Phase	Strategy Category	Action #	Actions	Timeframe	Currently in an Adopted City Plan?	Action Status	Owner of the Action	Participating / Active Stakeholders	Barriers or Limiting Factors	Avoided Emissions	Ancillary Benefits
				2015-2020 2020-2030 2030-2050	Imagine Austin 2013 Austin Mobility 2014 Austin Strategic Mobility Plan Ozone Advance 2035 CAMPO Best Practice	**C**urrent **D**evelopment **P**lan **N**ew	**B**usiness **G**overnment **M**ulti**F**amily **N**onprofit, NGOs **R**esidents, All **SF**-Single-family	**B**usiness **G**overnment **M**ulti**F**amily **N**onprofit, NGOs **R**esidents, All **SF**-Single-family	**F**unding **P**olicy **B**ehavior **C**hange **T**echnology	**D**irect **I**ndirect **L**arge **S**mall **C**onceptual/ NA	**Q**uality life **A**ffordable **H**ealth **J**obs **W**ater
1	Infrastructure and Service	IS-1	Continue planning efforts to complete a connected network of proven high-capacity transit, including intracity and intercity systems, using the major projects identified in the Austin Strategic Mobility Plan and Project Connect to improve Austin's transportation and economic connections with other major cities in Texas.	2015-2020, 2020-2030, 2030-2050	Imagine Austin, 2014 Austin Strategic Mobility Plan	P	G	All	F, BC	DL	A, J
1	Infrastructure and Service	IS-2	Protect the safety of all right-of-way users and increase mobility by managing traffic speeds with regular synchronizing/retiming all traffic signals along arterials, adjusting speed limits within the urban core as appropriate, adding more volume-count stations to make informed traffic system improvements, installing more roundabouts, using enhanced bicycle signal detection technologies, and installing Pedestrian Hybrid Beacons.	2015-2020	2013 Austin Mobility	P	G	All	F	DL	Q, A, H, J
1	Infrastructure and Service	IS-3	Promote and request extended transit service to suburban areas, while providing more service interconnections, exploring additional transit centers/park-and-rides, and transit vehicle amenities.	2020-2030		C	G	All	F, P	DL	Q, A, J
2	Infrastructure and Service	IS-4	Explore an expansion of new HOV lanes on existing freeways	2030-2050		N	G, N	All	F, P	DS	Q
2	Infrastructure and Service	IS-5	Continue to expand upon programs that use smoother street pavements to increase fuel efficiency in vehicles and provide safer road conditions for all road users.	2015-2020		C	G	All		DS	Q, A, J
2	Infrastructure and Service	IS-6	Enhance movement on existing freeways thru operational improvements, coordinated network management, and other strategies	2015-2020		D	G		P, BC	DS	
2	Infrastructure and Service	IS-7	Encourage shared worksites (hotel workstations) close to where employees live.	2020-2030		D	G, B, N	G,B,N	BC,F	DS	H, J
2	Infrastructure and Service	IS-8	Pursue a regional Transportation Management Center to jointly operate and manage an Intelligent Transportation System to monitor and manage highway and arterial traffic in real-time to maximize safety and mobility to the public, and to provide system operational efficiencies, more robust information to the public, and travel time and cost savings to the public and governments.	2020-2030		N	G	G	F, T	DL	Q, A, H, J
3	Infrastructure and Service	IS-9	Plan, finance, design and build toll and/or managed lanes to include construction or operations necessary to increase transportation efficiencies including park&ride facilities, transit, higher occupancy vehicles, and freight distribution.	2020-2030		N	G	B, N	F, P, BC	IS	Q, H, J
3	Infrastructure and Service	IS-10	Consider mode separation for safety and mobility when considering building new highways, railways, and bicycle/pedestrian facilities; explore dedicated guideways/rights-of-way as reasonable and feasible.	2030-2050		N	G	G, B, R	P, F	IS	Q, A, H, J
1	Land Use	LU-1	Prioritize mixed use development integrated with transit and the creation of compact, walkable and bikeable places with a commitment to plan transportation systems using objective analysis of environmental consideration, demand models, congestion models, safety, and full life cycle cost/benefit analysis.	2015-2020	Imagine Austin Comprehensive Plan	P	G, B	All	F	DL	All

1	Land Use	LU-2	Promote growth within designated activity centers as identified in Imagine Austin where dense, mixed use development support centers and transit corridors, and incentives for infill development with long-term affordability for residents and businesses; develop an outreach program for the available incentives and enhanced property locator tools (e.g. location efficient mortgages, tax credits).	2020-2030		P	G, B	All	F	DL	All
1	Land Use	LU-3	Create pedestrian- and bicycle-friendly districts connecting urban centers and transit stops, optimizing safety for people of all ages and abilities through clearly marked, dedicated, and separated urban trails and bike lanes and wayfinding systems that incorporate national best practices.	2015-2020, 2020-2030		P	G, B	G, B	F, BC	DL	All
1	Land Use	LU-4	Ensure that affordable housing and residential neighborhoods are within a quarter mile of existing or funded new transit options.	2015-2020		P	G, B	All	F, BC	DL	Q, A, H, J
1	Land Use	LU-5	Revise Land Development Code to lower barriers of adoption for duplexes, triplexes, and quadplexes, as well as ADU (accessory dwelling units) in SF-3 and other single-family zones	2015-2020		N	G, B	All	P	DL	Q, A, H, J
2	Land Use	LU-6	Plan the location and design of new school campuses to encourage students to take safe routes to school via walking and biking.	2015-2020		N	G, N	R	F, P, BC	DS	Q, A, H
2	Land Use	LU-7	Promote the redevelopment of brownfields and grayfields into compact, walkable places by revising parking requirements that result in more permeable areas and promoting walking, biking, and alternative transit	2020-2030	Imagine Austin Comprehensive Plan	P	G, B	All	P, BC	DS	Q, A, H, J
1	Policy and Planning	PP-1	Establish intergovernmental agreements between municipalities that include commitments to increase density around Centers.	2020-2030		N	G	G	P	IL	Q, A, H, J
2	Policy and Planning	PP-2	Consider development of regulations to reduce the number of vehicular parking spaces and to allow parking requirements to be met through alternative approaches demonstrated to reduce parking demand and GHG emissions (e.g. on-site car-sharing, bicycle parking, transit passes)	2015-2020		C	G	G, B, R	P, BC	IS	Q, A, H, J
2	Policy and Planning	PP-3	Advocate for implementation of higher federal fuel efficiency standards.	2020-2030		N	G		P	IL	Q, A, J
2	Policy and Planning	PP-4	Establish "tier parking requirements based on context of the site, travel demand management activities, and other factors. 1) In TOD's, Downtown, Core Transit Corridors and other transit-rich locations, remove parking minimums altogether/or put in place parking maximums. 2) Establish a process with defined approval criteria where a developer can adjust parking minimum based on results of a TIA or demonstrated implementation of travel demand management strategies. 3) Define types of parking and set different standards by type. For example, differentiate between long-term and short-term parking and allow higher levels of short term parking in office settings."	2020-2030	Code Next Recommendation	N	G	All	P, BC	IS	A
3	Policy and Planning	PP-5	Develop and implement strategies that address spillover parking from commercial districts into adjacent residential areas that include increased public transportation, better pedestrian and bicycling amenities, improved signs, and parking management.	2015-2020	Imagine Austin Comprehensive Plan	C	G	All	BC	C	Q
2	Technology Solutions	TS-1	Promote trip management technologies (e.g. apps, websites, electronic services) that provide the user with real-time travel information as well as amenities along travel routes as long as the technology shares user data related to GHG performance tracking.	2015-2020		C	G, B	All	F, BC	DS	Q, A,H
2	Technology Solutions	TS-2	Develop an interactive website where residents and employers can monitor their GHG emissions against others.	2015-2020		N	G, B	All	F, BC	IS	All
2	Technology Solutions	TS-3	Utilize crowdsourcing to collect ideas and develop 3rd party technology solutions.	2015-2020		N	G, B	B, R		IS	J
2	Technology Solutions	TS-4	Implement regenerative braking technology into the public transit system to provide power to the transit vehicle and the energy grid (e.g. train system in Philadelphia).	2020-2030		N	G	G, N	F, T	DS	W
3	Technology Solutions	TS-5	Deploy travel time data collection equipment along key arterial streets and regularly collect travel time data. Use data on travel times to: (1) influence travel behavior by disseminating traveler information on dynamic message signs and the web; (2) improve traffic flow.	2015-2020	2035 CAMPO Plan	P	G	All	F	IS	Q, A, H, J
3	Technology Solutions	TS-6	Research sensors for motor vehicles that provide bike detection and/or motion heat detection to improve bike safety and awareness.	2015-2020		N	G, B, R	All	F, T	IS	Q, H
3	Technology Solutions	TS-7	Install Smart Parking systems (identifies open spots and directs drivers to them) for compact and connected areas, including on-street parking.	2020-2030		N	G, B	B, R	F, T	DS	Q

3	Technology Solutions	TS-8	Explore emerging technologies such as an induction charging system inside City streets for fast charging of electric vehicles.	2030-2050		N	G, B	G, B	F, BC, T	DS	A, H, J, W
1	Transportation Demand Management	TDM-1	Support efforts to work with large employers and academic institutions to implement and improve trip reduction programs that include a regular survey of how the workforce commutes, explanation of benefits to commuters, and includes promotion of transportation alternatives (e.g. carpool/vanpool, bus/rail, bike/walk, flex/compressed work schedules) to their employees; celebrate successful programs.	2020-2030		P	G	B, N	BC	DL	Q, A, H, J
1	Transportation Demand Management	TDM-2	Seek opportunities to prioritize public transit within the network, and seek financing to extend service hours and frequency to increase use.	2015-2020	Imagine Austin	P	G	All	F, BC	DL	All
1	Transportation Demand Management	TDM-3	Increase bicycle and pedestrian mode share by promoting cycling for workers living near their workplace and children commuting to school. Increase safety and program performance based engineering, enforcement, education, and evaluation. Encourage the development of web-based tools/mobile applications/other educational materials. Increase the scope and impact of bike promotional events (e.g. Bike to Work Day and VIVA Streets!).	2015-2020	Urban Trails Master Plan, Austin Bicycle Master Plan	P	G, B	All	F, BC	DL	Q, A, H
1	Transportation Demand Management	TDM-4	Support programs that help commuters make first and last mile transit connections including promotion of first/last mile modes, such as, free circulator buses, collective zoned vanpool service, flex route systems, skateboards, and folding bicycles.	2015-2020		C, N	G, B, N	All	F, BC	DL	Q, A, J,H
1	Transportation Demand Management	TDM-5	Work with major event promoters to establish innovative transportation plans that ensure visitors to the City have full information about transportation options.	2015-2020	2013 Austin Mobility	P	G, B	All		DL	Q, A, J
1	Transportation Demand Management	TDM-6	Perform education and outreach to fleet owners on how to conduct a business evaluation of fleet usage, including operation and right-sizing analysis, and identify which incentives are available to replace older, higher-emission vehicles.	2015-2020		N	G, N	B	BC	DL	A, J
1	Transportation Demand Management	TDM-7	Provide amenities and incentives for programs that support active transportation, such as showers, tree shading, community gardens, neighborhood bike ambassadors, mobile bike repair, and bike cages.	2015-2020	Imagine Austin	P	G, B	All	F, BC	DS	Q, A, H, J
1	Transportation Demand Management	TDM-8	Encourage residents to limit single occupancy vehicle trips by taking alternative modes of transportation (e.g. carpool/vanpool, bus/train, bike/walk) by providing adequate information to advise commuters about their travel choices.	2020-2030		C	G	All	F, BC	DL	All
2	Transportation Demand Management	TDM-9	Support widespread telecommunication connectivity (e.g. broadband service, gigabit service) to enable more telework, teleconference, webinar, and e-commerce options.	2015-2020		C	G, B	All	BC	DS	Q, A, J
2	Transportation Demand Management	TDM-10	Collaborate with community partners to develop community-based engagement campaigns that inform the public of the various ways to reduce emissions using alternative transportation or making more informed choices for trips within a 3 mile radius of their home or office, and track the success of the campaign through surveys.	2015-2020		N	G, B, N	R	F, BC	DS	Q, A, H, J
2	Transportation Demand Management	TDM-11	Encourage larger employers to establish commute reduction programs (that integrate mobile work, commute programs, and incentives such as parking cash-out programs). The City of Austin should become a lead employer with a model commute reduction program and phase out the practice of providing free parking spaces to City employees working in transit-rich locations.	2015-2020		C, N	G,B	B,G	BC	DS	A, H, J
2	Transportation Demand Management	TDM-12	Explore best practice programs and work with local political delegations to revise state laws to allow for revenue/tax/fee mechanisms that could support local low-carbon transportation infrastructure and planning: 1) Set vehicle registration cost based on miles driven 2) Adopt a transportation impact fee 3) Levy a motor vehicle excise tax 4) Implement feebate system 5) Tradeable credit scheme 6) Direct toll revenue to increased transit	2020-2030		N	G	All	P, BC	DL	

1	Vehicles and Fuel Efficiency	VFE-1	Expand electric/alternative fuel infrastructure and consider incentives for the purchase of electric/alternative fuel vehicles by individuals and fleet owners, and pursue code options to increase “charger ready” parking.	2015-2020		C	G, B	All	F, BC	DL	Q, A, J, W
2	Vehicles and Fuel Efficiency	VFE-2	Work with community partners to develop a freight plan that reduces emissions within the region from the trucking industry, fosters more efficient freight movement, and provides assistance to freight companies to help them identify how to reduce emissions from their vehicles.	2020-2030		N	G,B	B, G, N	F, BC, P	DL	Q, J
2	Vehicles and Fuel Efficiency	VFE-3	Implement photovoltaic systems that may be imbedded in roadways or shade canopies that provide electric vehicle charging.	2030-2050		N	G	B, R	F, P	DS	Q, A, W
3	Vehicles and Fuel Efficiency	VFE-4	Research and analyze the potential for self-parking vehicles, driverless vehicles, and other future car models.	2020-2030		N	G	B, R	T, BC	C	Q
1	Economic and Pricing Systems	EPS-1	Pursue a fair market value for parking through demand-based commodity pricing.	2020-2030		D	G, B	All	P, BC, T	DS	Q, J
1	Economic and Pricing Systems	EPS-2	Allow high occupancy and zero emission vehicles access to toll roads at reduced or free rates	2020-2030		N	G	G, R	F, P	DS	Q, A, H
3	Economic and Pricing Systems	EPS-3	Encourage more funding to replace older, more polluting cars with newer vehicles that meet the current vehicle emissions standard, and partner with non-governmental organizations where appropriate to implement programs.	2015-2020		N	G	B, R	F, P	DS	A, H
3	Economic and Pricing Systems	EPS-4	Work with private developers to facilitate unbundling the cost of renting parking from rented building space, where appropriate, to reduce the number of free, City-controlled parking spaces within or near Centers and Corridors.	2020-2030		D	G, B	G, B, N, R	P, BC	IS	Q, A
3	Economic and Pricing Systems	EPS-5	Research and analyze programs in other cities using congestion pricing to reduce congestion in downtown areas and limit the number of vehicles on the road at peak travel times on specified days.	2030-2050		N	G	B, G, R	P, BC	C	Q, A