sharing proposal means less noise and more parking

To the editor:

The authors of the letter "[Cambridge's proposed car-sharing zoning amendments need revision](#)" are missing a crucial piece of the puzzle when they argue against allowing car sharing in residential neighborhoods.

National research shows that every car share car takes the place of 9 to 13 privately owned cars. This extraordinary trade means less car noise in Cambridge neighborhoods, not more: fewer doors slamming, fewer honking horns and igniting engines. Fewer private cars also mean less competition for parking, less traffic and lower greenhouse gas emissions.

No one needs to become a car-share member to benefit from having a spot in their neighborhood — their immediate neighbors are more likely to shed their own cars the closer a spot is to their house. A recent city of Cambridge resident survey found that people who aren't car-share members wouldn't be willing to walk as far as members to use a car-share car. Bringing these cars closer to people's homes will help them feel comfortable making the leap.

Millennials in particular are choosing to live car-free or car-light — a nationwide trend that is particularly significant for Cambridge, where the median age is 30. We should support people who choose to live here without owning a car. The 31 percent of Cambridge households who do not own cars deserve better access when they occasionally need it, and those of us who own a car will benefit, too. Every car-share spot will lead to lower parking demand, reduced traffic, lower emissions, cleaner air around our homes and playgrounds, and a more livable neighborhood.

— **Steve Miller, LivableStreets board and Cambridge resident, and Chris Taylor, LivableStreets Advocacy Committee and Cambridge resident**

<http://cambridge.wickedlocal.com/article/20150616/NEWS/150617083>

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