

Minneapolis Climate Action Plan



Transportation and Land Use Working Group

May 18, 2012 | Meeting 3

Agenda

1:00 – 1:10 **Greetings & Introductions**

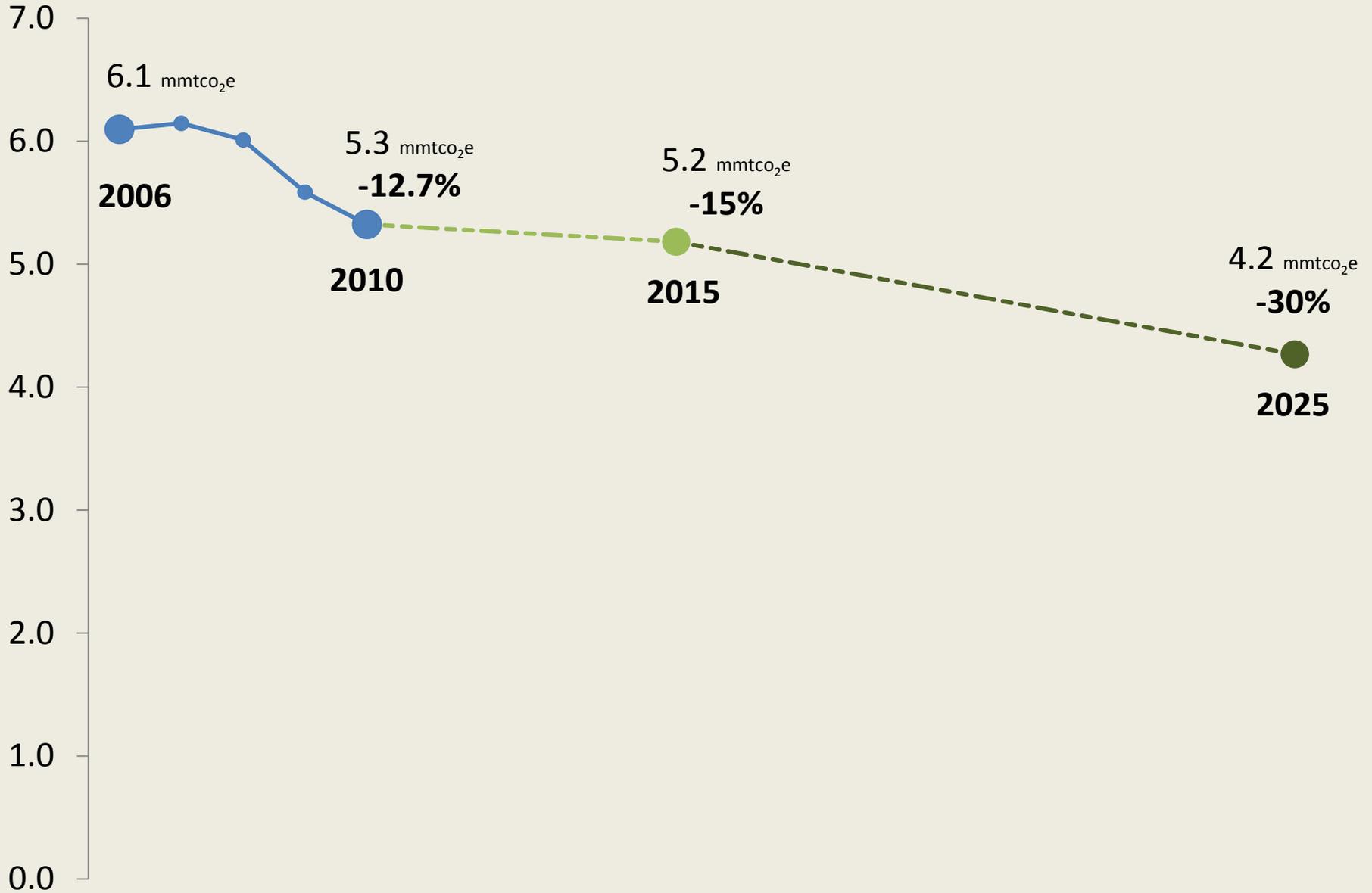
1:10 – 1:30 **Strategy Examples & Ideas for Minneapolis**

Discussion

- 1:30 – 2:50
- **Planning & Land Use**
 - **Active Transportation**
 - **Parking Management**
 - **Transportation Demand Management**
 - **Cross-Cutting Issues / Other Strategies**

2:50 – 3:00 **Next Steps**

Minneapolis Community GHG Reduction Targets



Evaluation Criteria

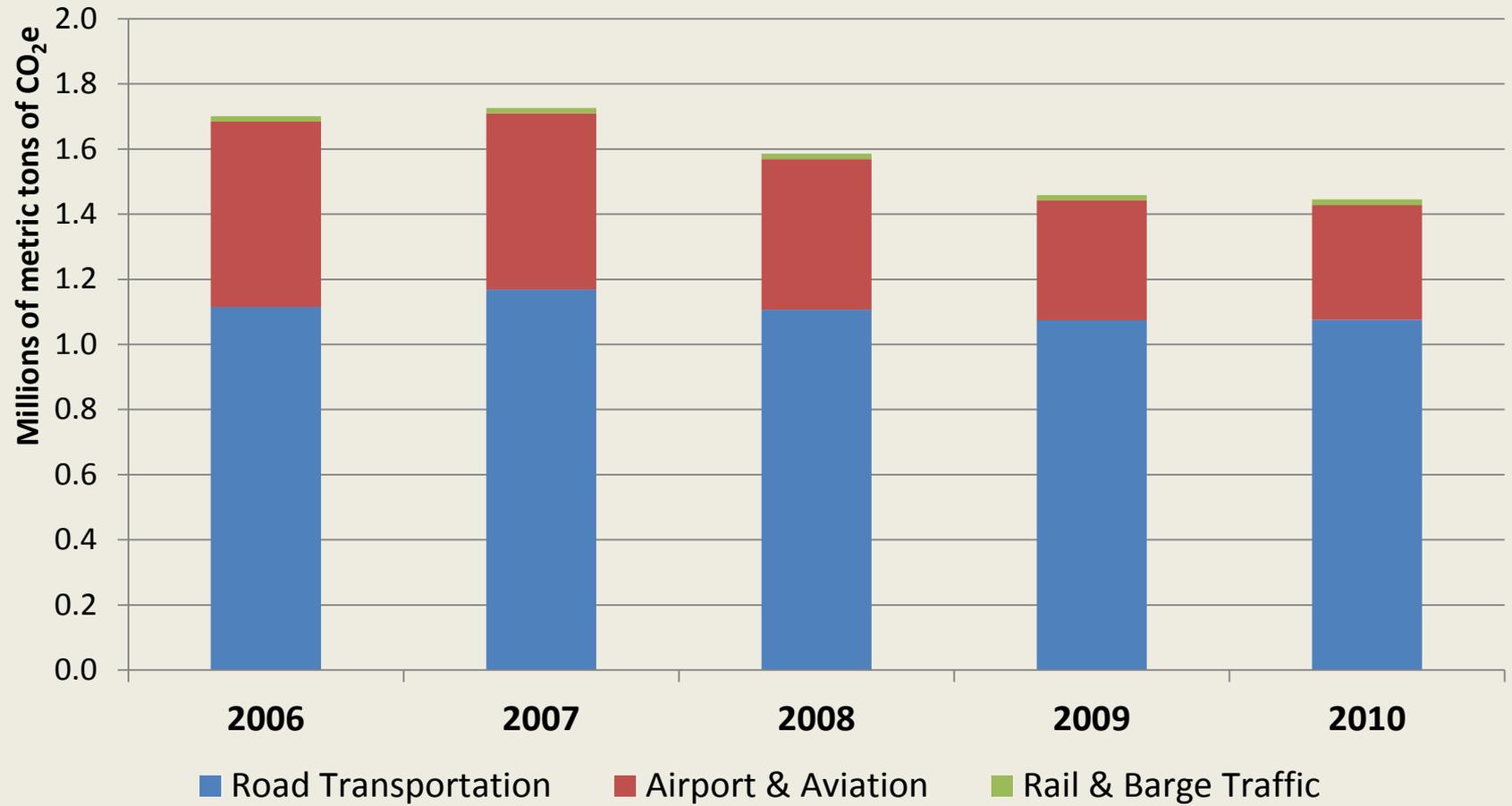
Criteria:	Measurements:
GHG emissions reduction	Carbon dioxide equivalent
Costs and savings	Public and private \$ or relative cost (high, medium, low)
Implementation timeframe	Months, years
Feasibility	Political, social, or institutional obstacles
Social Equity	Disparate impacts (positive or negative)
Co-benefits	Health, economic development, job creation, energy conservation, mobility, quality of life, etc.



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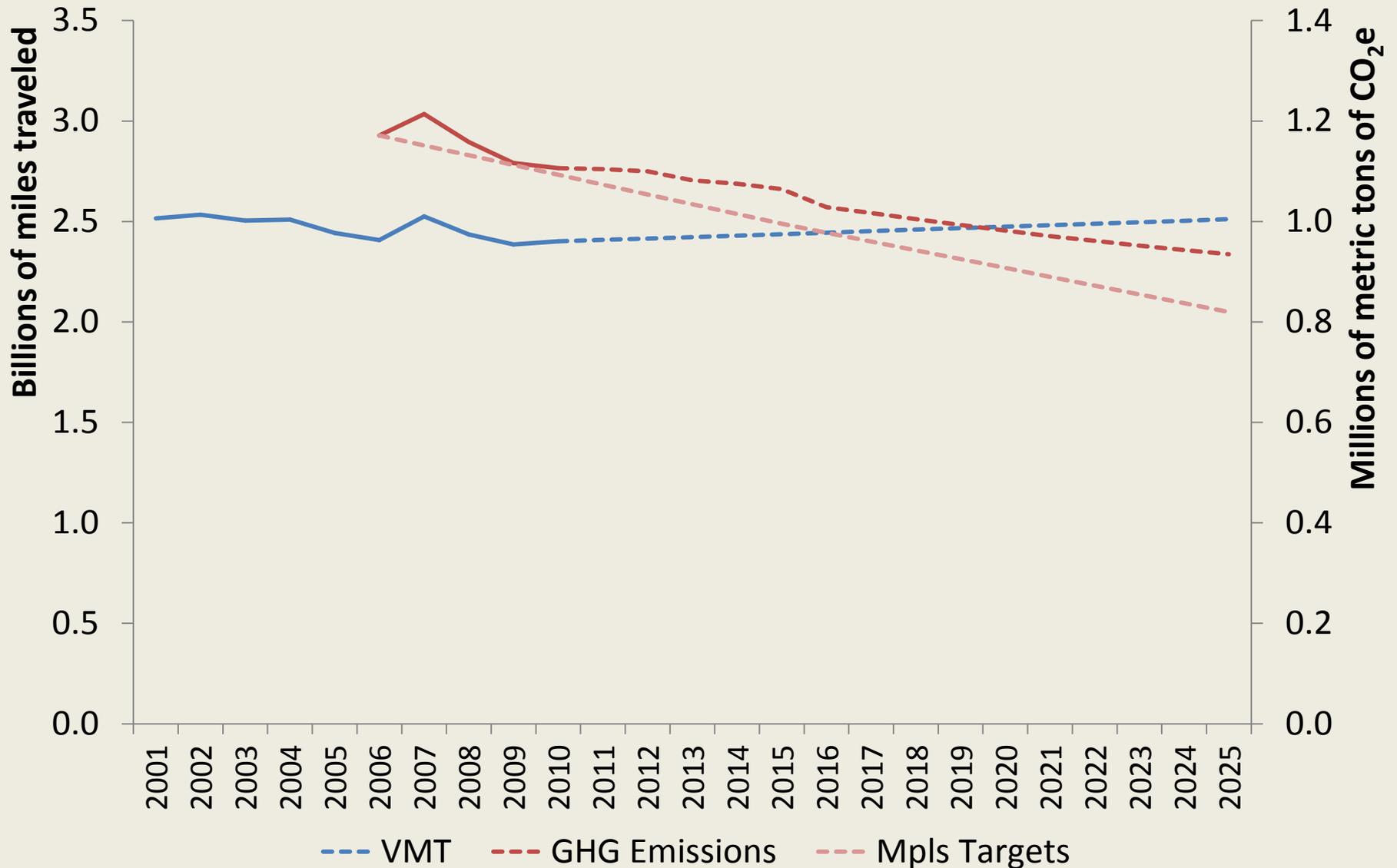
GREENHOUSE GAS EMISSIONS

Transportation Emissions



VMT, Road Transportation GHG Emissions and Minneapolis Targets

(Met Council VMT projections for Minneapolis)



Options for emissions reduction

In order to:	We must:
Reduce Vehicle Miles Traveled	Shift trips to transit, walking, cycling, and carpooling
	Encourage a dense, accessible development pattern
	Better utilize new and existing technologies
Reduce Vehicle Emissions	Use more alternative fuels
	Improve vehicle fuel efficiency
	Reduce vehicle idling and congestion

Options for emissions reduction

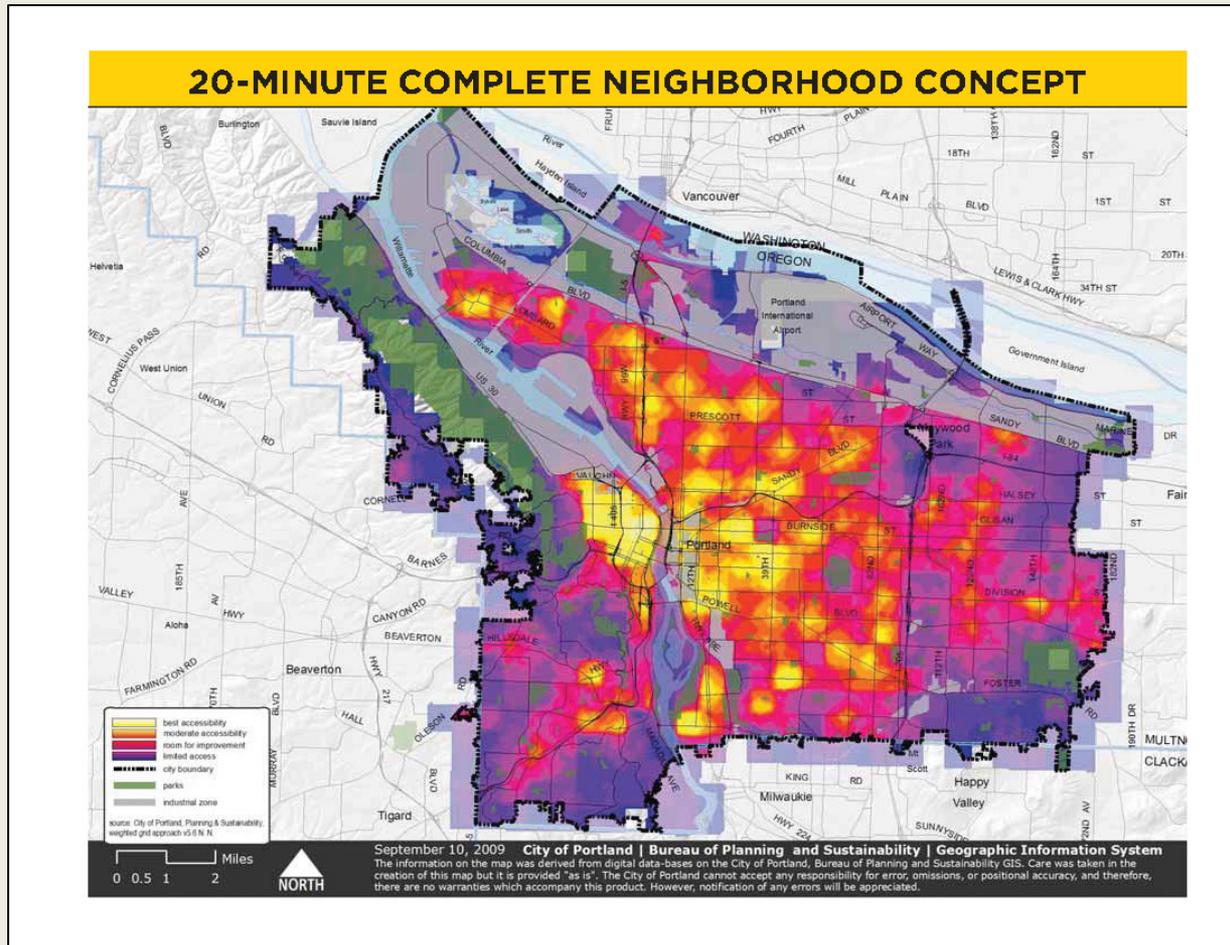
Programs and policies that:	May look like:
Shift trips to transit, walking, cycling, and carpooling	Increased hi-frequency, hi-amenity transit service; improved bicycle and pedestrian facilities
Encourage a dense, accessible development pattern	Transit-supportive zoning, planning, and financing; joint development (Portland, OR)
Better utilize new and existing technologies	Demand-responsive parking pricing and real-time availability information (San Francisco, CA)
Improve vehicle fuel efficiency	Coordinated public/private sector lobbying for changes to federal fuel economy standards
Reduce vehicle idling and congestion	Expanding high-occupant vehicle/toll (HOT) lanes with transit access (Miami, FL)
Use more alternative fuels	Expand electric vehicle infrastructure (San Diego, CA)



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STRATEGY EXAMPLES

Complete Neighborhoods



Mode Share Goals

- Portland Climate Action Plan (2010):
 - Update the Transportation System Plan to incorporate mode-share goals that will result in a **40 percent reduction in transportation related carbon emissions** by 2030.



Dynamic Parking Pricing

SFPARK.ORG
PARKING AVAILABILITY & PRICING

The Benefits of SFpark
Find parking faster. Pay more easily. Avoid tickets. Less circling and fewer double-parked cars give us cleaner air and safer streets with less traffic.

no.1 : Cleaner Air *no.2* : Safer Streets *no.3* : Faster Muni

Brought to You By

SFMTA

Road Management

- Minnesota Climate Change Action Group (2008) recommended:
 - **Transit signal priority** on key corridors.
 - **Real-time information** for commuters.
 - “State-of-the-art” **parking strategies**.
 - **Expanding high-occupancy/toll (HOT)** lanes, with surplus revenue to transit alternatives.

Greening the Zoning Code

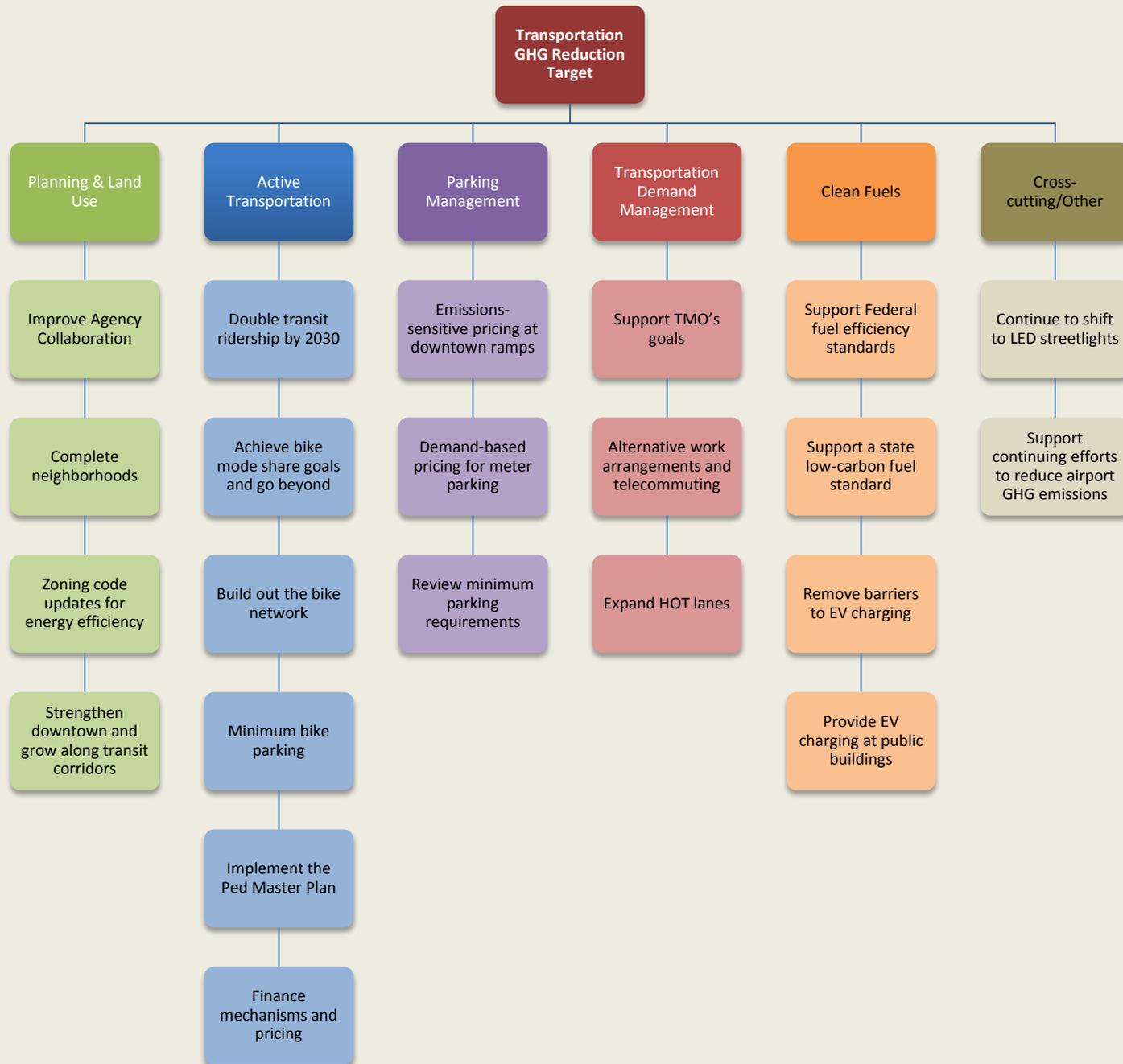
- NYC's Zone Green Text Amendment (2012):



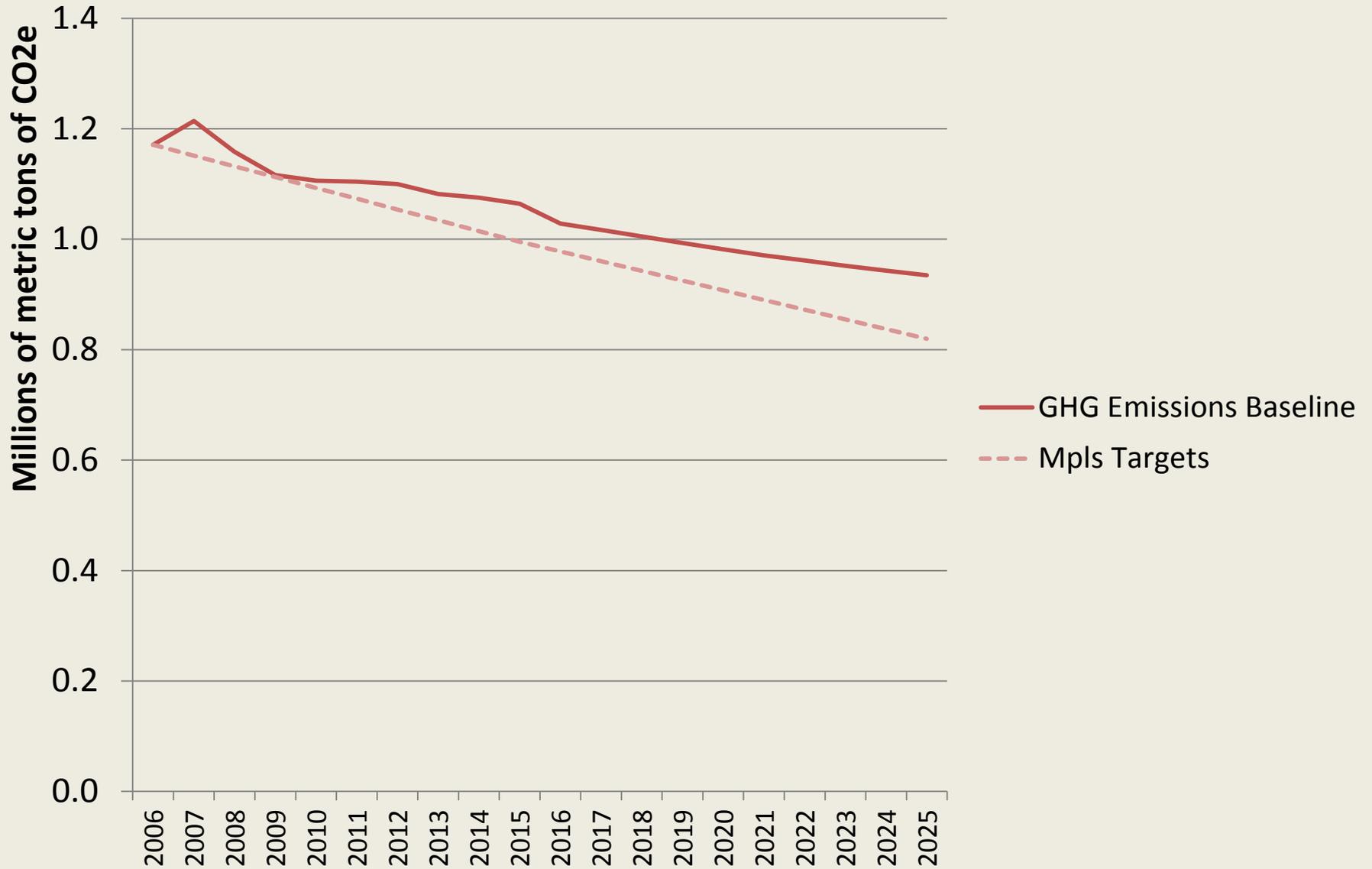
- Exempt wall insulation from floor area and setback calculations.
- Allow additional sun control devices.
- Exempt greenhouses from floor area and height calculations.
- Add flexibility to A/C condenser unit locations for 1- and 2-unit residences.

New Financing Tools

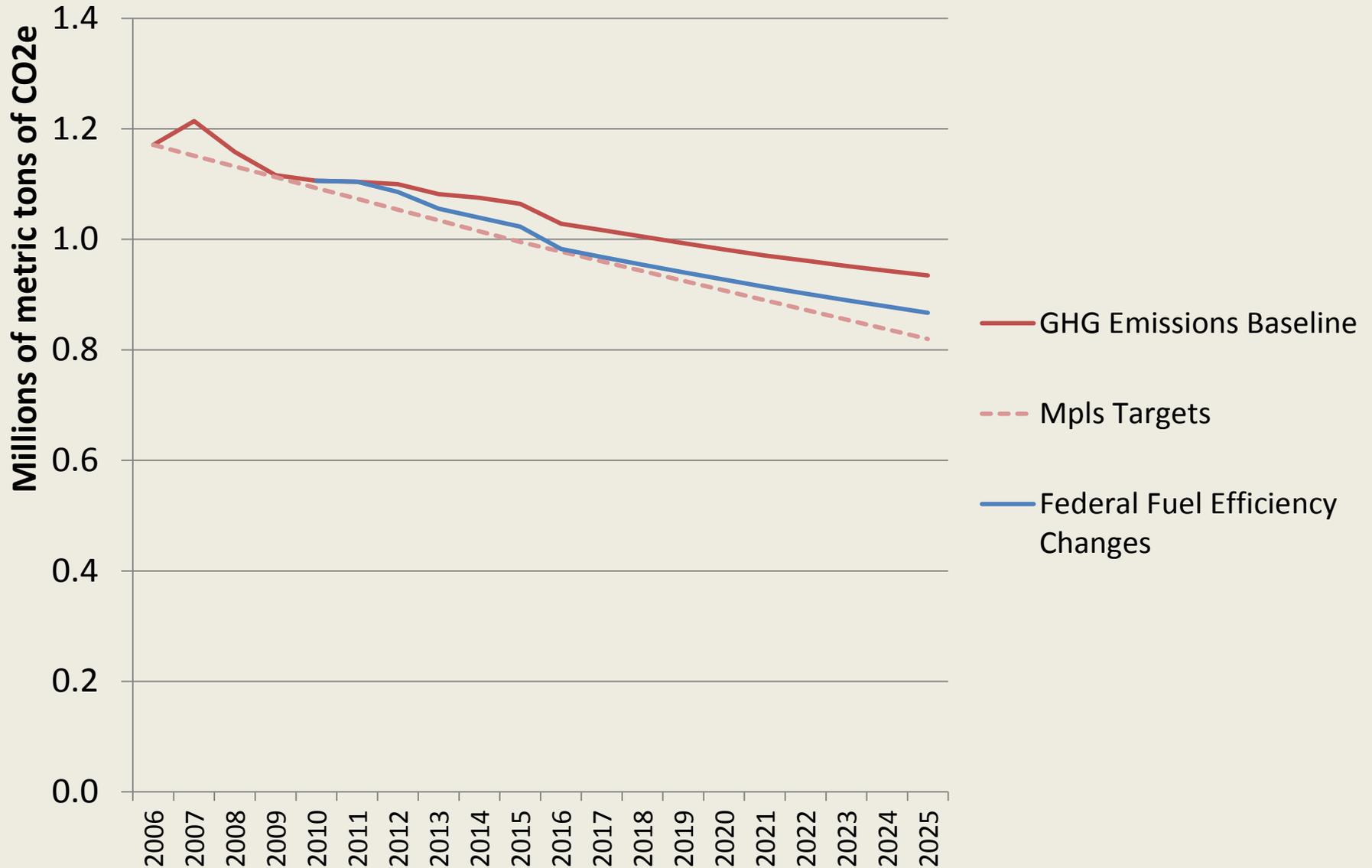
- Seattle Climate Action Plan (2012) preliminary recommendations include:
 - **Parking benefit districts**
(diverting meter revenue for local accessibility improvements)
 - **Non-residential parking space tax**
Climate impacts taken into account; rate varied by proximity to transit, area density



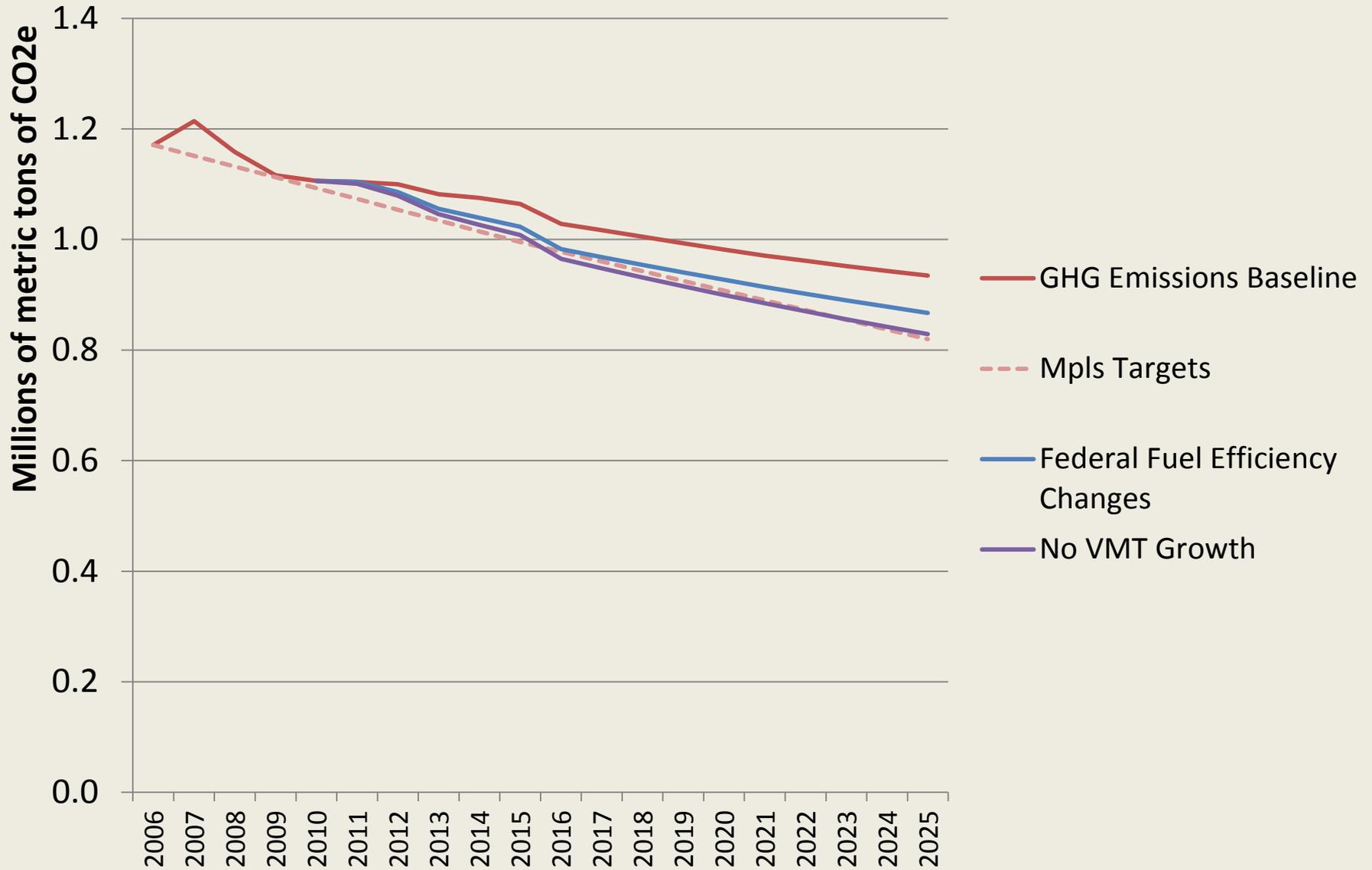
Baseline Road Transportation GHG Emissions and Strategy Impacts



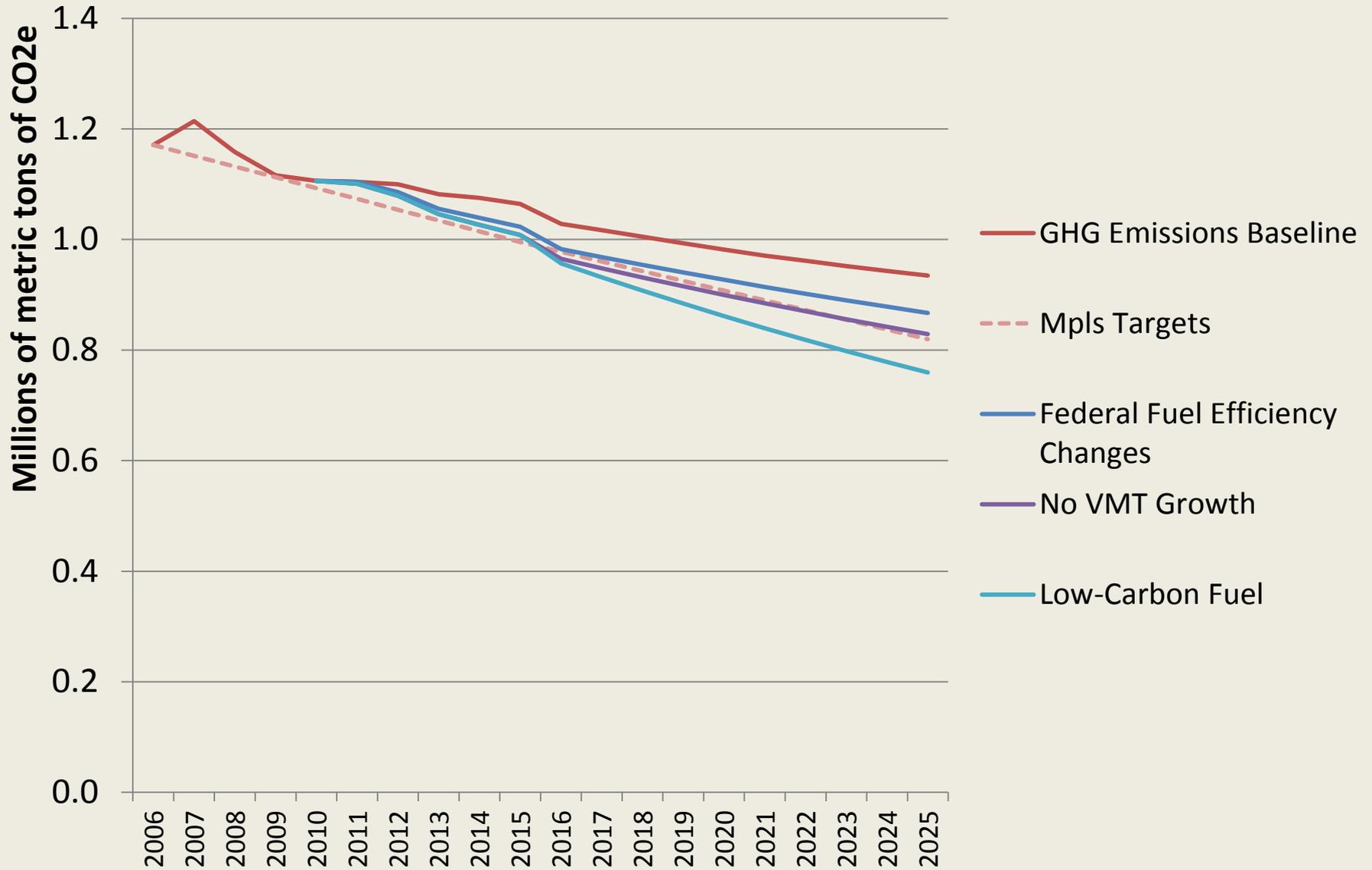
Baseline Road Transportation GHG Emissions and Strategy Impacts



Baseline Road Transportation GHG Emissions and Strategy Impacts



Baseline Road Transportation GHG Emissions and Strategy Impacts





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DISCUSSION

Next Steps

- Revise strategy list based on work group comments
- Develop more detailed forecasts with strategy impacts through 2025
- Next meeting: June 22nd
- Contact us:

<http://www.minneapolismn.gov/sustainability/climate>

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