BACKGROUND

FORD SITE STREETS, TRAFFIC, AND PARKING PRINCIPLES

- Interconnected system of streets, bikeways, and walkways that is safe and accessible for people of various ages and abilities.
- Mix and density of activities to support transit through and around the site.
- Urban design and site layout to reduce auto trips and manage traffic impacts.

High school seniors with driver's licenses:

1996 = 85%

2010 = 73%

…and dropping, data suggests

Source: AAA Foundation for Traffic Safety

Between 2001 and 2009, average annual car miles traveled per person declined:

16-30 year olds = - 21%

31-55 year olds = - 11%

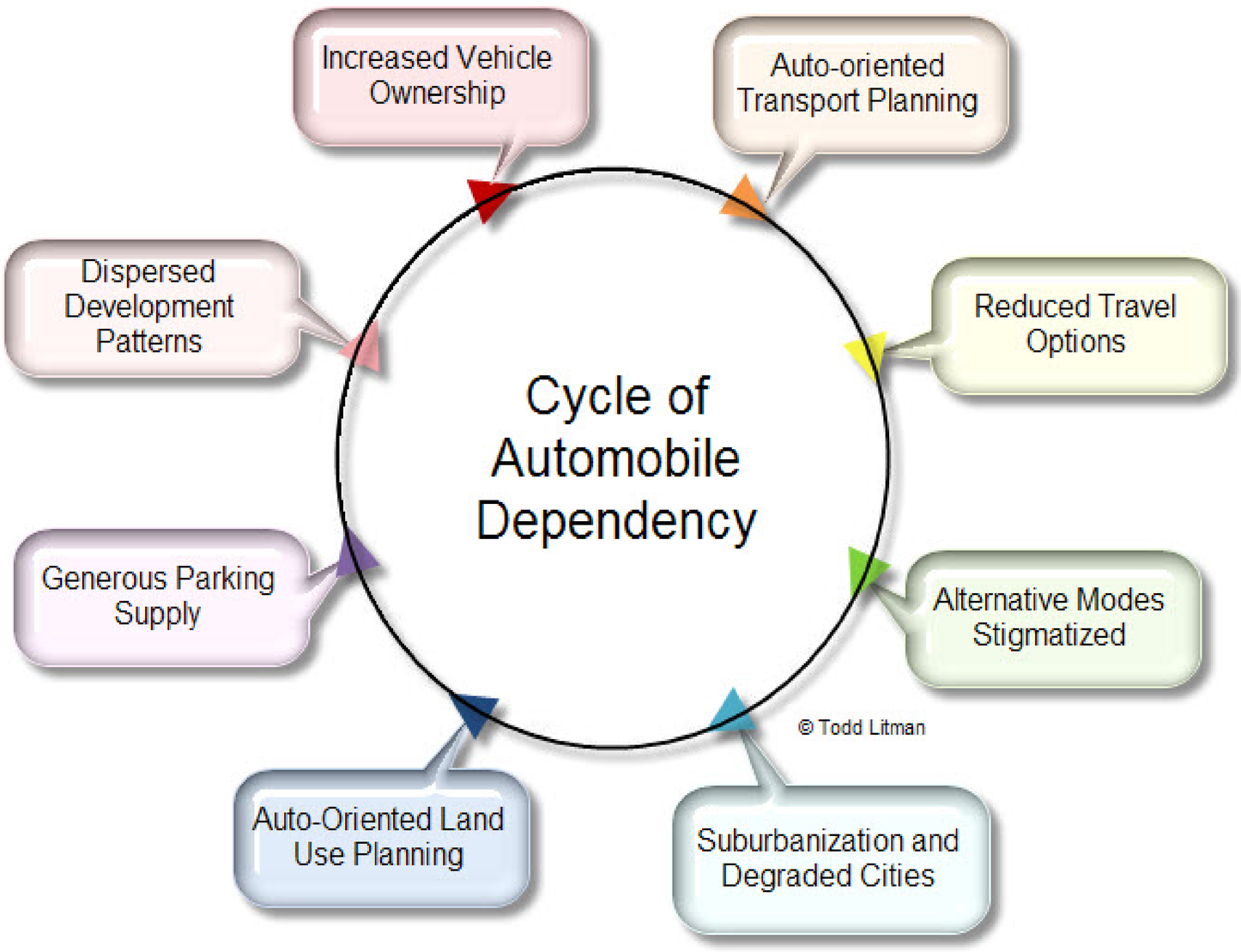
56 years and up = - 4%

Source: Federal Highway Administration (2011)

Source: Federal Highway Administration (2011)

Do you have any comments on these concepts or statistics?

AUTOMOBILE DEPENDENCY



WHAT INFORMS OUR WORK

- Transportation Trends
- Public Input
- Other, new mixed-use developments
- Professional Experience
- MnDOT Design Standards
- Saint Paul's Comprehensive Plan
- Ford Phase I Redevelopment Report
- Street Design Manual (In process)

SUPPLY & DEMAND

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ASSUMPTIONS

- Goal on Ford site is to accommodate cars, not to encourage them
- If you build it, they will come; more infrastructure for cars will increase car use

What do you think about the above assumptions?

How should supply address demand on the Ford site?

“Design where cars are guests on the street.”

Daniel Skog - City of Malmo, Sweden

Should this statement guide street design on the Ford site?

TRAVEL DEMAND MANAGEMENT

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ASSUMPTIONS

- **A mixed-use site in Highland can help manage car trips using:**
  - Transit
  - Walking & Biking
  - Carpool
  - Carshare
  - Parking Management

What do you think could help manage car trips within and through the Ford site area?

?

Transit	Walking & Biking	Carpool	Car Share	Parking Management	Other

When designing a place that includes cars, what's more important - driving convenience or neighborhood livability? Are they mutually exclusive or compatible?

Driving Convenience	Neighborhood Livability	They are mutually exclusive	They are compatible
Comment	Comment	Comment	Comment

TRAFFIC IN HIGHLAND TODAY

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ASSUMPTIONS

- **Average Daily Trips (ADT) in the area will increase with Ford site redevelopment**

- **Some streets in Highland are more congested than others**

Ford @ Cleveland: Heavy Volume

Near capacity (particularly at rush hour)

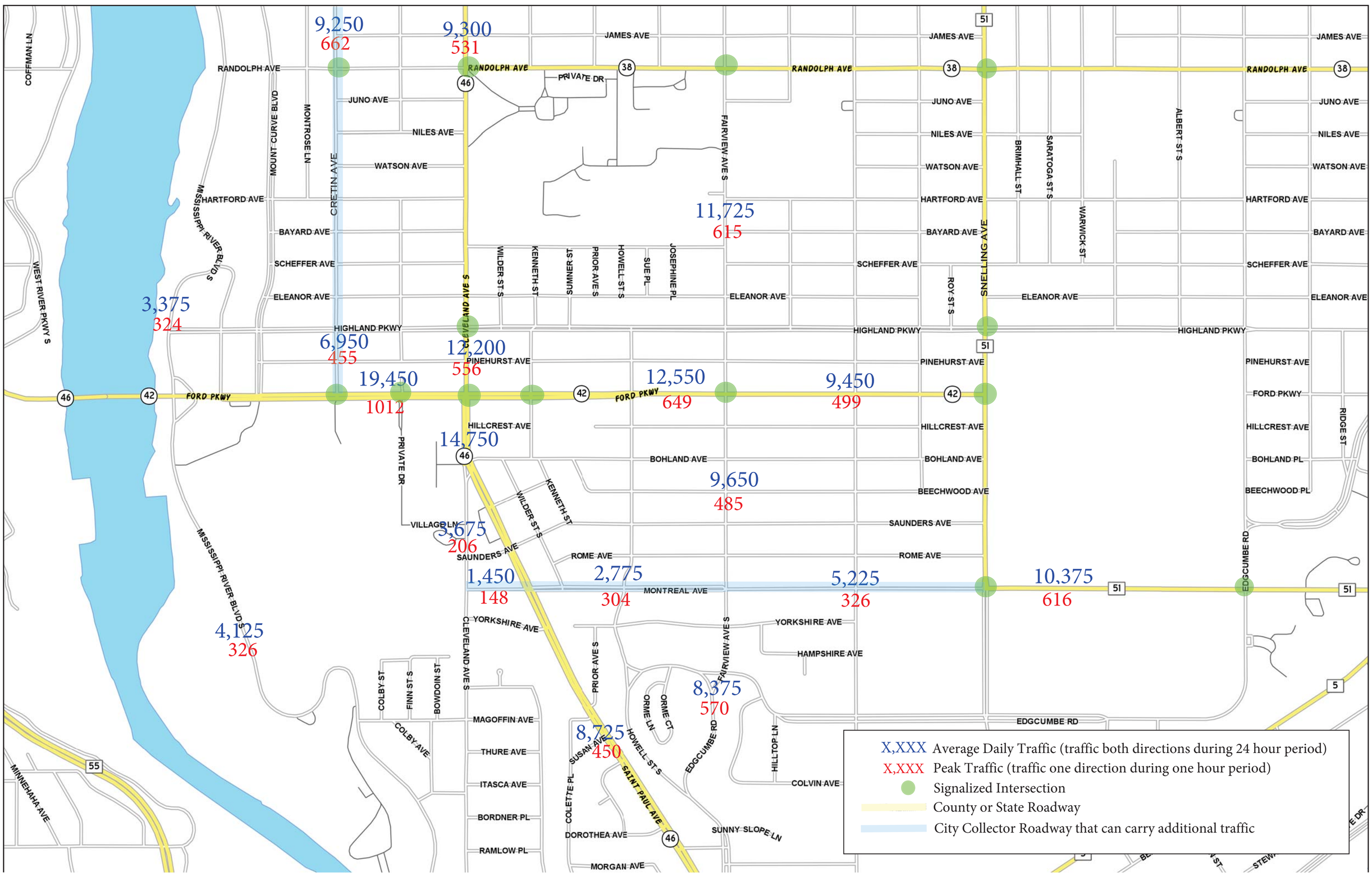
Cretin: Medium volume

Some capacity remains (direct link to and from I-94)

Montreal: Lower volume

Additional capacity remains

What do you think are the most and least congested areas and how might they be managed? *Please indicate with a dot and provide comments below.*



Comments:

TRAFFIC IMPACT STUDIES

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ASSUMPTIONS

- In 2015, the city will hire traffic modeling consultants to evaluate impacts of potential zoning and public realm plan
- Future master developer will be required (under State law) to do a full traffic impact study on the final proposed development plan, to occur in 2016 or 2017

Traffic Study Responsibilities & Timeline

What	Traffic Modeling Study	Traffic Impact Study
When	2015	2017
Why	To inform Ford site zoning and public realm plan	To examine viability of proposed development
How	High level analysis - based on POTENTIAL transportation network and connections	Detailed Analysis - based on PROPOSED transportation network and connections
Where	Examines on-site, adjacent, and more distant impacts	Examines on-site, adjacent, and more distant impacts
Who	City pays for study	Developer pays for study

Average Daily Traffic (ADT)

What should be evaluated in the 2015 Traffic Modeling Study?

ALIGNMENT & CONNECTIONS

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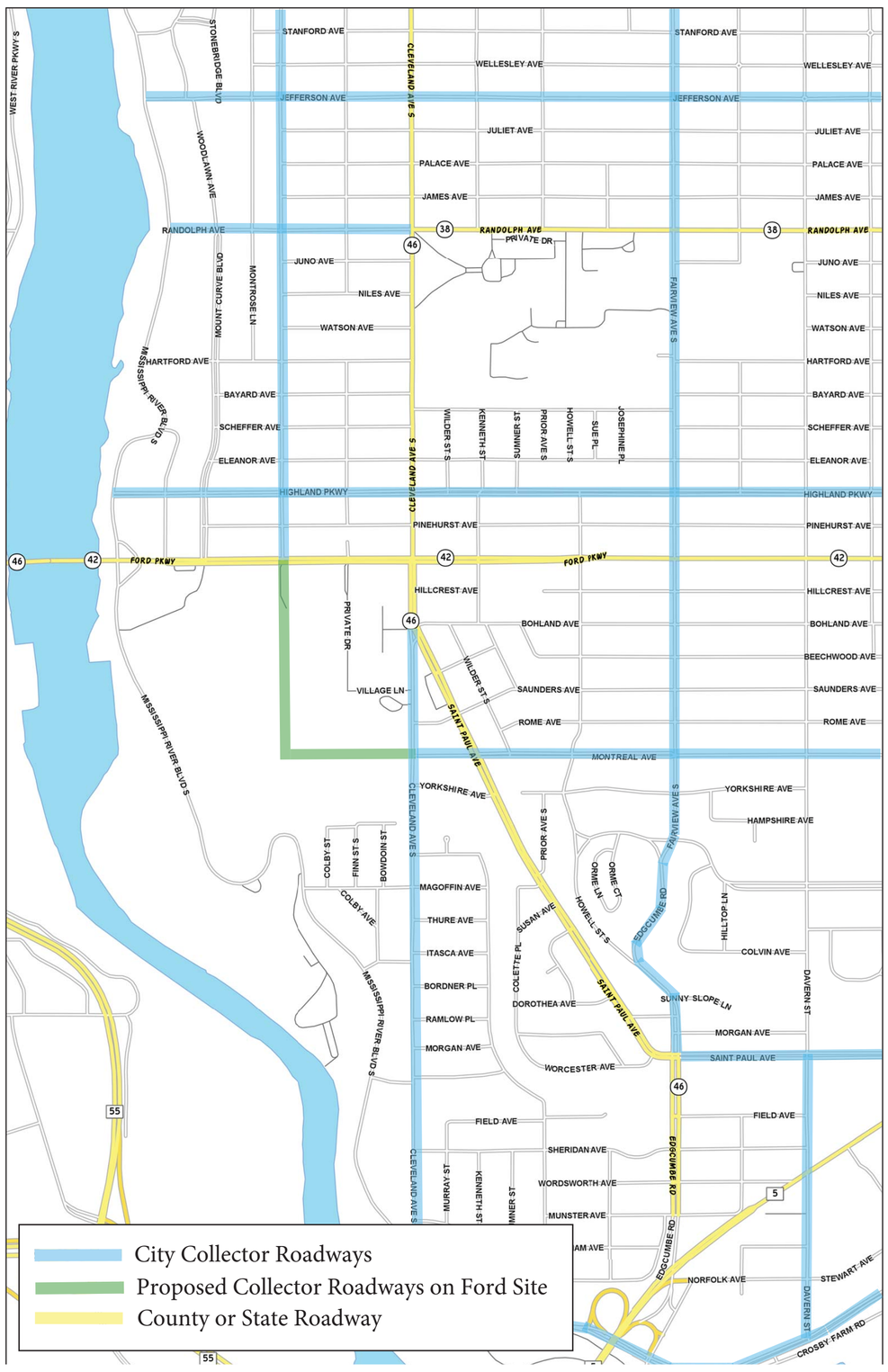
ASSUMPTIONS

- Cretin and Montreal seem to be logical connections to and through the site
- Fewer connections will concentrate traffic onto a few streets; more connections will distribute traffic

What alignments and connections do you suggest and why? *Please mark on map and comment.*



Please Comment

Do you favor more connections or fewer? *Indicate which with dot and comment.*

More	Fewer
Why?	Why?

STREET TYPES

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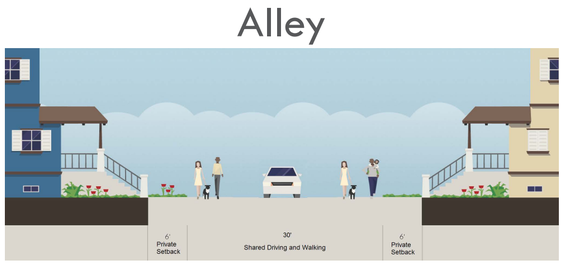
ASSUMPTIONS

- **Street design affects how people travel through public space - what mode, how fast, etc.**
- **Street design elements and considerations:**
  - Car lanes – how many and width
  - Medians or turn lanes – yes or no
  - Sidewalk – yes: width
  - Bike lanes – yes or no; type and width
  - Boulevard – yes; style and width
  - Parking lanes – none, 1-sided, 2-sided

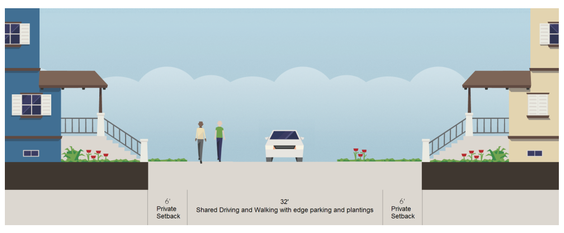
Which forms do you like within each category? Why? *Indicate with dots and comment.*

Very Low Volume

Alley

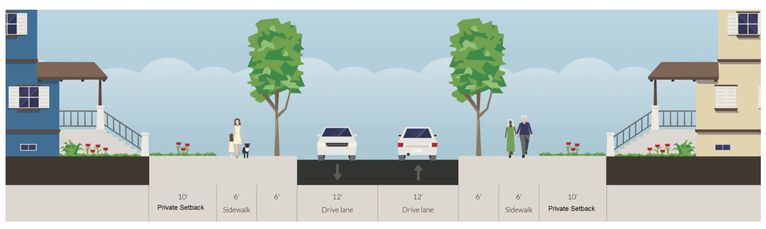


Residential Lane

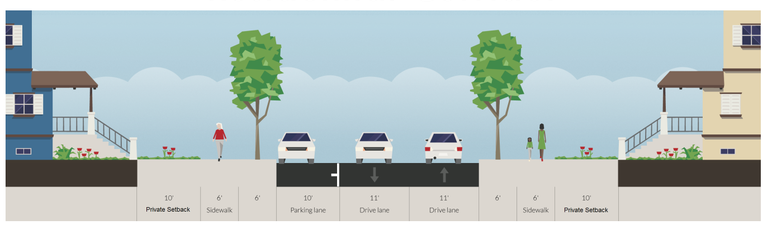


Low Volume

Local Connection

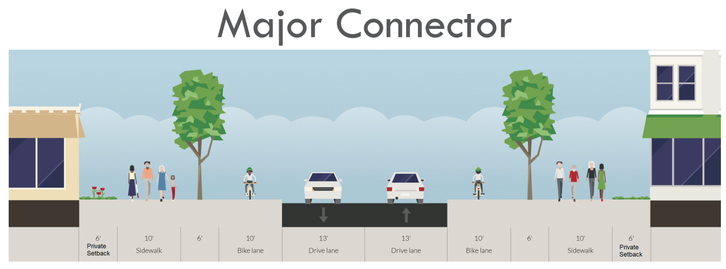


Residential Corridor

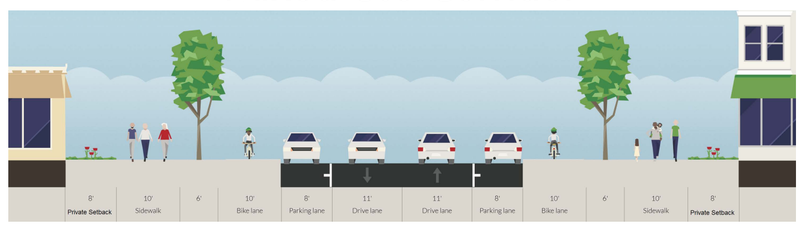


Medium Volume

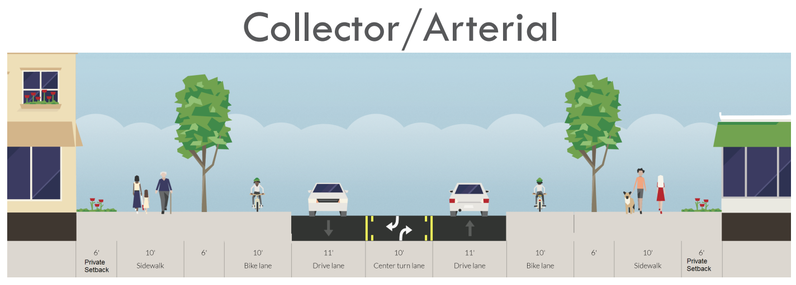
Major Connector



Mixed Use Corridor



Collector/Arterial



Please Comment

Please Comment

Please Comment

ROUNDABOUTS & OTHER FORMS

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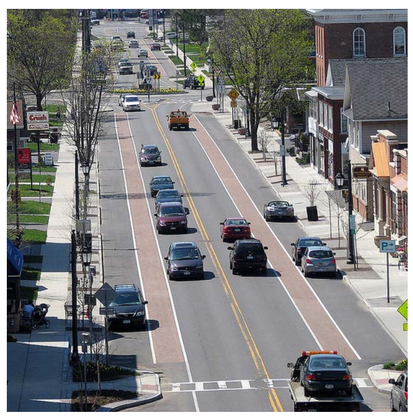
ASSUMPTIONS

- **Street design affects traffic volume and speed**
- **Street features that can slow traffic:**
  - Roundabouts
  - Angled or curved streets
  - Two-way streets
  - Bump outs
  - Chicanes
  - Other?

What street design forms should be considered for the Ford site? Please mark up to 3.





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Roundabouts	Angled/Curved Streets	Two-way Streets	Bump outs	Chicanes	Other (List)

Additional Comments:

PARKING: TYPE, LOCATION, QUANTITY

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ASSUMPTIONS

- **Parking in ramps and small, rear surface lots will save space and provide a more attractive and walkable place**
- **Types and Location of Parking:**
  - Private garages – rear, side or front
  - On-street – 1-sided or 2-sided
  - Parking lots – rear, side or front
  - Ramps -- stand alone, attached, above ground, below ground, or interior to building
  - Driveways or alleys – rear, side or front

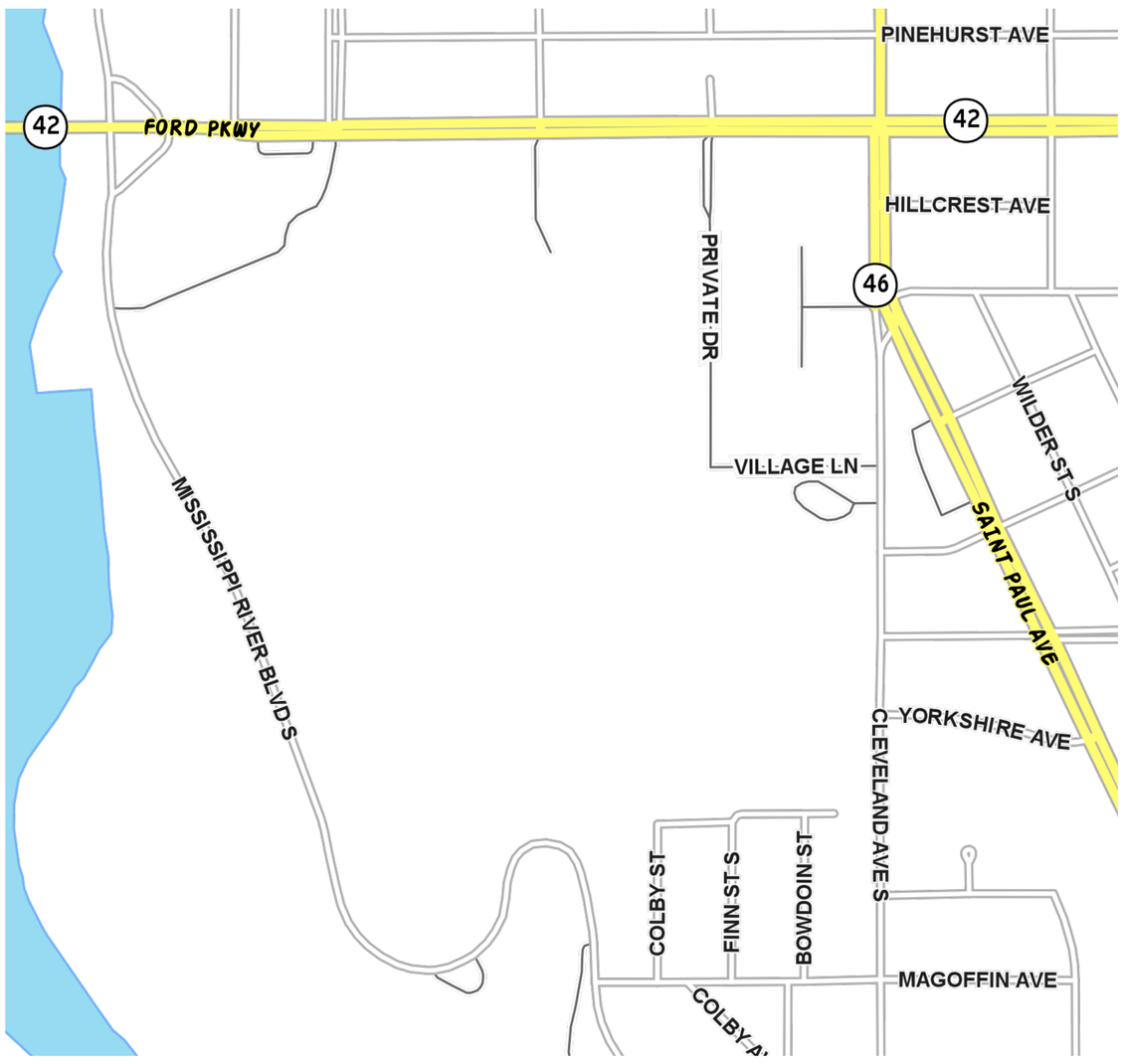
What type(s) of parking are most appropriate on the Ford site? *Please mark up to 3.*






Building Garages	On-Street	Large Lots	Public Ramps	Driveways or Alleys	Small Lots

How and where should parking be provided? *Indicate with dots and comment.*



PARKING: PUBLIC/PRIVATE, PAY

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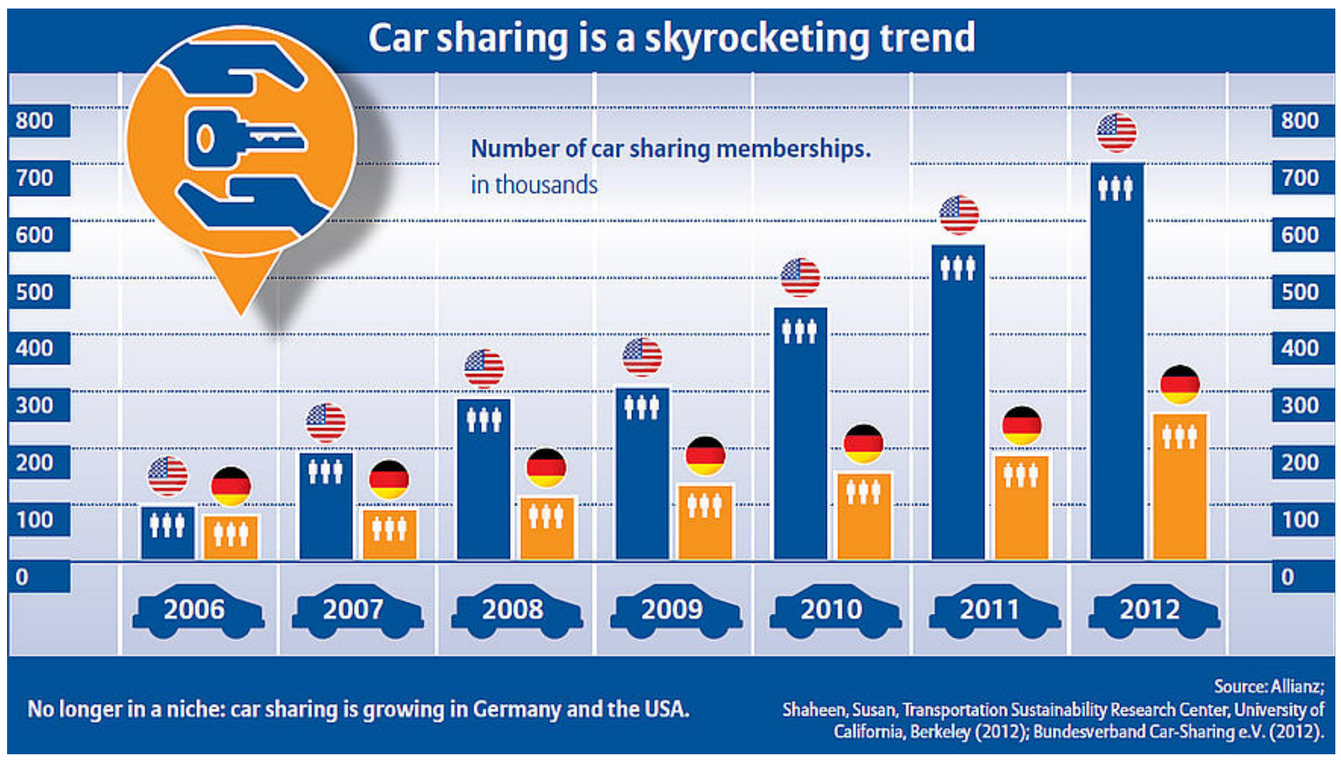
ASSUMPTIONS

- **People in the Midwest are used to convenient parking that is free for the user**
- **Parking is NOT free; someone pays to provide it**
- **Parking has to be managed as a system:**
  - Quantity
  - Location
  - Car share
  - Pay vs free

?



Who should provide parking at the Ford site? *Indicate which with dot and comment.*

Public - City of St Paul	Private - Business or Landlord	Both

How should it be paid for? *Indicate which with dot and comment.*

User Pays	Landowner Covers Cost	Both