

DRAFT Strategies for Discussion

Transportation & Land Use Working Group

July 19, 2012

Goals

1. **Reduce automobile vehicle miles traveled in Minneapolis** while improving accessibility, increasing transportation choices and promoting and accommodating growth.
2. Support **livable, walkable, and growing neighborhoods** that meet the needs of all Minneapolis residents.
3. Increase the share of Minneapolis residents and workers choosing **non-auto modes** for commuting and other trips.
4. Through local action and federal and state legislation, support a transition to **cleaner fuels and more efficient vehicles**.

Planning & Land Use

1. **Improve inter-departmental and inter-agency collaboration on transportation issues, and track progress.** City policy already instructs staff to work across departments on transportation and land use issues; it also recommends both formal and informal collaboration between the City and partners like the Metropolitan Council and Hennepin County. Add accountability to this policy direction by regularly reporting to the public and policymakers on the successes of recent collaborations, and challenges that may be hindering these partnerships.
2. **Plan for and encourage “complete neighborhoods.”** Residents of complete neighborhoods can safely and conveniently walk to obtain most of the basic goods and services they need on a daily basis. Explore changes to the zoning code to provide maximum flexibility for diverse commercial uses. This could include providing height or density bonuses for leasable ground floor commercial spaces. This could also include “market development” strategies which would remove barriers for small-scale retail and essential services like daycare centers.
3. **Focus growth along community corridors and near job centers like Downtown.** While supporting growth throughout the city, follow the adopted Comprehensive Plan to guide and zone for new, dense development along transit corridors to give residents and businesses multiple transportation options.
4. **Review the zoning code to identify impediments & incentives to the construction and retrofit of green buildings.** Further study may highlight opportunities to “green” the zoning code including:
 - a. Exempt greenhouses from maximum height calculation on multi-story structures.
 - b. Exempt additional wall insulation from FAR and setback calculations.
 - c. Allow boiler rooms on the roof of buildings.
 - d. Incentives in zoning to increase energy efficient construction, renovation and operation of buildings.

Active Transportation

1. **Support the Metropolitan Council's goal of doubling regional transit ridership by 2030.** Supporting this regional goal includes the build-out of regional transit lines, like Bottineau and Southwest LRT, but it also includes upgrading the Primary Transit Network identified in the Access Minneapolis plan. The PTN will provide convenient service for many destinations, and provide access to more non-work destinations.
2. **Achieve the City's adopted targets for bicycle mode share and bicycle counts and adopt a stretch goal of 15% for 2025.** The City has adopted targets for bicycle mode share of 6 percent by 2012 and 7 percent by 2014. In addition, the City has adopted a target to increase cyclists in annual counts by 60 percent over 2008 by 2014. Consider a mode share goal for 2025 of 15%.
3. **Construct 30 miles of on-street, protected bike facilities (cycle tracks) by 2020 to allow safe and efficient travel for all types of cyclists.** Bicycles are a zero-emissions form of transport. Addressing the perception of safety of on-street bicycle facilities will attract more cyclists to Minneapolis' network of facilities and help to meet mode share goals.
4. **Revisit minimum bicycle parking requirements to support the City's bicycle mode share targets.** The City is investing in on- and off-street bicycle facilities, and has set targets for bicycle use. Providing sufficient parking that is convenient and safe will be a key in meeting these goals. Existing standards, such as the Association of Pedestrian and Bicycle Professional parking guide and the City's adopted workplace access and parking guidelines could be reviewed for consistency with current code. Bicycle parking demand may also vary more based on geography than auto parking. More data on local parking demand is needed.
5. **Support implementation of the Pedestrian Master Plan and Bicycle Master Plan.** When walking and biking are safe, efficient, and comfortable, the benefits are felt community-wide and reduce dependence on automobiles. Monitoring and following up on the Pedestrian and Bicycle Master Plans' recommendations will be integral to meeting greenhouse gas reduction goals across the transportation and land use sectors.
6. **Allow special service districts to levy a surcharge on parking meters to fund streetscape improvements.** District advisory boards can opt to apply a streetscape improvement surcharge to on-street parking, the revenue from which would be used for streetscaping or other improvements that make walking, cycling, or taking transit more attractive.
7. **Make car-sharing convenient and affordable by reducing sales tax on car-sharing products to the minimum rate.** Currently, car-sharing transactions in Minneapolis appear to be taxed at a higher rate (~12 percent) than the general sales tax rate for Minneapolis (7.775 percent). Consider separating car-sharing services from regular rental car service in terms of special sales tax rates.
8. **Expand car-sharing services to on-street spaces.** Parking staff will soon begin the process to bring car-sharing services to on-street spaces in the city. Continue to expand these services as demand and feasibility permit.
9. **Continue "Safe Routes to School" efforts.** The City's Safe Routes to Schools effort encourages children to adopt healthy habits of walking and biking. This is done by improving safety near schools through infrastructure projects, as well as fostering a culture of walking and biking in the schools through educational programs.

10. **Adopt a Complete Streets policy.** A Complete Streets policy will demonstrate a commitment to providing adequate pedestrian, transit and bicycle facilities during every road improvement project. While the City already has adopted many elements of Complete Streets work, such as Bicycle and Pedestrian Master Plan and a multi-modal transportation plan, such a policy may be necessary to best position the City to receive outside funding.

Parking Management

1. **Investigate demand-based parking pricing strategies for metered areas.** The city's new parking meters allow for variable pricing. Vary pricing on metered streets, with a goal of achieving one empty spot per block, in order to reduce "cruising" for spots and improve traffic flow.
2. **Continue to adjust minimum parking requirements to better promote alternative modes of transportation.** For example, developers of multi-family housing currently qualify for a 10 percent reduction in required parking stalls if the parcel is within 300 feet of a transit stop, even though one-quarter mile (1,320 feet) is commonly accepted as the distance an average rider will walk to a bus stop.
3. **Support the development of new information technology to reduce "cruising" for parking and make more efficient use of curb & ramp space.** Parking staff are developing new approaches, such as a mobile phone app, which will provide more information to drivers on the location of vacant parking spaces. These types of applications can reduce cruising for parking, which can be a significant source of congestion in certain parts of the city at certain times.
4. **Support the development of a citywide framework for curb space use.** Parking staff will be developing a framework plan to understand how to best use curb space, both for parking, valet services, active transportation and other uses. Climate Action Plan goals for increasing active transportation and holding VMT flat should be considered during this process.
5. **Require or incent parking "unbundling".** Adopt requirements or incentives for developers that parking be separated from commercial space and residential units in lease and sale agreements.

Transportation Demand Management & Intelligent Transportation Systems

1. **Support the Downtown Transportation Management Organization's goal to reduce 4.8 million drive alone trips by 2015.** The Downtown TMO helps commuters get into downtown with less reliance on the single-occupancy vehicle. Supporting their goals include increasing bicycling, transit and rideshare use.
2. **Explore changes to signal timing to reduce idling, improve traffic flow and accommodate non-auto modes.** City staff are currently reviewing signal timing on a citywide basis. Potential changes to reduce emissions could include "green waves", either for cars or cyclists, depending on the roadway and changing lights to flashing red/yellow late at night and early in the morning.
3. **Support the expansion of congestion pricing, dynamic signage and other traffic management techniques on regional highways.** Demand-based pricing can help reduce congestion while encouraging carpooling and transit use. Other techniques that have proven beneficial are dynamic signage which can help reroute drivers and rapid response to crashes.

4. **Encourage large employers to embrace alternative work arrangements for employees.** Results-Only Workplace Environments (ROWE), variable work schedules, telecommuting, and teleconferencing all have the potential to reduce overall trips or spread trips from rush hour into less-congested times. The City can collaborate with the downtown TMO, Downtown Council, and other organizations to provide businesses with information and expertise on these practices.

Clean Fuels

1. **Explore regulatory incentives to increasing electric vehicle charging infrastructure.** The inclusion of electric vehicle charging could be incentivized through the zoning code or other city regulations for large multi-family and commercial buildings. As technology and adoption rates of electric vehicles change, the city should revisit these incentives and consider requirements for EV charging in parking code for multi-family and commercial buildings as appropriate based on demand.
2. **Provide electric vehicle charging stations at City-owned facilities where feasible.** Continue to investigate the feasibility of vehicle charging stations at public facilities as funding allows. Closely monitor electric vehicle technology to ensure investments are appropriate.
3. **Increase the fuel efficiency of the city's licensed taxi and car service fleet.** The City's current requirement for taxi vehicles is to achieve 23 mpg or better in city driving. As the City updates this policy, consider increasing the minimum mpg requirement. Given that taxis are high-mileage vehicles, better fuel efficiency can pay off more quickly than in other applications.
4. **Support the proposed Federal fuel efficiency improvements.** On-road vehicle fuel efficiency has a significant impact on the transportation sector emissions in Minneapolis. Changes to the Federal CAFÉ standards will increase the fuel efficiency of vehicles on the road.
5. **Support increased fuel efficiency in public fleets.** Minneapolis has adopted a green fleets policy which calls for fuel efficiency improvements in City-owned vehicles and equipment. Support the efforts of entities like the Metropolitan Council and the State of Minnesota to improve the fuel efficiency of their fleets. In particular, hybrid or fully electric buses have the added benefits of reducing noise pollution and localized air pollutants like particulates in high-traffic areas.
6. **Support state efforts to adopt a low-carbon fuel standard.** As outlined in the Minnesota Climate Change Advisory report, support the adoption of a statewide Low-Carbon Fuel Standard, with a goal of reducing the lifecycle carbon intensity of transportation by 12% by 2025 from 2007 levels.
7. **Support the development of alternative jet fuels and ensure MSP is prepared for their increased use.** Most emissions attributable to MSP are produced by jet aircraft. Domestic and foreign airlines have successfully trialed a variety of biofuels, which have been approved for use in commercial flights since July 2011. As production chains mature, MAC and its airline partners will need to be sure MSP facilities are adequately prepared to store and dispense biofuel-blended jet fuel. Minneapolis should also support future regulatory actions designed to accelerate the switch to cleaner-burning jet fuels.

Other

1. **Continue to shift to LED streetlights.** Replacing conventional bulbs with LEDs can net up to a 50 to 60 percent reduction in energy use. As capital costs come down, continue to replace older bulbs with more efficient LEDs, with a long term goal of citywide LED use.
2. **Support continuing efficiency efforts at the Minneapolis-St Paul International Airport.** Increasing vehicle fuel efficiency has led to a reduction in greenhouse gas emissions from the airport. Investigate additional partnership opportunities to support the Metropolitan Airports Commission in meeting the state greenhouse gas reduction targets.
3. **Assist the Metropolitan Airports Commission in making MSP the nation's "greenest" airport.** MAC's Stewards of Tomorrow's Airport Resources program identifies numerous projects that could reduce the airport's emissions, ranging from on-site clean energy production to grey water recycling and storm water reclamation. The airport's constant flow of travelers also makes it an excellent location for demonstrating green technologies and educating the public about the causes and impacts of climate change.
4. **Encourage the Metropolitan Airports Commission to purchase a part of its electricity through Xcel Energy's Windsource program.** The Windsource program provides dedicated renewable electricity to customers for an increased fee.
5. **Encourage the State of Minnesota to permit the testing of autonomous vehicles on public roadways.** In the long term, autonomous vehicles have the potential to reduce the total number of vehicles on the road, increase fuel efficiency and increase safety for cyclists and pedestrians, all of which could have a positive climate impact. Permitting the testing of these vehicles will signal to industry that Minnesota is eager to explore this new technology.