Transportation			New or Existing	Status	Implementer
	Fuel Economy				
The 2011 Climate Action Plan detailed specific action items in introducing low GHG taxis as well as deploying electric vehicle charging stations, but did not have overarching strategies around raising vehicle fleet fuel economy. Because raising fuel economy even by a small percentage results in signfiicant carbon reductions, we recommend that the Mobility Plan Steering Committee 1) establish a fuel economy target that allows for transportation to reach its GHG targets and 2) Target specific groups and technologies for education and outreach. Federal fuel economy standards will raise fuel economy quickly, but the City should aim for a target above the "business-as-usual" scenario.	**Recommended Strategy 1.1**	**Establish a Fuel Economy Target**			
	Recommended Strategy 1.2	**Target Specific Groups for Raising Fuel Economy**			
		2011 CAP Action: Introduce low GHG taxis	Existing	In Progress	BTD; Taxi Cab Commission
		2011 CAP Action: Deploy electric vehicle charging stations	Existing	In Progress	BTD, PWD
		More actions TBD by Mobility Plan			Urban Mobility Committee
	Reducing vehicle miles traveled				
The 2011 Climate Action Plan set a target of reducing VMTs by 7.5% under 2010 levels by 2020. The Climate Action Plan recommends that this target is maintained and recommends that the Urban Mobility Plan go to an additional level of detail of how mode proportions would have to change. A draft analysis using data from the Census, for example, estimates that Boston needs to get 25,000 people, or 7% of the people that currently drive alone to work, either to Boston or from Boston, to take alternative transportation modes. This number should correspond to the number of people that would then need to bike, walk, take public transportation, or rideshare and carpool on a regular basis.	**Recommended Strategy 2.1**	**Maintain a VMT target of 7.5% below 2010 levels**	**Existing**	**In Progress**	
					BTD
The City should continue with policies highlighted in the 2011 Climate Action Plan that made alternative transportation options as appealing as driving. Some policies that affect car use in particular include parking freezes in Downtown, South Boston, and East Boston and transportation access plan agreements for projects greater than 50,000 square feet. The Climate Action Plan recommends that the Mobility Plan detail actions that continue the progress made in the past few years that reflect the true social costs of driving a car.	**Recommended Strategy 2.2**	**Create policies that put alternative transportation options on an equal fo**			
		2011 CAP Action: Continuation of TAPA agreements as well as additional support for enforcement	Existing	In Progress	BTD, BRA
		2011 CAP Action: Continuation of Parking Freezes	Existing	In Progress	EESOS
		2011 CAP Action: Implementation of On-Street Parking Reform	Existing	Not Started	BTD
		More actions TBD by Mobility Plan			Urban Mobility Committee
	Recommended Strategy 2.3	**Encourage more biking and walking**			
After the 2011 Climate Action Plan set a 10% mode share target by 2020, biking in the City, through Boston Bikes, BTD, and PWD, has swelled and occuiped a roughly 2% commute mode share for Boston residents in 2012. The Bike Network Plan details actions to reach nearly 200 miles of bike lanes by 2020 while reducing the number of accidents by 50%. Hubway expansion is also planned to expand into the neighborhoods. Increasing the amount of walking is equally important, as Complete Streets design principles are designed to make low-stress, safe environments for walking. While the literature on whether increased biking or walking necessarily decreased the amount of driving is mixed (as these trips may instead replace public transportation trips), bikers and walkers are much less likely to ever purchase a car and tend towards living in denser, urban areas, so the GHG benefits are felt into the future. The Climate Action Plan recommends that the Mobility Action Committee maintains these targets and continues to move forward with increasing active transportation mode share.		2011 CAP Action: Implement Complete Streets for green, smart, and multimodal streets.	Existing	In Progress	BTD, PWD
		2014 Bike Network Plan Action: Increase mode share by 10%	Existing	In Progress	Boston Bikes, PWD, BTD
		More actions TBD by Mobility Plan			Urban Mobility Committee

	Recommended Strategy 2.4	**Continue to expand public transportation coverage and service**			
Public transportation is the backbone of transportation in the Greater Boston Area, with 1.3 million riders on a daily basis. The Greater Boston Area also has one of the highest rates of transit ridership in the country. To reach our targets, the City must work with the MBTA to ensure not only that it maintains a world-class level of service for existing residents as well as new residents and workers over the next five years, but also is able to increase its mode share via increased coverage and/or service.		Work with MBTA to continue to expand coverage and service	Existing	In Progress	MBTA, BTD, BRA
		More actions TBD by Mobility Plan			Urban Mobility Committee
	Recommended Strategy 2.5	**Carpooling and Ridesharing**			
Carpooling, ridesharing, and carsharing are key modes for reaching the Climate Action Plan goals and removing single-occupancy vehicles because of the significant number of commuters that travel from a large distance to get into Boston. In the long-term, by densifying the urban core and maintaining housing affordability, the City hopes to decrease the number of long-distance commuters. However, the City must convert a proportion of those driving alone from outside Boston to consider carpooling or ridesharing. While carpooling has declined significantly (from 10.7% in 1990 to 7.9% in 2012), new technology-enabled services and private buses make ridesharing more viable.		2013 Complete Street Guidelines: Implement Complete Streets guidelines for green, smart, and multimodal streets.	Existing	In Progress	BTD, PWD
		Continue to encourage Transportation Demand Management through Transportation Management Associations	Existing	In Progress	BTD, PWD, BRA
		Explore new technology-enabled options for further increasing ridesharing and carpooling.	Existing	In Progress	BTD
		More actions TBD by Mobility Plan			Urban Mobility Committee
	3. Development, Zoning, and Land Use				
	Recommended Strategy 3.1	**Regional Densification**			
So much of Boston's travel is from those living outside of Boston - having them drive only a few miles less on weekly basis can result in vast GHG reductions. In the long-term, the best way of achieving shorter trip distances is by having people live closer to where they work. Boston can take the lead in a regional plan for densifying the urban core in the Greater Boston Area, as defined by the MAPC, and by encouraging mixed-use zoning as much as possible.		More actions TBD			ED, DND
	Recommended Strategy 3.2	**Raise residency rate**			
Transportation systems are intricately tied to land use and where people live - Bostonians who work and live in Boston, for example, are twice as likely to not drive to work compared to those who work and live in the Greater Boston area, but not within Boston proper. By attracting both additional jobs and residents to Boston and raising the "residency rate" - the proportion of workers in Boston who also live in Boston - GHG emissions can be cut substantially.		Raise Boston's residency rate to 45%			ED, DND, BRA
		More actions TBD			ED, DND, BRA
	4. Data and tracking systems				
	Recommended Strategy 4.1	**Implement technology and data systems that enhance our understandin**			
The City's means of tracking fuel economy, mode shifts, and vehicle miles traveled is limited. Much of the analytical work done for the Climate Action Plan used estimates and modeled data. Without clear measures that can be tracked year-over-year, progress towards the Climate Action Plan goals is unclear. The Climate Action Plan recommends to the Urban Mobility Steering Committee that better and more regular data systems be created.		More actions TBD			BTD