Section 03
Transportation and Land Use

Click here to return to TOC

Transportation
In Albert Lea

102,424,000
Vehicle Miles Driven (VMT) in 2019

+0.7%
Increase in VMT since 2016

77.1%
Commuters drive alone

25
Electric vehicles currently registered

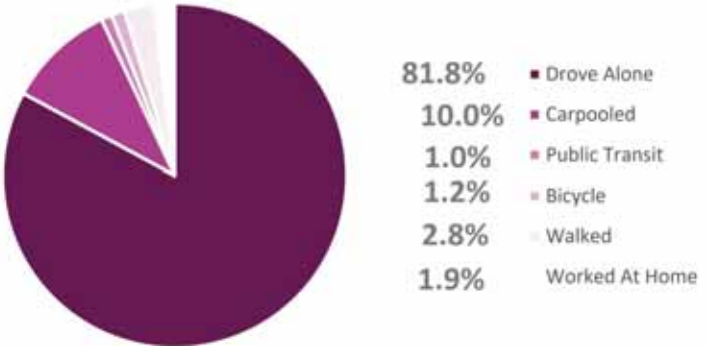
Transportation and Land Use

The design of a City can limit or expand the choices and opportunities available to its residents. Where and how we live, our mobility to and from the places in our community we visit daily, and the related global impact of those decisions are all influenced by how our community is designed. The transportation systems we have access to and choose to use—including private and public vehicles, trains, and planes - can have significant impacts on the environment.

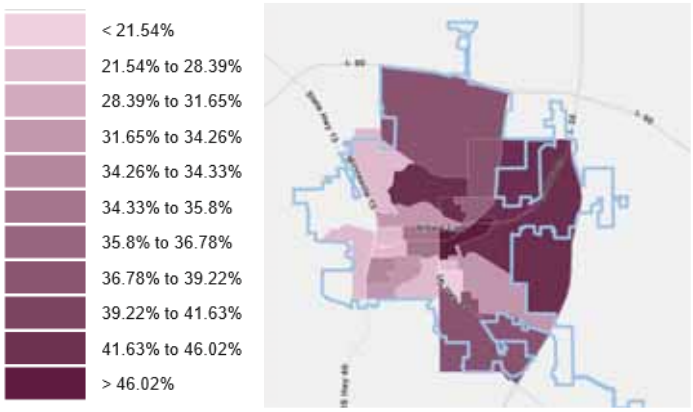
In Albert Lea, the transportation sector accounts for 17% of City wide greenhouse gas emissions (2019 GHG Inventory). As shown in the commuter transportation pie chart to the right, the majority (81.8%) of Albert Lea residents drive to work alone. The remaining carpool (10%), use public transit (1%), walk /bicycle (4%), or telecommute (1.9%).

Of the workforce in Albert Lea, the average commute-to-work time is 16.3. Over 35% of commuters have a commute of less than 10 minutes. This population may represent a significant opportunity for converting commute mode from driving to public transit, biking, or walking.

Commuter Transportation Modes of Workers in Albert Lea



Commuters with <10 Minute Commute in Albert Lea



Continuing to improve the equity and sustainability of Albert Lea's land use and transportation systems requires a focus on developing systems and networks that allow for greater choice in where residents live and work, as well as how they commute. Implementation of Complete Streets and a connected system of transit, bike and pedestrian infrastructure along with emphasis on neighborhood design that supports well designed density and walkability. These strategies are lower cost solutions that will save households money while helping Albert Lea reach its goal to reduce City wide GHG emissions by 2030.

Climate Change Considerations

Climate Impacts

This sector impacts climate change through the combustion of fossil fuels (gasoline, diesel, propane) for on-road cars and trucks and off-road vehicles and equipment.

Climate Hazards

Hazards to transportation and land use include increased damage to roads and transportation infrastructure due to increased freeze and thaw cycles, flooding, and extreme weather and temperatures.

Transportation and Land Use

Equity Considerations

- Increased opportunities for public transit and active transportation can help address health disparities for many at-risk populations.
- Affordable and reliable options for mobility for people with special transportation needs can significantly improve transportation equity. Populations with special transportation needs include older adults, youth, persons with disabilities, and persons with reduced incomes.
- Some portions of Albert Lea have fewer housing and transportation options than others. This can limit people's choices in where they live and how they get to work or other activities. According to the US Census, 3.3% of Albert Lea households have no vehicles. Households that rely on public transit service or who rent their home will be limited in where they may find housing that meets both needs.

Mode Shift Targets Supporting Sector Goals

Sector goals are established to both support the City's Climate Action Plan in creating a climate resilient community and to reduce City-wide GHG emissions.

	Vehicle Miles Traveled (VMT)	Population Density Per Acre*	Electric Vehicles	Biodiesel Replacement of Diesel use
	-	+	+	+
Today	102.4 MVMT	3.35/acre	3	0%
2030 Targets	**97.3** MVMT	**3.45**/acre	**3,200**	**10%**

* calculated based on total population divided by land classified as developed land (open, low, medium, and high densities)

Strategies Supporting Sector Goals

Sector goals related to GHG emissions reductions are designed to balance reduction across all sectors and achieve the overall emissions goals set forth for the community. The goals seek to strike a balance between achievability while also reaching -for improvement beyond business-as-usual.

As indicated in the introduction, the Climate Action Plan is intended to be a 9 year plan to be updated at the completion of that time. Consequently, the goals and strategies outlined in this section are intended to be achieved by 2030 (or earlier) unless otherwise noted.

Implementation of actions are anticipated to be initiated over 3 phases: phase 1 within 1-2 years, phase 2 within 2-7 years, and phase 3 within 4-8 years of CAP approval.

1. **Strategy TL 1:** Decrease community wide VMT by 5% by 2030.
2. **Strategy TL 2**: Increase average population per developed acre by 3% by 2030.
3. **Strategy TL 3:** Increase battery electric vehicle (BEV) utilization to 20% of community wide rolling stock (from approximately 3,200 vehicles community-wide).
4. **Strategy TL 4:** Establish viable biodiesel sources to serve community by 2025. Achieve 10% diesel consumption replacement with biodiesel by 2030.

1 Strategy TL 1:

Decrease community wide VMT by 5% by 2030.

	Actions	Implementation Phase
TL-1-1	Identify locations and partners to facilitate bike/walk commute, carpooling, EV ride share, and telecommuting options for municipal and other employers in the city.	1
TL-1-2	Conduct a Complete Streets Status and Quality Assessment to provide a comprehensive review of the coverage, quality, and opportunities of complete streets in the community. Study to identify needs to accelerate bike paths, building sidewalks, crosswalks, and other walking infrastructure, particularly in high-need areas and areas serving vulnerable populations. Create an implementation plan establishing annual increases in the total miles of sidewalks, on-road bicycle lanes and multi-use paths.	1
TL-1-3	Develop a Bike and Pedestrian Masterplan with recommendations on strategies to maximize the use of the Right of Way (ROW). o Identify areas where on-street bike lanes make sense o Identify where street widths can be reduced—Inclusion of sidewalks, trails, larger boulevards, medians, etc.	1
TL-1-4	Explore shared mobility options for seniors and youth potential ideas include: ○ eBike sharing and/or eBike incentive programs ○ electric golf carts on safe routes for day to day needs and “last mile” transit needs ○ Cart sharing	2
TL-1-5	Establish an incentive or promotion to advance commuter mode-neutral incentives with the goal of 15% of private workforce receiving mode-neutral incentives, parking buyback, or telecommute benefits. Identify locations and partners to facilitate pilot programs for municipal and other employers in the city. Resources: https://www.bestworkplaces.org/pdf/ParkingCashout_07.pdf https://www.boston.gov/transportation/parking-cash-out https://www.vtpi.org/tdm/tdm8.htm https://www.smartgrowthamerica.org/app/legacy/documents/smartgrowthclimatepolicies.pdf http://shoup.bol.ucla.edu/Parking%20Cash%20Out%20Report.pdf	2
TL-1-6	Collaborate with employers in the City to identify potential transit and transportation options capable of reducing overall community VMT while providing benefit to employers and employees. Implement a pilot project based on recommendations.	2

2 Strategy TL 2:

Increase average population per developed acre by 3% by 2030.

	Actions	Implementation Phase
TL-2-1	Issue competitive redevelopment Request for Proposals encouraging high quality mixed use redevelopment on infill properties and existing surface parking lots within downtown district. RFP's should focus on equity, affordability, livability, and compliance/support of Climate Action Plan goals.	1
TL-2-2	Conduct a Development Study to identify and prioritize available sites for redevelopment and in-fill development to advance City's walkability, bikeability, and density goals. Study should include a review of under utilized surface parking infrastructure capable of being redeveloped.	1
TL-2-3	Encourage development of accessory dwelling units ("ADU") to create additional legal ADUs compatible with residential neighborhoods. This will add additional housing options for the City's workforce, seniors, families with changing needs, and others for whom ADUs present an affordable housing option.	2
TL-2-4	Establish an ordinance to require developers and landlords to "unbundle" parking from rent structures. Policy should focus on maintaining transit and transportation equity. Resource: https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/preliminary-investigations/final-pricing-parking-management-to-reduce-vehicles-miles-traveled-pi-a11y.pdf	2

3 Strategy TL 3:

Increase battery electric vehicle (BEV) utilization to 20% of community wide rolling stock (from approximately 3,200 vehicles community-wide).

	Actions	Implementation Phase
TL-3-1	Create a citywide EV Roadmap. Plan should create citywide and city facility electric vehicle (EV) charging station study and masterplan to map existing infrastructure, determine the current and future demand for EV charging stations, Establish public EV parking regulation, and to identify options for increasing number of electric charging stations in public parking areas (e.g., schools, parks, libraries, City-owned parking garages, near City Hall) and in commercial and high-density residential areas. Plan should include implementation strategies to meet citywide EV charging demand and promote adoption of EVs withing the community.	1
TL-3-2	Conduct a Fleet and Equipment Use and Operations Assessment to analyze city fleet and equipment use and to provide a guide for the right vehicle/equipment for City functions, with a focus on advancing EV and high fuel efficiency features (like auto-off). Assessment to identify most economical ways of operating which minimize emissions and fuel consumption (i.e. mowing patterns and schedules, street plowing efficiency study, policy patrol efficiency study, etc)	1
TL-3-3	Update City vehicle purchasing policy/budget process to default to EV and non-fossil fuel alternatives with traditional internal combustion engine (ICE) as optional requiring proof of need. For ICE vehicle options, establish minimum fuel efficiency requirements. Focus on small vehicles as well as large vehicles for alternative fuels. EV replacement to be prioritized for high mileage vehicles. Goal: Achieve 50% EVs within City Fleet by 2030.	1
TL-3-4	Create an EV Ready Guide to provide information, resources, and guidance to individuals and businesses on transitioning to electric vehicles. Example: https://palebluedot.llc/llbo-ev	2
TL-3-5	Collaborate with Freeborn Mower Cooperative Services to develop and implement outreach and education campaigns designed to help residents and businesses understand the benefits of transitioning to EVs and to learn how to leverage applicable Freeborn Mower programs or other incentives to facilitate EV charger installation or EV purchase. Explore with Freeborn Mower the development of additional incentives to advance the city's EV goals. Program should focus on increased community equity.	2

4 Strategy TL 4:

Establish viable biodiesel sources to serve community by 2025. Achieve 10% diesel consumption replacement with biodiesel by 2030.

	Actions	Implementation Phase
TL-4-1	Collaborate with Freeborn County, Renewable Energy Group, Freeborn County landfills, local fuel retailers, and the State of Minnesota to conduct a feasibility assessment identifying potential sources for the creation, procurement, distribution, and promotion of advanced biodiesel fuels to serve community needs. Feasibility assessment to provide detailed actionable steps to advance goals.	1
TL-4-2	Establish a Commercial Fleet Task Force comprised of business and public sector fleet owners and operators to explore collaborative potential of increasing alternative fuel utilization to decrease fleet costs while advancing the City's CAP goals.	2

Transportation and Land Use

Planned Transportation and Land Use GHG Emission Reductions

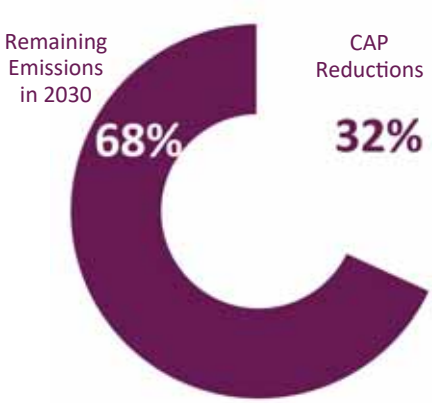
Planned Sector Emission Reductions Through 2030

The strategies and actions included in this section of the Climate Action Plan are projected to reduce the City's annual GHG emissions by 16,671 metric tons (MT) by 2030 - a 31.8% reduction over 2019 levels.

When compared to 2019 emissions, this is equivalent to eliminating **327 million** cubic feet of man-made greenhouse gas atmosphere annually by 2030.

Sector Emissions Reduction below 2019 by 2030

The total change to sector emissions include CAP Plan reductions are:



Albert Lea's Transportation and Land Use Carbon Reduction Pathway

What You Can Do

You can support the goals of the Transportation and Land Use section of the Albert Lea Climate Action Plan as an individual, household, or a business. Here are just a few things you can do:

- Merge two or more errands into a single driving trip.
- Join a carpool or use ridesharing to get to work, a group activity or event.
- Walk to work, an appointment, a group activity or event.
- Ride a bike, electric bike or scooter to work, an appointment, a group activity or event.
- Take public transit to work, an appointment, a group activity or event. Plan your trip here: http://smartbusmn.org/
- With a family member or friend, take public transit to a group activity or event.
- Buy or tune up a used bike.
- Sell or donate a bike (in good condition) you aren't using.
- Buy or lease a hybrid or electric vehicle.