



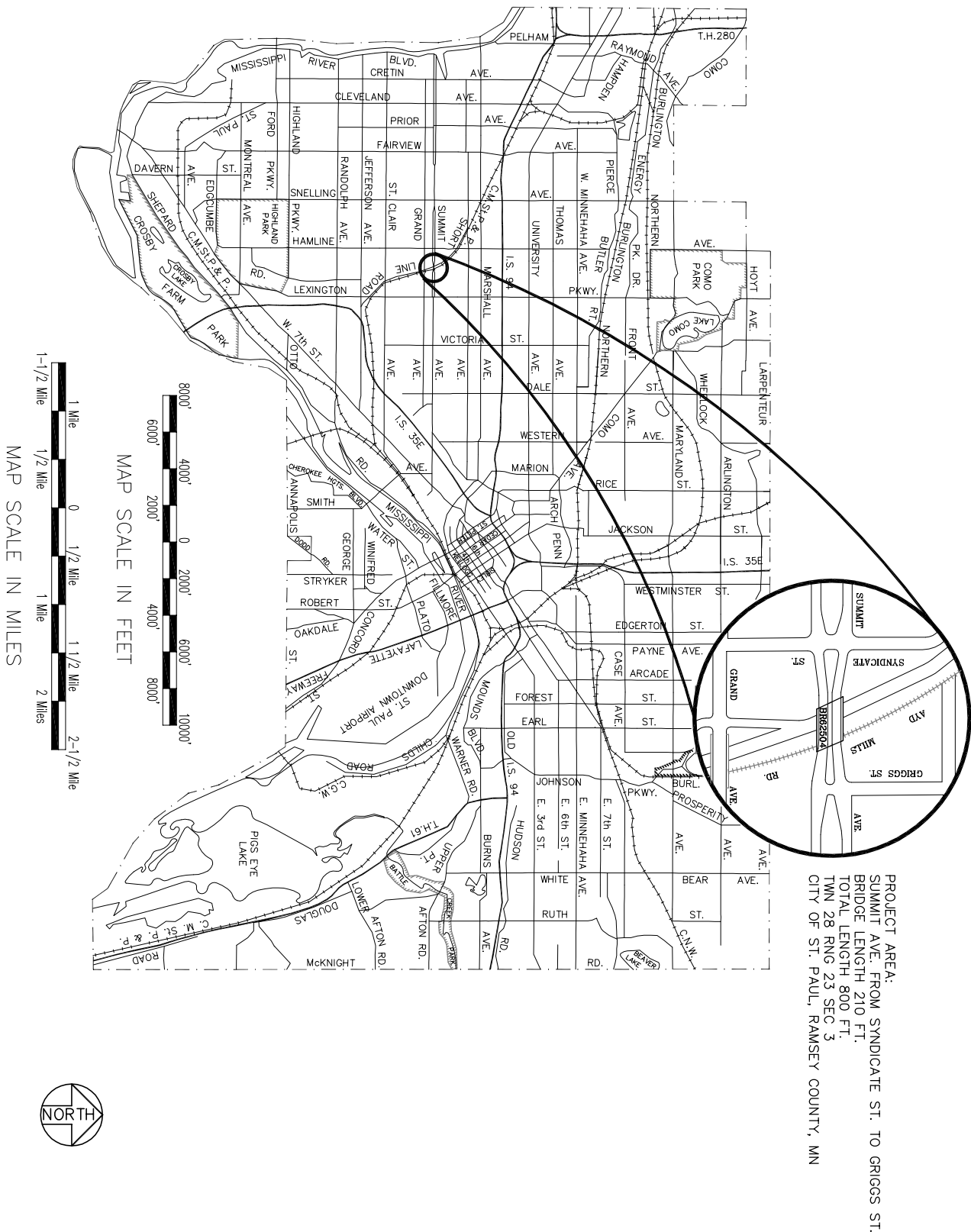
Transportation Committee Staff Report

Committee date: Dec. 5, 2016

Project Name	Reconstruction or Rehabilitation of Summit Avenue Bridge
Geographic Scope	Summit Avenue from Syndicate Street to Griggs Street
Ward(s)	1,2,3
District Council(s)	13,14,16
Project Description	Reconstruction of 210' bridge and 600' approach roadway
Project Webpage	Not established at this time
Project Contact, email/phone	Brent Christensen, <a href="mailto:brent.christensen@stpaul.gov">brent.christensen@stpaul.gov</a> 651-266-6182
Lead Agency/Department	City of Saint Paul Public Works (with approvals by MnDOT)
Purpose of Project/Plan	Bridge is structurally deficient and requires repair/replacement
Planning References	Comp Transportation Plan (safe well-maintained system, etc.) St. Paul Bicycle Plan, federal/state bridge design reqt's, and Summit Avenue West Heritage Preservation District
Project stage	Scoping, Historical/Environmental Reviews, Planning, Engineering
General Timeline	Design through 2017, approvals and shovel-ready by late 2018
District Council position (if applicable)	Not Applicable
Level of Committee Involvement	Advise
Previous Committee action	If any, describe the action taken
Level of Public Involvement	Inform and Provide Input
Public Hearing	Will occur during design approvals phase (tbd).
Public Hearing Location	City Council chambers.
Primary Funding Source(s)	Federal grant, State bridge bonds, MSAS funding, possibly CIB
Cost	Approximately \$8.1M total project cost (includes design/engineering)

Staff recommendation	No recommendation or action is required (informational briefing)
Action item requested of the Committee	Advise
Committee recommendation	To be filled in at the meeting
Committee vote	To be filled in at the meeting

	DESIGNED	BPC
	DCN CHECK	GAP
	DRAWN	AA
DWS CHECK	BPC	
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA SIGNED: BRENT P. CHRISTENSEN DATE: _____ LIC. NO. 47874		
PREPARED BY BRIDGE DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS <b>REHABILITATION/REPLACEMENT OF SUMMIT AVE. BR. 62504</b> <b>OVER AYD MILL RD. &amp; CP RAIL</b> <b>PROJECT LOCATION MAP</b>		
STATE AID PROJECT NUMBER:	S.A.P. NO. 164-203-014	BRIDGE NO. 62504
PROJECT:	B1205	PAGE: 1
DATE:	09/27/2016	
		



## Transportation Committee Staff Report

Committee date: December 5, 2016

<b>Project Name</b>	<b><i>TH149/13 Smith Avenue High Bridge and Roadway Rehabilitation</i></b>
Geographic Scope	<i>Smith Avenue/TH149 from West 7<sup>th</sup>/TH5 to Annapolis Street/TH13</i>
Ward(s)	<i>Ward 2</i>
District Council(s)	<i>District 3</i>
Project Description	<i>Redecking of High Bridge; Reapportionment of bridge deck space to include bike lanes, wider sidewalks, narrower thru traffic lanes; Mill &amp; Overlay between W. 7<sup>th</sup> and Annapolis as well as on Annapolis between Smith and Cherokee Heights Boulevard; Bump outs at some intersections on Smith and Annapolis; quadrant upgrades for ADA; new mainline sidewalks throughout; minor drainage improvements; lead service replacements (SPRWS); signal reconstruction at George Street and Annapolis</i>
Project Webpage	<a href="http://www.dot.state.mn.us/metro/projects/hwy149highbridge/index.html">http://www.dot.state.mn.us/metro/projects/hwy149highbridge/index.html</a>
Project Contact, email/phone	State: Tara McBride; <a href="mailto:tara.mcbride@state.mn.us">tara.mcbride@state.mn.us</a> ; 651.234.7724 City: David Kuebler, <a href="mailto:david.kuebler@ci.stpaul.mn.us">david.kuebler@ci.stpaul.mn.us</a> ; 651.266.6217
Lead Agency/Department	<i>Public Works Transportation Planning and Safety</i>
Purpose of Project/Plan	<i>Delamination of underside of bridge deck; traffic calming of corridor with improved ride quality; updating of old infrastructure</i>
Planning References	<i>Project is consistent with various State and City planning documents. City documents include the Comp Plan; Street Design Manual, the Bike Plan, D3 Small Area Plan, etc.</i>
Project stage	<i>Environmental work, Engineering, Planning</i>
General Timeline	<i>Letting 2017/2018; Construction in 2018</i>
District Council position (if applicable)	<i>Supportive</i>
Level of Committee Involvement	<i>Inform</i>
Previous Committee action	<i>None known</i>
Level of Public Involvement	<i>Inform, advise &amp; consent, involve, development of project/program relative to aesthetic enhancements</i>
Public Hearing	<i>No</i>
Public Hearing Location	
Primary Funding Source(s)	<i>State funds City funds: CIB for signal work and fiber optics</i>
Cost	<i>City Budget = \$453,000</i>

### Level of Committee Involvement

<b>INFORM:</b> Informational briefings	Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions
<b>ADVISE AND CONSENT:</b> Informational briefings with policy discussion, general directives to staff for follow-through	Project and program reviews primarily initiated by staff; or involvement with program development by others
<b>INVOLVE:</b> Discussions to develop directions for projects & programs	Policy involvement from inception through design, inc. policy development; environmental documentation,
<b>DEVELOPMENT OF PROJECT/PROGRAM:</b> Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community	Committee has primary responsibility for concept development, and/or overseeing participation process, and/or making specific recommendations to Planning Commission, Mayor and/or City Council





DESIGNED	BPC
DGN CHECK	GAP
DRAWN	AA
DWG CHECK	BPC

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_ LIC. NO. 47874

BRENT P. CHRISTENSEN

PREPARED BY BRIDGE DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS

**REHABILITATION/REPLACEMENT OF SUMMIT AVE BR. 62504**

**OVER AYD MILL RD. & CP RAIL**

**AERIAL IMAGERY OF PROJECT AREA**

STATE AID PROJECT NUMBER:	S.A.P. NO. 164-203-014
PROJECT:	B1205
DATE:	09/27/2016

BRIDGE NO.	62504
PAGE:	3



## Transportation Committee Staff Report

*Committee date: December 5, 2016*

<b>Project Name</b>	<b>Ford Site</b>
Geographic Scope	<i>135-acre former Ford Plant</i>
Ward(s)	<i>Ward 3</i>
District Council(s)	<i>District 15</i>
Project Description	<i>Overview of Transportation Study and public input received in November</i>
Project Webpage	<a href="http://www.stpaul.gov/ford">www.stpaul.gov/ford</a>
Project Contact, email/phone	<i>Merritt Clapp-Smith 651-266-6547 <a href="mailto:merritt.clapp-smith@ci.stpaul.mn.us">merritt.clapp-smith@ci.stpaul.mn.us</a></i>
Lead Agency/Department	<i>Planning &amp; Economic Development</i>
Purpose of Project/Plan	<i>Study transportation impacts &amp; opportunities related to the site's redevelopment</i>
Planning References	<i>Comprehensive Plan identifies Ford Site as an opportunity site</i>
Project stage	<i>Planning</i>
General Timeline	<i>Property sale in 2017-18; infrastructure development in 2019; see project webpage for further details</i>
Level of Committee Involvement	<i>Advise and consent</i>
Previous Committee action	<i>None</i>
Level of Public Involvement	<i>Involve</i>
Public Hearing	<i>Yes, for entire public realm plan- to be scheduled</i>
Public Hearing Location	<i>Planning Commission &amp; City Council</i>
Primary Funding Source(s)	
Cost	

## Level of Committee Involvement

<b>INFORM:</b> <i>Informational briefings</i>	<i>Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions</i>
<b>ADVISE AND CONSENT:</b> <i>Informational briefings with policy discussion, general directives to staff for follow-through</i>	<i>Project and program reviews primarily initiated by staff; or involvement with program development by others</i>
<b>INVOLVE:</b> <i>Discussions to develop directions for projects &amp; programs</i>	<i>Policy involvement from inception through design, inc. policy development; environmental documentation,</i>
<b>DEVELOPMENT OF PROJECT/PROGRAM:</b> <i>Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community</i>	<i>Committee has primary responsibility for concept development, and/or overseeing participation process, and/or making specific recommendations to Planning Commission, Mayor and/or City Council</i>





Ford Site | St. Paul, MN

# Multimodal Modeling and Design

November 2016



**N** NELSON  
NYGAARD

**SRF**


















**utile**

# Agenda

---

- 6:30 p.m. Welcome
- 6:35 p.m. Councilmember Tolbert
- 6:40 p.m. Status of Ford Site Planning
- 6:50 p.m. Study Overview and Results
- 7:30 p.m. Questions and Answers
- 7:45 p.m. Topic Boards - comments and questions

# Project Timeline – Public Process

	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST
<b>CONCEPT PLAN</b>										
Public Review	  	 								
Staff Revisions										
<b>REVISED CONCEPT PLAN</b>										
Public Review			 	 						
Staff Revisions										
<b>PROPOSED PLAN</b>										
Planning Commission					 					
City Council								 		



Large Public Meeting



Ford Task Force meeting



Public Hearing



Staff Revisions



Planning Commission



City Council



# Councilmember Chris Tolbert



“Any business only exists to make peoples’ lives better. At a certain point, shoving more vehicles into urban environments doesn’t do that.”  
- Bill Ford, September 2014

# A 21<sup>st</sup> 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





# 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

<i>What</i>	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

# Existing Street Network

---





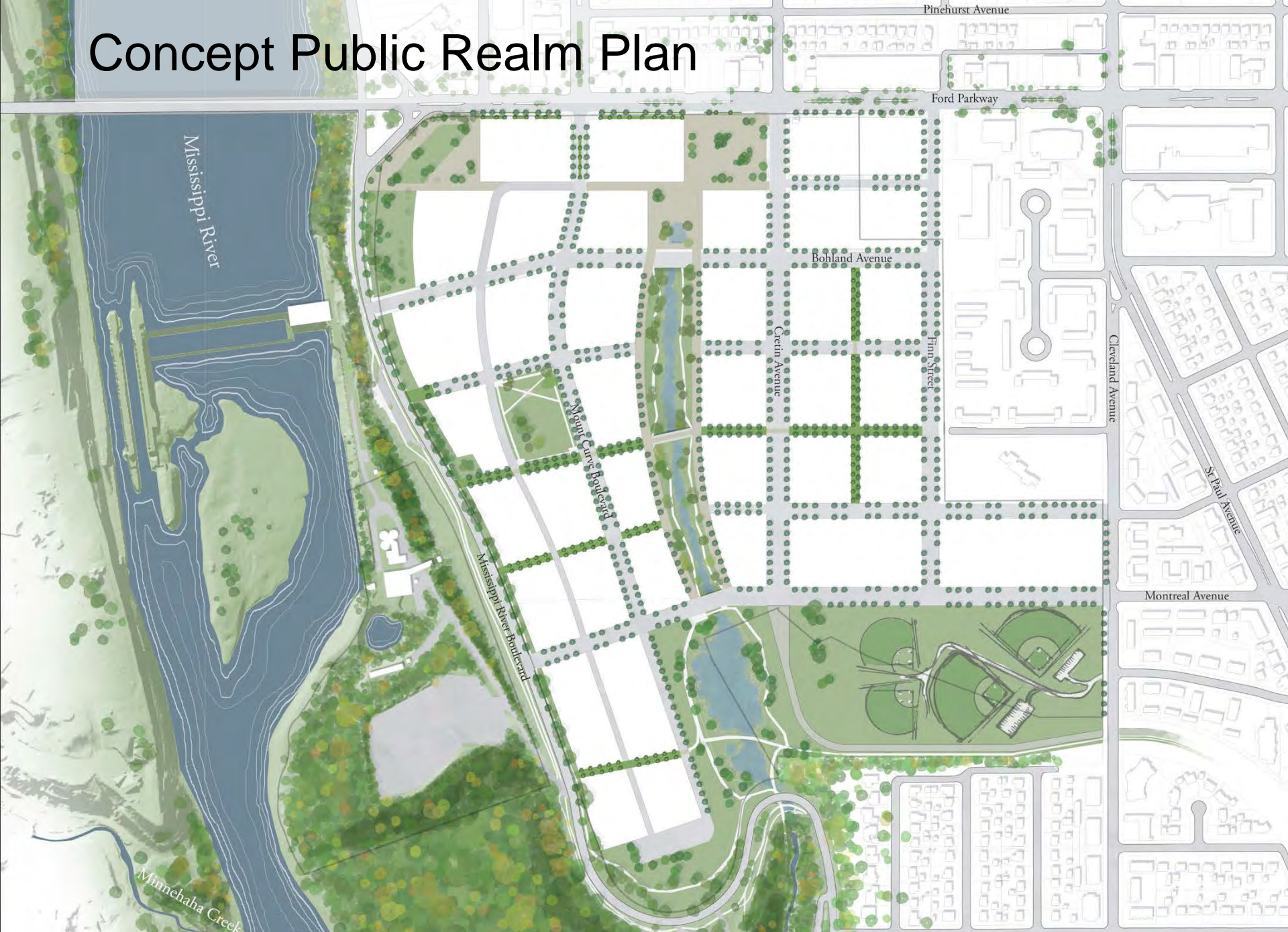
# Ford Site as Barrier

---



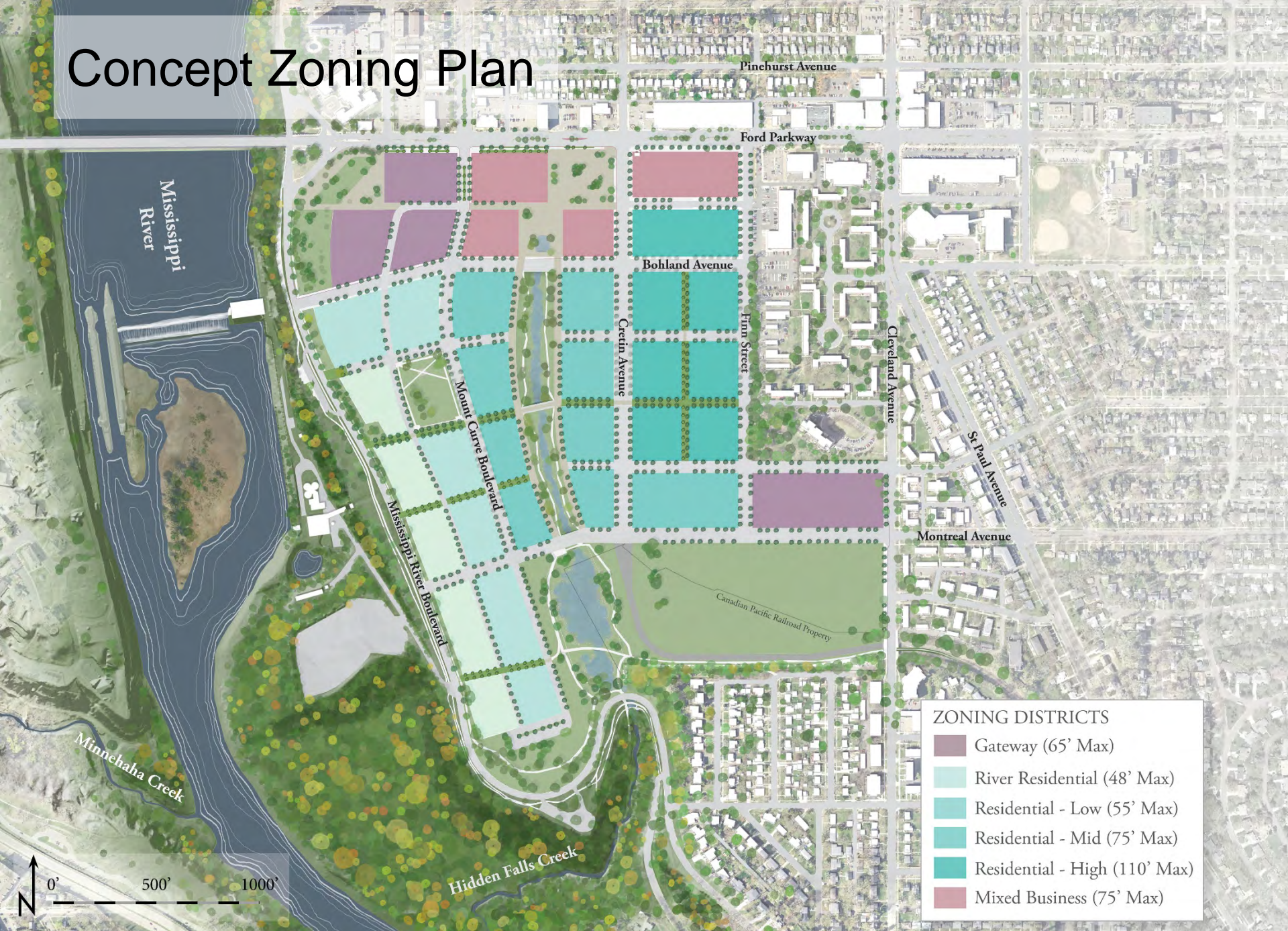


# Concept Public Realm Plan





# Concept Zoning Plan



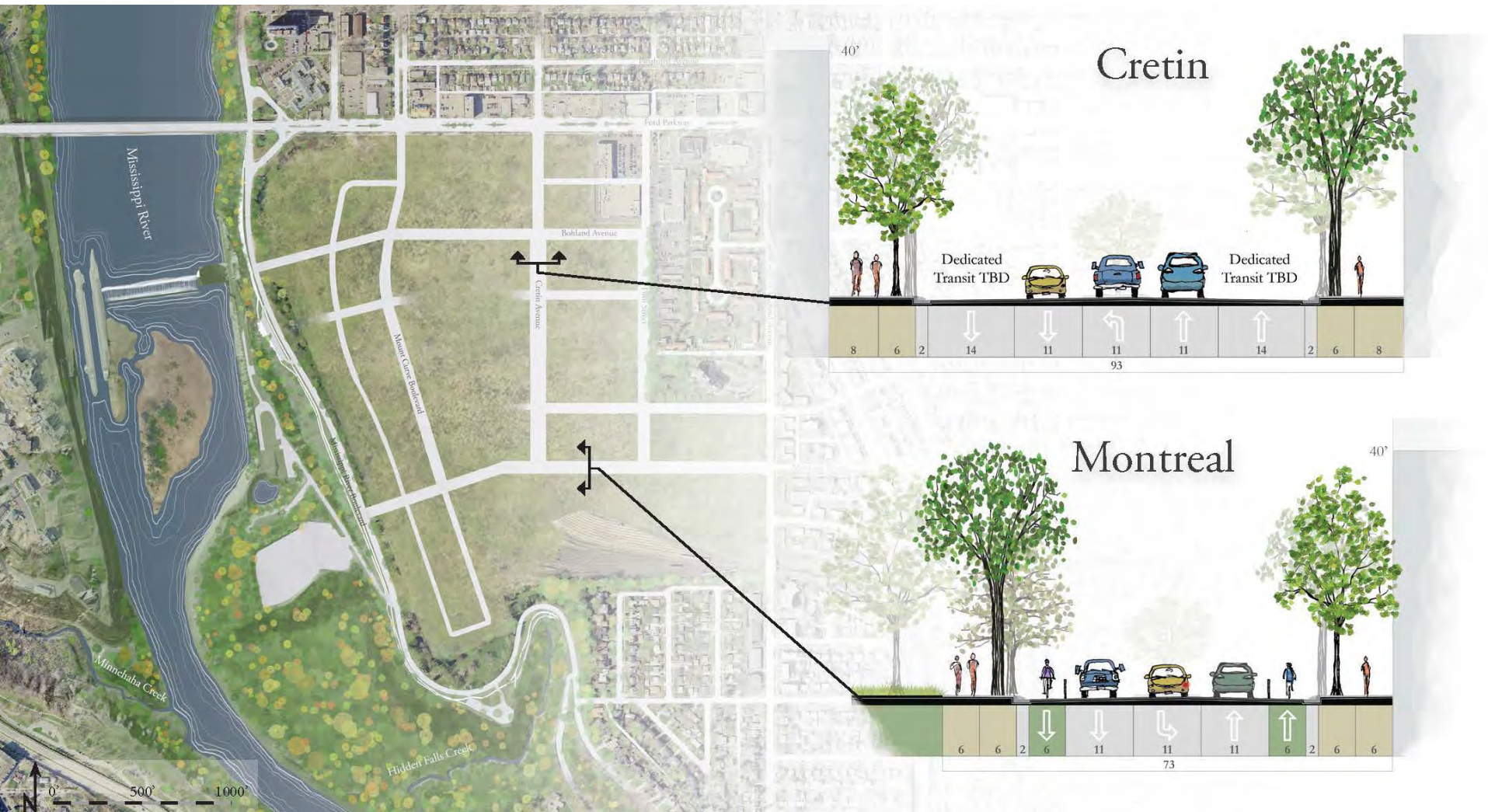


# Ford Site Transportation Network



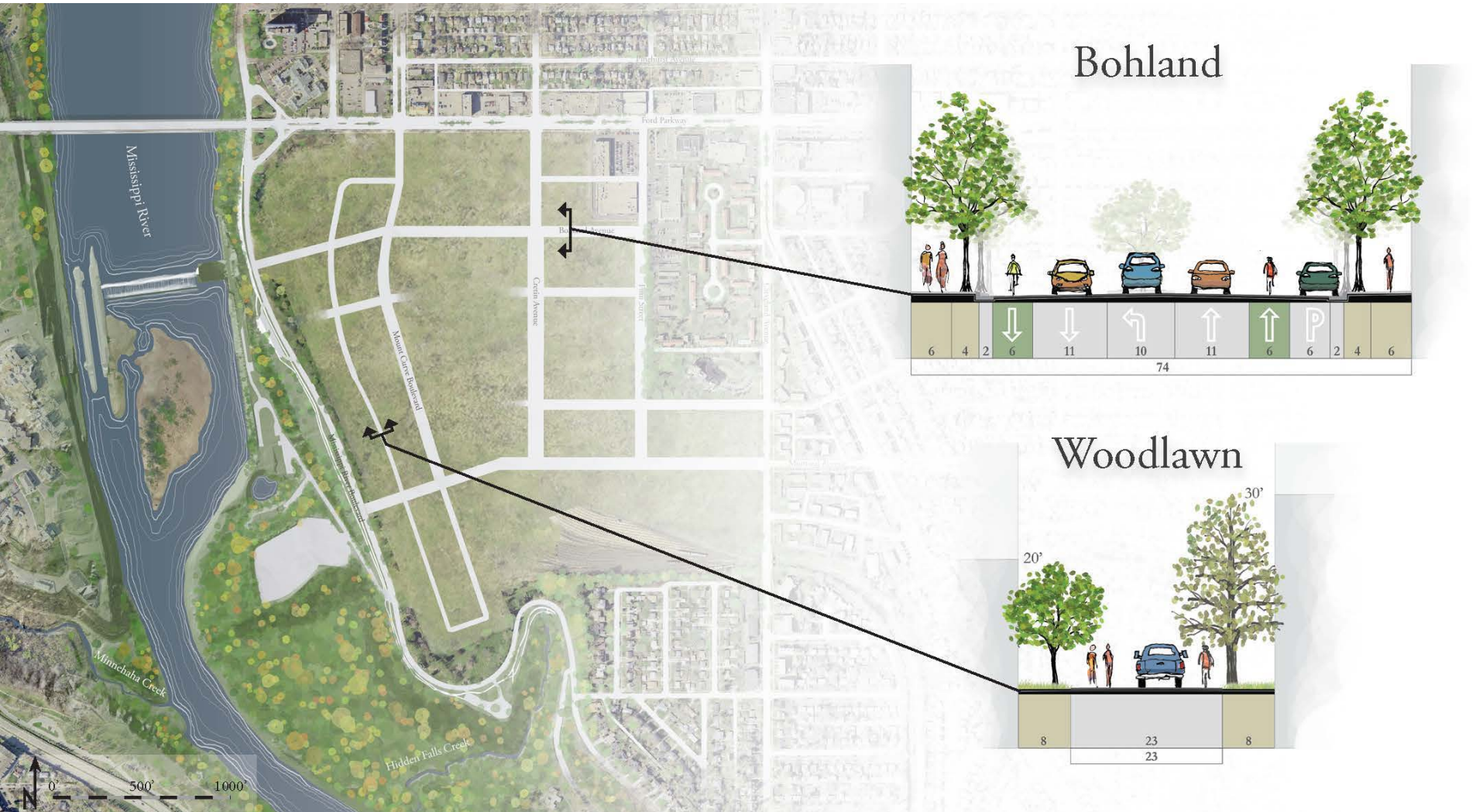


# Primary Streets



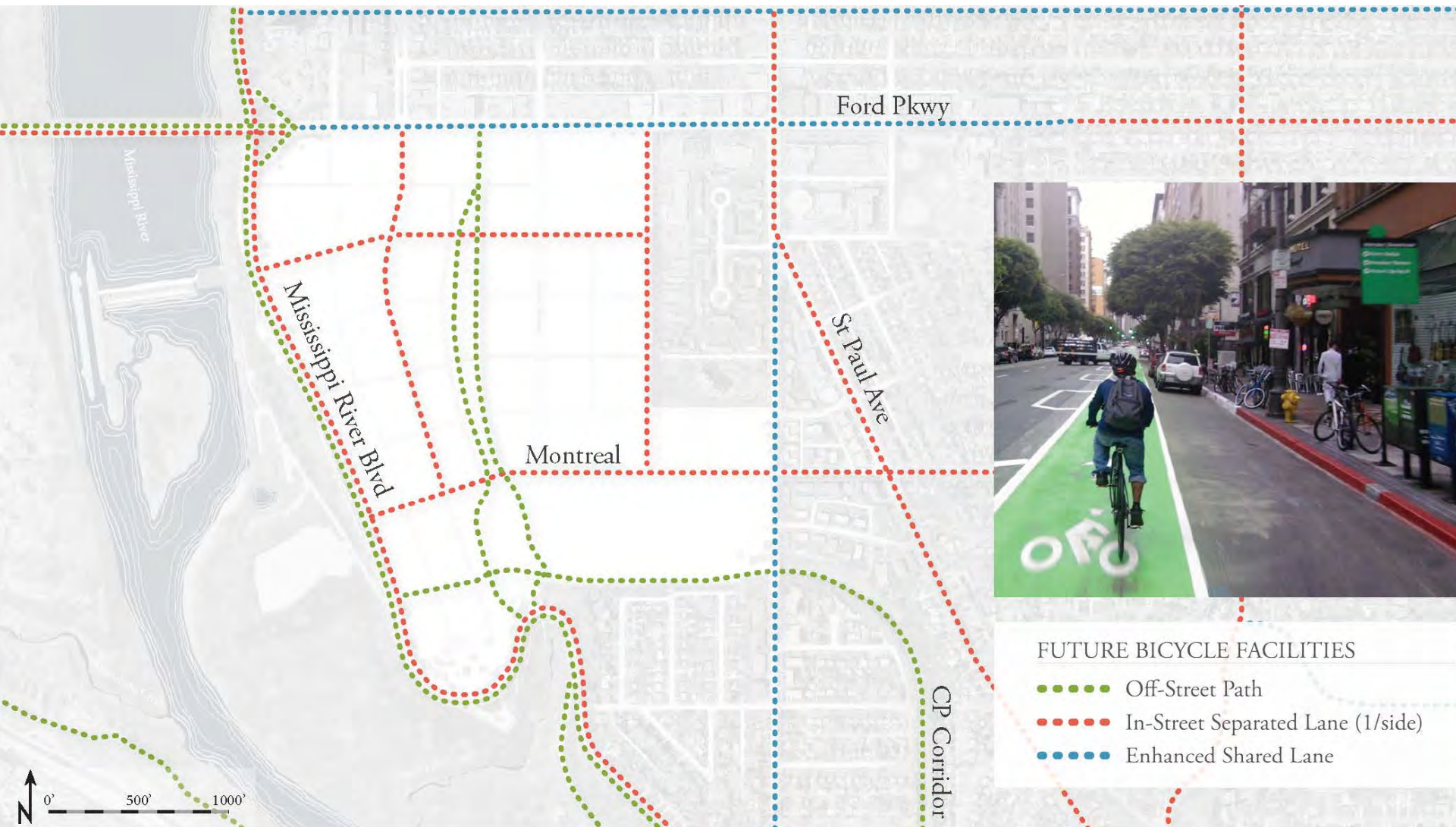


# Secondary Streets





# Walking and Biking Network



# Multimodal Modeling and Design

---

The purpose of this effort is to:

- Develop an understanding of how travel will work to, from, and within the Ford Site.
- Review land use and transportation network designs that maximize the value of, and minimize the negative impacts of, Ford site development.

# Transportation Trends and Principles

## 70% of drivers would rather not drive

if other options effectively met their needs

"I don't live close to transit"

"I need to drop my kids off at school"

"I'll drive to work, no matter what"



"I can't afford to live close to work"

"Using transit would take longer"



# Transportation Trends and Principles

## People will walk

when destinations are close by



% of trips within 1 mile  
made by walking

**60%** **for fun**



**46%** **to school or church**



**40%** **to the store**



**35%** **to work**

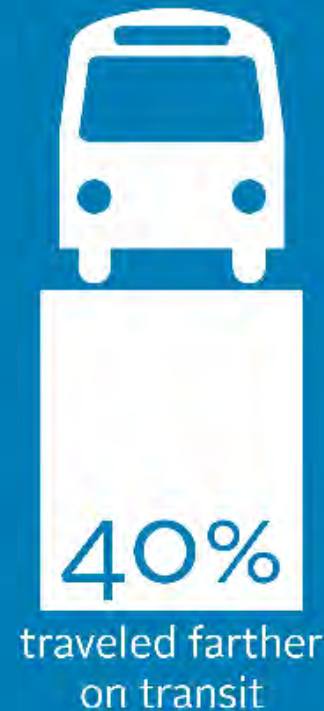


Federal Highway Administration, 2009 National Household Travel Survey

**N NELSON**  
NYGAARD

# Transportation Trends and Principles

Young adults are finding **new ways to get around.**  
From 2001 to 2009, 16 to 34-year-olds:

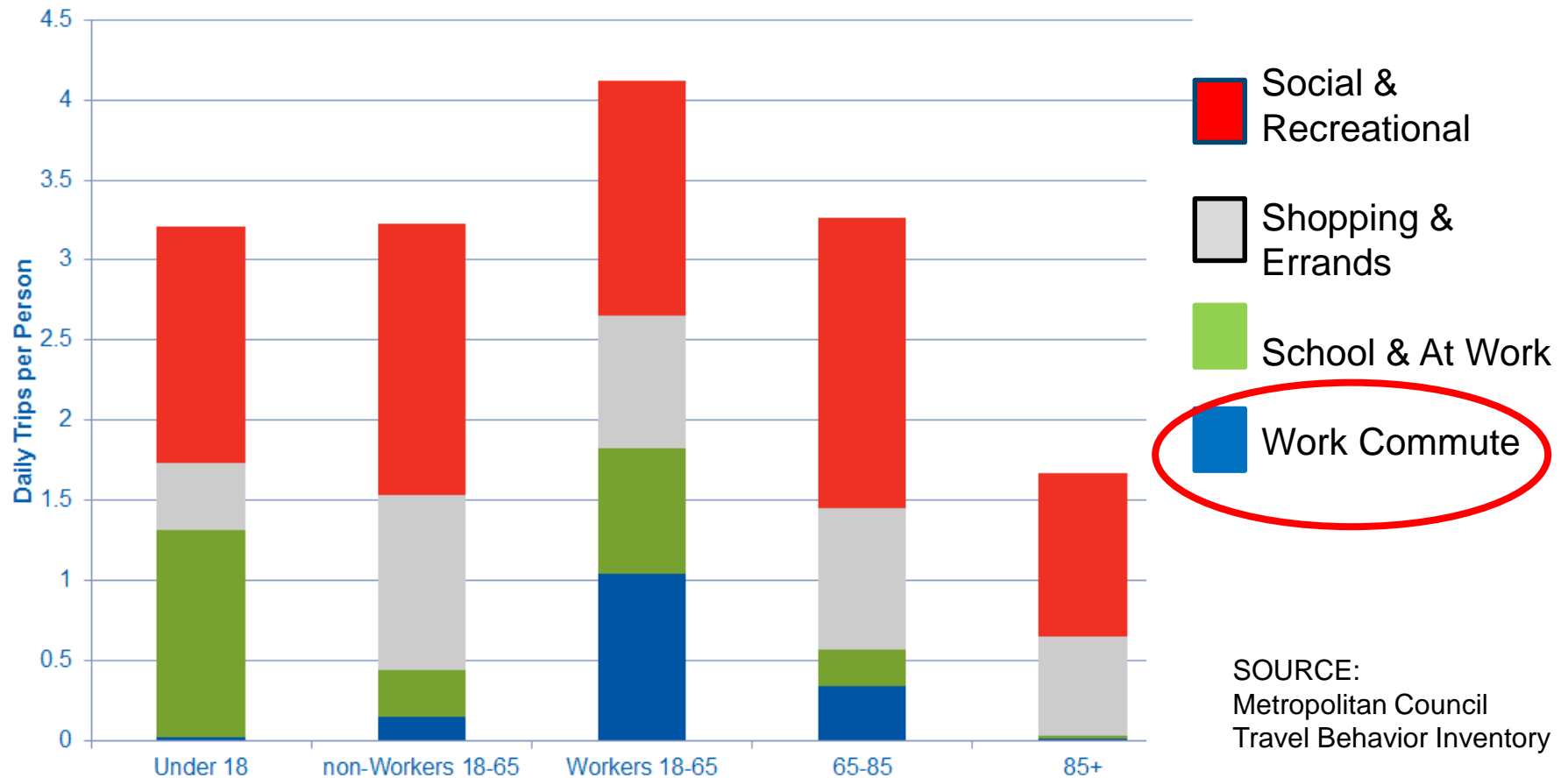


Federal Highway Administration, "National Household Driving Trends," 2001-2009

**N NELSON**  
NYGAARD

# Transportation Trends and Principles

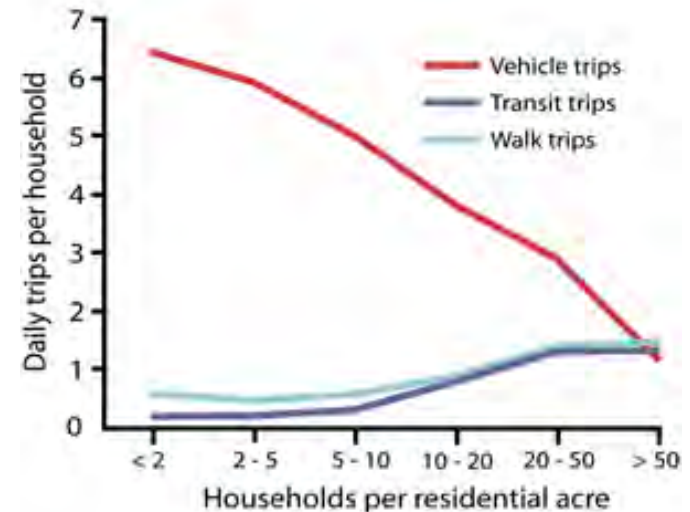
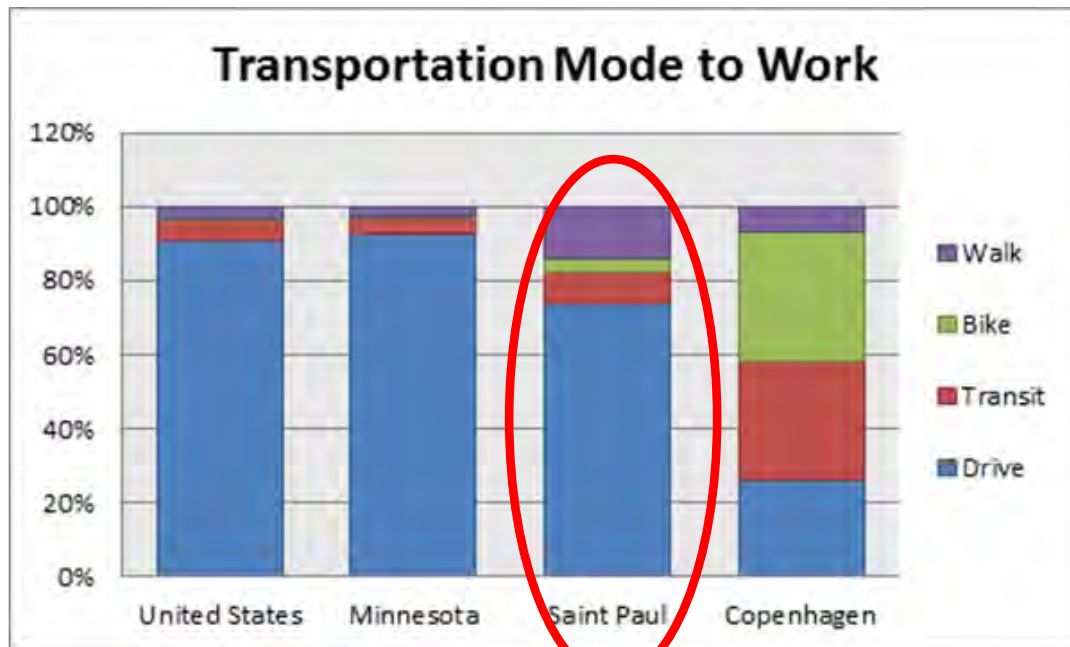
## Travel by Age Group (Regional)



# Transportation Trends and Principles

In the United States\*:

- Public transportation use increased 37% since 1995 and is at the highest rate since 1956
- Bike commuting increased 60% since 2005
- Walking increased 6% since 2005

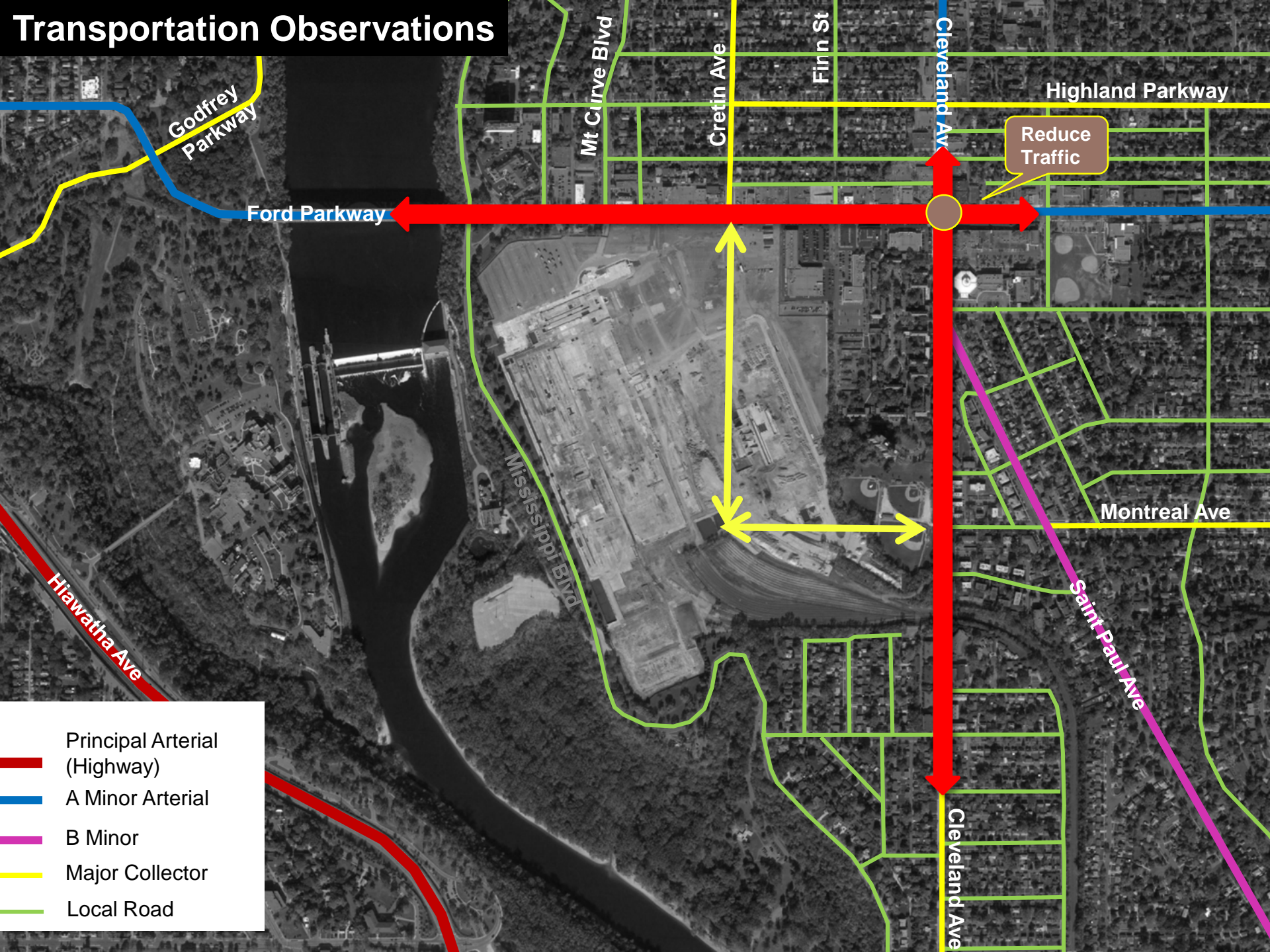


- Miles driven per person in United States decreased 9% since 2005
- Increased density reduces car trips

\* Source: 11 Reasons Why Trains, Buses, Bikes and Walking Move Us Toward a Brighter Future, by Jay Walljasper



# Transportation Observations



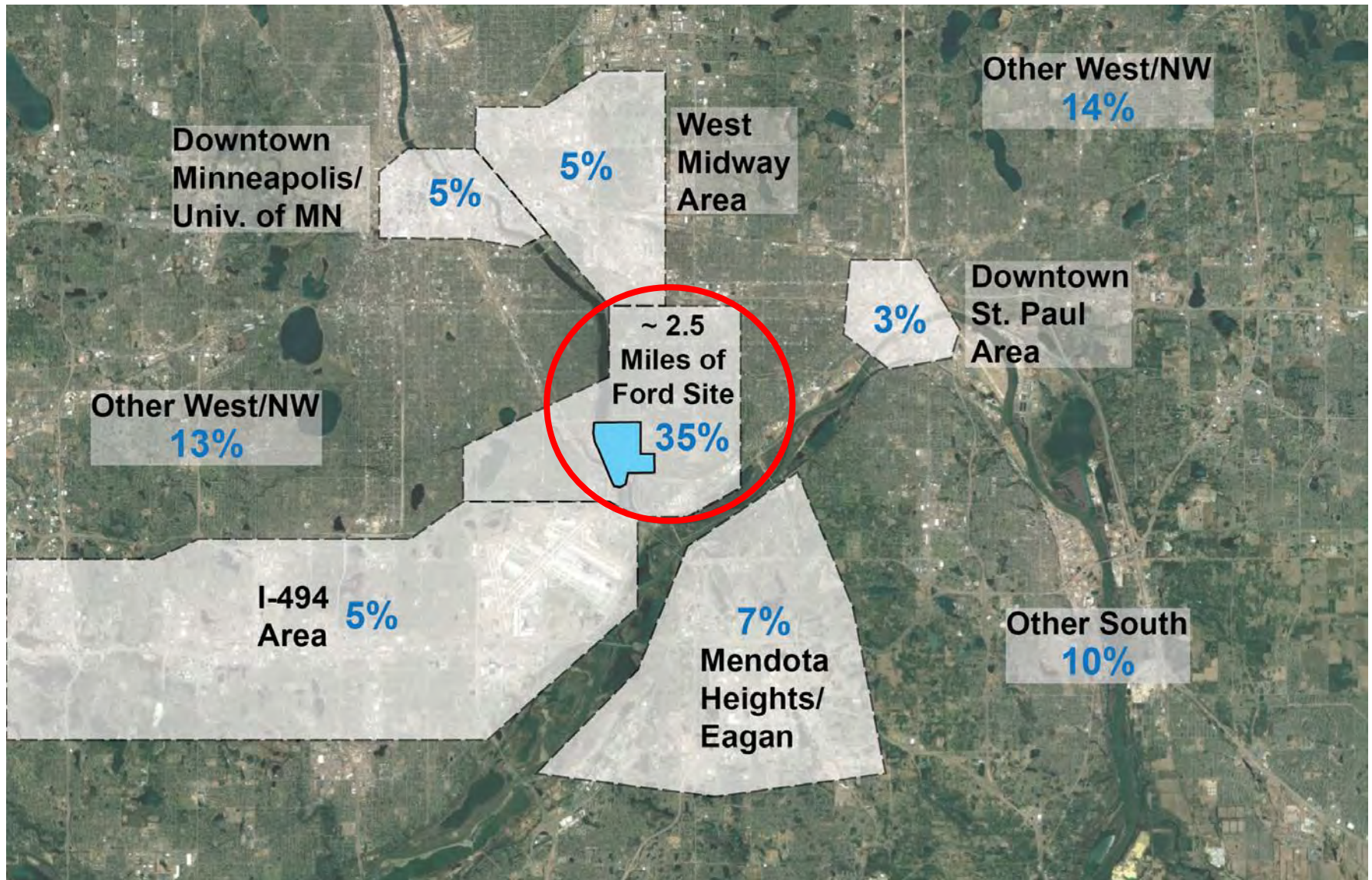


# Transportation Observations



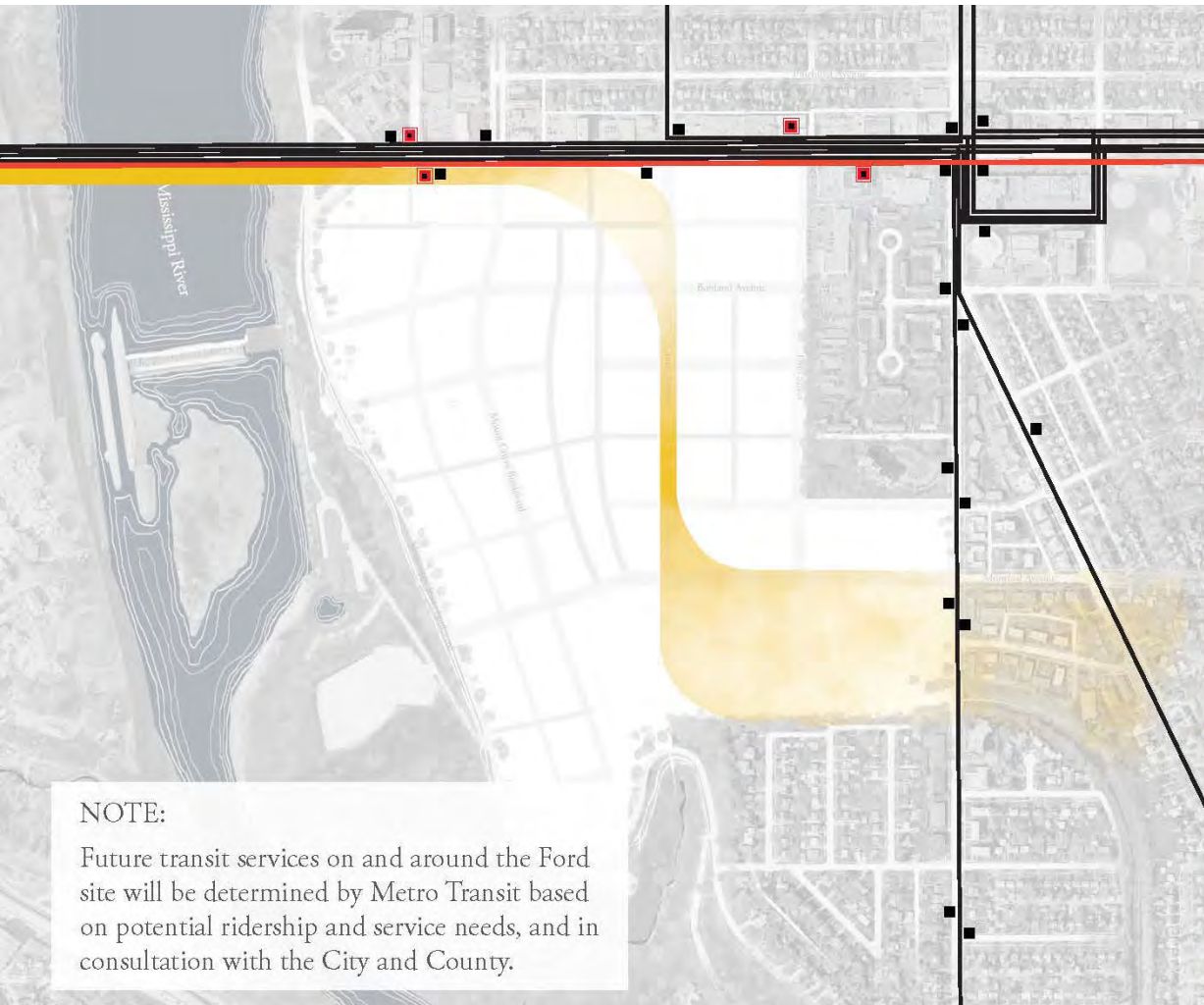


# Transportation Observations - Origins





# Transit Network



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



# Canadian Pacific Rail Spur



# 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



# Performance Evaluation

---

## Goals

- Pedestrian Access
- Minimized Vehicle Travel
- Parking Management

## Targets

- Desired
- Acceptable
- Unacceptable

## Measures

- Physical
- Operational
- Policy-oriented
- Use-based





# 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.

# Performance Targets

---

## ■ Desired



## ■ Acceptable



## ■ Unacceptable





# Performance Measures

---

## Physical

- Street Design Elements
- Spatial Measurement
- Parking Spaces per 1,000 SQFT
- Transit Stop Accessibility
- Roadways with Sidewalks
- Sidewalk Width
- Bicycle Parking Distance
- Pedestrian Crossing Distance

## Policy-Oriented

- Transit Stop Amenities
- Internal Street Speeds
- Shared Parking Percentage
- EV Ownership
- Parking Price
- Bicycle Lockers
- Bicycle Showers

## Use-Based

- Surveys
- Peak Hour Multimodal Traffic
- Mode Share
- Peak Hour Vehicular Traffic
- Trip Lengths

## Operational

- Bus Frequency

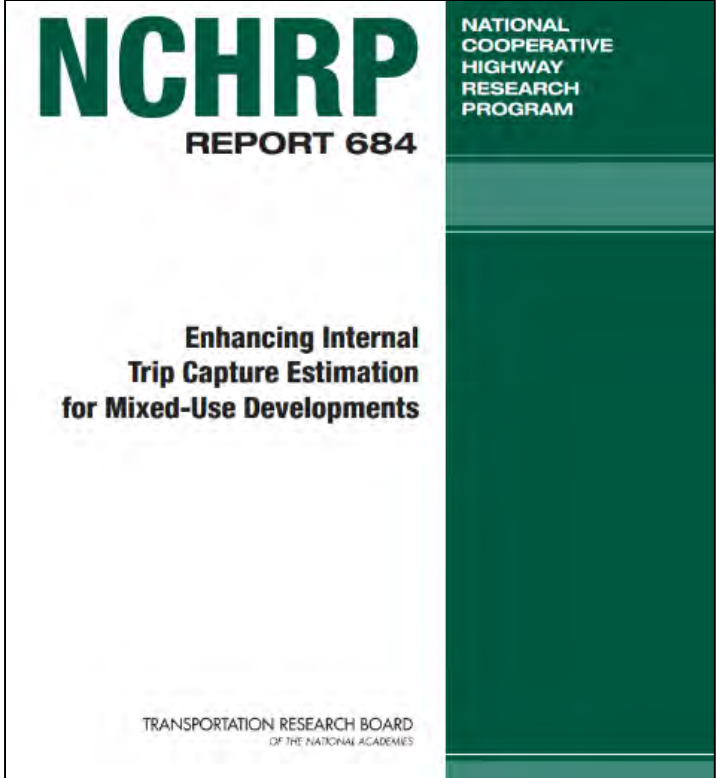
# Other Trip Generation Models

---



**Quantify Mixed-Use Development Trip Generation**

Our *MXD+* tool utilizes research from two major studies to more accurately predict vehicle trip generation from MXDs. These studies identify key relationships between the mode of travel and the built environment.



**NCHRP**  
REPORT 684

NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

**Enhancing Internal Trip Capture Estimation for Mixed-Use Developments**

TRANSPORTATION RESEARCH BOARD  
OF THE NATIONAL ACADEMIES



## TRIP GENERATION



Buildings/ places  
attract activity  
and “person trips”

## TRADITIONAL MODE CHOICE DECISION

TRADITIONAL



PEOPLE DRIVE EVERYWHERE

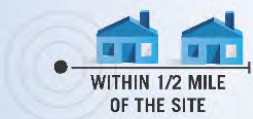
REALITY



Mix of uses  
generates  
internal trips

## REDUCTION FACTORS FOR OTHER TRIPS

**JOBS + HOUSING**



WITHIN 1/2 MILE  
OF THE SITE

**WALKING**



% OF SIDEWALK

**BICYCLE**



SEPARATED BIKE LANE

**OTHER EXAMPLES**

TRANSIT PROGRAM  
LOCAL RETAIL PRESENCE  
GUARANTEED RIDE HOME  
ETC...

## RESULTING TRIPS OUTSIDE FORD SITE



**Multimodal thinking captures the totality of how individuals make transportation choices.**

- A complementary mix of uses produces shorter, more efficient trips.
- People, especially young people, are driving less than ever.
- Connected street networks distribute vehicular trips.
- Shared parking facilities minimize overall parking need.
- A diversity of transportation options minimizes car ownership.
- People are more willing to walk and walk farther in safe, interesting environments.
- Public transportation should be frequent, reliable and, convenient.
- Bicycle facilities designed for casual users attract greater use.

## TRIP GENERATION



Buildings/ places  
attract activity  
and “person trips”

Land Use	Quantity
Civic	150,000 GFA
Employment (Office, etc.)	450,000 GFA
Retail	300,000 GFA
Residential	4,000 Units
Model Steps	Trips Generated*
ITE vehicle trips	38,600
Person trips (1.08 AVO applied)	41,700

*\*Trips Generated figures are rounded to the nearest 100 trips*





## TRIP GENERATION



Buildings/ places  
attract activity  
and “person trips”

## TRADITIONAL MODE CHOICE DECISION

TRADITIONAL



PEOPLE DRIVE EVERYWHERE

REALITY



Mix of uses  
generates  
internal trips

## TRIP GENERATION



Buildings/ places  
attract activity  
and “person trips”

## TRADITIONAL MODE CHOICE DECISION

TRADITIONAL



PEOPLE DRIVE EVERYWHERE

REALITY



Mix of uses  
generates  
internal trips



## TRIP GENERATION



Buildings/ places  
attract activity  
and “person trips”

## TRADITIONAL MODE CHOICE DECISION

TRADITIONAL

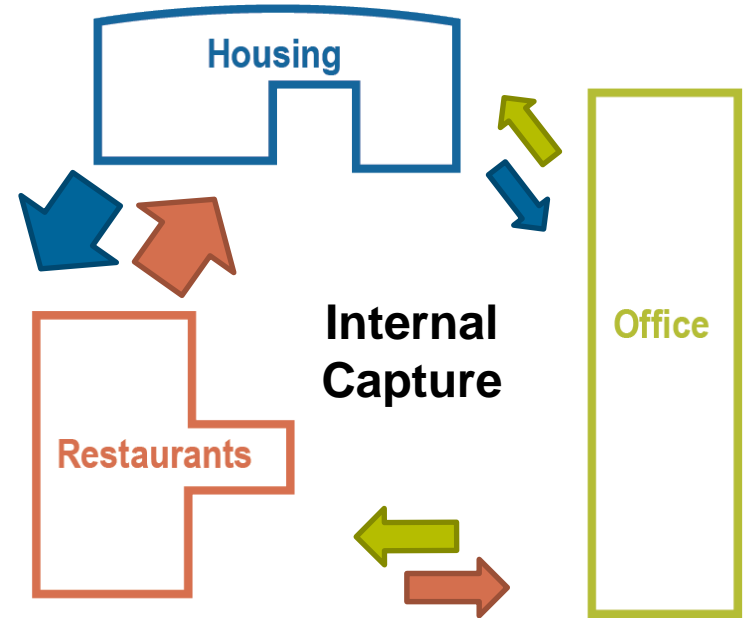


PEOPLE DRIVE EVERYWHERE

REALITY



Mix of uses  
generates  
internal trips

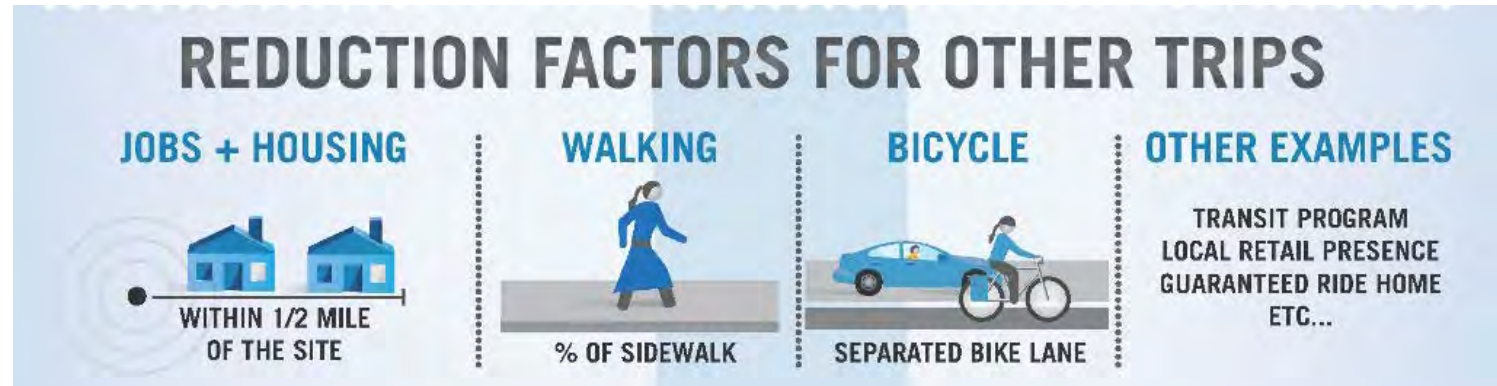


Source: PM Peak Unconstrained Trip Capture Rates, NCHRP Report 684

## Complementary uses:

- Have demand at different times of day to allow for shared parking
- Support quality of life, such as food outlets near offices or grocery stores near housing
- Can absorb trips otherwise made on the external network

# Vehicle Trip Reduction Factors



### Mix of Use Factors

- Jobs & Housing Balance
- Local Serving Retail
- Below Market Rate Housing

### Walking Environment Factors

- Intersection Density
- Sidewalk Completeness
- Block Size

### Bicycle Environment Factors

- Separated Bike Lanes
- Bicycle Parking
- Winter Bike Path Maintenance

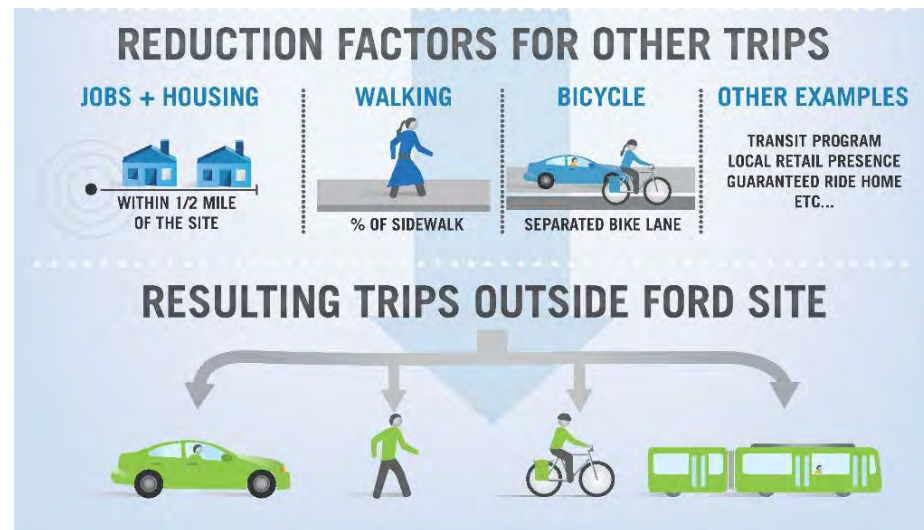
### Other Factors

- Transit Service and Proximity
- Parking Policy
- Transportation Demand Management Programs





# Vehicle Trip Reduction Factors



Vehicle Trip Reduction Factor Group	Basic Scenario	Advanced Scenario
Mix of Uses	5.2%	5.2%
TOD & Transit Services	7.5%	7.5%
Walking Environment	6.6%	7.5%
Bicycle Infrastructure	2.9%	7.4%
Parking Management & TDM	0.0%	22.2%
<b>Total</b>	<b>22.1%</b>	<b>49.8%</b>



# 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

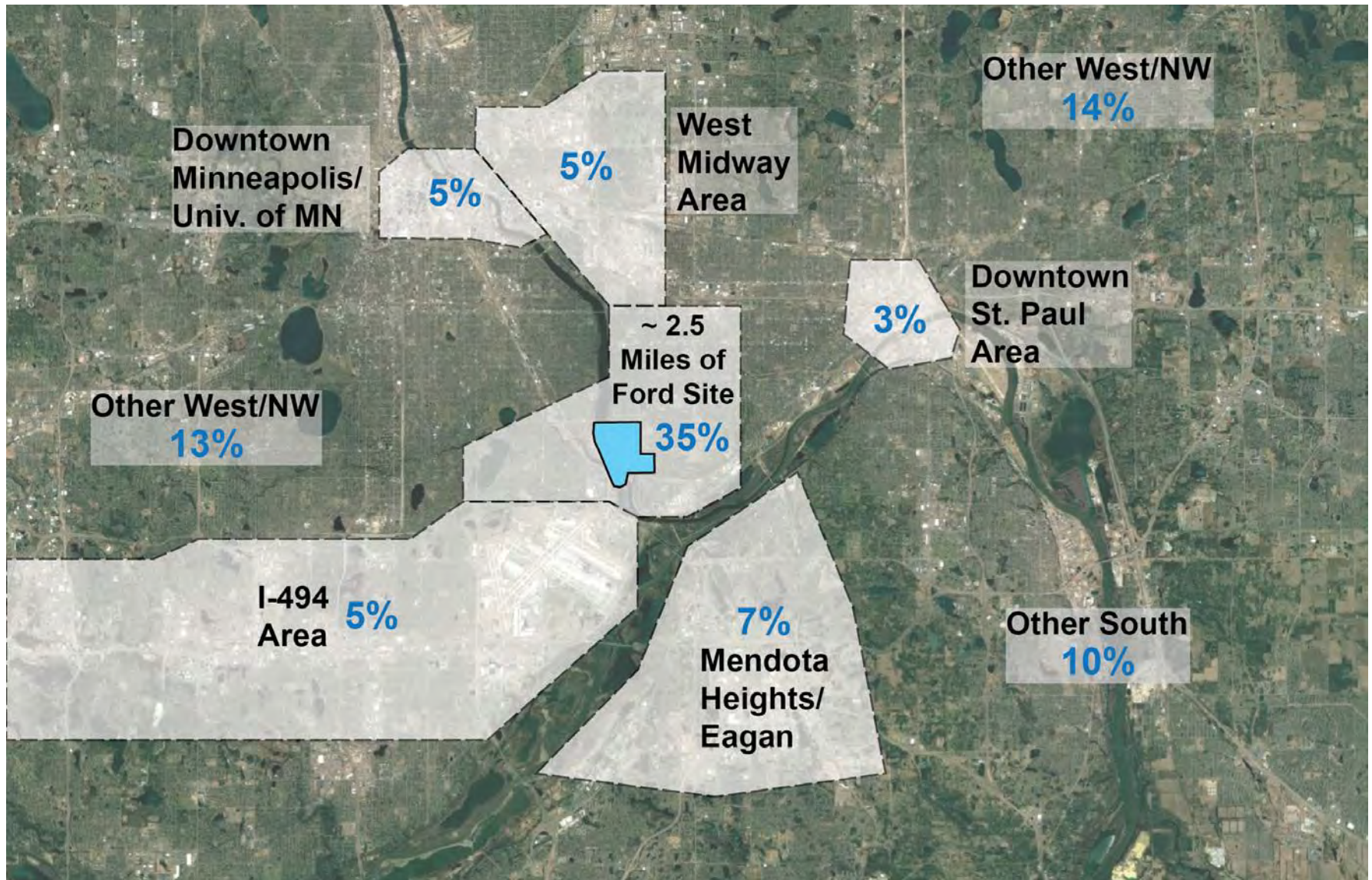


Model	Daily*	AM Peak*	PM Peak*
Ford Model (Basic)	4,060	420	410
Ford Model (Advanced)	7,030	740	710

*\* Numbers are rounded to the nearest 10 trips*



# Where People Will Arrive From And Travel To



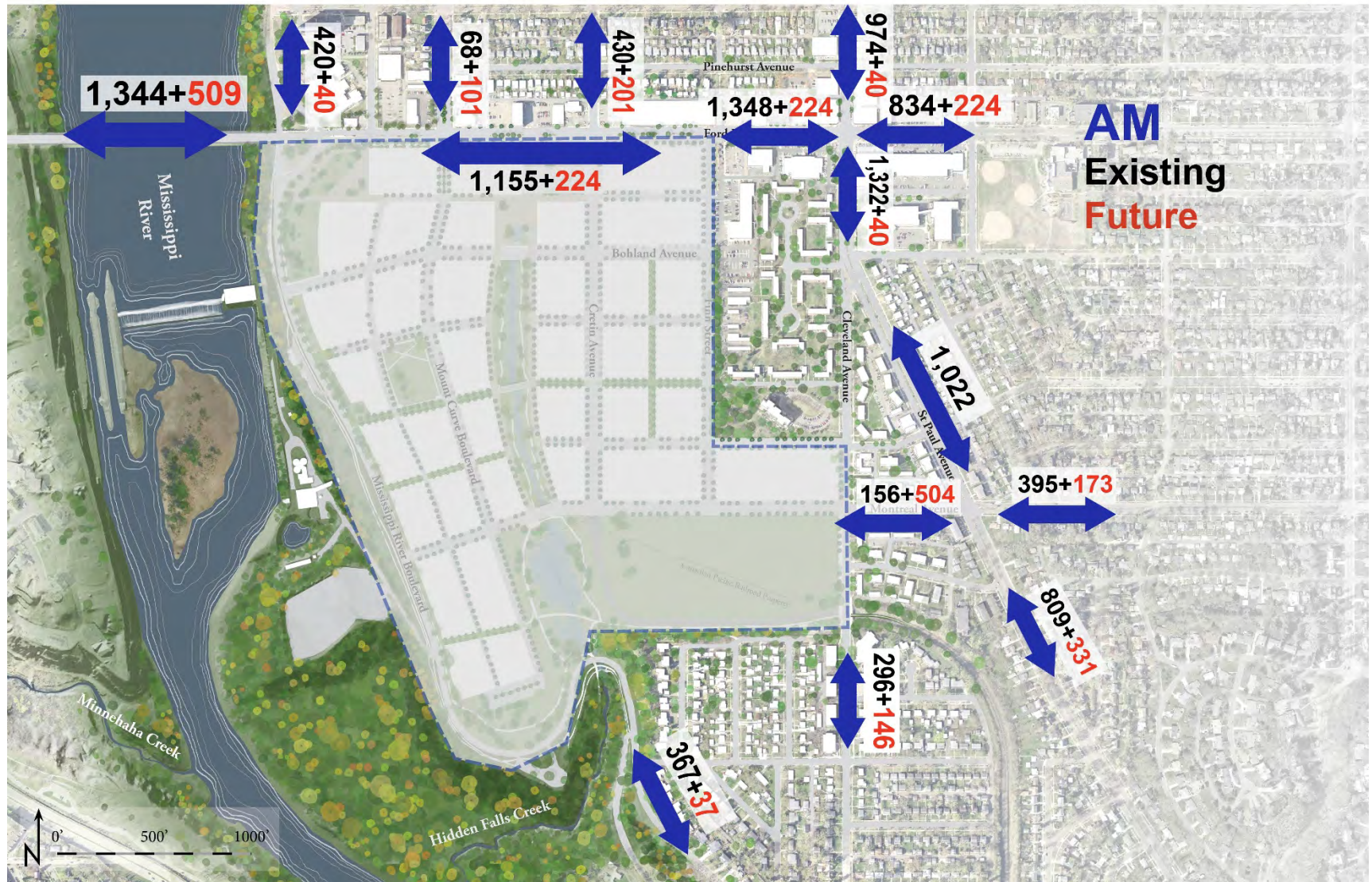


# Trip Distribution



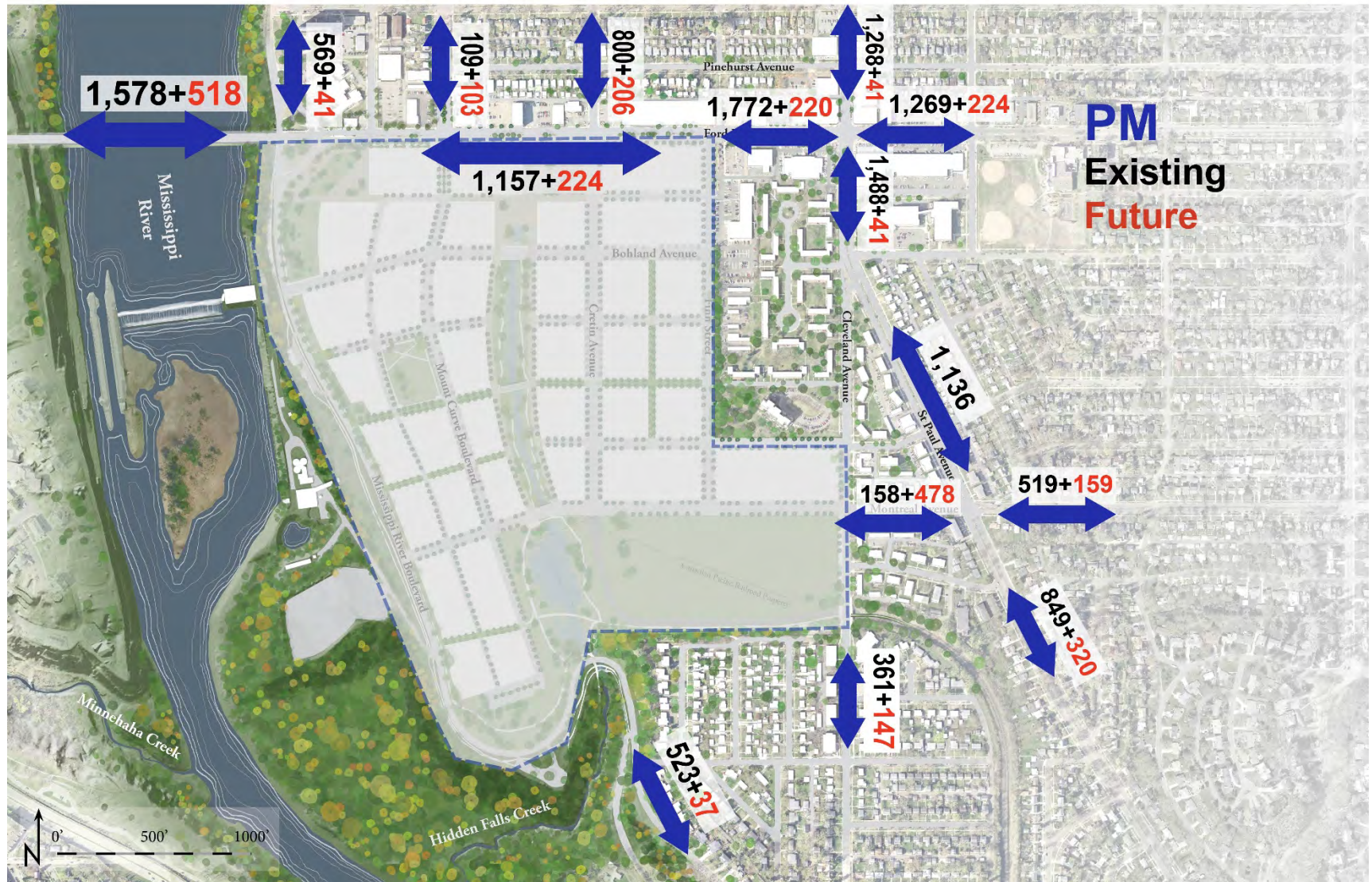


# Vehicular Volumes at AM Peak Hour





# Vehicular Volumes at PM Peak Hour





# Existing Intersection Level of Service





# After-Development Intersection Level of Service





# Existing Intersection Level of Service





# After-Development Intersection Level of Service



# Planned Intersection Improvements

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



# Planned Intersection Improvements

Intersection	Improvements
<b>Ford Parkway/ Mount Curve Boulevard</b>	<ul style="list-style-type: none"> <li>▪ Signalize intersection</li> <li>▪ Provide NB/SB Left-turn lanes</li> <li>▪ Extend WB left-turn lane</li> </ul>
<b>Ford Parkway/ Cretin Avenue</b>	<ul style="list-style-type: none"> <li>▪ Add NB left- and right-turn lanes*</li> <li>▪ Extend WB left-turn lane</li> <li>▪ Remove part of the median</li> <li>▪ EB right-turn lane*</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.

# Planned Intersection Improvements

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





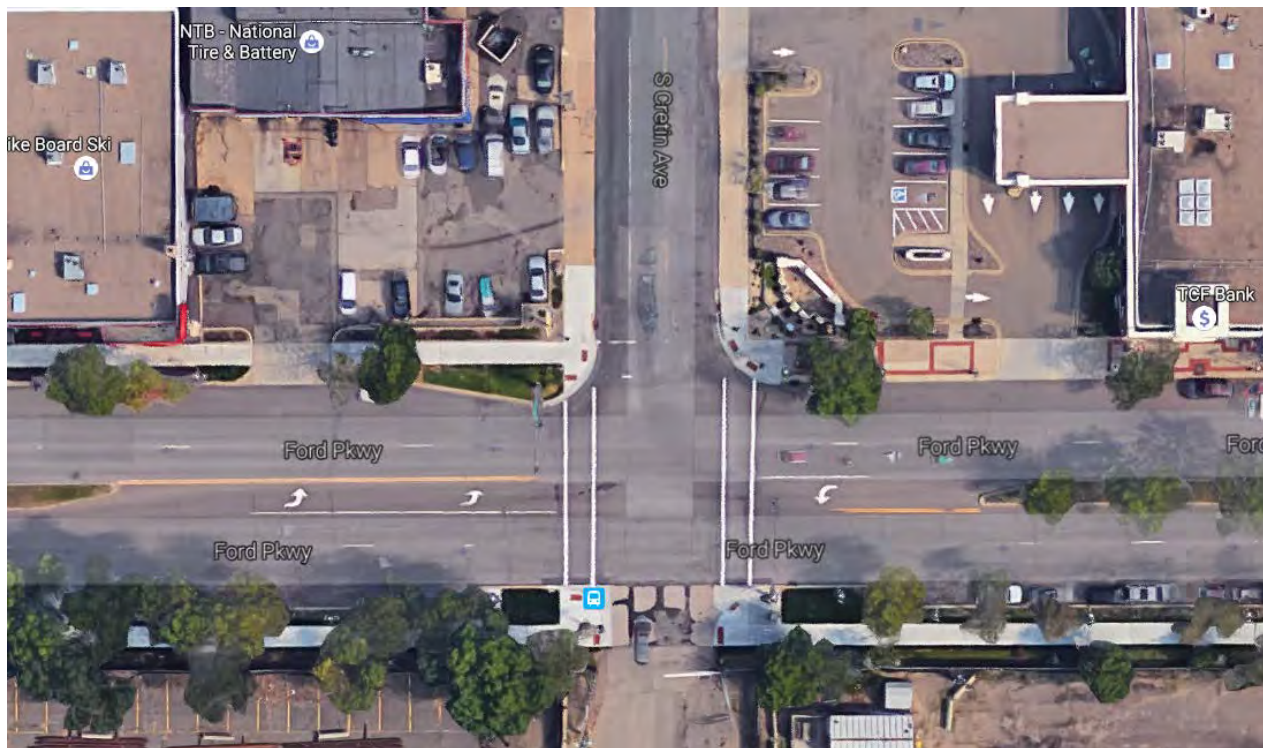
# Planned Intersection Improvements

## Intersection

**Ford Parkway/  
Cretin Avenue**

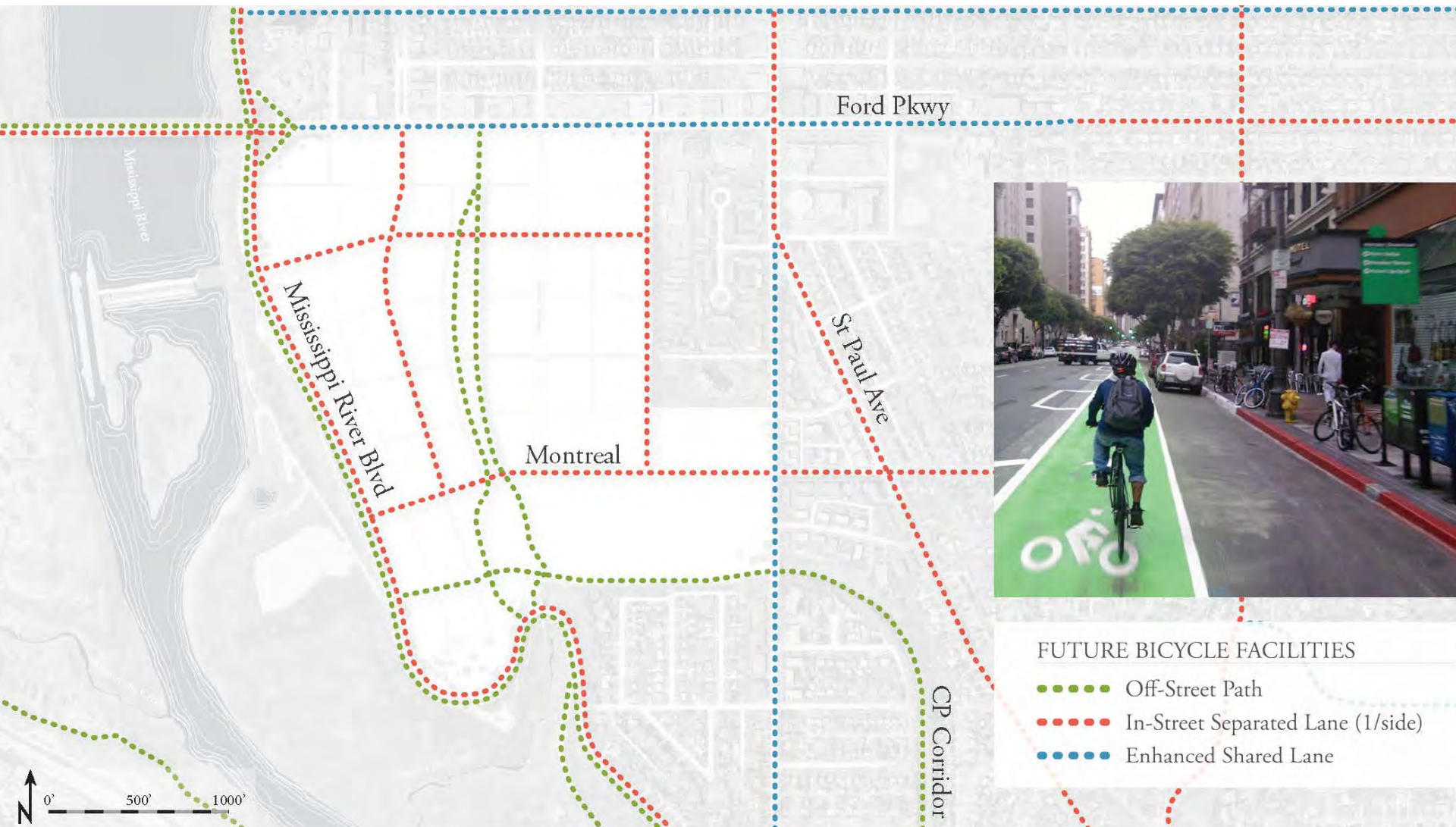
## Improvements

- Add NB left- and **right-turn lanes\***
- Extend WB left-turn lane
- Remove part of the median
- **EB right-turn lane\***



\* May Impact **Pedestrian/Bicycle** Environment. Future Discussion Required. NOVEMBER 2016

# Walking and Biking Network





# Bike/Pedestrian Intersection Level of Service

Intersection	Bicycle Level of Service		Pedestrian Level of Service	
	Existing Configuration	With Recommended Improvements	Existing Configuration	With Recommended Improvements
Ford Parkway/ Mississippi River Boulevard Access Ramps (North and South ramps at Ford Pkwy)	C (55)	C (68)	B (88)	A (98)
Ford Parkway/ Woodlawn Avenue	D (52)	C (58)	C (69)	B (76)
Ford Parkway/Mount Curve Blvd	D (52)	B (75)	C (69)	B (78)
Ford Parkway/Cretin Avenue	D (48)	B (74)	C (68)	B (75)
Ford Parkway/ Finn Avenue	E (30)	C (60)	C (68)	B (81)
Ford Parkway/ Cleveland Avenue	D (49)	C (71)	C (73)	B (83)
Cleveland Avenue/ Saint Paul Avenue	D (50)	C (67)	C (68)	B (79)
Cleveland Avenue/Montreal Avenue	C (55)	B (75)	B (90)	A (94)
Saint Paul Avenue/Montreal Avenue	D (49)	B (79)	C (70)	B (87)
E. 46th Street/46th Avenue S. (Minneapolis)	D (40)	C (60)	C (72)	B (75)
Davern Street/Montreal Avenue	D (53)	B (75)	B (80)	B (89)

# Questions and Answers

---





# Topic Tables

1. Traffic Study – Overview
2. Traffic Study – Method
3. Traffic Study – Traffic Counts and Intersections
4. Traffic Study - Results
5. Corridor Sections
6. Transportation Network
7. Vehicular Network
8. Bike-Ped Network
9. Parking System



## How to engage:

- Circulate among the tables
- Consider the topic at each
- Ask questions or chat with the table facilitator and others at the table
- Provide input, if desired

# Future meetings

---

Ford Zoning, Public Realm  
and Transportation Meeting

Wednesday, November 30

6:30 – 8:00 p.m.

Summit Brewing

Ford Task Force Meetings

Monday, December 5

Monday, December 12

6:30 – 8:30 p.m.

St. Luke Lutheran

1807 Field Ave





# Stay Connected

---



[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



[Facebook.com/cityofsaintpaul](https://facebook.com/cityofsaintpaul)



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



The Most  
Livable City  
in America

# Thank You!



Ralph DeNisco

617-279-0932

[RDeNisco@nelsonnygaard.com](mailto:RDeNisco@nelsonnygaard.com)