

FORD SITE REDEVELOPMENT – TRAFFIC FAQ
(From meetings on January 10 and 24, 2017)
Go to highlanddistrictcouncil.org for minutes and presentations

TRANSPORTATION STUDY

What has been done to date?

Traffic modeling was done 2015/16 to get an idea of what might work on the site and the impact on the community. This was paid for by city. Another more detailed study will be paid for by the developer when they are selected in 2018/19).

Where will the funding come from?

Funding Sources: State Aid, CIB, Assessments, TIF, Private

Study Assumptions

What were the assumptions made in conducting the modeling and study?

The model reflects normal daily traffic and rush hour, not every situation. (Maczko)

Randolph was closed during part of the study period. How was that taken into account for the study?

The study did not use data from when Randolph was closed. (Maczko)

How does the plan reflect future traffic use?

The plan assumes increase of transit use from 8% to 18% on the site. (Maczko/Clapp-Smith)

Was maximum street capacity considered when planning the roadways?

Yes. No streets will exceed lane capacity with the maximum build out of the plan. (Maczko)

Are the vehicle counts interactive? Do they allow for a vehicle leaving via one street and turning onto others?

Yes. (Maczko)

Was the Mt. Curve traffic study benchmarked with data from when the Ford plant was open? With the playfields planned, how does the traffic model plan for game nights?

Traffic forecasts track normal average volume and there would be highs and lows. (Maczko)

Study Findings

What were the findings of this study?

- Mostly shopping and recreational transportation going through Highland.
- Vehicle ownership (10% none, 80% 1-2 vehicles, 10% 3+).

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Assumed for the Ford plant planning:

70% personal vehicle use

18% public transportation

12% pedestrian

- Reviewed trip distribution (directions traffic will be coming into Highland).
- Est 24,300 vehicle trips a day with new site (basic plan), 17,000 trips (advanced plan).
- Ford & Cleveland will not see a high percent increase in trips because traffic will be diverted to additional options through the Ford site that don't exist today.
- Mt Curve +33 new trips per hour by 2025, MRB +14 new trips by 2025.
- Reviewed LOS at each intersection. (Mt. Curve would change from A to B after development, MRB would stay the same)
- Highland Pkwy & Scheffer traffic would be similar to expectations for Mt. Curve by 2025. MRB is not expected to change.

Possible Solutions

- Potential solutions to deal with increased traffic for Mt. Curve:
 - o Signalize intersection
 - o Provide NB/SB left-turn lanes
 - o Extend WB left-turn lane
- Traffic calming for Mt. Curve/Ford Parkway intersection:
 - o Diverters
 - o Bump Outs
 - o Traffic Circles (not roundabouts)

DEVELOPER'S STUDY

Would the City be willing to head up the developer's traffic study?

It hasn't been suggested before, but may be willing to. (Maczko)

When would the road infrastructure development start?

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INFRASTRUCTURE DEVELOPMENT

When would road infrastructure start?

Montreal and Cretin will be first then other streets will go in as needed based on the development. (Clapp-Smith)

IMPACT ON NEIGHBORHOOD

What happens to traffic when it dead-ends?

It would distribute around the neighborhood. About 35% of the traffic stays around here. (Maczko)

Ford Parkway

Has there been any consideration to opening Finn at Ford Parkway?

It would be difficult. The right of way was changed to a walking path around 20 years ago. Easement rights were changed more recently. Even if it could be done Finn has a lot of retail pressure on it and it might not be good for the neighborhood.

Montreal

What is the capacity of Montreal?

It has a lot more capacity (further discussion planned for next meeting). (Maczko)

Is it possible to have more access points to other streets beside Montreal?

There is Montreal and one additional small street, but due to original grid connections they are limited to the east. To the south, there are topographic reasons to not connect. (Clapp-Smith)

Will there be bus traffic on Montreal?

Transit is done by Met Transit, Met Transit is going to focus on existing routes. (Maczko)

Mount Curve

Are bike lanes planned for the existing section of Mt. Curve? Will Mt Curve lose parking capabilities or permit parking be put in place? Where will truck traffic flow and where is it planned (will it impact Mt. Curve)?

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Truck routes remain the same. Bike lanes are not currently planned but could be added for traffic calming. (Maczko)

Has the city thought about creating sections of the city that will not get any increase to traffic to maintain quiet calm neighborhoods? Can Mt. Curve not connect to the Ford Site?

Traffic needs to go somewhere. If Mt. Curve reaches peak projected daily traffic, it would be similar to Edgcombe between Snelling and Davern. (Maczko)

If Mt. Curve doesn't connect then the same trips would move to other streets. (Maczko)

Cretin

Can we get information on alternative routes to 94 (other than Cretin) including Fairview?

There are likely to be no new entrances to Interstate 94. (Maczko)

How can we make Cretin a safer street? There are lots of crashes at the intersection of Cretin and Highland Parkway. Can we get some traffic calming?

City will look at the Cretin and Highland Parkway intersection. (Maczko)

Why hasn't there been an option to connect rail to site (going down by the CP Rail Spur)?

This Idea was talked about, but thought existing roads would spread out trips a little bit. City is going to look at a study to see if it can be a bike/ped tour / possible transit there. (Clapp-Smith)

How can we keep truck traffic off streets that are not designated as truck routes?

Trucks are allowed to be on non-truck routes within 1 mile of their destination.

It appears that there will be too much traffic on Cretin. How did you come up with the capacity projections?

Capacity idea is based Iowa study. (Clapp-Smith)

This is a worst case scenario, and there will be more traffic. However, it is believed that the capacity can handle it. (Maczko)

SITE DEVELOPMENT/DENSITY

What was the rationale for the 4,000 estimated housing units?

It's the maximum build out based on what's feasible. Putting in infrastructure such as parks, streets, etc requires a certain amount of value. It's a balance. (Clapp-Smith)

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Can we put pressure on Ford to take more of the financial burden to help reduce the need for a more densely developed area?

No, Ford was previously taxed at a higher rate and won a court judgment to lower the taxable value of their property plus tax refunds of \$4 million.

Have we thought of traffic calming in terms of lower density? Can we zone based on the level of traffic the community desires?

Whatever people want on the site, it's going to add traffic. We need to have something on the site to cover cost of infrastructure. We need to plan for traffic in any case. (Maczko)

A lot of people are looking for this type of living, so there is demand. There will be an addition of vehicles. 80 years ago people would have opposed our neighborhoods. (Clapp-Smith)

COMMENTS

Mount Curve/Randolph – would traffic calming at this intersection help? Committee agreed that the intersection is unnecessarily large and promotes speeding. Possible solution: reduce amount of payment including a triangle plaza.

Traffic calming south of Ford site needed.

There is concern about increased traffic on MRB resulting from a bottleneck at Cretin and Summit during rush hour.

Concern about MRB losing its character as a parkway with connection at Boland.

We need a safe pedestrian crossing at Ford and Cretin and Mount Curve.

There will be additional traffic into and through Highland Park from other areas of the city.