

DRAFT Strategies for Discussion

Transportation & Land Use Working Group

June 19, 2012

Goals

1. **Hold the growth of automobile vehicle miles traveled in Minneapolis to 0 percent** while improving accessibility and transportation choices.
2. Support **livable, walkable neighborhoods** that meet the needs of all Minneapolis residents.
3. Achieve a **15% bicycle mode share** for work-related trips by 2025.
4. Support a transition to **cleaner fuels and more efficient vehicles** through state and federal legislation and local action.

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. **Make every Minneapolis neighborhood a “complete neighborhood.”** 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 transit corridors and near job centers like Downtown.** Following the adopted Comprehensive Plan, 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 stretch goals 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 who opt to apply a surcharge on on-street parking would be required to direct the surplus revenue to 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. **Continue "Safe Routes to School" efforts and adopt a Complete Streets policy.** In conjunction with other policy efforts, like the Pedestrian and Bicycle Master Plan, explore additional policy efforts that may be necessary to position the City to receive outside funding.

Parking Management

1. **Implement emissions-sensitive pricing at City-owned parking lots and ramps, and work through the downtown TMO to encourage private parking operators to do the same.** Offer discounts to drivers of electric, hybrid, and other fuel efficient vehicles who register for monthly contract parking rates. Lost revenue

could be offset by a rate increase on other, more polluting vehicles (many of which—including SUVs, vans, and trucks—add more wear-and-tear to facilities).

2. **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.
3. **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 choice rider will walk to a bus stop.
4. **Require or incent parking "unbundling".** Adopt requirement or incentives for developers that parking be separated from commercial space and residential units in lease and sale agreements.

Transportation Demand Management

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. **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.
3. **Support the expansion of MnPASS lanes to all regional highway facilities.** Demand-based pricing on these facilities helps reduce congestion while encouraging carpooling and transit use.

Clean Fuels

1. **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.
2. **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.
3. **Remove regulatory barriers to installing electric vehicle (EV) charging stations in residences.** Streamline the permitting and inspections process for installing home-based electric vehicle supply equipment (EVSE). Treat EVSE like a large home appliance, relying on licensed electricians for installation and random inspections to ensure compliance with regulatory standards.

4. **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.

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 Minneapolis Airports Commission in meeting the state greenhouse gas reduction targets.