

Proposed 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.

Strategy PLU = Planning and Land Use AT = Active Transportation P = Parking Management TDM = Transportation Demand Management CF = Clean Fuels O = Other	Emissions Reduction Potential (High, Medium, Low)	Cost (High, Medium, Low)	Timeframe (0-2 Years, 3-5 Years, 5+ years)	Political/Social Feasibility (High, Medium, Low)	Disparate Impacts (by geography, income, etc.) (High, Medium, Low)	Co-Benefits (e.g. job creation, public health, better mobility, etc.)
PLU1. Improve inter-departmental and inter-agency collaboration on transportation issues, and track progress	M/L	L	0-2	M	L	M/L
PLU2. Make every Minneapolis neighborhood a “complete neighborhood”	H	H	5+	M	L	H
PLU3. Focus growth along transit corridors and near job centers like Downtown	H/M	M	5+	M	H/M	H
PLU4. Review the zoning code to identify impediments to construction and retrofit of green buildings	M	L	0-2	H/M	M	M
AT1. Support the Metropolitan Council’s goal of doubling regional transit ridership by 2030	H	H	5+	M	L	H
AT2. Achieve the City’s adopted targets for bicycle mode share and bicycle counts and adopt stretch goals for 2025	H	M	5+	M	L	H
AT3. Build 30 miles of protected, on-street bike facilities by 2020.	M	M	5+	M	L	H
AT4. Revisit minimum bicycle parking requirements to support the City’s bicycle mode share targets	M	L	0-2	H	L	H/M
AT5. Support implementation of the Pedestrian Master Plan and Bicycle Master Plan	H/M	M	5+	H/M	L	H
AT6. Allow special service districts to levy a surcharge on parking meters to fund streetscape improvements	L	L	0-2	M	M/L	M

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AT7. Make car-sharing convenient and affordable by reducing sales tax on car-sharing products to the minimum rate	L	L	0-2	H	M	L
AT8. Expand car-sharing services to on-street spaces						
AT9. Continue "Safe Routes" work and adopt a Complete Streets policy.	L	L	0-2	H	L	H
P1. 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	M	L	3-5	M	H	L
P2. Investigate demand-based parking pricing strategies for metered areas	M	M/L	0-2	M	L	L
P3. Continue to adjust minimum parking requirements to better promote alternative modes of transportation	M	L	3-5	M	L	M
P4. Require or incent parking "unbundling".	M/L	L	5+	M	L	M
P5. Support the development of new information technology to reduce "cruising" for parking and make more efficient use of curb & ramp space						
P6. Support the development of a citywide framework for curb space use						
TDM1. Support the Downtown Transportation Management Organization's goal to reduce 4.8 million drive alone trips by 2015	H	L	3-5	M	L	M
TDM2. Encourage large employers to embrace alternative work arrangements for employees	H	L	3-5	H/M	L	H
TDM3. Support the expansion of MnPASS lanes to all regional highway facilities	M/L	H	5+	M/L	L	M/L

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CF1. Support the proposed Federal fuel efficiency improvements	H	L	5+	H	L	M
CF2. Support state efforts to adopt a low-carbon fuel standard	M	L	5+	M	L	M/L
CF3. Remove regulatory barriers to installing electric vehicle (EV) charging stations in residences	M	L	0-2	H	L	M
CF4. Provide electric vehicle charging stations at City-owned facilities where feasible	M/L	M	0-2	H	L	L
O1. Continue to shift to LED streetlights	H	H	3-5	H	L	L
O2. Support continuing efficiency efforts at the Minneapolis-St Paul International Airport	H	M	5+	M	L	M/L