**Breakout Session on Transportation & Land Use**

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| **Vision & Long-Term Goals:*** Increased Transportation Choices
* Complete Neighborhoods – easier access to everything
* Mode Shifts – for commuting and short trips
* Reduce Vehicle Miles Traveled
* Reduce Car ownership per capita
* Electrification of Transportation
* Strong Towns – reduce the amount of pavement you need to maintain
 | **Action Benefits:*** GHG Emissions Reduction & Improved Air Quality
* Transportation cost savings
* Improved walkability, Active Living, Health
* Employers can attract more staff
* Climate Resilience, Increased comfort
* Economic Development
* Mobility Equity
* In-fill development, increase tax base
 |

**High Impact Actions**

**Advocate for sustained investment in transit infrastructure & operations.**

**Reprioritize transportation spending.**

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| **Action #1** *Support sustained state, regional & county investments in transit and Reprioritize transportation spending* (See Page #5) |
| **Examples:**Re-direct federal, MN, county spending toward fix it first, transit, bikes Fund completion of Metro LRT & BRT PlansFree Transit FaresElectric BussesBike/Ped Trails, Safe Routes to SchoolsMN SHIP**Cities Working on it:** Metro Mayors, ULI **Resources:** Move MN, Sierra Club, Mn350, Fresh Energy, MCEA, Bike MN, MN DOT | **Discussion Notes:****Questions, Challenges, Needs** | **Next Steps:****Interested Cities & Leaders** |
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**Re-prioritize the use of city right of ways and how streets, sidewalks, boulevards are used.**

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| **Action #2** *Prioritize pedestrians, bikes, transit over single occupancy vehicles in public right of ways* (See page #6) |
| **Examples:**Living /Complete Streets Policies Redesign streets during reconstruction – county, cityReduce speed limitsCity-wide bike and pedestrian plans & funding to implement themReduce free parking **Cities Working on it:** St. Paul, Mpls Maplewood, Falcon Heights, **Resources:** Barb Thoman, Move MN, Bike MN, Metro Transit, Counties, Minneapolis | **Discussion Notes:****Questions, Challenges, Needs** | **Next Steps:****Interested Cities & Leaders** |
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**Make the most of new BRT, LRT and Commuter Transit Stops in your city.**

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| **Action #3** *Plan for successful & equitable in-fill redevelopment*(See page #7) |
| **Examples:**Rezone for higher density TOD & mixed- use Bike, pedestrian & transit infrastructureAddress the “last mile” connectionsReduce/eliminate parking minimumsReduce free parking, car-sharing Inclusionary zoning, Preserve NOAHTOD with net zero buildings via PACE**Purpose:** reduce VMT, walkable, convenient, equitable, communities**Resources:** MN APA, U of MN, GreenStep Cities, Move MN | **Discussion Notes:****Questions, Challenges, Needs** | **Next Steps:****Interested Cities & Leaders** |
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**Electrification of Transportation**

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| **Action #4** *Support increased adoption of Electric Vehicles* (See page #8-9) |
| **Examples:**Assess city fleet and add EVsEV charging for city vehicles and public EV charging spotsCity Ordinance requiring EV parking in new developmentCounty-wide EV Infrastructure plansSupport Increased state funding for E.V. charging (Bonding Bill)Support implementation of MN Clean Car Standards**Cities Working on it:** Cities Charging Ahead, St. Paul, Maplewood, SLP**Resources:** GPI, Cities Charging Ahead, Drive Electric MN, Plug In Connect, MN DOT | **Discussion Notes:****Questions, Challenges, Needs** | **Next Steps:****Interested Cities & Leaders** |
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**Shared and Advanced Mobility**

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| **Action #5** *Create a joint powers agreement between interested metro cities to regulate privately funded shared mobility* (See page #10) |
| **Examples:**City Policies regulating ride share, Bikes, Scooters, Possibly a joint powers agreement between interested metro cities Prevent state level pre-emption for cities to regulate shared mobility**Cities Working on it:** Metro Shared Mobility Coalition,**Resources:** Move MN, Metro Shared Mobility Co., Nice Ride | **Discussion Notes:****Questions, Challenges, Needs** | **Next Steps:****Interested Cities & Leaders** |
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**Success Measures – Transportation & Land Use**

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| **Success** **Indicators** * Reduce VMT
* Reduce cars per capita
* Mode shift – commuting, short, trips
* Household Transportation costs
* Combined housing affordability H + T
* Air Travel?
 | **Past Paradigms*** Transportation spending focus on cars
* Road expansion
* Lower density zoning
* Owning a car provides easy access to work, shopping, recreation
* Prioritize cars in public right of way
* Design for cars, speed
 | **New Paradigms*** Transportation Choices
* Balanced Investments
* Fix it first
* Higher density zoning, mixed use, TOD
* Mobility Equity
* Prioritize peds, bikes & transit in right of way
* Active Living design
* Lower speed limits
 |
| **Equity** – What are our opportunities & risks? How do we address them? |

**Next Steps**

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| **Possible Ways Our Cities Could Work Together** |
| **Ways Hennepin County & Met Council** can help cities | **Ways State Agencies & NGOs** can help cities |
| **State Policy** **Changes** that would help cities | **Ways cities can collaborate toward their energy supply goals?** |
| **Who’s interested in meeting up again to further explore ways our cities can collaborate to make progress on this area?**Names/Cities: |

**Breakout Session Co-Facilitators**

Connie Bernardy Ramsey County Active Living 651-748-2509 Connie.Bernardy@CO.RAMSEY.MN.US

Philipp Muessig MPCA GreenStep Cities 651-757-2594 philipp.muessig@state.mn.us

**Transportation & Land use Resources**



**Resource People**

* ***Brian Ross,*** *Senior Program Director, Great Plains Institute, 612-767-7296, bross@gpisd.net*
* ***Sample Suite of E.V. Ordinances for cities*** *soon to be available through the Cities Charging Ahead - multi-city co-hort.* [*https://www.betterenergy.org/blog/the-ev-olution-is-here/*](https://www.betterenergy.org/blog/the-ev-olution-is-here/)
* *“Accelerating Electric Vehicle Adoption: A Vision for Minnesota,” MNdot, MPCA, GPI Study* [*https://www.betterenergy.org/blog/minnesota-releases-a-vision-for-an-electric-vehicle-future*](https://www.betterenergy.org/blog/minnesota-releases-a-vision-for-an-electric-vehicle-future)
* *Drive Electric MN* [*https://www.driveelectricmn.org*](https://www.driveelectricmn.org)
* ***Jeffrey Meek*** *Sustainability Coordinator****, Minnesota Department of Transportation, Office of Sustainability*** *651-366-4263* *jeffrey.meek@state.mn.us****Pathways to Decarbonizing Transportation*** *Study* [*www.dot.state.mn.us/sustainability/pathways.html*](http://www.dot.state.mn.us/sustainability/pathways.html)
* ***Phil Muessig,*** *MPCA, MN Greenstep Cities**Coordinator;*  651-757-2594, Philipp.muessig@state.mn.us **List of model local ordinances** <https://greenstep.pca.state.mn.us/index.php/page/ordinances>
* **Frank Douma,** Humphrey School of Public Affairs Research Fellow, Director State and Local Policy Program douma002@umn.edu**Self-Driving Vehicles on the Horizon;** Humphrey School Works to Ensure They're Accessible to All [www.hhh.umn.edu/news/self-driving-vehicles-horizon-humphrey-school-works-ensure-theyre-accessible-all](http://www.hhh.umn.edu/news/self-driving-vehicles-horizon-humphrey-school-works-ensure-theyre-accessible-all)
* ***Josh Johnson****, Advanced Mobility City of Minneapolis (612) 720-7969* *joshua.johnson2@minneapolismn.gov* *City of* ***Minneapolis Transportation Action Plan***<http://go.minneapolismn.gov/> *and* ***Advanced Mobility Hubs*** <http://go.minneapolismn.gov/transportation-topics/advanced-mobility>
* ***Bill Dossett,*** *Twin Cities Shared Mobility Coalition (612) 747-4659* *bdossett@niceridemn.org**billdossett87@gmail.com* *Bill is the Coalition’s lead for Inter-Jurisdictional Coordination and is supporting metro cities to explore creating a joint powers agreement to regulate privately funded shared mobility services to be able to negotiate as a combined block of cities with Uber, Lyft, bike share and scooter services etc.* [*https://sharedusemobilitycenter.org/twin-cities-shared-mobility-collaborative/*](https://sharedusemobilitycenter.org/twin-cities-shared-mobility-collaborative/)
* **Mauricio León,** Metropolitan Council Senior Researcher, Regional Indicators 651 602-1146 c  Over the next two years, the Met Council will add ***Metro Climate Stats***and a ***Scenario Planning tool*** *to the***Energy and resilience planning resources** provided to cities during comp planning <https://metrocouncil.org/Handbook/Plan-Elements/Resilience.aspx>
* **Cameran Bailey**, Metropolitan Council 651.602.1212 cameran.bailey@metc.state.mn.us

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| **Advocate for sustained investment in transit infrastructure & operations.****Reprioritize transportation spending.** |

**Action 1. Support sustained state, regional & county investments in transit**

* **Re-direct federal, MN, county spending toward maintenance transit, bikes**
* **Fund completion of LRT & BRT Plans**
* **Free Transit Fares, Electric Busses**
* **Bike/Ped Trails, Safe Routes, MN SHIP**

**Cities working on it**: Mpls, Edina, SLP

**Resources**:

**Move MN -** <https://www.movemn.org/our-work/advocacy/>

* Theresa Thompson Nix Field Manager 651-789-1406 theresatn@movemn.org

**Transportation Forward Coalition** <http://www.transportationforwardmn.org/>

* It’s time for the Minnesota legislature to fund a 21st-century transportation system and position all our families, communities, and businesses for economic health and quality of life.
* Coalition Partners <http://www.transportationforwardmn.org/about/#coalition-partners>

**Sierra Club MN** <https://www.sierraclub.org/minnesota/land-use-transportation>

* **Coalition for Clean Transportation** – Fresh Energy, Sierra Club, MN 350
* **Joshua Houdek**, Land Use & Transportation Coordinator, Sierra Club, (612) 659-9124 joshua.houdek@sierraclub.org

**Metro Council –** investments & community grants from Federal Transportation Dollars

* <https://metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Federal-Funding.aspx>

**Hennepin County Transportation spending** - roads, bridges, bikes, transit, EVs

* **Mobility 2040 Plan** <https://www.hennepin.us/business/work-with-henn-co/transportation-planning-design>

**State Bonding Requests for 2020** (Proposed by Governor Walz)

**Department of Transportation**

* **Safe Routes to School Infrastructure Program:**  $10 million

a portion to partner w/ MN Tribal Nations for pedestrian safety projects on reservations

**Metropolitan Council**

* Regional Parks and Trails Grant Program: $10 million
* Busway Capital Improvement Program Bus Rapid Transit $55 million

Design, environmental work, acquisition of right-of-way,
engineering, and construction along regional busway corridors

**Minnesota Pollution Control Agency**

* Community Electric Vehicle Infrastructure Grant Program
Grants to local governments to install fast-charging network $12 million 
Installation of chargers on state property $ 2 million

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| **Re-prioritize the use of city right of ways and how streets, sidewalks, boulevards are used** |

**Action 2. Prioritize pedestrians, bikes, transit over single occupancy vehicles** –

* **Adopt Living /Complete Streets Policies**
* **Redesign streets during reconstruction**
* **Reduce speed limits, Sidewalks & trails**

**Resources**

**MN Greenstep Cities** **Land Use & Transportation** MN GreenStep best practices,

* **Phil Muessig**, MN Greenstep Cities Coordinator, 651-757-2594, Philipp.muessig@state.mn.us <https://greenstep.pca.state.mn.us/bestPractices.cfm>
* **Parking Policy Resources -** Barb Thoman 651 500-5958 thomwell@bitstream.net

**City of Minneapolis**

* **Move Minneapolis** Long range transportation and advanced mobility plan <https://moveminneapolis.org/>
* **Advanced Mobility** Josh johnson City of Minneapolis (612) 720-7969 joshua.johnson2@minneapolismn.gov
* **Vision Zero** – reducing speed limits, <https://www.visionzerompls.com/speedlimit-s> Ethan Fawley | Vision Zero Program Coordinator 612-673-5983 | Cell: 612-394-3895 | ethan.fawley@minneapolismn.gov

 **City of Edina Transportation Planning & Transportation Commission**

* <https://www.edinamn.gov/488/Transportation-Planning>
* Andrew Scipioni - Transportation Planner 952-826-0440 ascipioni@EdinaMN.gov
* This multimodal transportation vision is based in part on community values reflected in Vision Edina, the City's Comprehensive Plan.
* **Living Streets Policy and Implementation Plan**, which describe Edina’s vision for Living Streets. Living Streets Policy [www.edinamn.gov/DocumentCenter/View/1199/Living-Streets-Plan-PDF](http://www.edinamn.gov/DocumentCenter/View/1199/Living-Streets-Plan-PDF)

 **Bike Alliance of MN** [www.bikemn.org](http://www.bikemn.org)

* **Dorian Grilley** Executive Director 651-387-2445 dorian@bikemn.org
* Bike-Friendly Community Check List and Recognition
* Walking Bike/Ped Safety Audits
* State level policy advocacy, coalition of mayors

 **Our Streets Minneapolis** [www.ourstreetsmpls.org/](http://www.ourstreetsmpls.org/)

* Ash Narayanan, Executive Director 612-568-6227 ash@ourstreetsmpls.org

 **Active Living Hennepin Communities**

* <https://www.hennepin.us/your-government/projects-initiatives/active-living>
* Denise Engen Active Living Hennepin Communities (612) 348-4454 Denise.Engen@hennepin.us
* Previous workshop materials <https://www.hennepin.us/your-government/projects-initiatives/active-living>

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| **Make the most of new BRT, LRT and Commuter Transit Stops in your city****to add density & facilitate mode shifts** |

**Action 3. Plan for successful & equitable redevelopment**

* Rezone for higher density & mixed- use TOD
* Prioritize bike, pedestrian & transit infrastructure
* Address the “last mile” connections
* Reduce/eliminate parking minimums
* Reduce free parking, Include car-sharing
* Inclusionary zoning, Preserve & maintain NOAH
* Work for TOD with net zero buildings via PACE

**Hennepin County – Transit Oriented Development**

<https://www.hennepin.us/business/work-with-henn-co/transit-oriented-development>

* **Ryan Kelly,** TOD Coordinator 612-348-4191 ryan.Kelley@hennepin.us
* **Current RFP on TOD Due in Feb 6 at 3pm** <https://www.hennepin.us/-/media/hennepinus/business/work-with-hennepin-county/econ-dev/2020-TOD-Guidelines.pdf>

**Metro Transit – Transit Oriented Development**

* <https://www.metrotransit.org/transit-oriented-development>

**Met Council – Livable Communities Demonstration Grants –**

* <https://metrocouncil.org/communities/Services/Livable-Communities-Grants.aspx>

**MN Green Step Cities** – policy resources for reducing free parking [www.mngreensteps.org](http://www.mngreensteps.org)

* Barb Thoman MN GreenStep Cities 651 500-5958 thomwell@bitstream.net

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| **Electrification of Transportation** |

**Action 4. Support increased adoption of Electric Vehicles**

* Assess city fleet – make plans add EV’s
* Add public EV charging spots
* County or metro E.V. Infrastructure planning
* Increased state funding for E.V. charging
* Support implementation of MN Clean Cars

**Resources:**

**Cities Charging Ahead** <https://www.driveelectricmn.org/communities/>

* **Diana McKeown** Metro CERT Coordinator 612-227-8023 dmckeown@gpisd.net
* Including electric vehicles in city purchasing plans
* Installing electric charging infrastructure in public parking areas
* Providing guidance on EV-ready development in the private sector
* Final Report <https://www.betterenergy.org/wp-content/uploads/2018/10/Cities-Charging-Ahead-Public-document-Final.pdf>

**Becoming Electric Vehicle Ready** <https://www.driveelectricmn.org/becoming-ev-ready/>

* ***Brian Ross,*** *Senior Program Director, Great Plains Institute, 612-767-7296, bross@gpisd.net*

Cities have tremendous influence over how and where infrastructure is built and serve as a critical and necessary partner in the transportation electrification market transformation. Great Plains Institute, which facilitates Drive Electric Minnesota, has identified **five principles for** what constitutes an electric vehicle (EV) ready city:

1. **Policy**: Acknowledge EV benefits and support development of charging infrastructure
2. **Regulation**: Implement development standards and regulations that enable EV use
3. **Administration**: Create transparent and predictable EV permitting processes
4. **Programs**: Develop public programs to overcome market barriers
5. **Leadership**: Demonstrate EV viability in public fleets and facilities

For more information about these EV principles, click here. By focusing on these principles, a city can prepare itself in all capacities to be ready for electric vehicles.

The Great Plains Institute compiled a list of resources below to guide local governments on their quest to becoming EV ready. Some resources serve as examples based on what other cities have done while other resources are more comprehensive in nature and can be used as a guide. If you have any questions on how to utilize these resources, please do not hesitate to email Katelyn Bocklund, program director for Transportation and Fuels.

**Policy Resources –** ST. LOUIS PARK, MN’S COMPREHENSIVE PLAN Comprehensive plans are a great way to encourage EV adoption in communities because they set long-term goals to work toward. The City of St. Louis Park’s comprehensive plan incorporates several EV initiatives, including a kick-start project to install EV charging infrastructure in public parking lots (p. 15) and actions toward increasing EV adoption to meet the city’s goal to reduce vehicle emissions by 25 percent by 2030 (p. 29). Download the St. Louis Park Comprehensive Plan→

**Regulation Resources** SUMMARY OF BEST PRACTICES FOR ELECTRIC VEHICLE ORDINANCES Local governments can make a big impact in electrifying transportation through zoning ordinances. This summary guide is designed as a reference for local governments looking to develop EV zoning standards or development regulations. The examples are not intended to constitute recommendations, but rather to show the breadth of choices made by communities across the United States to integrate electric vehicle supply equipment into development regulation. Download Summary of Best Practices & CITY OF GOLDEN VALLEY, MN’S PLANNED UNIT DEVELOPMENT ORDINANCE

**St. Louis Park Ordinance Requiring E.V. Charging Spots in New Developments** 36-142 <https://www.stlouispark.org/home/showdocument?id=12808>

**Drive Electric Minnesota** [www.driveelectricmn.org](http://www.driveelectricmn.org)

**PlugIn Connect** [www.pluginconnect.com](http://www.pluginconnect.com) Jukka Kukonen 651-428-3155 jukka@pluginconnect.com

**Electric Vehicle Ride Sharing Service** – Hour Car and Xcel Energy <http://www.startribune.com/hourcar-and-xcel-look-at-electric-vehicle-ride-sharing-service/478578143/>

**MPCA - Clean Cars Minnesota** Rulemakingan opportunity to make real progress in reducing greenhouse gas emissions from transportation. <https://www.pca.state.mn.us/air/clean-cars-mn>

**MPCA - Volkswagen settlement grants** <https://www.pca.state.mn.us/air/volkswagen-settlement>

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| **Shared and Advanced Mobility** |

**Action 5. Create a joint powers agreement between cities** to regulate privately funded shared mobility– Ride share, Bikes, Scooters

**Purpose:** Get more negotiating power together

**Cities working on it** – Twin Cities Shared Mobility Coalition,Minneapolis, St. Paul, Edina, SLP

**Resources**

**Twin Cities Shared Mobility Coalition** <https://www.tcsharedmobility.org/> **Move MN** [www.movemn.org](http://www.movemn.org)

* **Bill Dossett,** (612) 747-4659 bdossett@niceridemn.org billdossett87@gmail.com
* **Twin Cities Shared Mobility Action Plan** 2017<https://sharedusemobilitycenter.org/wp-content/uploads/2017/10/SUMC_TWINCITIES_Web_Final.pdf>

**Shared-Use Mobility Center** [www.sharedusemobilitycenter.org](http://www.sharedusemobilitycenter.org)

* **Twin Cities Leaders Release Shared Mobility Action Plan to Increase Transportation Options & Take 50,000 Cars off the Road in 10 Years** <http://sharedusemobilitycenter.org/news/twin-cities-leaders-release-shared-mobility-action-plan-to-increase-transportation-options-take-50000-cars-off-the-road-in-10-years/>
* **PDF - Twin Cities Shared Mobility Action Plan** <http://sharedusemobilitycenter.org/wp-content/uploads/2017/10/SUMC_TWINCITIES_Web_Final.pdf>
* **Twin Cities Shared mobility action plan** and possible pilot projects for increasing accessible transportation (Uber and Lyft) [www.startribune.com/a-public-uber-service-in-southwest-metro-officials-say-it-works/410688675](http://www.startribune.com/a-public-uber-service-in-southwest-metro-officials-say-it-works/410688675)

**Preparing for Autonomous Vehicles**

* **Governor's Advisory Council on Connected and Automated Vehicles** <http://www.dot.state.mn.us/automated/advisory.html>
* **LMC Position on pre-emption bill** (Uber & Lyft) [www.lmc.org/page/1/TNCregulationUpdate.jsp?ssl=true](http://www.lmc.org/page/1/TNCregulationUpdate.jsp?ssl=true)
* **Minnesota Design Center** (MDC) Tom Fisher - The uses design thinking to addresses systemic issues in the Twin Cities region [www.designcenter.umn.edu](http://www.designcenter.umn.edu)
	+ **Planning for Autonomous Electric Vehicles** implications for comprehensive plans <http://allianceforsustainability.com/wp-content/uploads/2016/09/SAVehicle-brochure-June-2017.docx>
* **U of MN HHH** [**Planning for self-driving vehicles**](https://civios.umn.edu/video/self-driving-vehicles/)
	+ 4 min video <https://civios.umn.edu/video/self-driving-vehicles/>
	+ Frank Douma, U of MN Humphry School 612-626-9946 douma002@umn.edu

Low Carbon Transportation Studies

**MN DOT Pathways to Decarbonizing Transportation report** <http://www.dot.state.mn.us/sustainability/>

**UMN CTS Reducing Greenhouse Gas Emissions from Transportation Sources in Minnesota June 2008** <http://www.cts.umn.edu/Publications/ResearchReports/reportdetail.html?id=1626>

**UC Davis - Three Revolutions - Shared, Automated, Electric** <https://3rev.ucdavis.edu/>

REAMP - Sustainable Transportation Campaign – Toolkit

Send comments to Greg May, 1000 Friends of Wisconsin I 608-259-1000 gregg@1kfriends.org

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| **Focus Area** | **Action/Policy** | **Description** | **Difficulty** |
| **Street Design** | Right-size Roads/limit new capacity | Reallocate street space to move people, not cars. Reduce car travel speeds through effective design. Reduce car travel lanes and lane widths, and reallocate space to public transit, walking and biking. | **Major Project.High Difficulty, High Impact** |
| Right-size Roads/limit new capacity | Convert some on-street car parking to be available for parking bikes, scooters or for use as parklets. | **Low-Hanging Fruit. Low Difficulty, Lower Impact** |
| Right-size Roads/limit new capacity | Prime on-street parking spaces must be prioritized for short-term, high turnover type uses such as deliveries and pickups and drop offs. | **Low-Hanging Fruit. Low Difficulty, Lower Impact** |
| Support Complete Streets | Create complete protected networks for bike, pedestrian and rolling infrastructure. Create walkable environments around transit stops. | **Priority. Low Difficulty, Higher Impact** |
| Support Complete Streets | Create plazas, malls or districts that are closed off to cars and allow people to walk, bike and take transit freely through them. | **Major Project.High Difficulty, High Impact** |
| **Policies and Regulations** | Support local trips and active transportation | Lower speed limits citywide. | **Major Project. High Difficulty, High Impact** |
| Support upzoning, reduced parking requirements, and infill development | Remove city mandated minimums for parking and replace them with maximums. | **Priority. Low Difficulty, Higher Impact** |
| Support upzoning, reduced parking requirements, and infill development | Prioritize projects that reduce driving. | **Low-Hanging Fruit. Low Difficulty, Lower Impact** |
| Support upzoning, reduced parking requirements, and infill development | Incentivize infill development by moving away from using manuals such as ITE Trip Generation that penalize developments for contributing to traffic congestion. Instead reward developments that integrate non-driving options, such as being on transit lines, have no on-site parking, provide ample bike parking, and are located amidst other amenities. | **Major Project.High Difficulty, High Impact** |
| Support upzoning, reduced parking requirements, and infill development | Rewrite zoning codes to encourage dense, mixed use development that reduces overall travel demand. | **Priority. Low Difficulty, Higher Impact** |
| Support upzoning, reduced parking requirements, and infill development | Support the development of affordable housing near areas with high-quality transit | **Low-Hanging Fruit. Low Difficulty, Lower Impact** |
| Support upzoning, reduced parking requirements, and infill development | Protect undeveloped land and limit low-density zoning | **Low-Hanging Fruit. Low Difficulty, Lower Impact** |
| Change decision-making criteria | Rethink how to measure transportation success. For example, a common current metric, Level of Service (LOS) measures how quickly cars can pass through an intersection or a street. Using another measure like accessibility or multimodal level of service will help prioritize people and not cars. | **Priority. Low Difficulty, Higher Impact** |
| **Transportation Options** | Invest in transit | Invest in efficient, frequent and rapid public transportation that connects people to destinations effectively and reliably. This could include supporting regional transit authorities (RTAs) or other transit funding measures. | **Major Project.High Difficulty, High Impact** |
| Invest in transit | Create a universal pass program that allows seamless connectivity through all transportation modes. | **Major Project.High Difficulty, High Impact** |
| Invest in transit | Prioritize transportation options that carry the most people using technology like transit signal priority. | **Major Project.High Difficulty, High Impact** |
| Support local trips and active transportation | Invest in shared community mobility systems like bike and scooter share. | **Low-Hanging Fruit. Low Difficulty, Lower Impact** |
| Support local trips and active transportation | Give free bus passes to City employees. | **Low-Hanging Fruit. Low Difficulty, Lower Impact** |
| Support local trips and active transportation | Reduce barriers to using active transportation--such as removing pedestrian actuated buttons, and providing bike and walk signal phases at every controlled intersection. | **Low-Hanging Fruit. Low Difficulty, Lower Impact** |
| Support local trips and active transportation | Allow access to new mobility options like scooters, car share and bike share to those without bank accounts, credit cards or drivers licenses. | **Priority. Low Difficulty, Higher Impact** |
| **Tracking and Data Collection** | Support equitable transportation systems | Work to ameliorate historical racism and discrimination in transportation decision-making. Collect data to identify groups who are disproportionately affected by a lack of access to reliable transportation, and those who are vulnerable users. Develop intentional processes to listen to amplify and incorporate the voices of those who have been historically left out of transportation decision-making. | **Priority. Low Difficulty, Higher Impact** |
| Transportation demand management | Monitor the efficacy of transportation improvements using shared community values like livability, safety and access to opportunity. | **Priority. Low Difficulty, Higher Impact** |
| Transportation demand management | Set a driving reduction goal. Track overall rates of driving and other mode usage. | **Low-Hanging Fruit. Low Difficulty, Lower Impact** |
| Transportation demand management | As owners of the Right of Way, compel mobility partners such as scooter and bike share operators, and Transportation Network Companies to share usage data. Use this data to make infrastructure investment decisions. For example, corridors that see high levels of bike share usage must be prioritized for protected bike infrastructure. | **Major Project.High Difficulty, High Impact** |

High-Impact **Land Use and Transportation Policy Options** for Low-Carbon Cities

<https://greenstep.pca.state.mn.us/page/ordinances>

**Please send your suggestions and additions to**

Phil Muessig, MPCA, MN Greenstep Cities Coordinator, 651-757-2594, Philipp.muessig@state.mn.us

**Land Use Policy Options**

* For one or more zoning districts
* [**Increase urban residential density**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=7&aid=754) with accessory dwelling units, single-resident occupancy units, smaller lots, multi-family buildings by-right, senior housing, co-housing, low square-footage houses / apartments {*7.2*}
* [**Increase urban commercial density**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=7&aid=755) by adopting floor-area ratio minimums/bonuses, zero lot-line setbacks {*7.3*}
* [**Adopt mixed-use zoning**](https://greenstep.pca.state.mn.us/bestPracticesDetail.cfm?bpnum=8)/require mixed-use PUDs and/or a form-based zoning code/overlay district {*8.0*}
* [**Stage city-edge development**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=10&aid=771) with an adequate public facilities (concurrency) ordinance {*10.2*}
* [**Zone for rural residential**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=10&aid=773) clusters; adopt density bonuses, authorize transfer/purchase of development rights {*10.4*}

**Transportation Policy Options**

* For living streets
* [**Adopt a complete streets policy**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=11&aid=775) that includes street design standards & maximizes urban tree canopy {*11.1*}
* [**Expand transit**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=12&aid=786) / transit hub coverage and use over time to meet increasing mode-shift targets {*12.6*}
* [**Improve bike/walk**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=12&aid=781) infrastructure over time, by means such as lane reconfigurations (road diets), to meet increasing mode-shift targets {1*2.1*} and {*11.6*}
* For downtown, commercial nodes, corridors
* [**Reduce or eliminate parking minimums**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=14&aid=793) and/or add parking maximums {*14.1*}
* [**Price curb & structured parking**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=14&aid=793) to aim for a 15% vacancy rate in parking spaces on each block, and favor electric vehicles and for pay-per use vs. monthly contracts in lots, ramps {*14.1*}
* [**Allocate boulevard & curb space**](https://greenstep.pca.state.mn.us/bestPracticesDetail.cfm?bpid=6) for bike parking and vehicle passenger pick-up/drop-off as part of planning for shared mobility services (bus, taxi, Uber, Lyft) and (shared) autonomous vehicles {*6.0*}
* [**Adopt a travel demand management / transit-oriented development**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=14&aid=796) ordinance {*14.4*}
	+ [**Require electric vehicle charging**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=3&aid=732) capacity (at least conduit) in new commercial/single, multi-family developments and require the installation of charging stations to mirror the regional electric vehicle adoption rate {*3.4*}
* [**Prioritize fiber**](https://greenstep.pca.state.mn.us/bestPracticesDetail_actions.cfm?bpid=12&aid=785) telecommunications infrastructure {*12.5*}

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Options selected from a review of:

* *Best Practice Actions* and *City Action Reports* (MN GreenStep Cities program: 2019) at <https://greenstep.pca.state.mn.us>
* *Climate Solutions and Economic Opportunities* (MN Environmental Quality Board: 2017) at <https://www.eqb.state.mn.us/content/climate-change>
* *High Impact Practices* (Urban Sustainability Directors Network: 2019) at <https://www.usdn.org/public/page/6/Projects>
* *Drawdown Solutions* (Project Drawdown: 2017) at<https://www.drawdown.org/solutions-summary-by-rank>