

**Ford Site Redevelopment:
Transportation related to
Mississippi River Blvd and Mt Curve Blvd**

January 10, 2016

Highland Park Community Center



Agenda

- 7:00 Welcome, business and introduction
- 7:10 Ford Site Redevelopment Concepts and Transportation Plan
- 7:30 Anticipated traffic, potential design treatments and funding
- 7:50 Q & A with the neighbors

A 21st Century Community for Transportation

- 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



2015 public outreach

- Hosted 8 large public meetings on Ford redevelopment
- Over 600 people attended one or more meetings

“The Public”

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



We Heard – many opinions; some common interests

Public Input – Streets, Parking, Traffic

Public Priorities:

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



Public Input – Bikes, Pedestrians & Transit

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



- 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.

Project Timeline – Public Process

	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUG
CONCEPT PLAN										
Public Review										
Staff Revisions										
REVISED CONCEPT PLAN										
Public Review	We are here →									
Staff Revisions										
PROPOSED PLAN										
Planning Commission										
City Council										

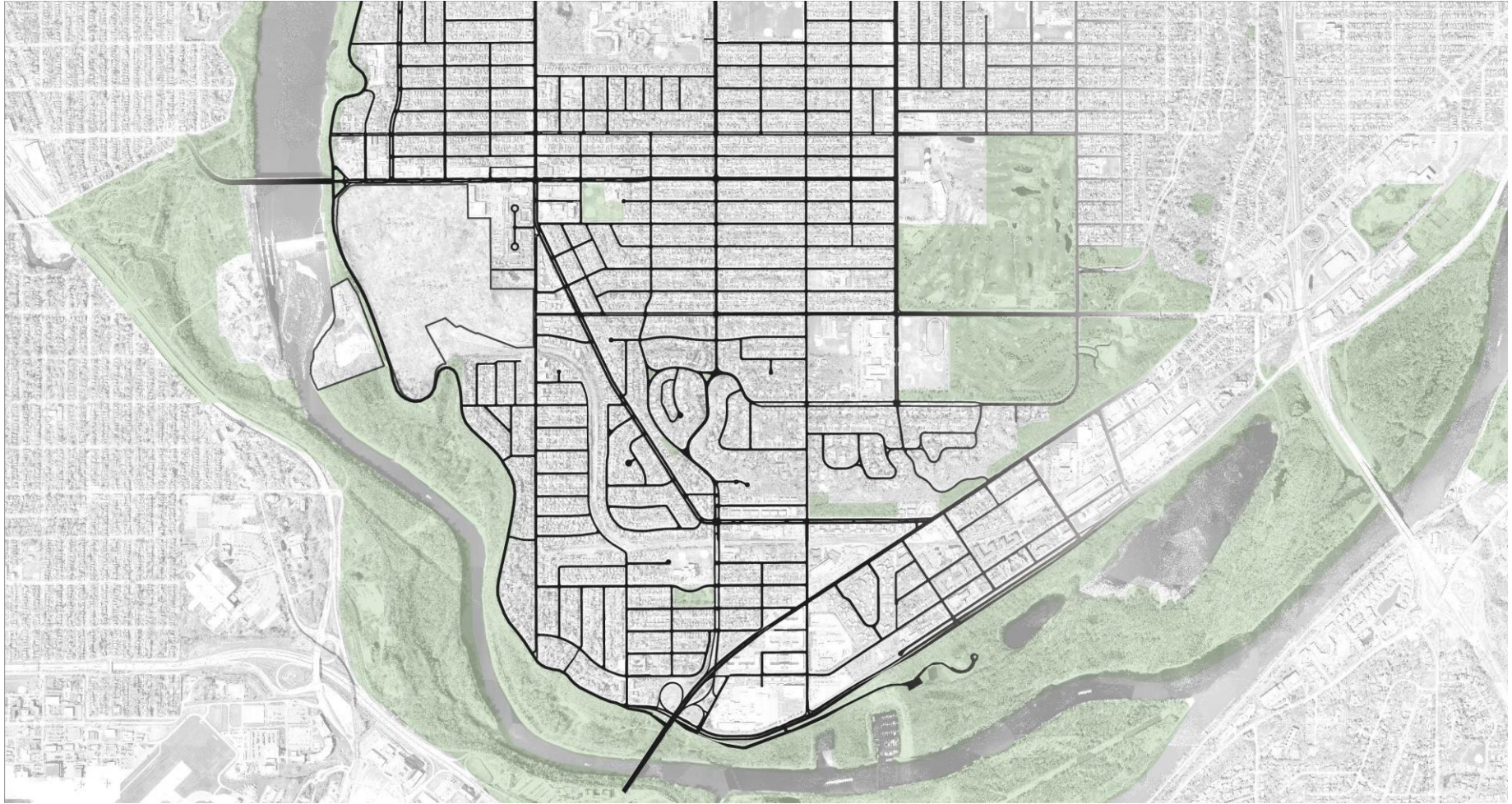
Highland Area Population and Housing

	Highland Today	Highland Today (%)	<i>Future Ford Site</i>
Housing Units	10,944		4,000
Ownership	5,926	54.2%	?
Rental	5,018	45.8%	?
Average Household Size	2.2		2.2
Average Hshld Size - Owner	2.4		2.4
Average Hshld Size - Rental	1.7		1.7
Population	24,589		8,640

Highland Area Population and Housing

	Highland Today	Highland Today (%)	Future Ford Site
Population by Age	24,589		8,640
Under 18	4,874	20%	1,728
18-64	16,426	67%	5,789
65+	3,289	13%	1,123
Household Types			
With kids under 18 yrs old	2,528	23%	920
Living alone	4,121	38%	1,520
1 or more over 65 yrs old	2,408	22%	880

Existing Street Network



Ford Site as Barrier



Ford Site Transportation Network



Concept Public Realm Plan



Mississippi River

Ford Parkway

Bohland Avenue

Cretn Avenue

North Curt's Boulevard

Finn Street

Cleveland Avenue

St. Paul Avenue

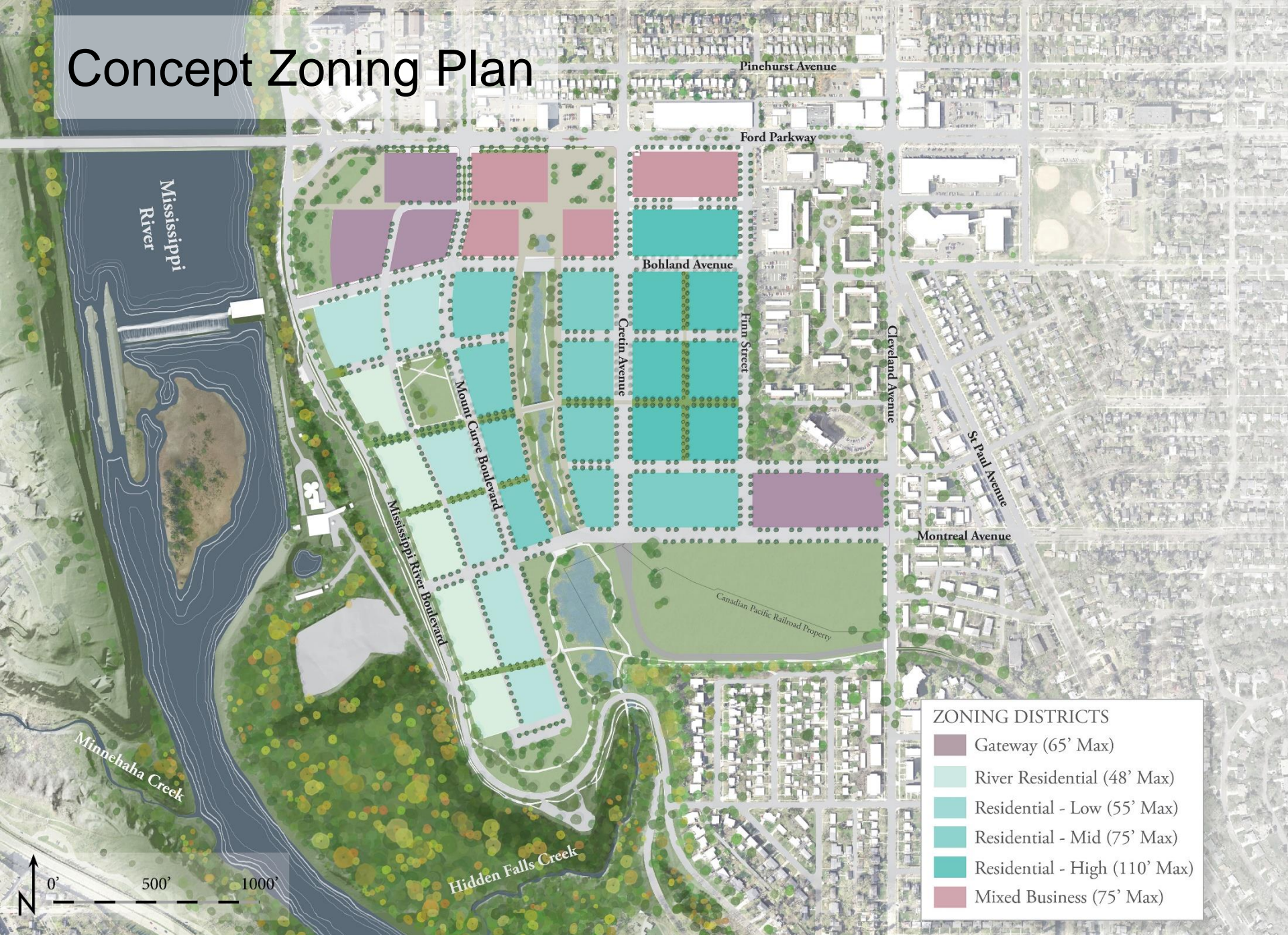
Montreal Avenue

Mississippi River Boulevard

Minnehaha Creek

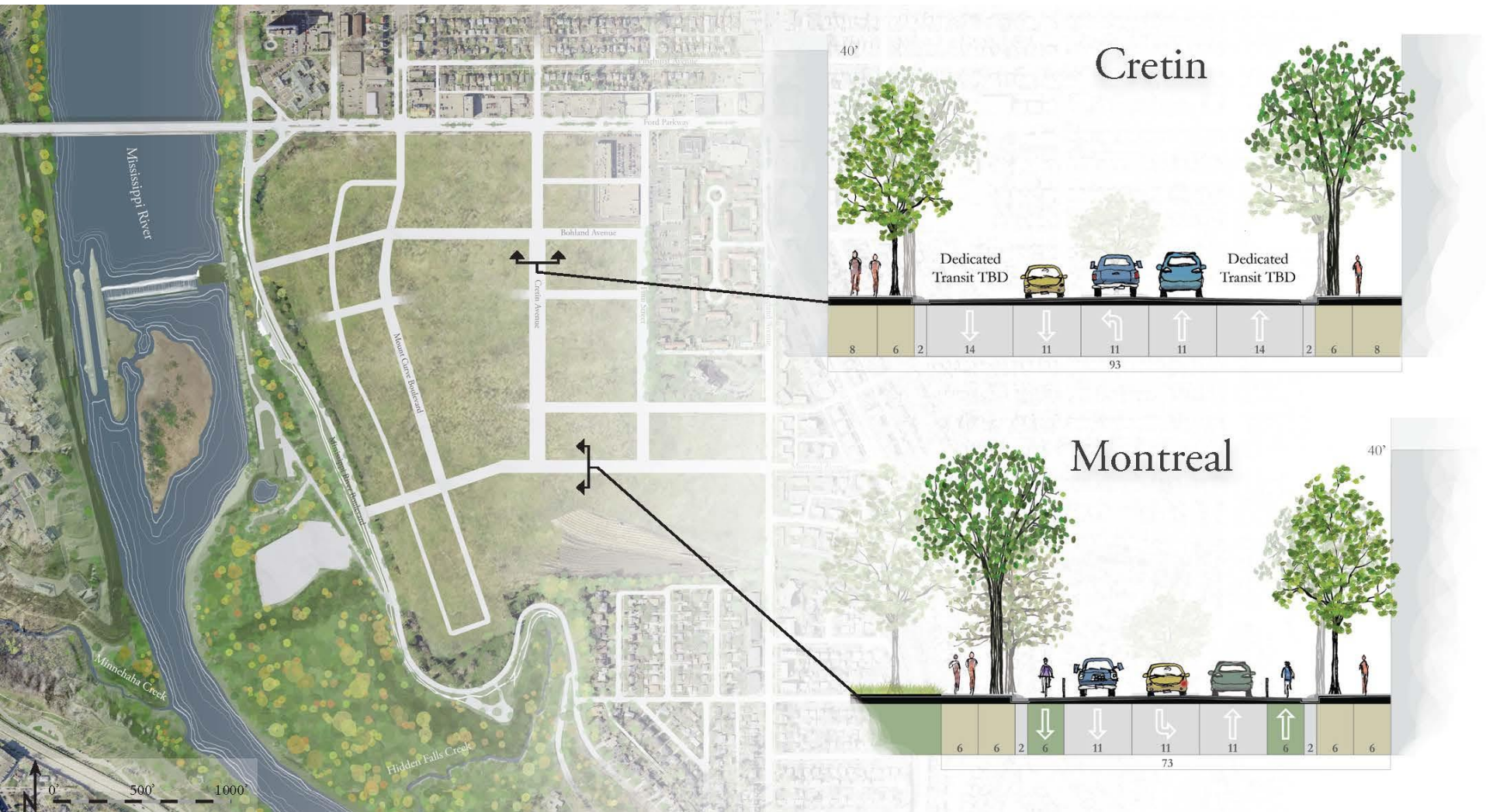
NOTE: Any uses or zoning districts depicted

Concept Zoning Plan

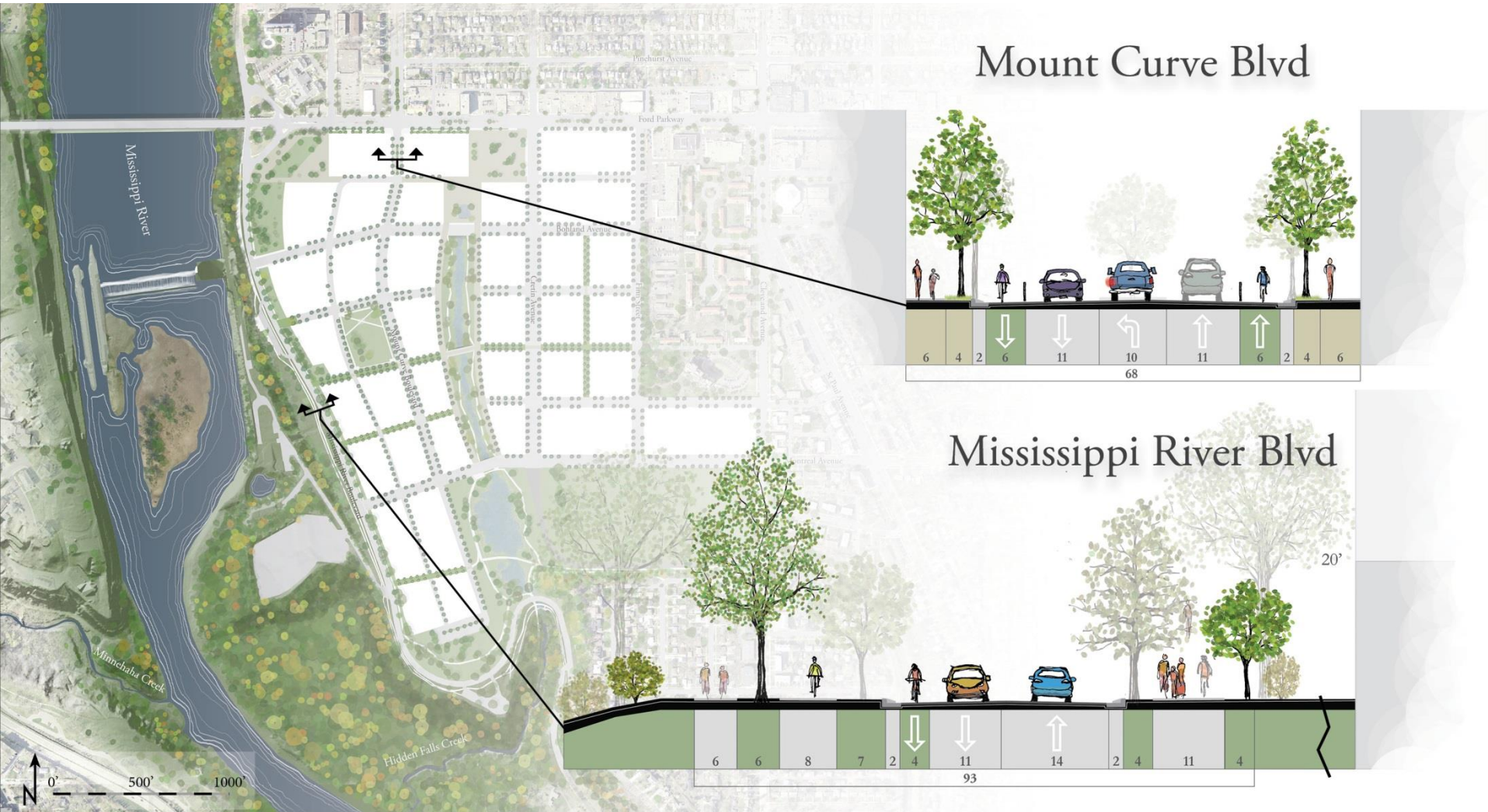


ZONING DISTRICTS	
	Gateway (65' Max)
	River Residential (48' Max)
	Residential - Low (55' Max)
	Residential - Mid (75' Max)
	Residential - High (110' Max)
	Mixed Business (75' Max)

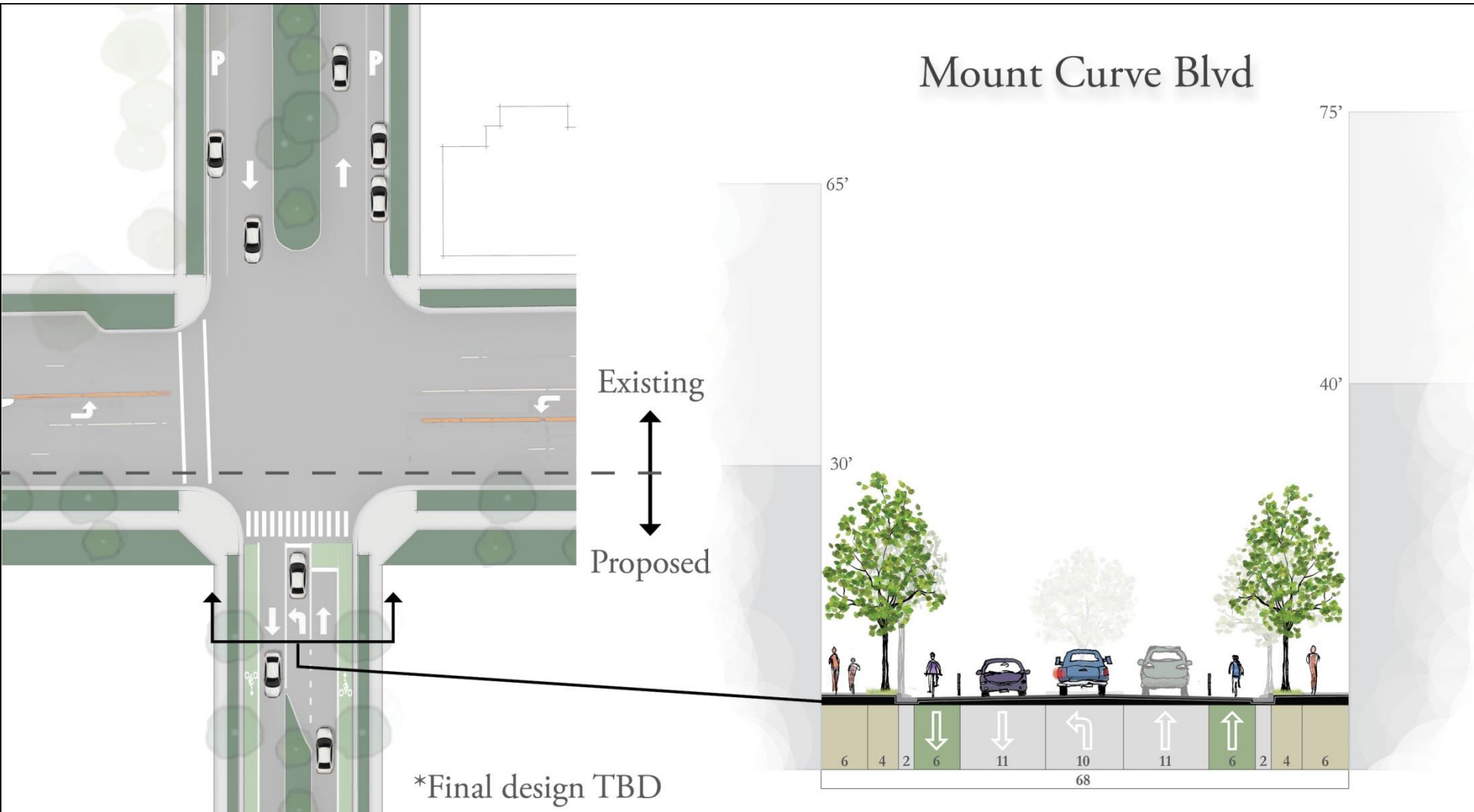
Primary Streets



Secondary Streets



Mount Curve Boulevard

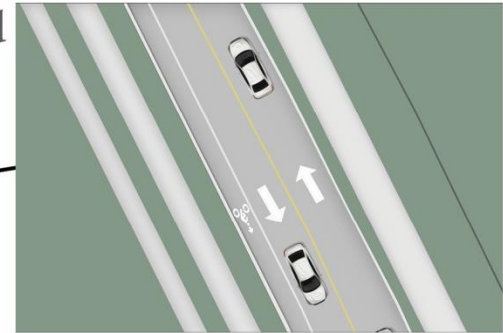


Mississippi River Boulevard



Mississippi River Blvd

Proposed



Existing



Traffic Impact Study

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

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

Development Goals - Samples



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.



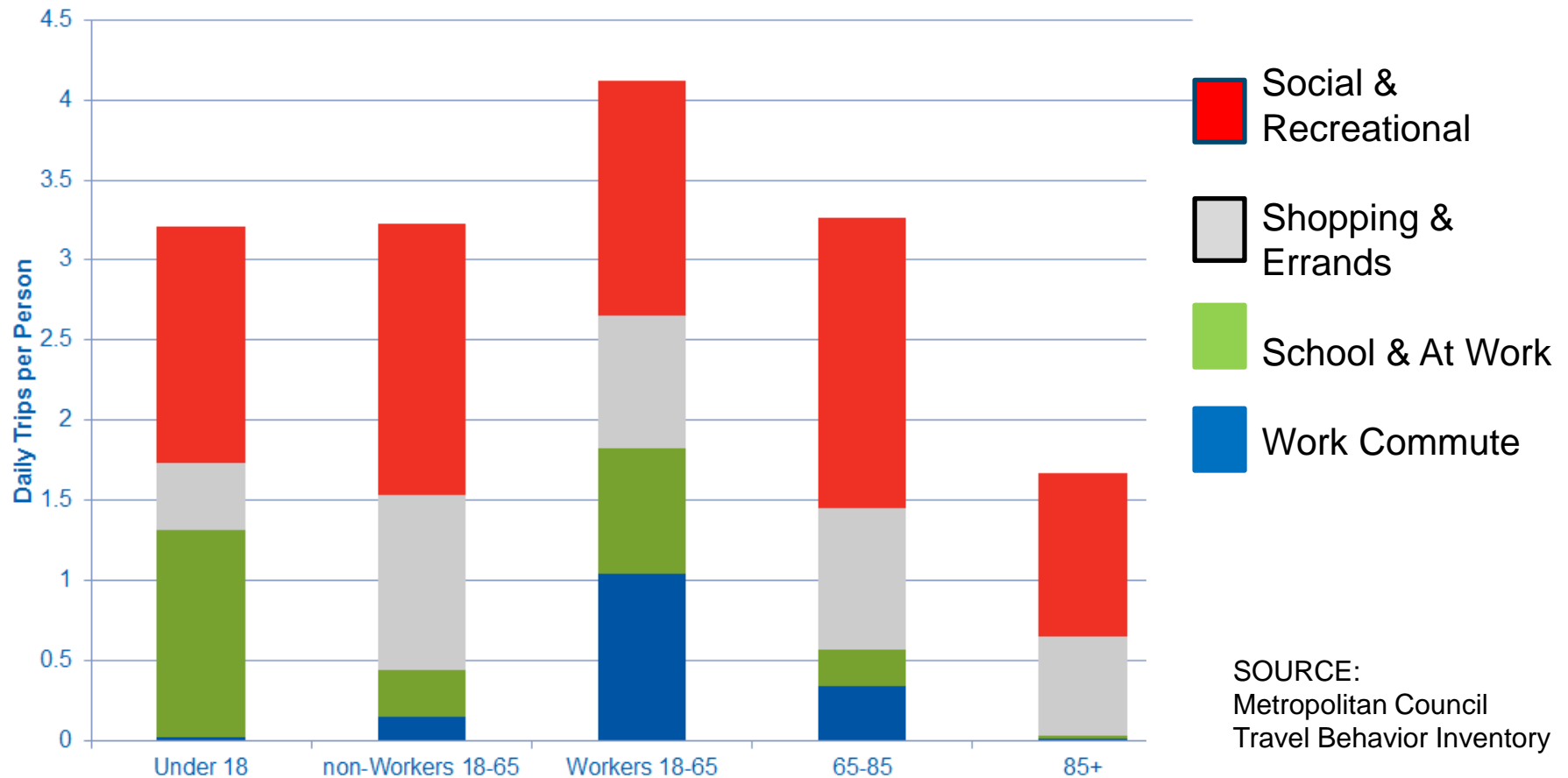
2. Vehicular level of service on neighborhood streets should continue to function within **acceptable levels**.



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

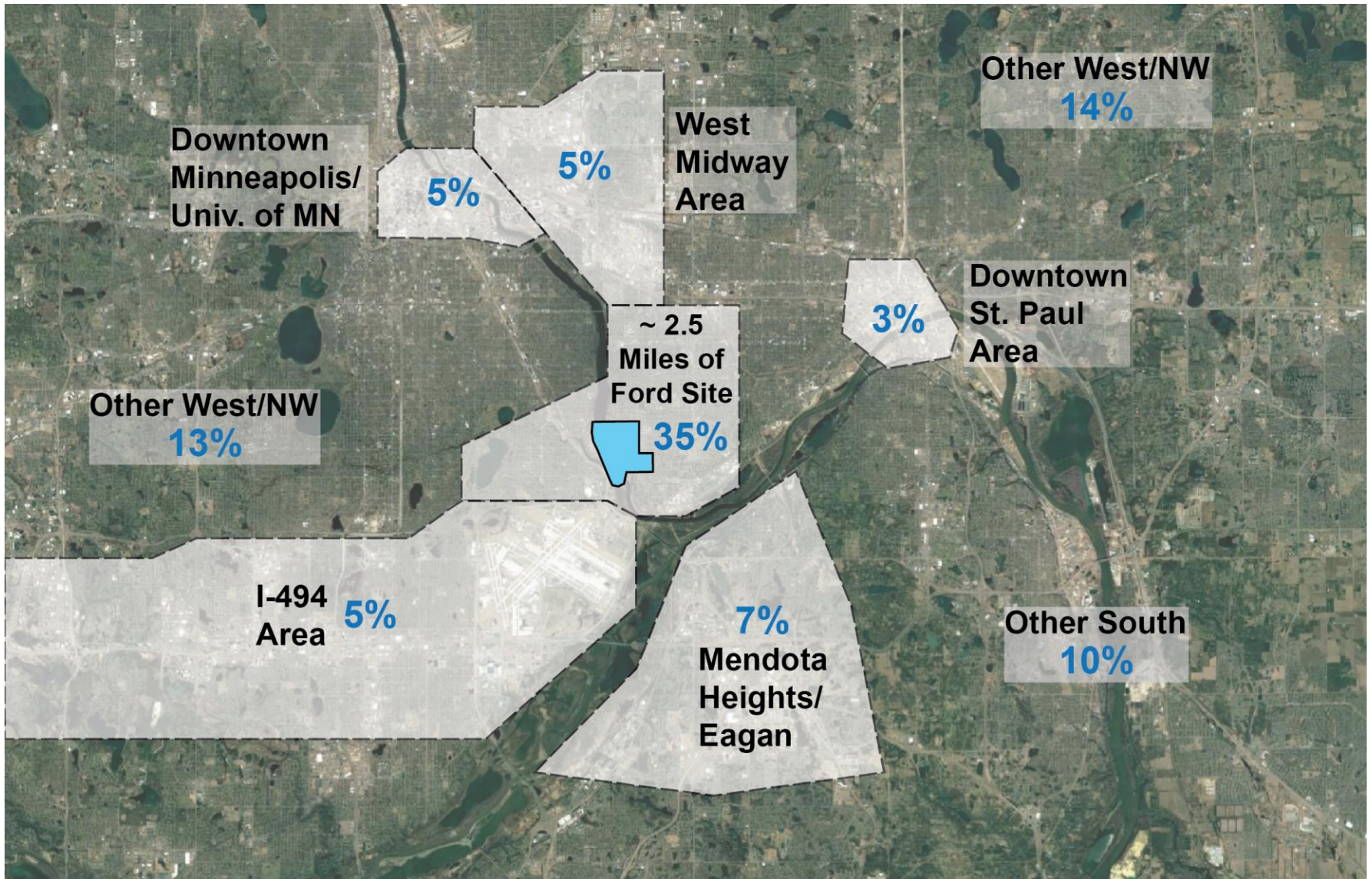
Travel by Age Group (Regional)



Vehicle Ownership and Travel Modes

Vehicles per Household		Highland Today (%)	Vehicles w/ Ford
None		11%	-
1 vehicle		40%	1,580
2 vehicles		40%	3,208
3 or more vehicles		10%	<u>1,152</u>
			5,940
Transportation to Work	Highland Today	Highland Today (%)	Ford Trips Assumed
Personal vehicle	10,675	81%	70%
Public transit	1,061	8%	18%
Walk, bike, work from home	1,461	11%	12%

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

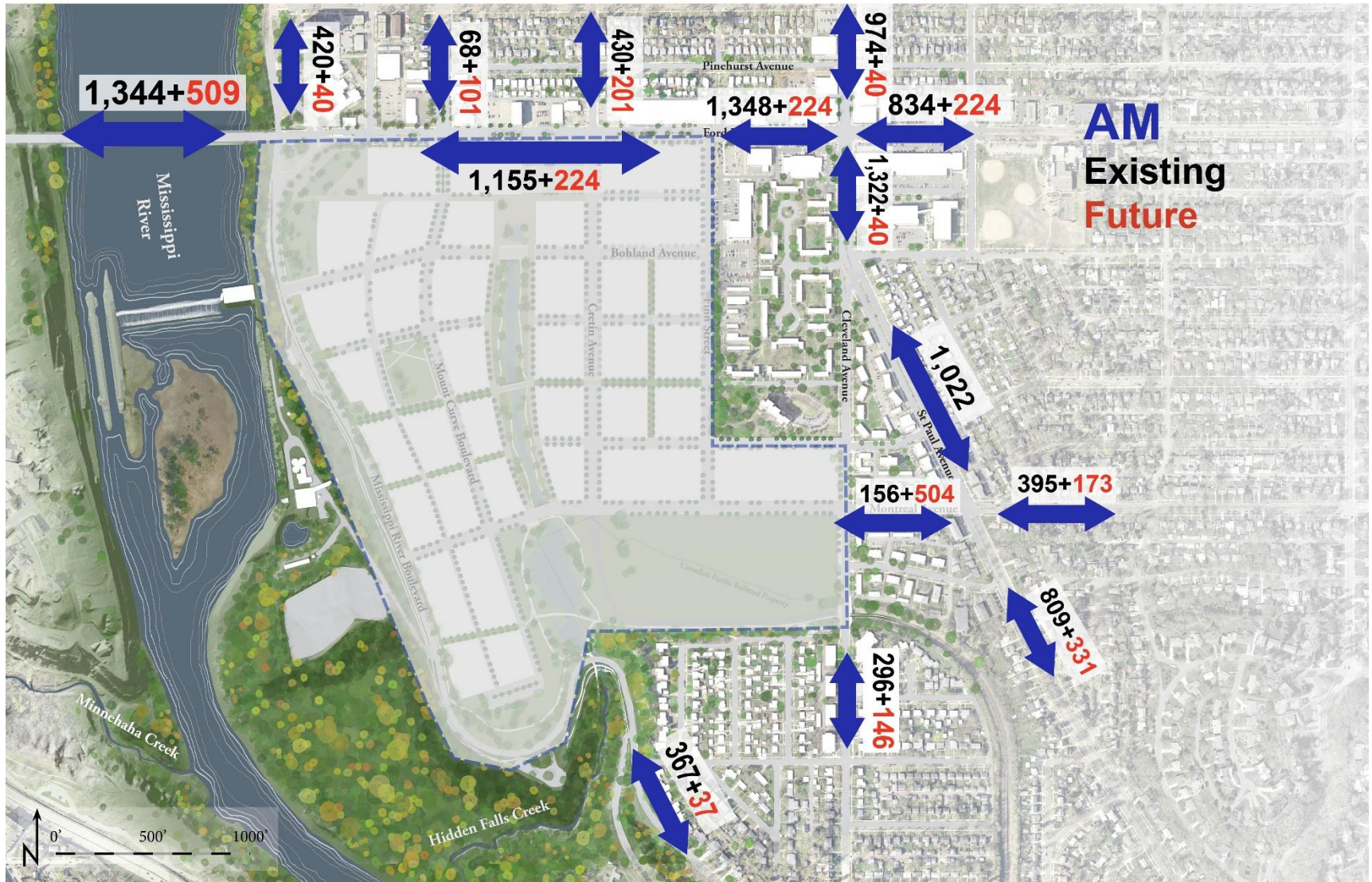
External Walk+Bike Trips



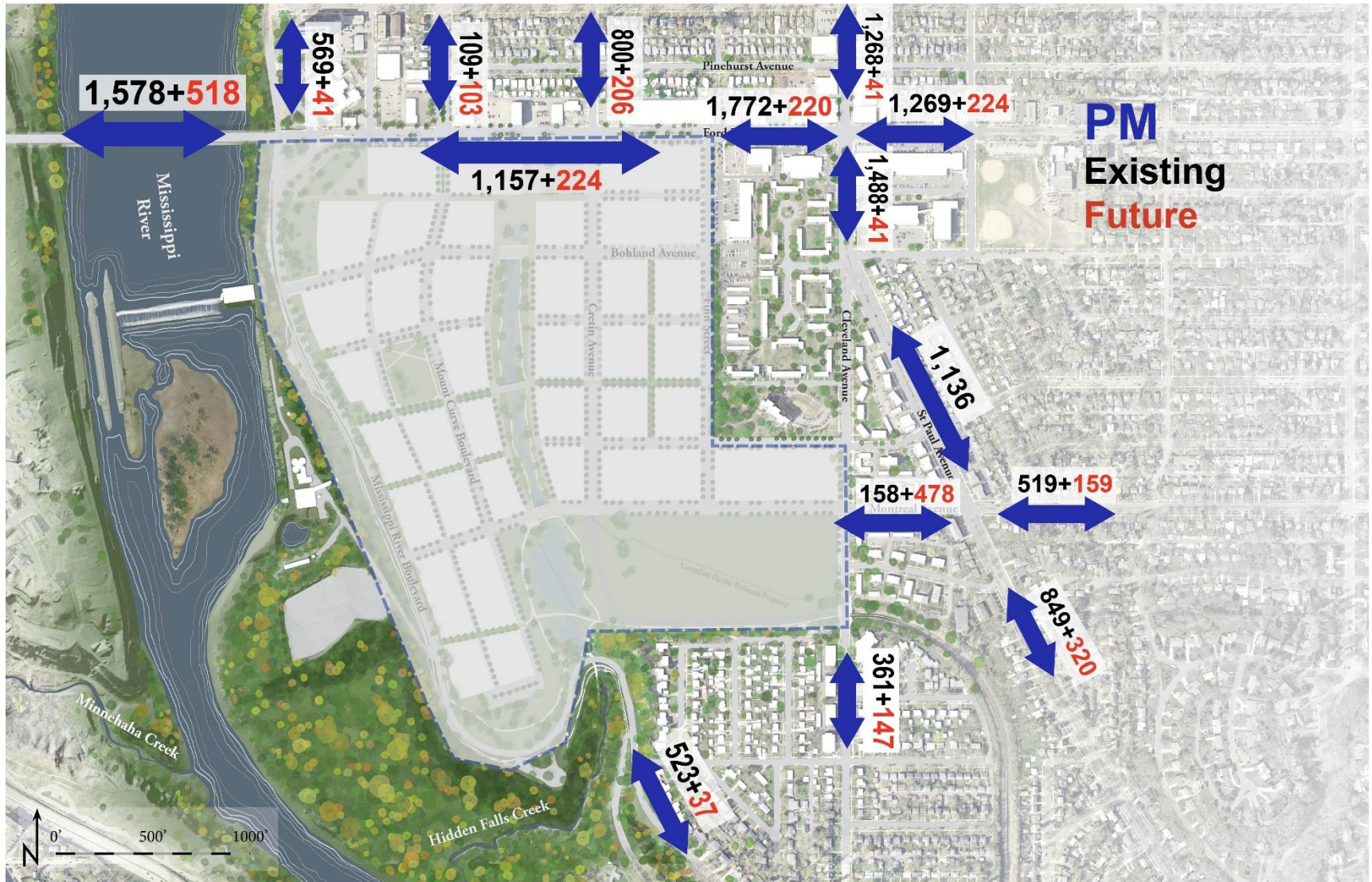
Model	Daily*	AM Peak*	PM Peak*
Ford Model (Basic)	4,060	420	410
Ford Model (Advanced)	7,030	740	710

* 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

Mount Curve Blvd

- 33 new trips by 2025
(1.8 minutes between each additional vehicle, at peak)
- 66 new trips by 2030
(0.9 minutes between each additional vehicle, at peak)
- 102 new trips by 2035
(0.5 minutes between each additional vehicle, at peak)

Mississippi River Blvd

- 14 new trips by 2025
(4.3 minutes between each additional vehicle, at peak)
- 27 new trips by 2030
(2.2 minutes between each additional vehicle, at peak)
- 40 new trips by 2035 (.67 more vehicles per minute)
(1.5 minutes between each additional vehicle, at peak)

Existing Intersection Level of Service



After-Development Intersection Level of Service



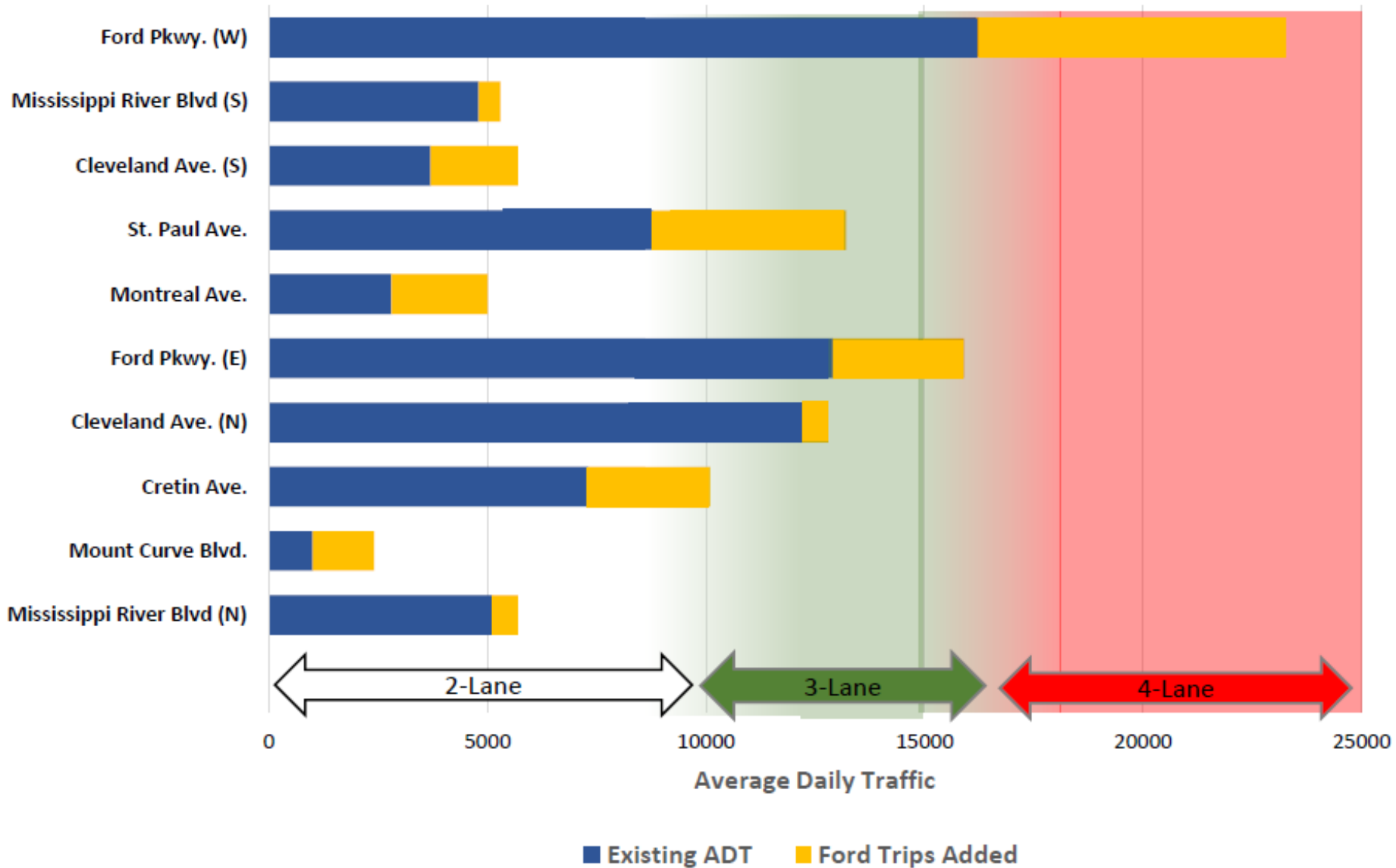
Existing Intersection Level of Service



After-Development Intersection Level of Service



Average Daily Traffic (ADT) and General Lane Requirements



Potential Intersection Improvements

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

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

Potential Intersection Improvements

Intersection	Potential Improvements
Ford Parkway/ Mount Curve Boulevard	<ul style="list-style-type: none">▪ Signalize intersection▪ Provide NB/SB Left-turn lanes▪ Extend WB left-turn lane



Treatment Options - Diverters



Treatment Options – Bump Outs



Treatment Options – Traffic Circles



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

Studies, Facilities and Funding Timeline

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



Stay Connected



stpaul.gov/21stCenturyCommunity

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



Facebook.com/cityofsaintpaul



[@cityofsaintpaul](https://twitter.com/cityofsaintpaul)



The Most
Livable City
in America