**Transportation Mode Shift**

Reduce then eliminate internal combustion engine (ICE)-based transportation. Electrify personal, municipal and public transit

Personal: Fewer cars, all electric.

* Fewer cars:
  + Invest in and promote alternatives (walking, biking, scooters, other micromobility). Plan and implement dedicated, protected travel lanes. Strengthen Non-Car solutions in South Brookline. Safe routes to school.
  + Consider whether public e-bike and e-scooter charging may be helpful.
* The remainder all electric:
  + Continue to build out publicly-available charging network.
    - Town-owned lots
    - Curbside
    - Other shared solutions? (ItsElectric?)
  + Promote to property owners who are able to provide their own charging solution (single family homes with off-street parking, etc). Advantages to starting small and building up from there.
    - 120v trickle charge (public chargers to provide fast charge when needed)
    - 240v intermediate level (NEMA 14-50 40A)
    - Level 2 home charging
  + Privately-owned multi-unit condo or apartment buildings where car owner can't directly control or access charging solution
    - Identify a few different scenarios, plan to work with condo association or landlord
  + Town-owned multi-unit properties (BHA most notably)
    - Start effective planning for on-site charging solutions

Municipal

* Electrify town fleet, police.
  + Any lessons learned from the 2 electric vehicles in the police fleet?
    - One Mustang - special events vehicle. One Ford F250 - animal control
    - Per conversation at Brookline Day, they work for special purposes but EV not ready for line vehicles, which basically run 24/7 and can’t afford downtime for charging.
  + Street sweepers, grounds maintenance equipment.
* Plan eventual replacement of larger ICE equipment (fire, town-owned garbage, etc.)
  + Keep an eye on fuel cell technology for large vehicles.

Transit

* Subway already there
* MBTA buses beyond Brookline's reach
* Town-owned shuttles (Senior van. Other?)
* Encourage taxis and ride shares to use available chargers (apparently the original premise for the Webster Street L3 chargers)