

GreenStep Cities Best Practices
Transportations Actions
- final draft for comment through May 2010 –
www.MnGreenSteps.org

11. Complete Green Streets: Create a network of multimodal green streets.

Best Practice Actions

- Category A and B cities must complete at least Action (1) if they choose to implement this best practice.
- Category B cities must complete one additional Action if they choose to implement this best practice.
- Category C cities must implement this best practice by completing Action (1) and two additional Actions.

- (1) Adopt a complete streets policy that addresses street trees and stormwater, and modify street standards accordingly.
- (2) Adopt zoning language for a selected area/project that is substantially equivalent to the LEED for Neighborhood Development credits for Walkable Streets or Street Network.
- (3) Document the installation of trees, and green stormwater infrastructure, and utility renovations as needed (sewer, water, electric, telecommunications) as part of at least one complete street reconstruction project.
- (4) Identify and remedy non-complete street segments by, for example, adding a bike lane or sidewalk.
- (5) Identify and remedy street-trail gaps (at least one) between city streets and trails/bike trails to better facilitate walking and biking.
- (6) Implement traffic calming measures in at least one street redevelopment project.

See related best practices: *Efficient Stormwater Management* (for incorporating green stormwater infrastructure into streets); *Urban Forests* (for boulevard tree installation guidance); *Green Infrastructure* (for connecting roads and trails for bicycle and pedestrian transportation).

12. Mobility Options: Promote active living and options to single-occupancy car travel.

Best Practice Actions

- Category A and B cities must complete at least one Action if they choose to implement this best practice.
- Category C cities must implement this best practice and complete at least two Actions to do so.

- (1) Promote walking, biking and transit use by one or more of the following means:
 - a. Produce/distribute a map(s) and/or signage and/or a web site that shows (by neighborhood if a larger city) key civic/commercial sites, best bike and pedestrian routes, and transit routes and schedules.
 - b. Increase the number of bike facilities: racks, bike stations, showers at city offices.
 - c. Increase the number of bus facilities: signage, benches, and shelters.
 - d. Increase the number of employers who offer qualified transportation fringe benefits instead of only a tax-free parking fringe benefit.
 - e. Launch an Active Living campaign in concert with your local community health board.
- (2) Launch a Safe Routes to School program with educational, public health and other partners.

- (3) Prominently identify on the city's web site mobility options for hire: transit services; paratransit/Dial-A-Ride; cab service(s); rental car agency(s).
- (4) Promote carpooling or on-demand ridesharing among city employees, businesses, high schools and institutions of higher education.
- (5) Launch an eWorkPlace Minnesota campaign, working with business and transportation management organizations, or help bring telemedicine technology to a local health care provider.
- (6) Accomplish at least one of the following, working with other units of local governments as needed:
 - a. Add/expand transit service.
 - b. Launch a car sharing or bike sharing business.

See related best practices *Complete Green Streets, Demand-Side Travel Planning, Green Infrastructure, Higher Density, and Efficient and Healthy Development Patterns*.

13. Efficient City Fleets: Implement a city fleet investment, operations and maintenance plan.

Best Practice Actions

- Category A and B cities must complete at least one Action if they choose to implement this best practice.
 - Category C cities must complete at least two Actions if they choose to implement this best practice.
- (1) Decrease use of city vehicles by means such as trip bundling, video conferencing, carpooling and financial incentives for efficient vehicle use.
 - (2) Right-size the city fleet with the most fuel-efficient vehicles that are of an optimal size/capacity for their intended functions.
 - (3) Document the phase-in of at least three of the following in vehicle contracts, for city or local transit fleets, or for school/park board fleets:
 - a. Monthly monitoring and reporting for staff on fuel usage and costs.
 - b. Training for more efficient driving, including anti-idling behavior/rules.
 - c. Maintenance schedules that optimize vehicle life and fuel efficiency.
 - d. Alternative fuel vehicles.
 - e. Charging stations (solar or wind powered) for plug-in hybrid and full electric vehicles.
 - f. Lower-carbon fuels (such as biodiesel, straight vegetable oil) using a life-cycle calculation.
 - g. More fuel-efficient vehicles.
 - h. Car share vehicles owned by a third party to decrease fleet size.
 - i. Bicycles.
 - (4) Phase in bike, foot or horseback police patrols.
 - (5) Document that the local school bus fleet has optimized routes, start times, boundaries, vehicles, bus fuels, and driver actions to decrease fuel use.
 - (6) Participate in Project GreenFleet to retrofit or replace diesel engines, or to install auxiliary power units that reduce truck and bus idling.

14. Demand-Side Travel Planning: Use travel demand management and transit-oriented design.

Best Practice Actions

- Category A cities must complete at least one Action if they choose to implement this best practice.
- Category B and C cities must complete at least two Actions if they choose to implement this best practice.

- (1) In development standards, right-size parking minimum standards and add parking maximums in pedestrian-friendly or transit-served areas.
- (2) For cities with regular transit service, require or provide incentives for the siting of retail services at transit/density nodes.
- (3) For cities with regular transit service, require or provide incentives for the siting of higher density housing at transit/density nodes.
- (4) Incorporate demand-side transportation strategies into development regulations, adopting, with modifications as necessary, at least one of the following from Minnesota's 2009 *Updated Model Ordinances for Sustainable Development*:
 - a. Travel Demand Management Performance Standard
 - b. Transit-oriented Development Ordinance
- (5) Document that a development project certifies under the LEED for Neighborhood Development program and is awarded at least one of the following credits:
 - a. Transportation Demand Management.
 - b. Housing and Jobs Proximity.

See the related best practices *Mobility Options*, *Higher Density* and *Efficient and Healthy Development Patterns*.