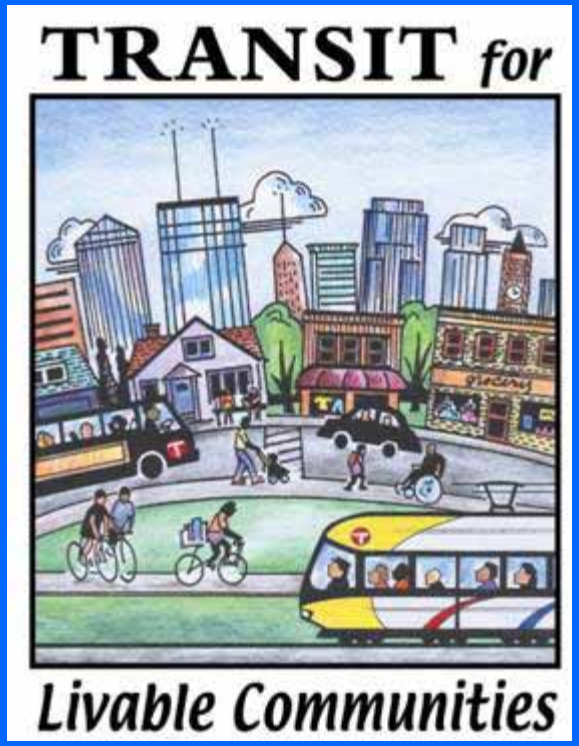
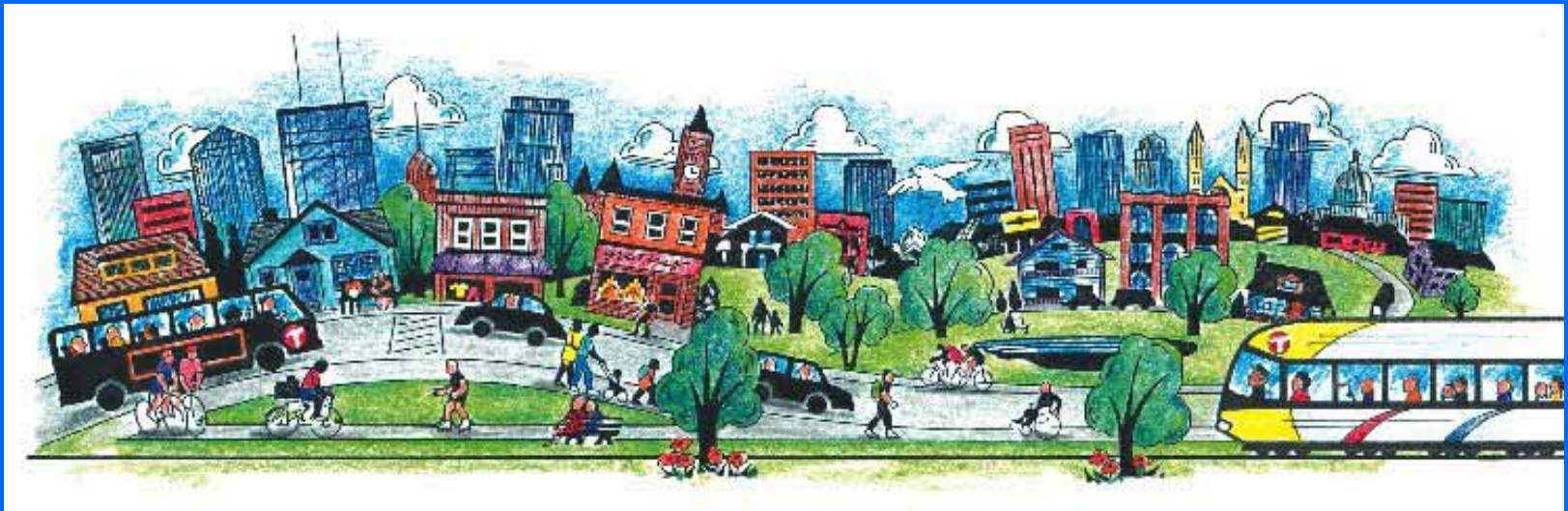
Land Use and Climate Change



Air, Water, and Waste Conference
February 2008

Transit for Livable Communities
A Minnesota Non-profit Corp.



Education, Research, Advocacy, and Organizing

Goals of TLC's Work

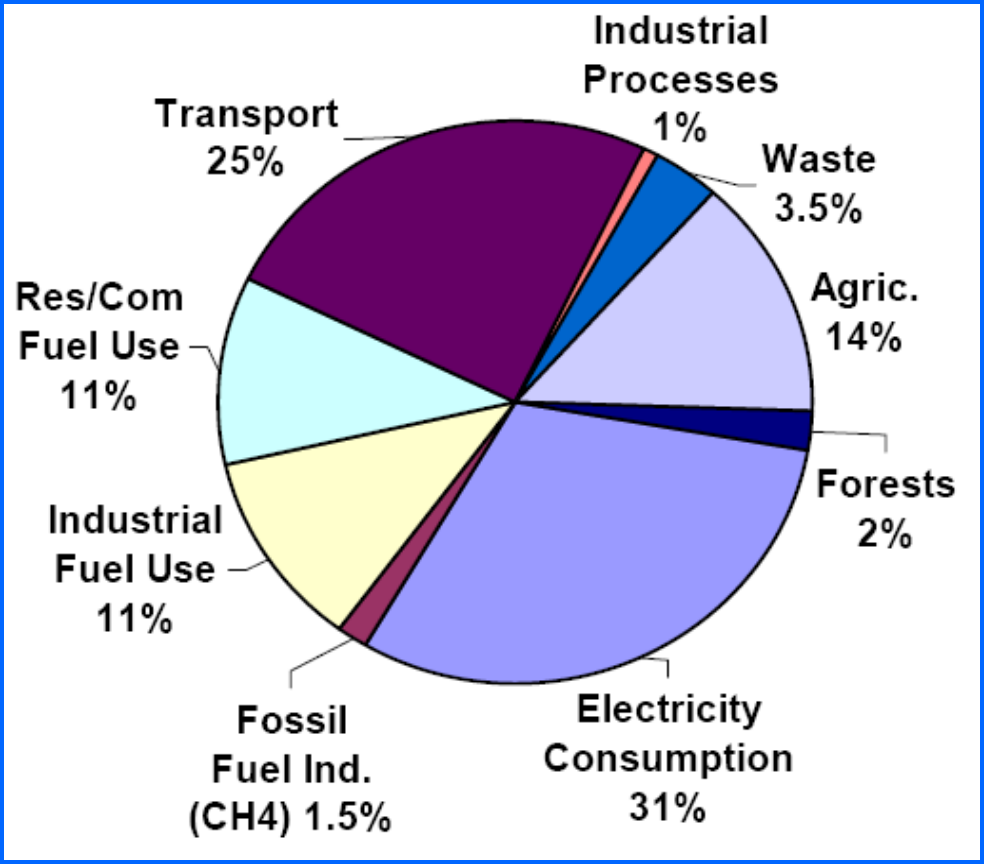
- Modal shift from driving to walking, bicycling, and public transit
- Reduce energy use
- Cleaner air
- Less traffic congestion
- Healthier people

Next Generation Energy Initiative

Required reductions in greenhouse gas emissions:

- 15 percent by 2015
- 30 percent by 2025
- 80 percent by 2050

Transportation Sector Generates 25% of GHG Emissions



SOURCE: Minnesota Greenhouse Gas Inventory and Reference Case Projections 1990-2020

Vehicle Miles Traveled

- Until 2004, VMT in Minnesota had been growing at rate of 2.2% per year.
- VMT flat from 2004 to 2006
- New projection 0.9% growth

Source: Met. Council and MnDOT

Governor's Climate Change Advisory Committee

- Draft report on MCCAG web site
- 46 recommended actions in 6 sectors
- Recommend actions for transportation in three areas:
  1. Low carbon fuels
  2. More efficient vehicles
  3. Reducing vehicle miles traveled

MCCAG Strategies to Reduce VMT

Recommended Actions	Estimated Reduction (million metric tons 2025)
1. Improve land use and development	1.9
2. Expand transit, bicycling, and walking	0.3
3. Climate-friendly transportation pricing	2.1
4. "Fix it First" transportation policy	Not quantified
5. Workplace tools	0.4
TOTAL	4.7

Improving Land Use

Relearning lessons from the past – Designing communities so we can walk, bicycle, and take transit for more trips.

Exposition Building Minneapolis 1935.

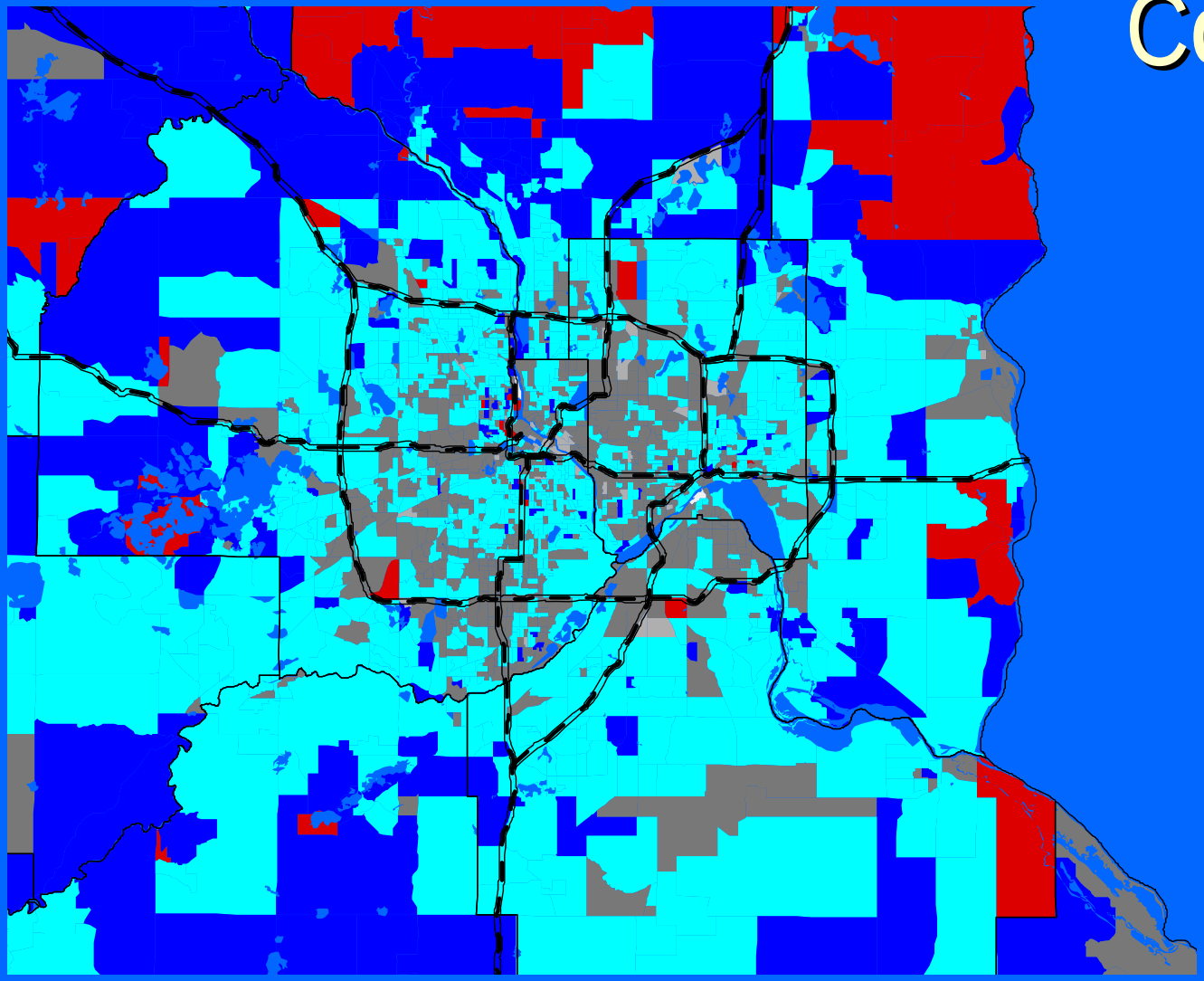
Minneapolis Compared to Region

Mode Share for Mpls:

- 13% walk
- 4% bike
- 4% transit
- 21% total non-auto

Source: Met. Council Travel Behavior Inventory)

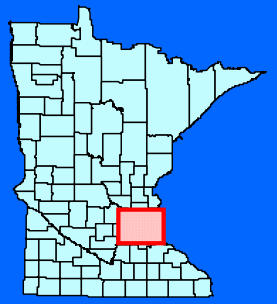
Average Commute Times by Census Tract in the Twin Cities Metropolitan Area



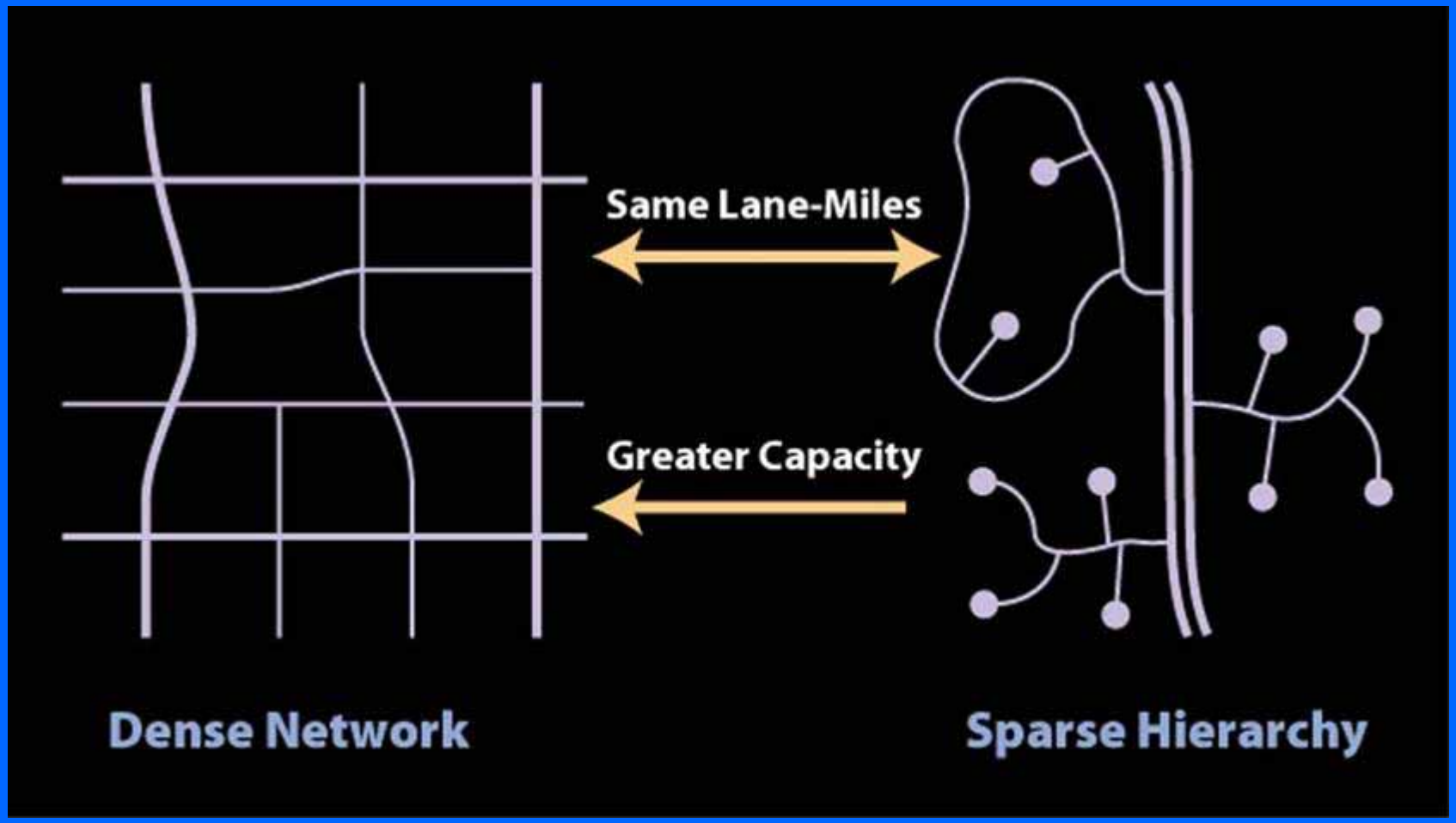
Commute Time

Commute Time (minutes)

- 0 - 10
- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 120

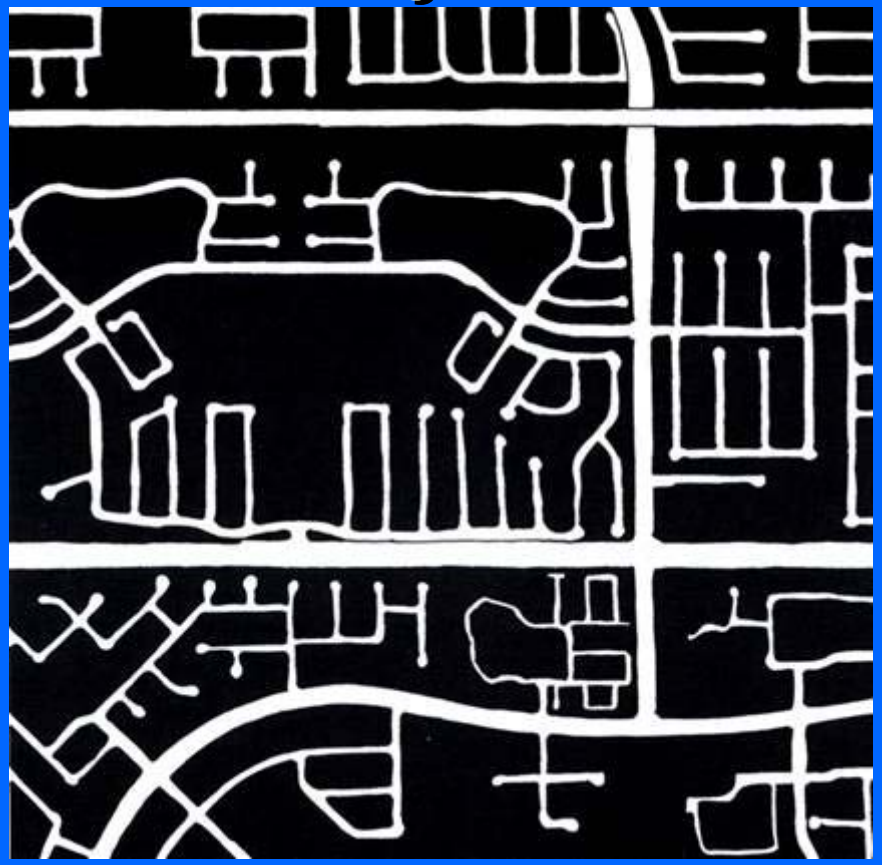


Strategy #1 – Street Connectivity



Street Connectivity

Walkable, dispersed traffic, well connected, system redundancy, small compact un-signalized intersections.



Auto-dependent, not walkable, concentrated traffic, inefficient movement, failing intersections

Strategy #2 – Street Design

Strategy #2 – Street Design

Strategy #3 - School Siting

Walking/Biking to School

Strategy #4 - Reducing Parking Requirements

Charging for On-Street Parking

Requiring Bicycle Parking

Strategy #5 - Changing Zoning Requirements

Zoning for Walkability and Transit

Zoning for Walkability and Transit

Strategy #6 -Targeting Infrastructure Investments

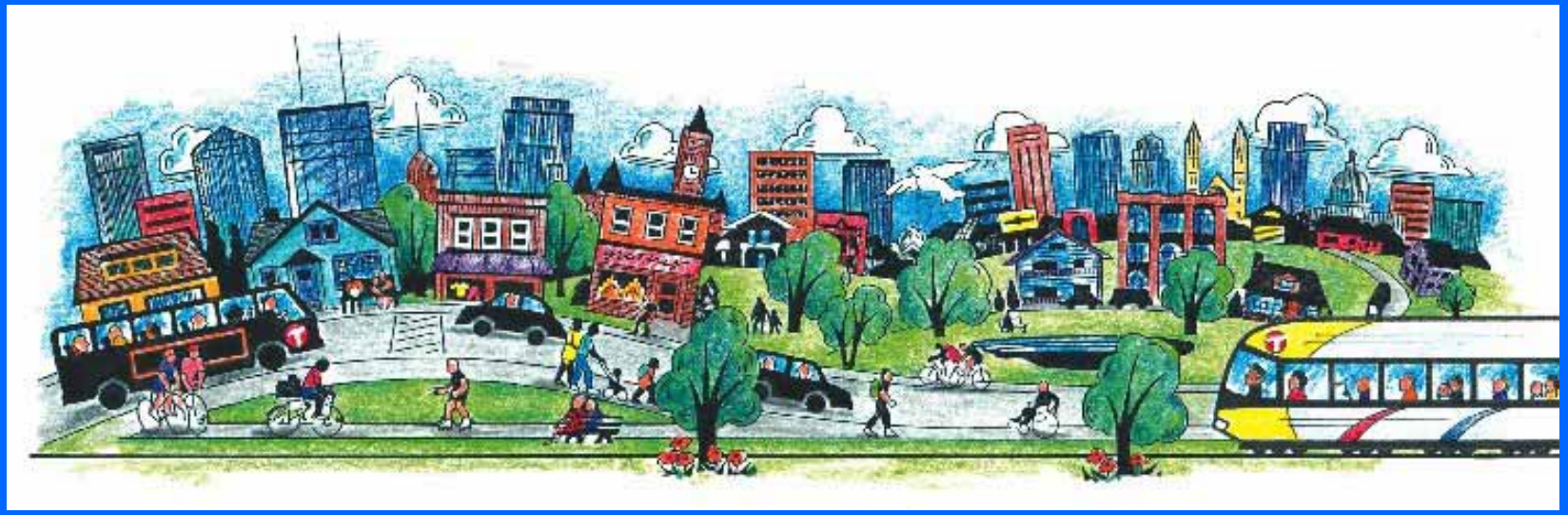
Portland, Seattle, Charlotte, Maryland, & other places identify areas where they want growth to occur, then target infrastructure to those places.

Expanding the roadway to reduce congestion

Repairing an old roadway to improve access for all users

Next Steps

- Implementing changes at all levels.



Transit for Livable Communities
www.tlcminnesota.org
651-767-0298