

**Ford Site Redevelopment:  
Transportation related to  
Cretin and Montreal**

January 24, 2017

Highland Park Community Center



# Agenda

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6:30 Welcome, business and introduction

6:40 Ford Site Redevelopment Concepts and  
Transportation Plan

7:00 Anticipated traffic, potential design treatments  
and funding

7:20 Q & A with the neighbors

# Purpose of Tonight's Meeting

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Review and discuss potential transportation changes related to Ford site redevelopment, with a focus on Cretin and Montreal

Ford Site | St. Paul, MN

**Multimodal  
Modeling and  
Design**

**N** NELSON  
NYGAARD

**SRF**



**utile**

# A 21<sup>st</sup> Century Community for Transportation

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- Connect the neighborhood to the Mississippi River
- Expand live, work, and play opportunities for onsite, neighborhood, and regional users
- Provide multiple connections to the surrounding transportation network
- Ensure access for all people using all modes of transportation



# Public Outreach since 2007

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- 40 public meetings on Ford development  
( 8 in 2015 & 4 since Nov 2016 )
- Over 650 different people attending meetings since 2015

## “The Public”

- Neighbors
- City residents
- Business people
- Subject experts
- Prospective tenants



We've Heard – many opinions; some common interests

# Public Input – Streets, Parking, Traffic

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## Public Priorities:

- Accommodate cars, but don't encourage them
- Design streets to calm traffic and prevent speeding
- Direct traffic to larger thru-streets in area
- Provide most parking in structured ramps, with some on-street and in alleys



# Public Input – Bikes, Pedestrians & Transit

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## Public Priorities:

- Design safe, designated space for bicycles and pedestrians
- Provide well-connected, frequent transit and good shelters
- Balance needs of cars, bikes, pedestrians, and transit in public right-of-way



# How input is being used

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- Refine priorities
- Address concerns
- Revise concepts
- Inform policy makers

Past, current and future input will shape city standards and plans for development at the site, the owner's expectations, and the market interest.



# Who Controls the Land?

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- Owns the land
- Prepares site for sale
- Environmental remediation
- Sells site to Master Developer



## MASTER DEVELOPER

- Buys site from Ford
- Detailed Development Plan (and Traffic Study)
- Builds out site with sub-developers

- Zoning for land uses and form of development
- Location and design of streets, infrastructure and parks
- Public finance (if any)



# KEY STEPS TO REDEVELOPMENT

2013-19

Site Demolition  
and  
Environmental  
Remediation

2017-18

Ford Puts  
Site on the  
Market

2019-20

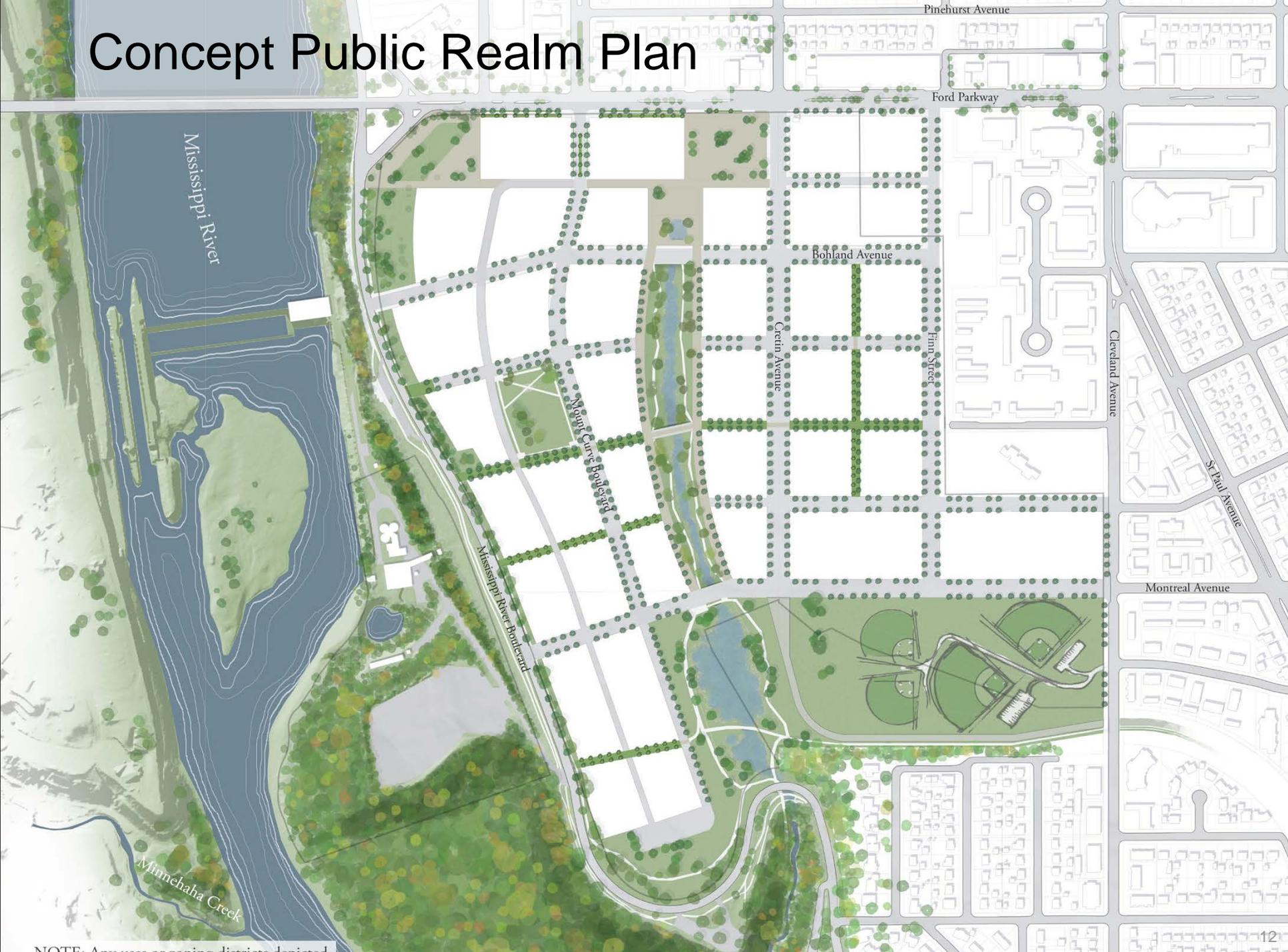
Detailed  
Developer  
Plan  
Approved

2020-21

Infrastructure  
Development  
Begins

City adopts  
Zoning &  
Public Realm  
Plan - 2017

# Concept Public Realm Plan

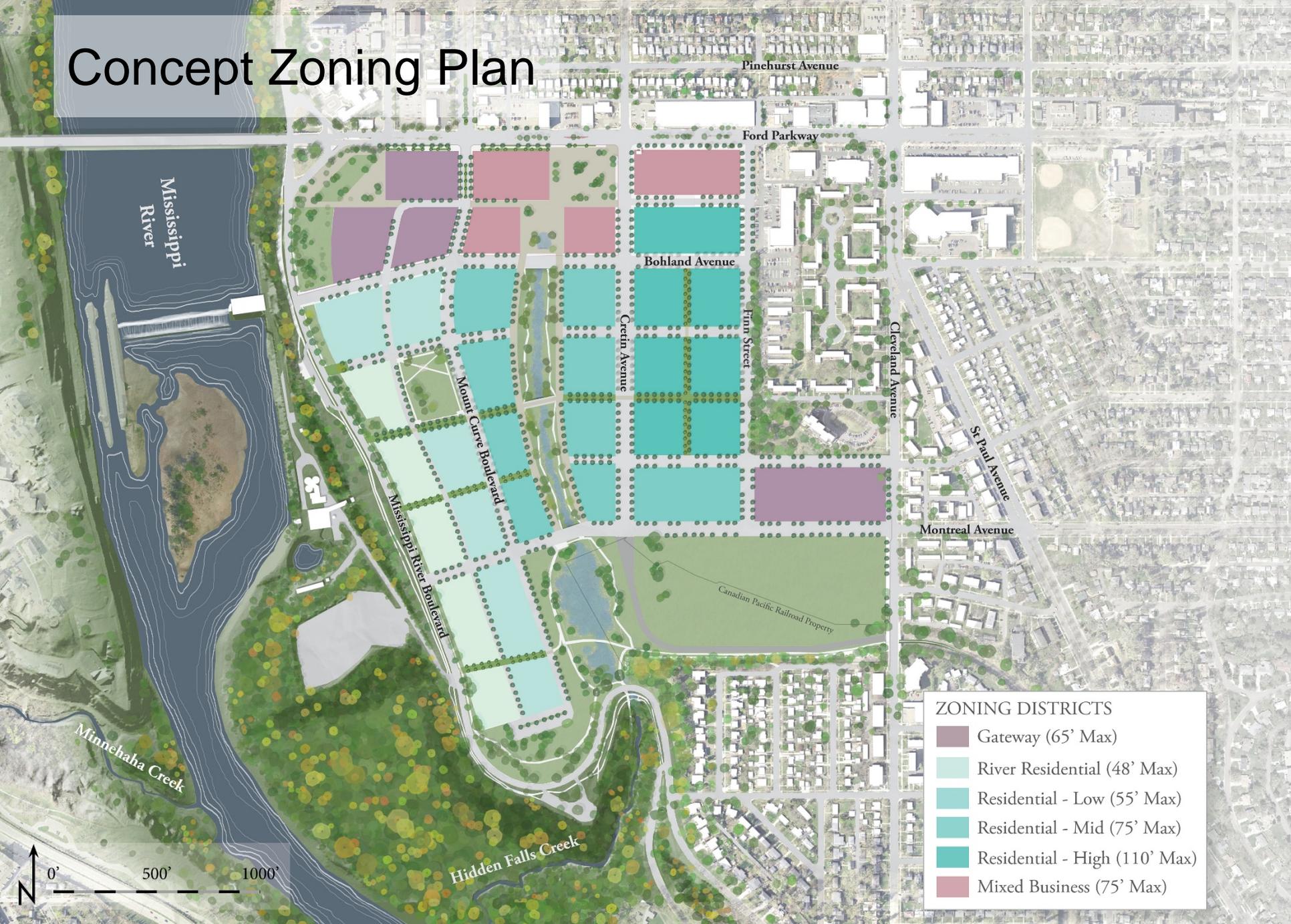


NOTE: Any uses or zoning districts desired





# Concept Zoning Plan



ZONING DISTRICTS	
	Gateway (65' Max)
	River Residential (48' Max)
	Residential - Low (55' Max)
	Residential - Mid (75' Max)
	Residential - High (110' Max)
	Mixed Business (75' Max)

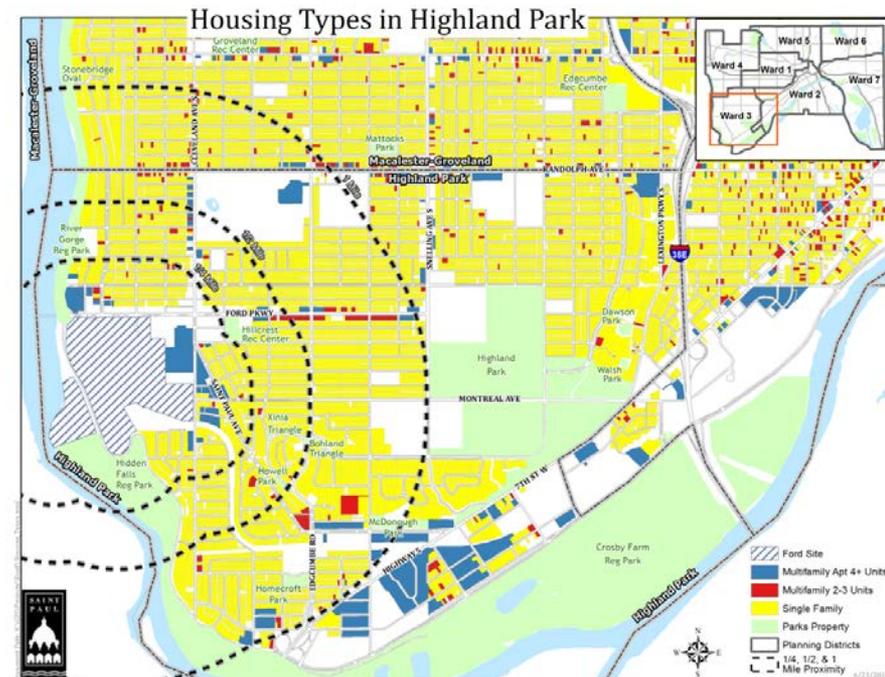


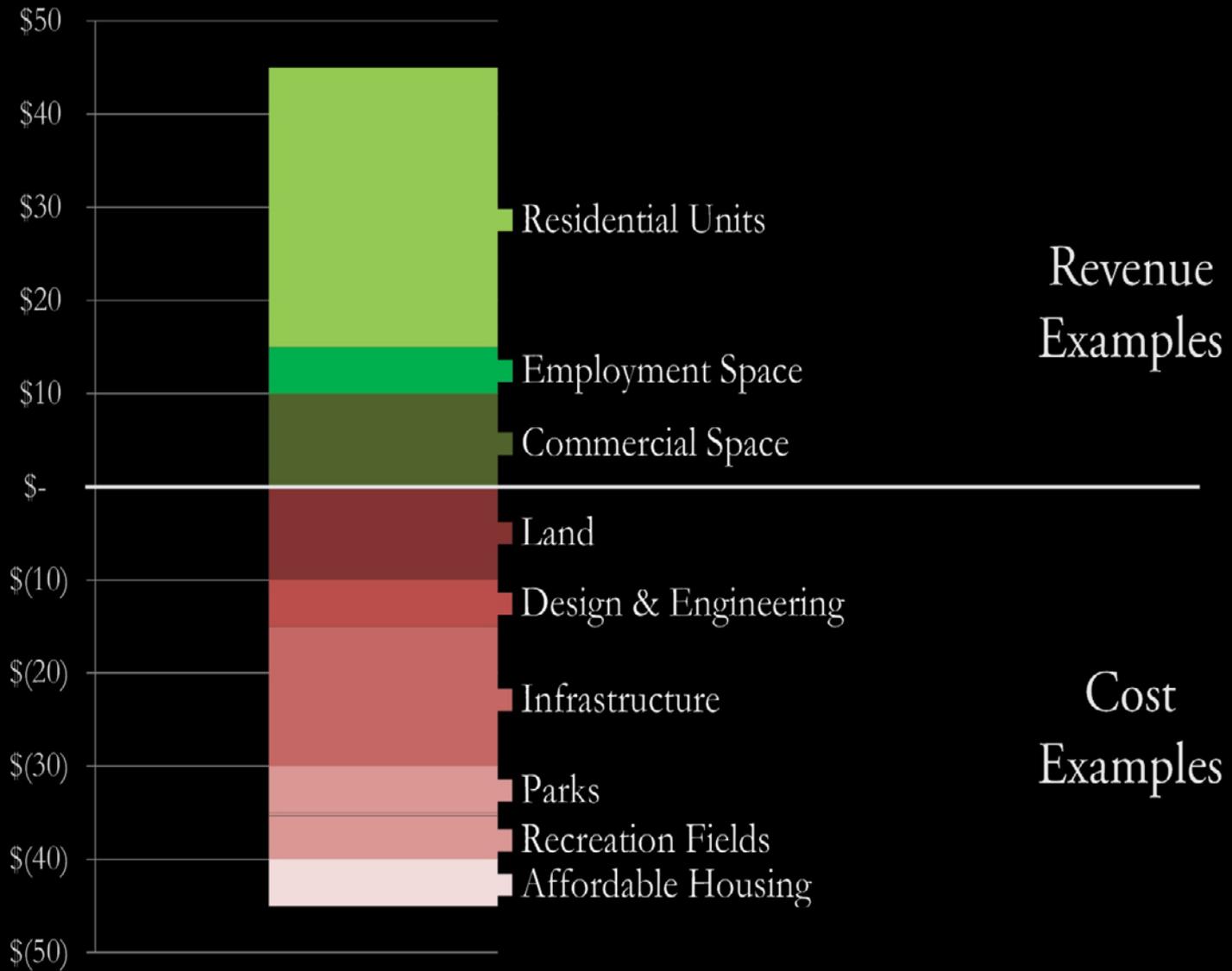
# Expand Living Options in Highland and St. Paul

- Market-rate, multi-family can provide residents increased amenities within buildings and in the public realm
- Growth in single-person households, young & old, will continue
- Demand for attached, smaller unit types is growing, especially among baby boomers and seniors

## Housing Chapter of Saint Paul Comprehensive Plan

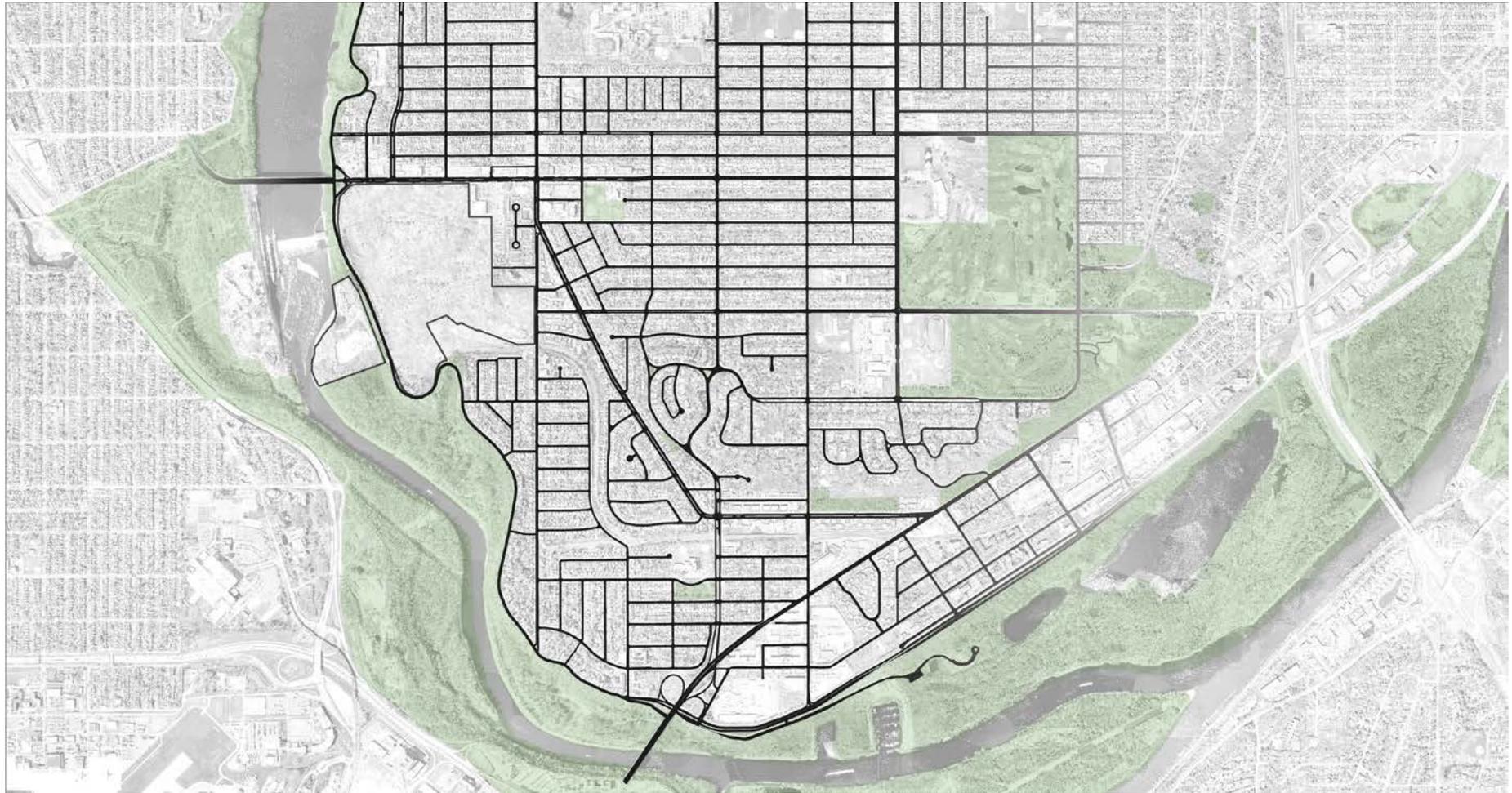
- Develop land efficient housing
- Increase housing choices to support economically diverse neighborhoods
- Provide affordable housing across city





# Existing Street Network

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# Ford Site as Barrier

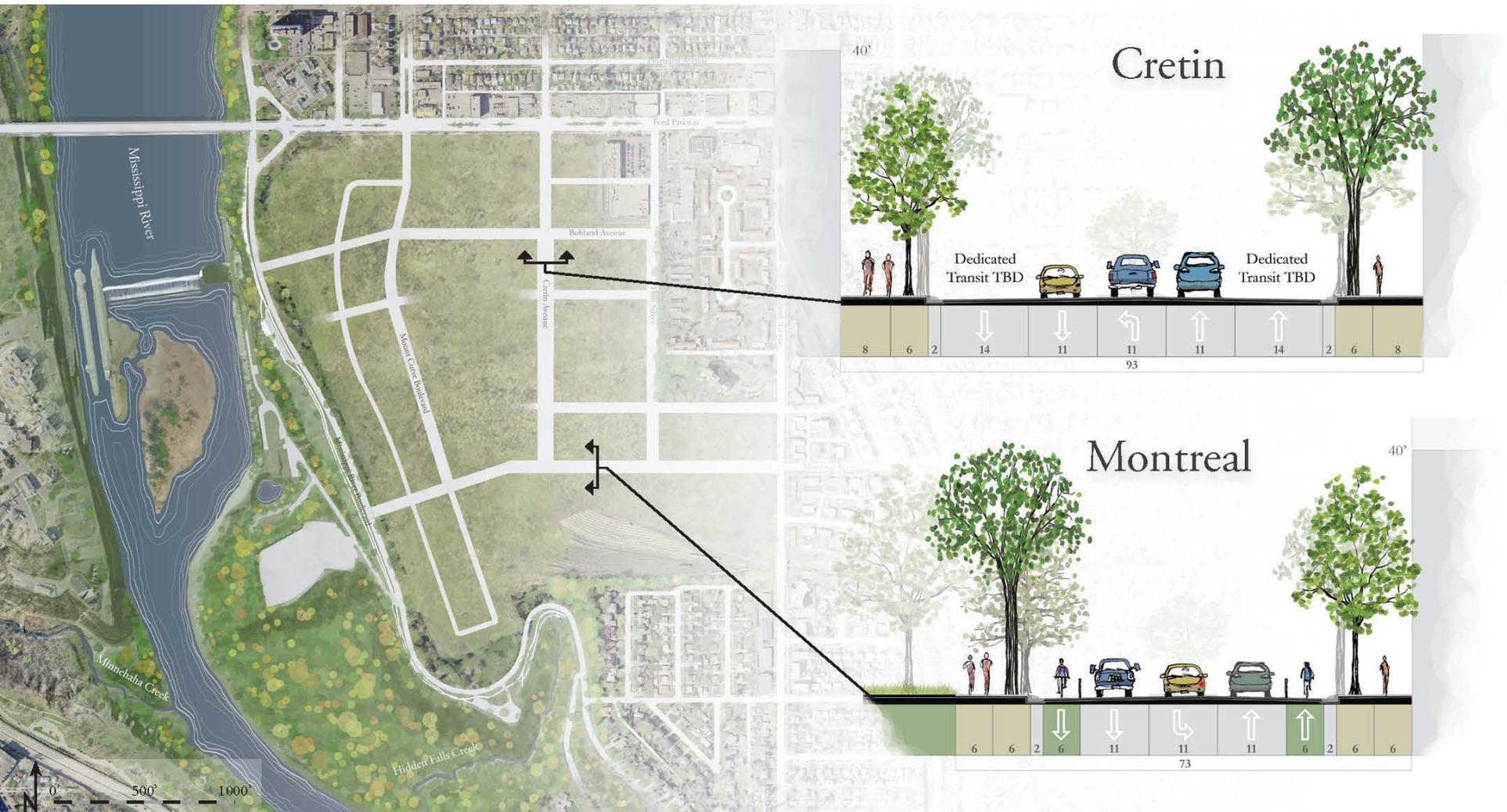
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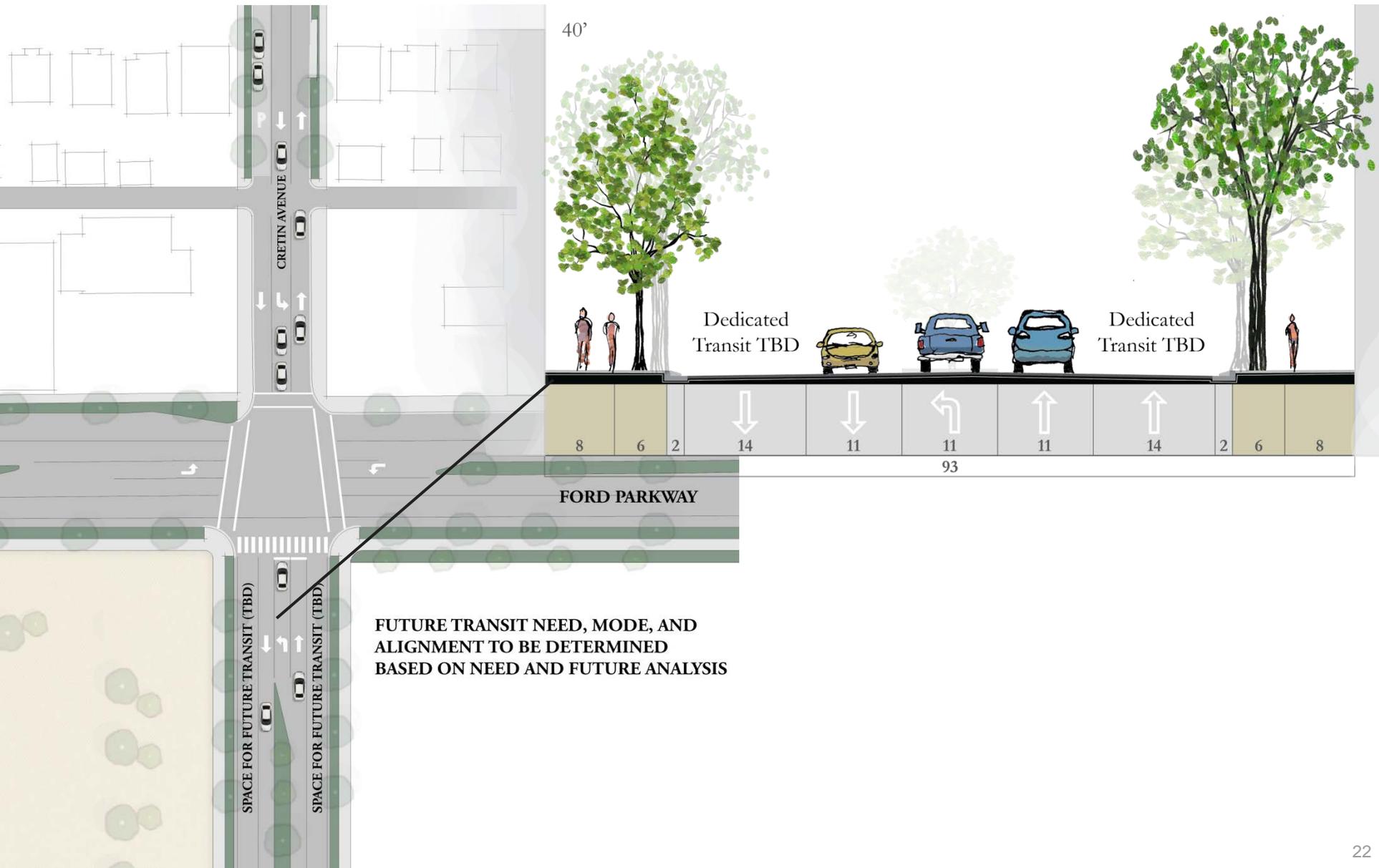
# Ford Site Transportation Network



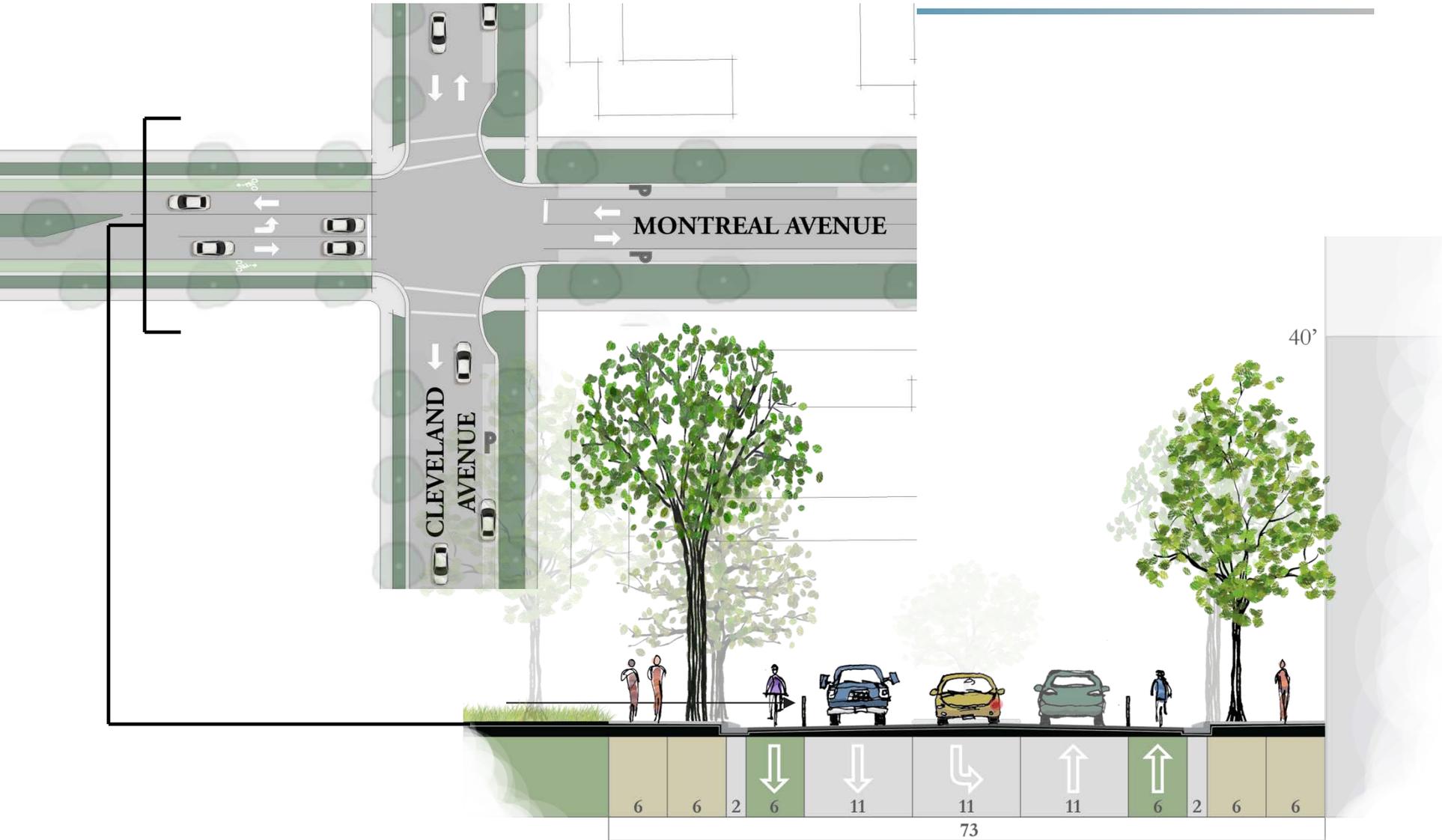
# Primary Streets



# Cretin Avenue

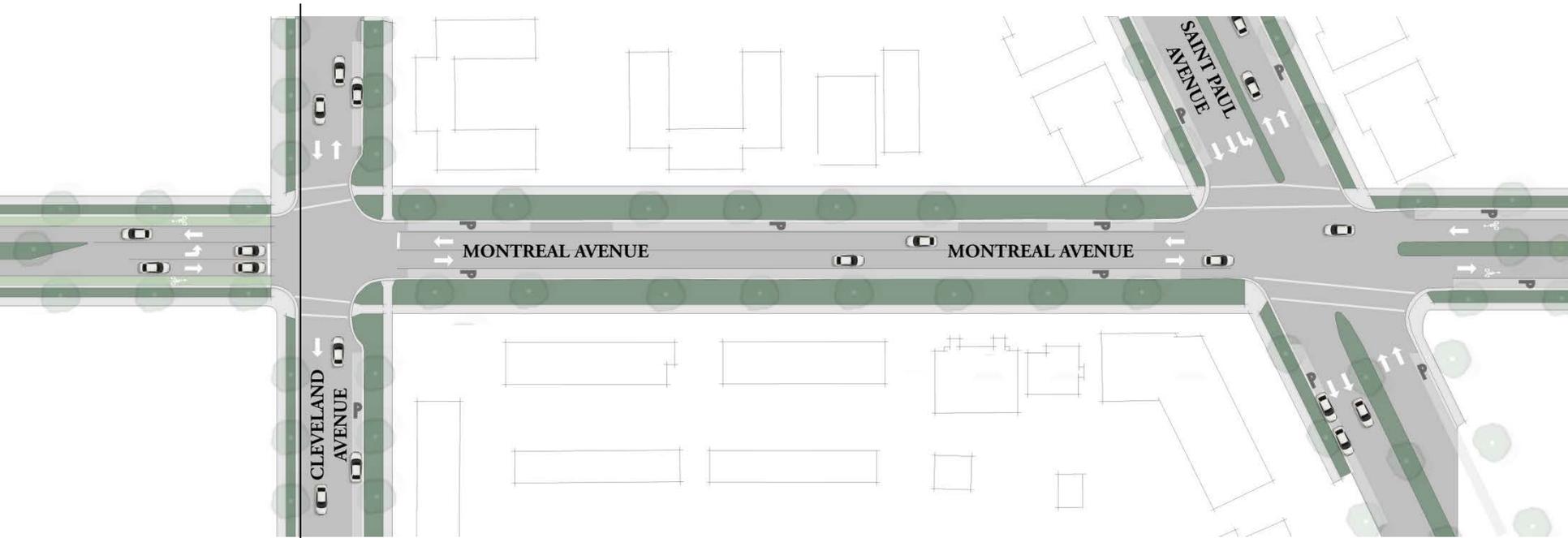


# Montreal Avenue



# Montreal Avenue

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**Proposed**

**Existing** →

# Traffic Impact Study

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Future master developer will be required (under State law) to do a full traffic impact study on the final proposed development plan

	<b>Traffic Modeling Study</b>	<b>Traffic Impact Study</b>
<b><i>When</i></b>	<b>2015/2016</b>	<b>2018/2019</b>
<b><i>Why</i></b>	<b>To inform Ford site zoning and public realm plan</b>	<b>To examine viability of proposed development</b>
<b><i>How</i></b>	<b>High level analysis - based on POTENTIAL transportation network and connections</b>	<b>Detailed Analysis - based on PROPOSED transportation network and connections</b>
<b><i>Where</i></b>	<b>Examines on-site, adjacent, and more distant impacts</b>	<b>Examines on-site, adjacent, and more distant impacts</b>
<b><i>Who</i></b>	<b>City pays for study</b>	<b>Developer pays for study</b>

# Development Goals - Samples

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1. The Ford site should provide **multimodal access** with an express goal of **minimizing vehicular impacts**. People traveling to/from the Ford site should have choices of walking, biking, and taking transit.



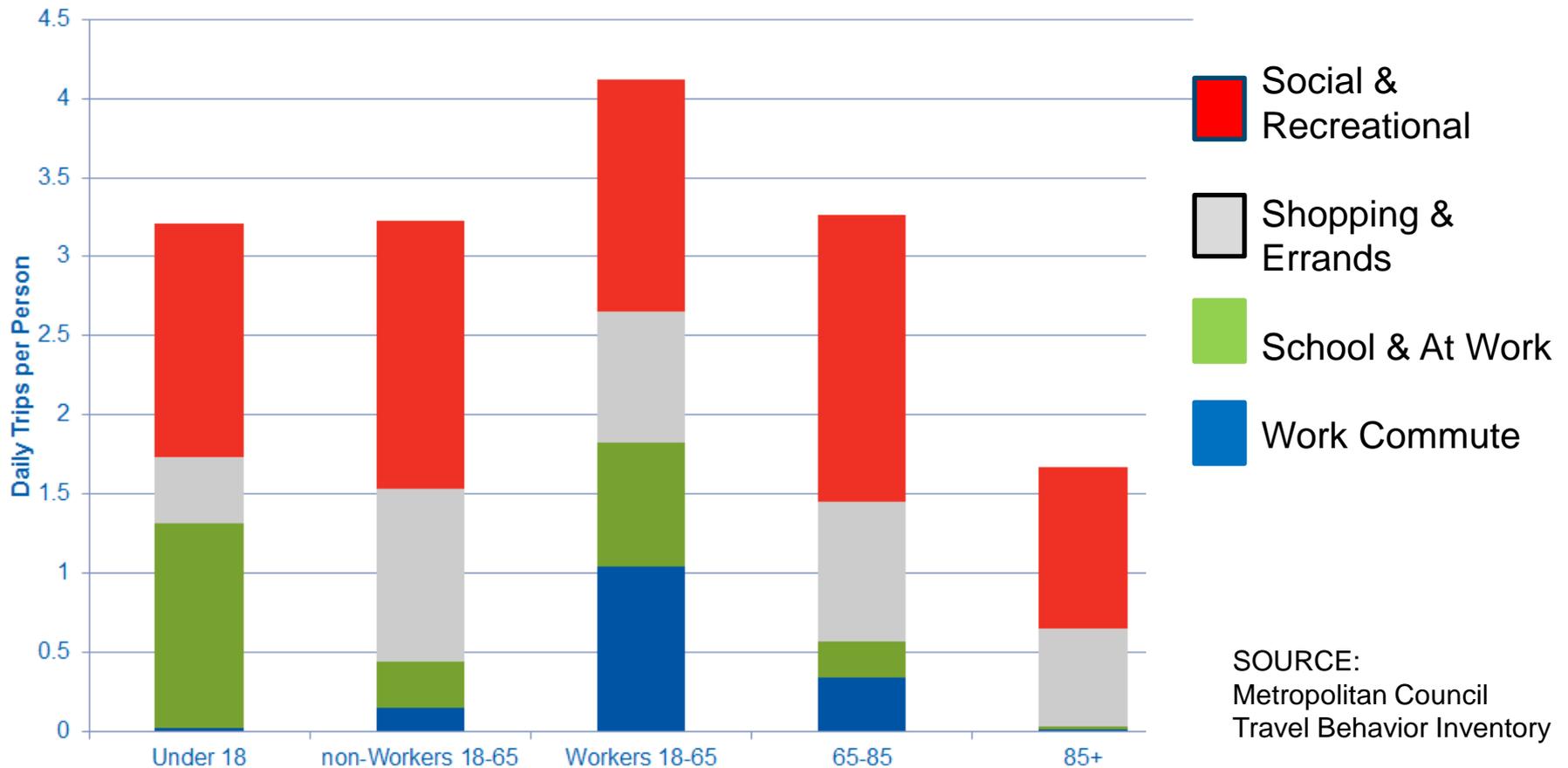
2. Vehicular level of service on neighborhood streets should continue to function within **acceptable levels**.



3. Parking should be **shared and minimized** as part of overall site plan. The Site should accommodate cars, but not encourage them.

# Transportation Trends and Principles

## Travel by Age Group (Regional)



# THE EVOLUTION OF TRANSIT ON THE FORD SITE



1 Mill. B.C.



20,000 B.C.



1800 A.D.



1965 A.D.



2023 A.D.



# THE EVOLUTION OF TRANSIT ON THE FORD SITE



1 Mill. B.C.



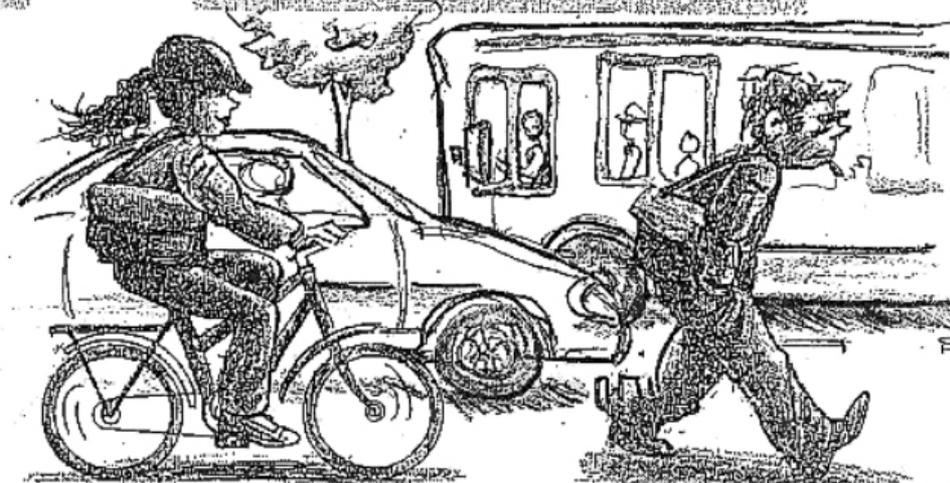
20,000 B.C.



1800 A.D.



1965 A.D.



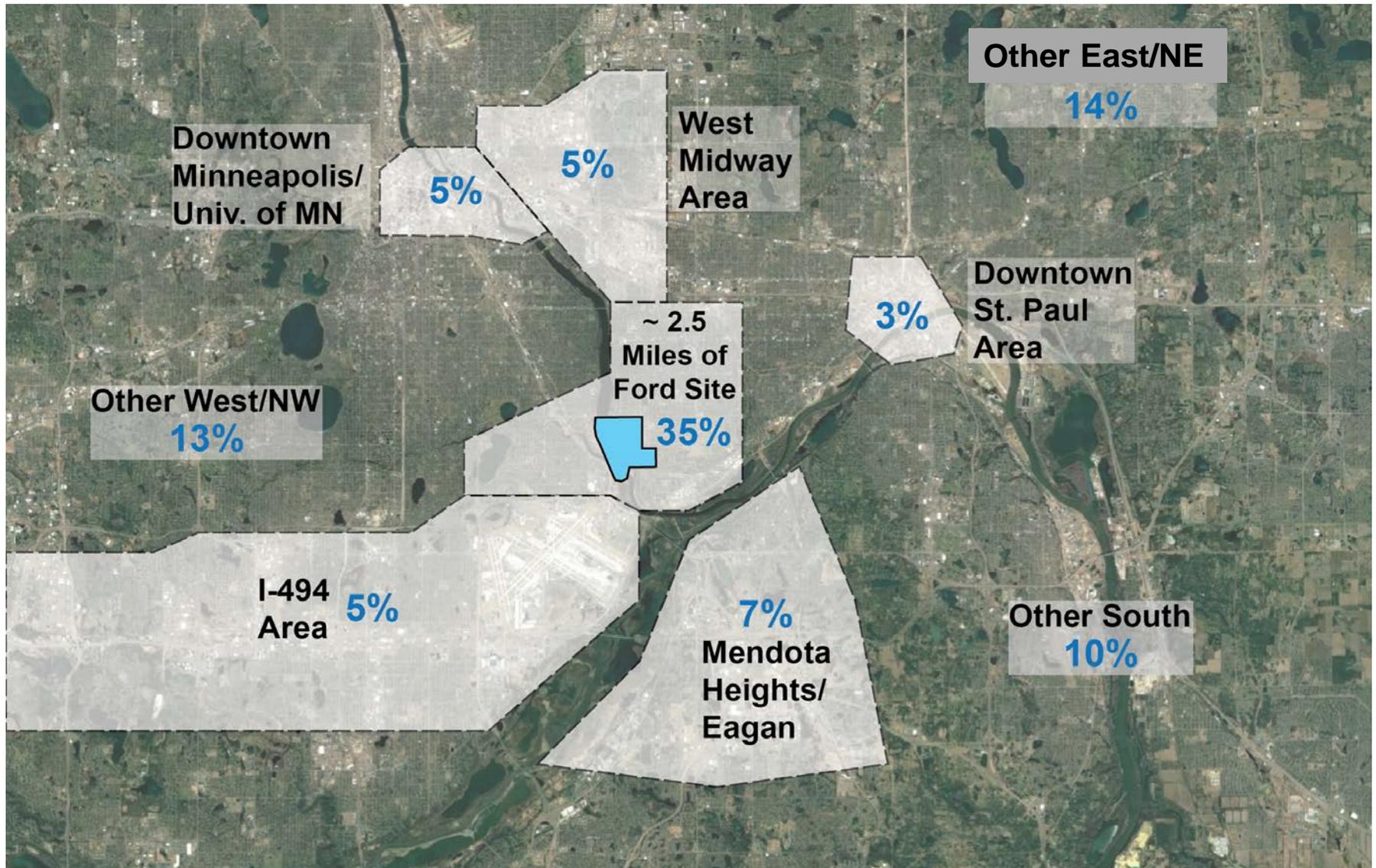
2023 A.D.

STEVE MICHAELS \*EDITED

# Vehicle Ownership and Travel Modes

<b>Vehicles per Household</b>	<b>Highland Today (%)</b>		
None	11%		
1 vehicle	40%		
2 vehicles	40%		
3 or more vehicles	10%		
<b>Transportation to Work</b>	<b>Highland Today</b>	<b>Highland Today (%)</b>	<b><i>Ford Trips Assumed</i></b>
Personal vehicle	10,675	81%	<i>70%</i>
Public transit	1,061	8%	<i>18%</i>
Walk, bike, work from home	1,461	11%	<i>12%</i>

# Where People Will Arrive From And Travel To



# Trip Distribution



# External Trip Generation

## External Vehicular Trips



Model	Daily*	AM Peak*	PM Peak*
Ford Model (Basic)	24,300	2,500	2,500
Ford Model (Advanced)	17,500	1,800	1,800

\* Numbers are rounded to the nearest 10 trips

## External Transit Trips



Model	Daily*	AM Peak*	PM Peak*
Ford Model (Basic)	6,200	640	630
Ford Model (Advanced)	10,700	1,120	1,080

\* Numbers are rounded to the nearest 10 trips

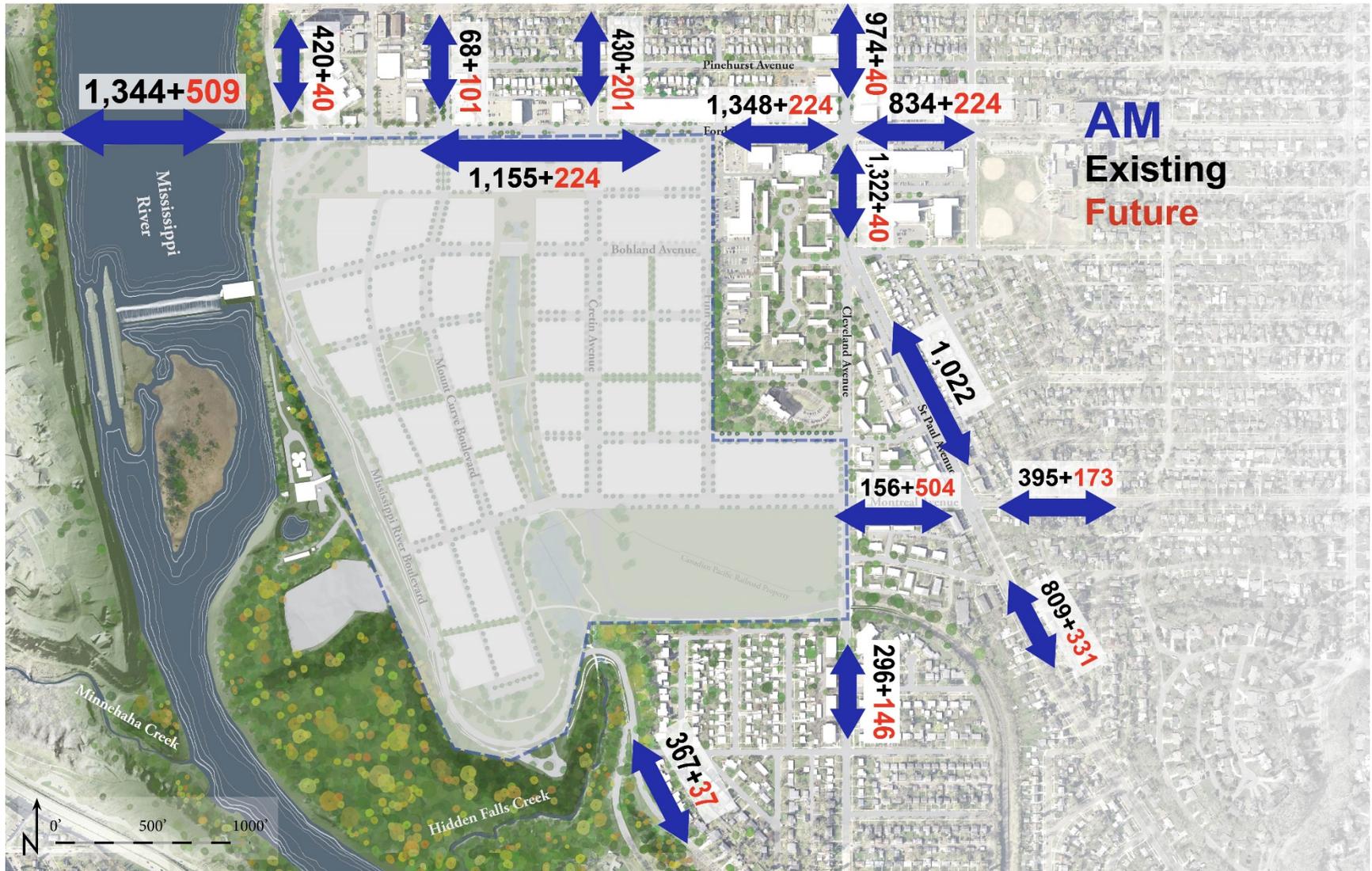
## External Walk+Bike Trips



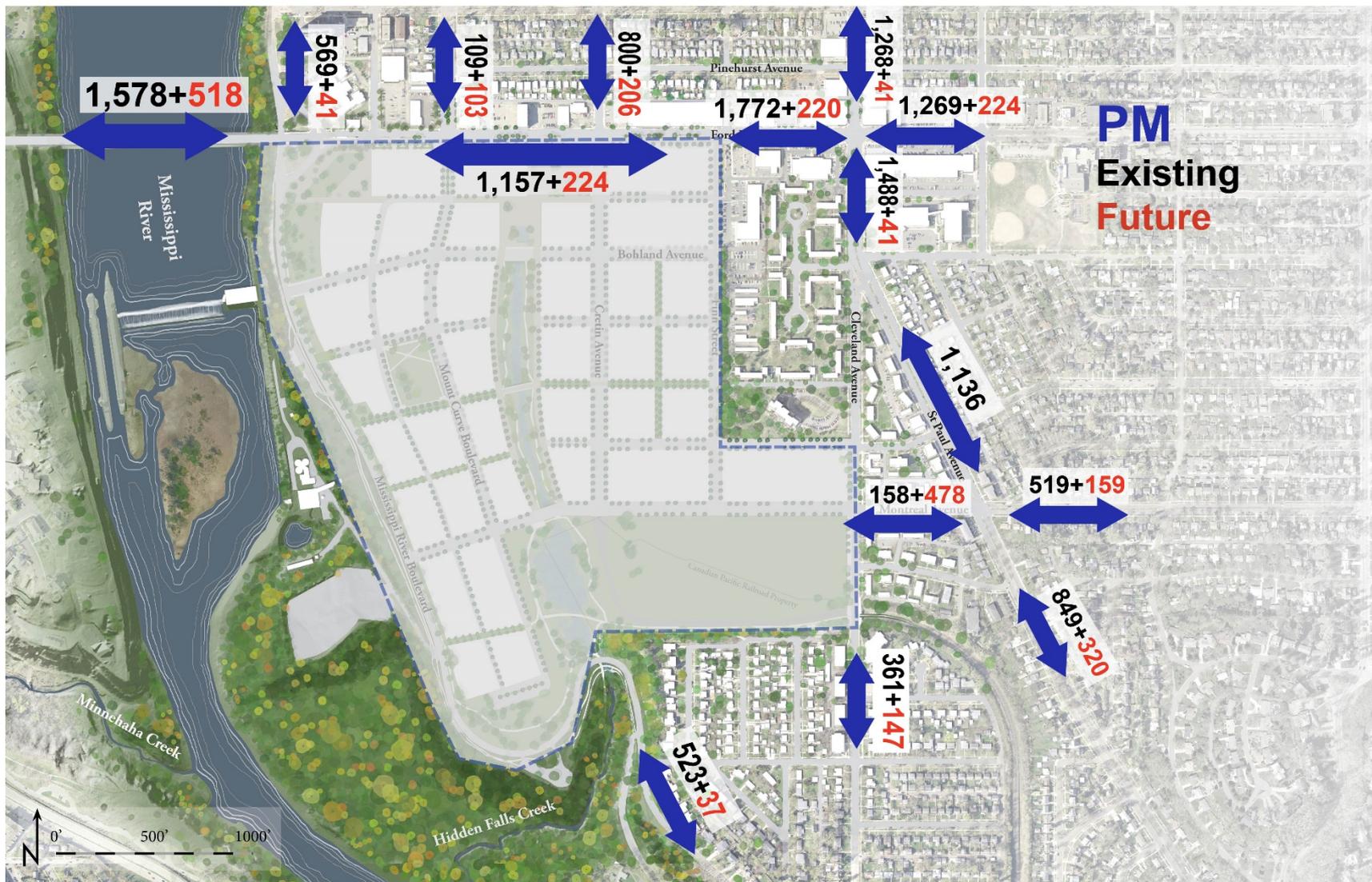
Model	Daily*	AM Peak*	PM Peak*
Ford Model (Basic)	4,060	420	410
Ford Model (Advanced)	7,030	740	710

\* Peak is the busiest 1 hour in the AM or PM. (Numbers are rounded to the nearest 10 trips)

# Vehicular Volumes at AM Peak Hour



# Vehicular Volumes at PM Peak Hour



# New Trips Over Time, at Peak Hour of Day

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## Cretin Ave

- 70 new trips by 2025  
(51 seconds between each additional vehicle, at peak)
- 140 new trips by 2030  
(25 seconds between each additional vehicle, at peak)
- 206 new trips by 2035  
(17 seconds between each additional vehicle, at peak)

## Montreal Ave

- 53 new trips by 2025  
(68 seconds between each additional vehicle, at peak)
- 106 new trips by 2030  
(34 seconds between each additional vehicle, at peak)
- 159 new trips by 2035  
(22 seconds between each additional vehicle, at peak)

# New Trips Over Time, at Peak Hour of Day

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## St. Paul Ave

- 107 new trips by 2025  
(34 seconds between each additional vehicle, at peak)
- 214 new trips by 2030  
(17 seconds between each additional vehicle, at peak)
- 320 new trips by 2035  
(11 seconds between each additional vehicle, at peak)

# Existing Intersection Level of Service



# After-Development Intersection Level of Service



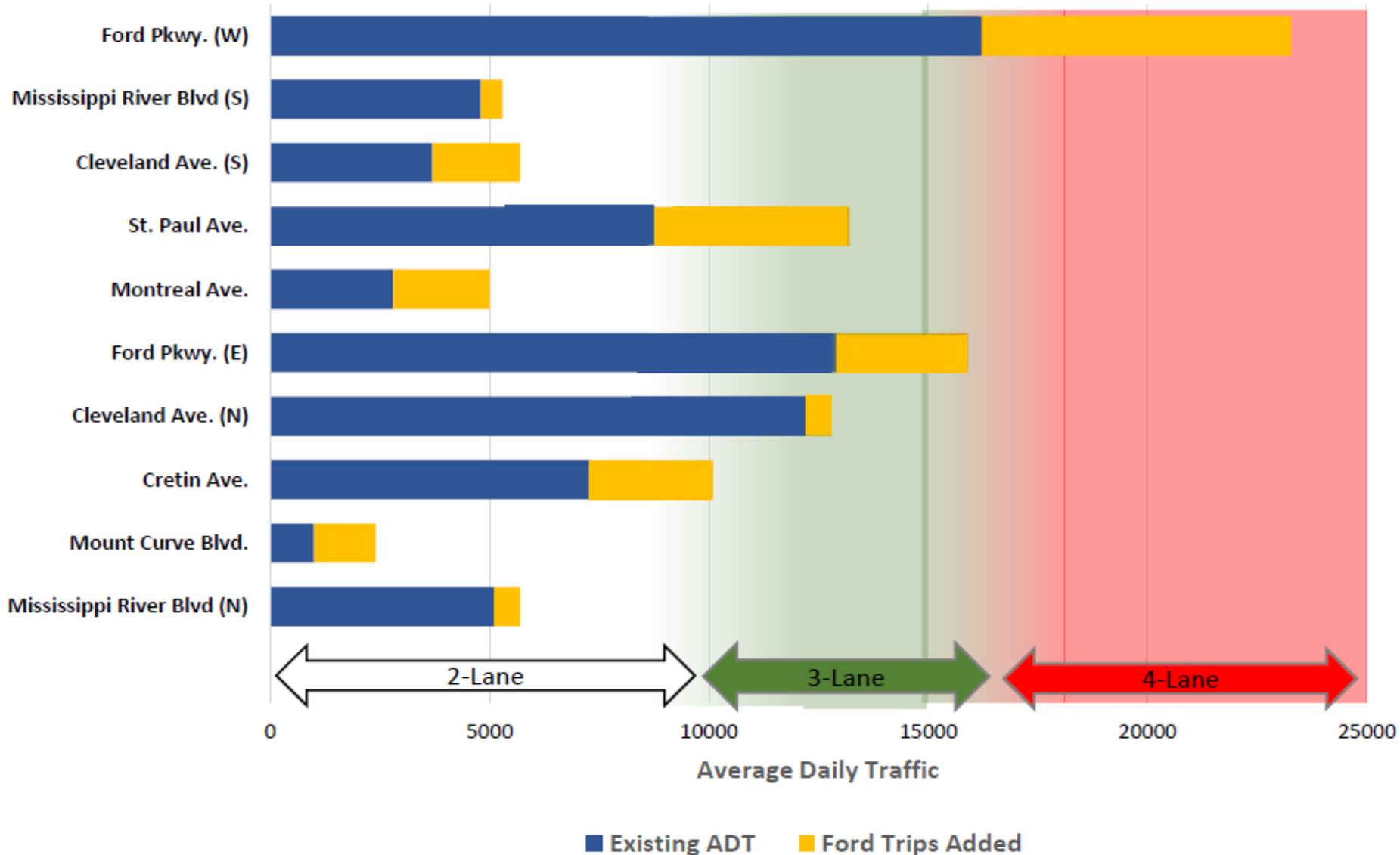
# Existing Intersection Level of Service



# After-Development Intersection Level of Service



## Average Daily Traffic (ADT) and General Lane Requirements



# Potential Intersection Improvements

Intersection	Potential Improvements
<b>Ford Parkway/ Cretin Avenue</b>	<ul style="list-style-type: none"><li>▪ Add NB left- and <b>right-turn lanes*</b></li><li>▪ Extend WB left-turn lane</li><li>▪ Remove part of the median</li><li>▪ <b>EB right-turn lane*</b></li></ul>
<b>Cleveland Avenue/ Montreal Avenue</b>	<ul style="list-style-type: none"><li>▪ Signalize intersection</li><li>▪ Add west leg</li></ul>
<b>Montreal Avenue/ St. Paul Avenue</b>	<ul style="list-style-type: none"><li>▪ Signalize intersection</li><li>▪ Requires removal of part of the median</li><li>▪ EB/WB left-turn lanes</li></ul>
<b>Cleveland Avenue/ St. Paul Avenue</b>	<ul style="list-style-type: none"><li>▪ Optimize signal timing</li></ul>

\* May Impact **Pedestrian/Bicycle** Environment. Future Discussion Required.

# Treatment Options – Bump Outs and Striping



# Treatment Options – Medians / Pedestrian Refuges



# Treatment Options – Turn Lanes



# Treatment Options – Roundabouts



# Parking for the Site

6,500 – 11,500 parking spaces site-wide

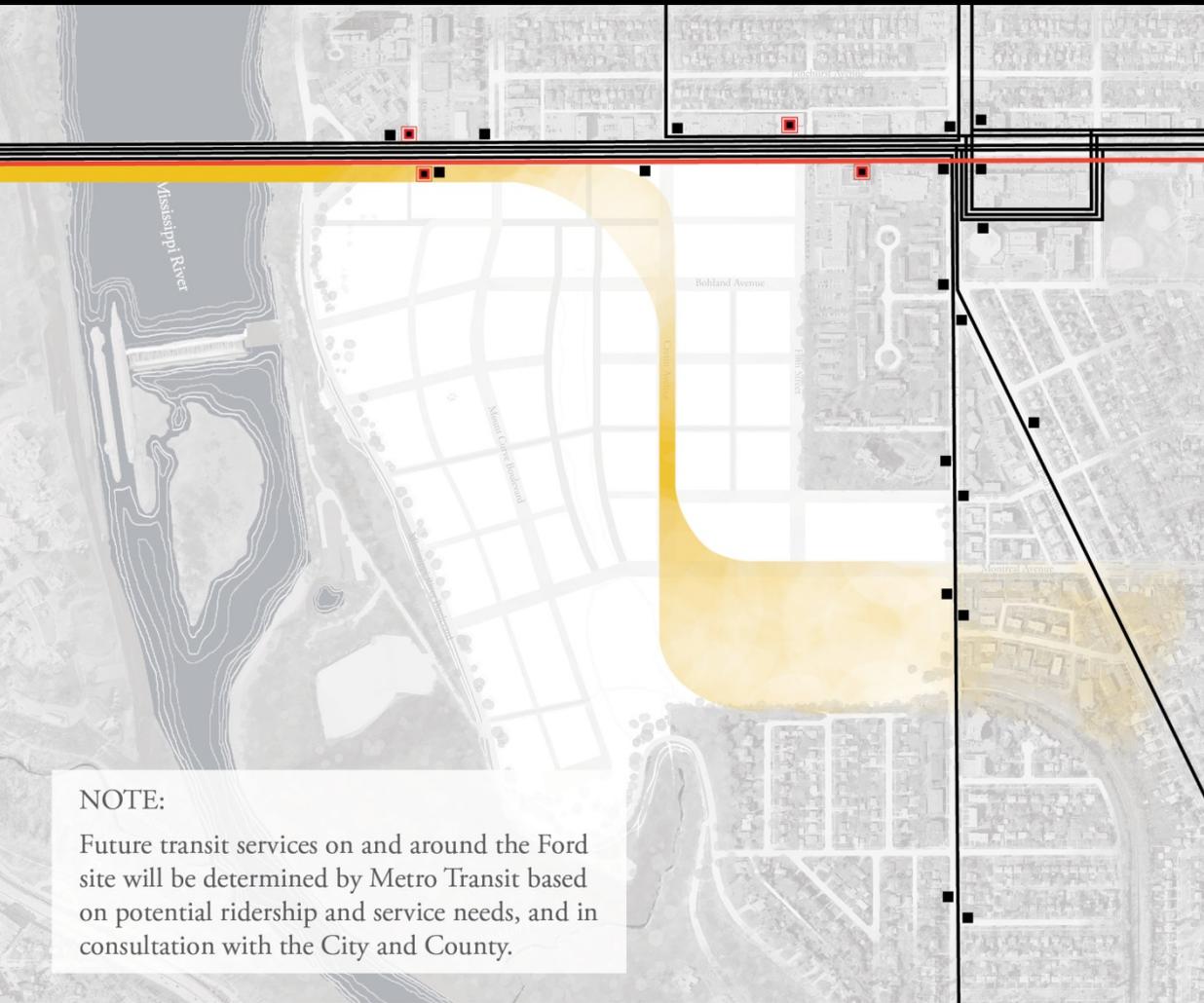
- Parking requirements for site proposed to be slightly lower than current citywide standards, with emphasis on shared parking ramps sitewide
- Small parking lots only (20 spaces or fewer)
- On-street parking where appropriate



Approximately **37%** of building space would be dedicated to parking with these reduced standards



# Transit Service – strong and growing



East Side River News

**NOTE:**

Future transit services on and around the Ford site will be determined by Metro Transit based on potential ridership and service needs, and in consultation with the City and County.

-  Local Bus
-  A Line BRT
-  Transit Stops
-  Enhanced Transit

# Studies, Facilities and Funding Timeline

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2016 Traffic Study  
- Traffic estimates for  
concept plan

2019 Traffic Study  
- Detailed traffic analysis  
- Recommended facilities

2020 Infrastructure Decisions  
- Facilities plan  
- Funding strategies

# Questions and Answers

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# Stay Connected

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[stpaul.gov/21stCenturyCommunity](http://stpaul.gov/21stCenturyCommunity)

- Provide input at Open St Paul - Ford
- Sign up for E-newsletters & Notifications
- Go to source for information on the project



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The Most  
Livable City  
in America

# Funding Sources

- ❖ State Aid \* + #
- ❖ Capital Improvement Bonds \* + #
- ❖ Assessments #
- ❖ Tax Increment Financing \* +
- ❖ Private \* +

\* Potential funding for site

+ Potential funding for improvements adjacent to site

# Potential funding for local, off-site improvements

# Montreal Avenue

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