



BACKGROUND



FORD SITE TRANSPORTATION 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.



• People are walking 6% more than in 2005

Main pedestrian thoroughfare corridors that include shops/restaurants. Include outdoor dining and plantings/gardens. Think of Seaside in Madison.

YES to Outdoor Dining
Think: Sea Salt
(yes)

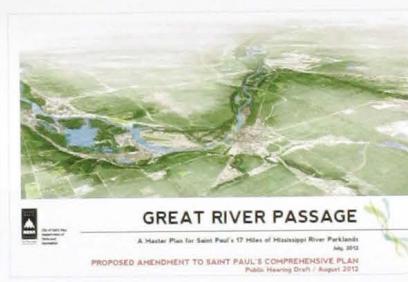
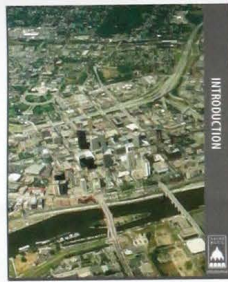
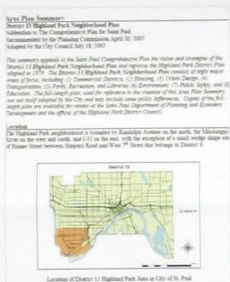
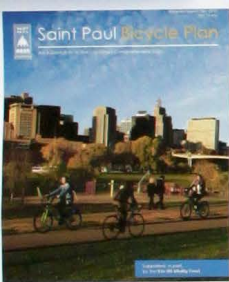


• Bike commuting increased 60% since 2005

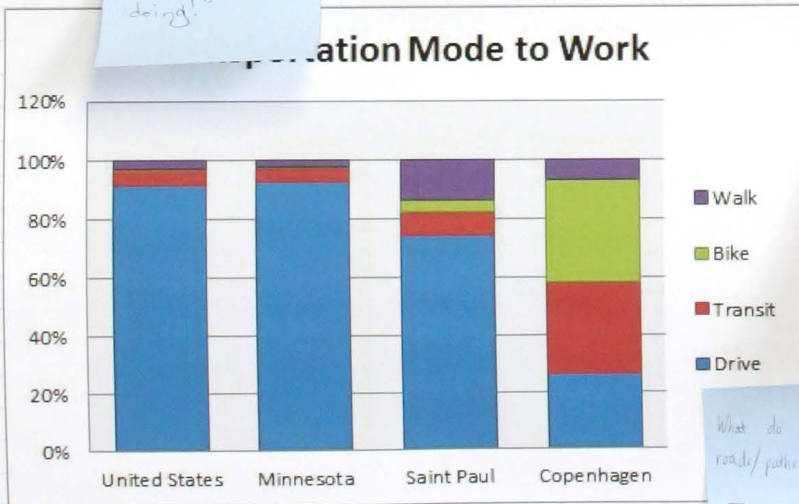


• Public transportation use increased 37% since 1995 and is at the highest rate since 1956

DOCUMENTS THAT INFORM OUR WORK



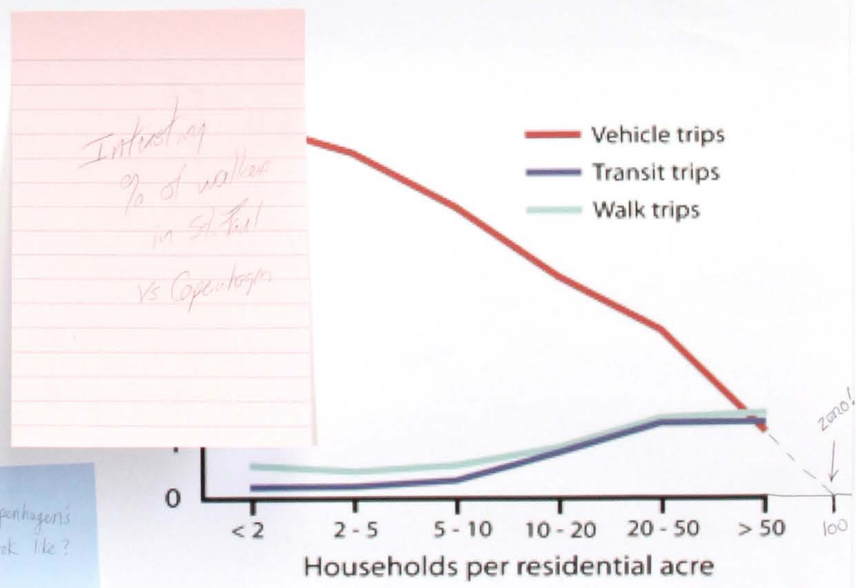
TRENDS IN TRANSPORTATION MODE



Sidewalks wide enough for sidewalk cafes. And, whatever Copenhagen is doing!

Instead of % of walk in street vs Copenhagen

What do Copenhagen's roads/paths look like?



Connectivity is critical between modes within the site and to transit to other parts of the city.

Seamless integration w/ regional LRT Complete "Transit triangle" - Blue, Green + Riverview

Car traffic
parking
no lines w/ housing
no parking sites trees only
paths
- - - car traffic



BACKGROUND



FORD SITE TRANSPORTATION 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.



• People are walking 6% more than in 2005



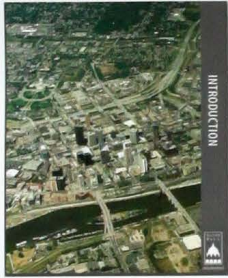
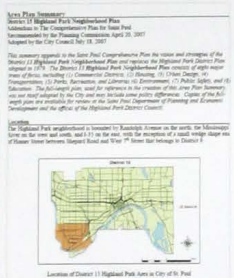
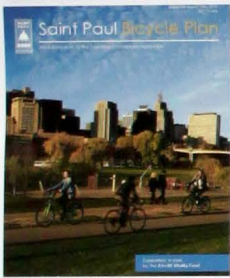
• Bike commuting increased 60% since 2005



• Public transportation use increased 37% since 1995 and is at the highest rate since 1956

Please make low speed limits & separated bike lanes a priority!
+1!

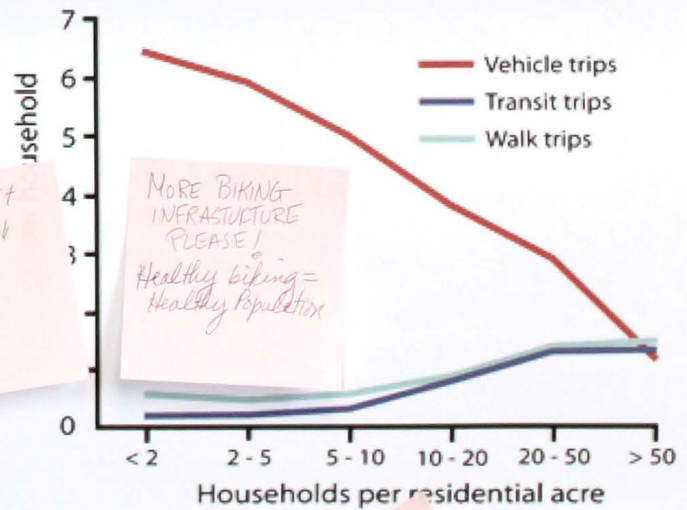
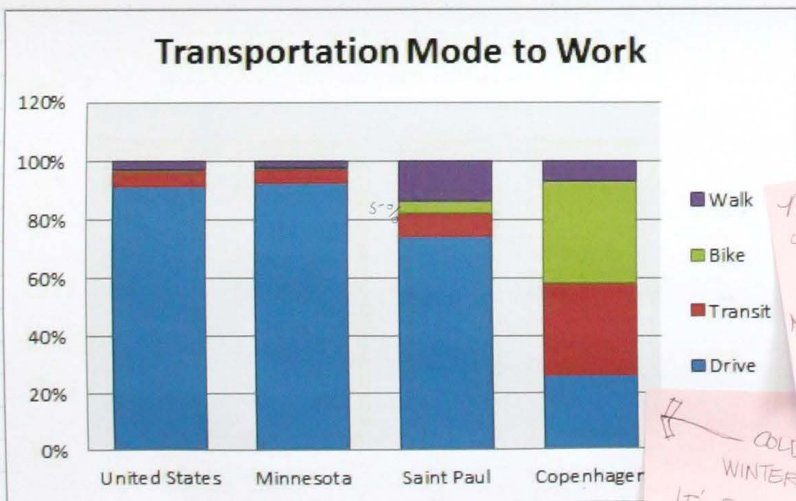
DOCUMENTS THAT INFORM OUR WORK



Need to consider the current demographics (age, income, etc.)
When projecting bike use - Townhouses will bring empty nesters (older) who are unlikely to bike/walk to Lund's, etc.

Also: need to consider the seasonality of all of this -

TRENDS IN TRANSPORTATION MODE



more transit options with increase in this #

MORE BIKING INFRASTRUCTURE PLEASE!
Healthy biking = Healthy Population

COLD WINTERS IT'S POSSIBLE

Key project principle: fewer cars +1

What period of time is reflected here?

More bike and ped infrastructure. Connect trails to transit

Move bike lanes & bike parking

Interconnected systems not built for all types of people - work, school, errands, etc.

Long parking is a bad idea because I can park on my own street and walk to work.

Look @ demographics of who would enjoy the type of housing - single-family (people who walk) & multi-unit (people who don't).

Do not continue to build more of the Ford plant. Move it and there's a chance about it turning into the main street to get rid from the Ford site.



PEDESTRIAN ENVIRONMENT

FORD SITE
A 21st Century Community

ELEMENTS THAT IMPACT THE PEDESTRIAN ENVIRONMENT

Street lighting



Landscaping



Urban Design



Sidewalk Activities



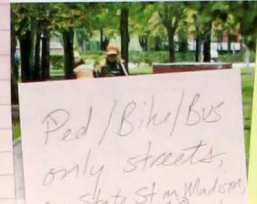
Traffic calming



Wayfinding



Maintenance & Cleanliness



What do you suggest for building a strong pedestrian environment and in Highland Village?

Streets should have a lot of traffic-calming devices; allow pedestrians to linger

regular maintenance and prompt repairs into Budget priorities for long term - public/private subcommittee ultimately

Ped/Bike/Bus only streets, e.g. State St in Madison, various High Streets in London, grand blocks of Europe

lights & structures, coffee shops, shops in ground, green spaces, cafes - sidewalks

Street lighting + landscaping are priorities

Lighting is very important for late-night bike commuting! Thanks!

Need to connect existing Village + Ford site w/ contiguous development between the areas. Should be seamless.

More decorative benches, signs, trash/recycle/compost bins, Public Art!

Signage - telephones, evaluate @ feature on basis of safety, benches, lighting on paths, waste barrels, green spaces, no pavers

Wide sidewalks separate bike/walk paths

Separate pedestrians from cyclists

Address concern of walkers about potential crime

sidewalk activities (Bourne markets, craft fairs, local produce) and green spaces would encourage me to walk more.

Lighting - Landscaping - maintenance high -

Large sidewalks and nice planting ideas - people want to wander and enjoy a day at the site in the Village - it will become a destination. Include water feature (for those last) and concert space (for Monahala Falls Park) as well as patio/sidewalk cafes for Sea Salt, also at Monahala Falls. Paths can also attract in winter as cross-country ski trails (perhaps a metal barrier on the site? or at least ski racks)

What would encourage you to walk more to destinations (instead of driving)?

Something worth walking to!

→ Pedestrian-scale development -

Sidewalks away from CARS & Bikes For Safety & Puret Rost stops w/ benches

longer signals for ped crossing, walkways up in destination, e.g. Lund's shopping area

Sidewalk separate from BIKES

Clean sidewalks be paved paths in winter

Distance markers

Safe lighting

Safe crossing areas

Safe route (off street) parallel to Ford Pkwy.

Human (walking) scale STREETS WITH LOTS OF ACTIVITY. DON'T PUT TOO MUCH PARKING LOTS IN FRONT OF BUSINESSES

Better pedestrian access to LUND's other than walking/biking across their busy parking lot

Encourage paths to walk areas with less traffic some extra & chance of getting an accident.

Distance - Encourage active, small, local business throughout + discourage chains.

Distance - Distance - Distance... It is all tied to the length of trip. Make trips shorter by putting services & housing closer together.

long walking streets

Separated from bike paths

Problem - how to carry pedestrian zone next door for cafes & coffee shops

gardens/plantings along streets, planted median along roadway to make crossing easier and roads more beautiful (eg Summit Ave). Mixed use development (houses, commercial along) roads, would encourage me to walk to work

"Above standard" sidewalks and boulevards, such a decorative paving and planters, costs more money to install and maintain for the city and adjacent property owners. Is this extra expense worth it?

No pavers - slipping + deteriorate in this climate No

Yes to bird trees - shade + beauty.

In general along MKB / Shepard Rd the lack of port-a-potties keeps me from straying too far.

good idea - but I suggest some permanent public restroom buildings at key locations. Have some charcoal - but keep it simple and safe.

No - Pavers + other decorative tend to deteriorate faster + cause hazards

Yes!

Permeable pavers strategies placed for stormwater management + safety walking / less ice in winter

The decorative stops in pavers in MKB / Shepard were not worth the money in my mind...

No - we have trees + the sky to look at.

We need to assess pedestrian safety in light of increased bicycle traffic - separate areas

pavers - no, landscape/natural beauty plus lighting w/ charm = yes

Yes, but keep it simple. trees along boulevards make roads beautiful and pavers + plantings

No difference of height between sidewalks and streets for winter to drain by year a clean sidewalk

Planters - yes but mostly trees + larger green spaces, pavers with a storm water management strategy

Yes - Not worth it for just decorative. Make infrastructure provide services (e.g. rain gardens, urban trees, etc)

Plan car-less residential streets by keeping vehicles on the alleys - but people dominate the streets!

The other comments about fake pavers are right in. But real pavers are lovely and definitely add value and are beautiful.

Some of the stuff people are reacting to is usually not very well done, but don't reject pavers all - some communities are in that town.

While nice, I would prefer better lighting throughout Highland Park (not just the village) over decorative paving stones.

pedestrian only areas with storefronts + cafes parking in back or out entrance to site



PEDESTRIAN ENVIRONMENT

FORD SITE
A 21st Century Community

ELEMENTS THAT IMPACT THE PEDESTRIAN ENVIRONMENT

Street lighting



Landscaping



Urban Design



Sidewalk Activities



Traffic calming



Wayfinding



Maintenance & Clean



Maximize the # of stop blocks per block for commercial neighborhood.

Like 50th + France
RE... SIDE WITH OUTDOOR TATTOO
MAKE THE EXTENSIONS PORTABLE - OUT IN SUMMER - STORAGE IN WING

All these

What do you suggest for building a strong pedestrian environment on the Ford site and in Highland Village?

Safe. Effective wayfinding. Demonstrate an understanding that peds should take precedence.
Short blocks! supportive land use - no PetSmart/Lunds models w/ parking lots in front to traverse - these existing uses are hostile
narrow streets, bulb outs to shorten crossings
safe crossings involving TO the Ford site from rest of neighborhood - make Ford Plung safer to cross
keep the excellent sidewalk snow clearance Ford has been providing!
UNDERGROUND PARKING GARAGES.

Road dets
Say NO to streets
Less lanes
Buildings MUST be flush w/ sidewalk

Winding roads that invite wandering instead of grid streets -
Corny but romantic to walk thru on snowy nights = sunny days -

TREES!!

plants + trees are good slow for dog cars do And get them to on the sidewalk better than the rest of Highland Village

BETTER STREET LIGHTING / FOCUS ON SIDEWALK
PEDESTRIAN LEAD SIGNALING

commercial area could be shall - not one separated parking lot - connect a new commercial area build shopping ca.

Love wayfinding signs!

Traffic Calming
creating an urban village environment

What would encourage you to walk more to local destinations (lead or driving)?

Sidewalks w/ lighting, agree. Safe routes. few cars crossing paths
* safe crossings - Ford plung by river can be a sea of traffic + difficult to cross
Slower speed limit.

especially to outdoor cafes with lovely vegetation + trees too

A more direct north/south route through the Ford site

Some shared streets ala new projects in Europe

High visibility crosswalks, signals with plenty of time for ped. crossing - Stop lines turn on red.

Plazas with tables and chairs - similar to Bryant Park in NYC

Beautiful landscaping
Kathy @ All Plaza Consulting, WBE
kathy@apcwbe.com
Diverse places to walk to!

Street scope w/ local shops, restaurants scattered throughout

beautiful landscapes
More crosswalks
Quiet streets - slower traffic speeds

Walkways w/ nice landscaping

Safety first, Separate from bikes - too quiet, too fast Bikes do not yield to pedestrians.

Standard design for sidewalks and planters, costs more money to install for the city and adjacent property owners. Is this extra expense worth it?

No! Focus on safety
Good street lighting -
Landscaping
Safety issues big concern w/ high density

Pedestrian mainstreet w/ restaurants & shops fronting. Patio space to create a sense of community space for locals & destination duty for surrounding areas

NEED Off-Grid Sidewalks - Meandering Paths, Not All parallel

In addition to expense, need to be sure sidewalks are accessible + easy to navigate for people in wheelchairs

Need to have - can wait for future -

ADD TRAFFIC LIGHTS WEST OF CRETIN ON FORD PARKWAY TO FACILITATE PEDESTRIAN (+ BIKE) CROSSINGS OF FORD PARKWAY (OR MT. CURVE + OTHER STREETS)



BICYCLE ENVIRONMENT

FORD SITE
A 21st Century Community

ASSUMPTIONS

- Bicycling is an increasingly popular form of transportation
- St Paul and Highland's bicycle network should and will be expanded in coming years

TYPES OF BICYCLE FACILITIES

Enhanced Shared Lane
~~Bicycle Boulevard~~



In-Street Separated Lane
~~Enhanced Shared Lane~~



Protected Bike Lane
~~In-Street Separated Lane~~

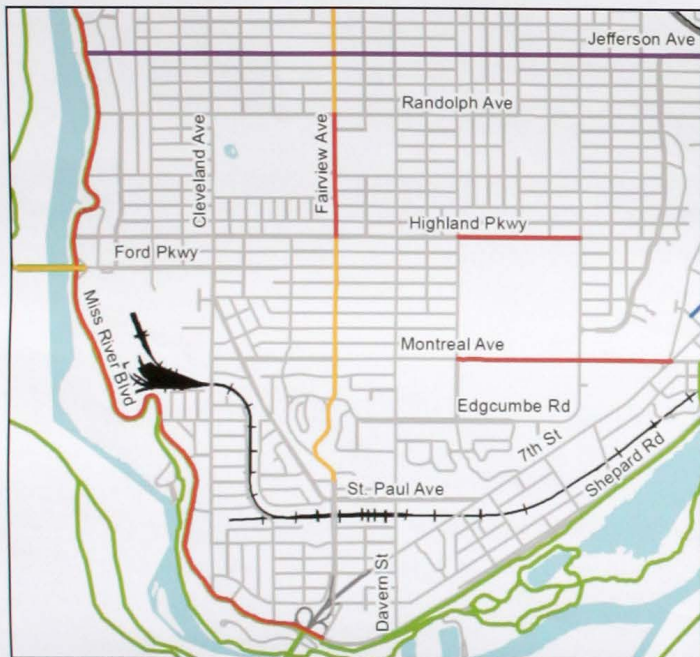


Off-street path
(often includes walking path)

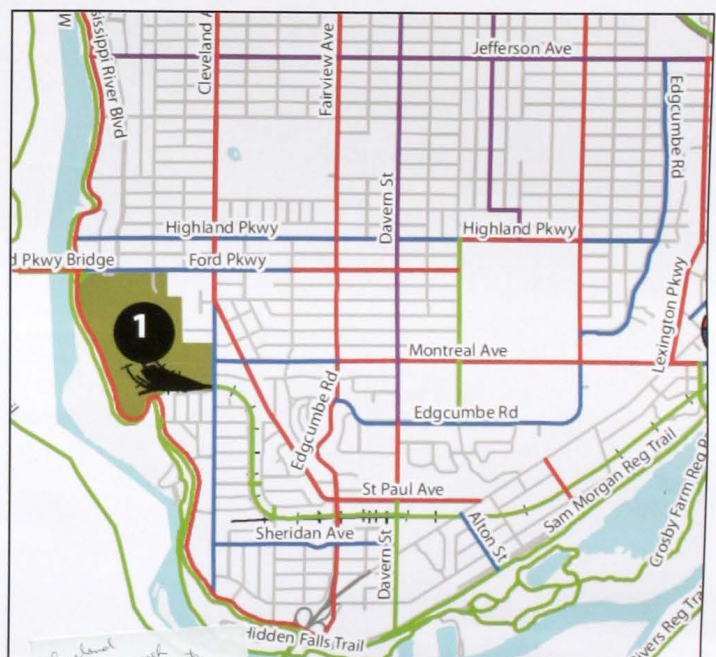


EXISTING AND PLANNED BIKEWAYS

Existing Bike Network



DRAFT Planned Bike Network



Legend

Facility Type Group

- Off-Street Path
- In-Street Separated Lane
- Bicycle Boulevard
- Enhanced Shared Lane
- Area for Additional Study
- Freight Railroad

What will help create a strong network on and the Ford site?

Bike lanes on both sides of the road, and bike path that is separate from walkers.

WAY FINDING on off-street trails! Separated or protected lanes benefit bikes AND cars

Riding a bike on the northbound lane of MRB is AWFUL because of the poor road surface.

TURN the rail spur into a bike corridor
Thanks

Peds are getting less vigorous each time. We need separation. Bikes need to keep speed limit & observe traffic signs!

Relocate w/transit so cyclists can hop off transit w/ off-street path.

Wide enough for "serious" bikes in a nonstop manner - ie commuters and "where possible wider bike lanes" - fast + slow riders to share

Bike planning needs to pay special attention to intersections and places where it causes traffic. In Europe, there are separate signals for bike and cars

Give bikes more priority with traffic light changes on Ford + Cleveland

CREATE MORE PROTECTED BIKE LANES AND OFF-STREET PATHS. THESE ARE BY FAR THE SAFEST AND WOULD ENCOURAGE PEOPLE TO BIKE MORE

As many Protected Bike Lanes as possible to encourage people who don't consider themselves cyclists to get on the bikes. Take back Ford only using MRB that we give priority to from them who protected bike lane - so

Good lighting @ night
Access to Nice Ride station
Access to other trail and bike systems
→ Mississippi RB
→ Street bike racks
→ Fuel bikes

Don't forget to think about slow planning. Separate Protected lanes make it difficult

Ford Rail Spur would offer an amazing opportunity to connect the Ford site to downtown St Paul for bikes/commuters. It is equally important to find strong connections into Minnesota.

I still don't understand the Jefferson Bike Boulevard - I ride it and it really is that different now than before

Traffic Calming & separated or protected bike facilities.

Private: Car-free development - park at edge & bike or walk in (to bus)

Improve bike lanes on Ford Road so you can go from downtown to Ford site by riding Montreal Hill. The distance will never be different but that hill is different.

Wayfinding!

Prioritize Transit Cyclist through Design - Businesses Facing Bike/Ped Conflict Instead of Pedestrians

No Shared Paths

Take bike/ped & maybe bus emergency vehicle city areas with bus, slower streets

off-street or protected lanes thus reduces accidents and protects everyone.



BICYCLE ENVIRONMENT

FORD SITE
A 21st Century Community

ASSUMPTIONS

- Bicycling is an increasingly popular form of transportation
- St Paul and Highland's bicycle network should and will be expanded in coming years

TYPES OF BICYCLE FACILITIES

Enhanced Shared Lane
Bicycle Boulevard



In-street Separated Lane
Enhanced Shared Lane



Protected Bike Lane
In-Street Separated Lane



Off-street path
(often includes walking path)



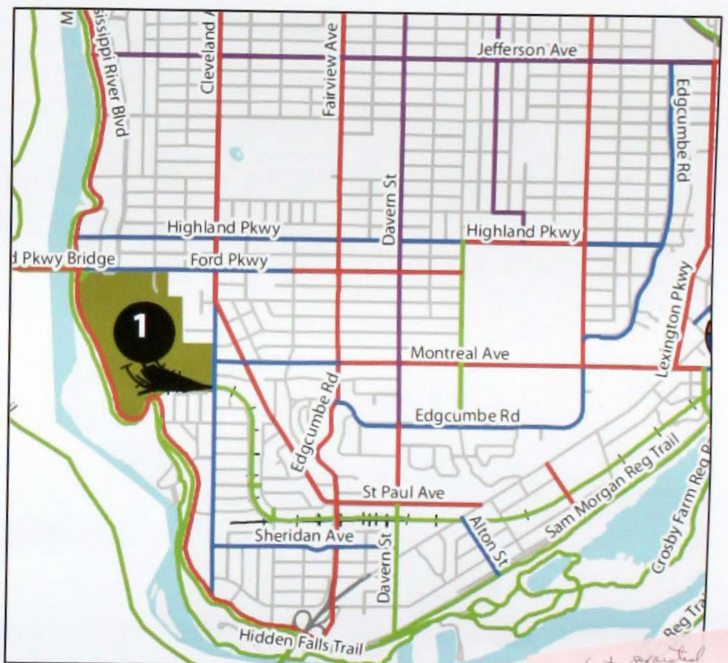
Handwritten note: I'm thinking about the bike path from St. Paul to Highland... lot of bike paths in St. Paul... into Highland...

EXISTING AND PLANNED BIKEWAYS

Existing Bike Network



DRAFT Planned Bike Network



Handwritten note: Bike paths are not suited to high-speed commuters - but great for recreational bike

Legend

Facility Type Group

- Off-Street Path
- In-Street Separated Lane
- Bicycle Boulevard
- Enhanced Shared Lane
- Area for Additional Study
- Freight Railroad

Handwritten note: In-street separated lane - no room Cleveland between Randolph & Summit - need to have dedicated lanes double street to connect to Cleveland in Randolph!

What will help create a strong bicycle network on and around the Ford site?

Low speed limits on roads w/ in-street bike lanes and/or shared lanes

Safe Routes to School throughout area

No GAPS IN THE NETWORK PLEASE! THANK YOU!

Fix Ford bridge on/off msp River to make it safer

Bike Corals

Like protected bike lane w/ one direction of traffic (safer)

Prioritize Protected Bike Lanes

Connections

Make MRB a bike path only considering Ford site

Multiple North-South East-West options with clear & obvious bicycle infrastructure

What about Cremin Avenue? It is a residential arterial street not a truck route. Need safe bike path

wide protected bike lanes to accommodate wider utilitarian bikes (eg. pedicabs) & 3-wheel bikes that elders will use

Separate bike lanes & pedestrian paths

1 lane bike over 10 mph

1 lane bike less than 10 mph

Like in-street separation lane

Protected bike lane along Ford Hwy

Protected + off-street paths

DO NOT ELIMINATE STREET PARKING WHERE IT EXISTS

Need to set up a bicycle repair shop/bike shop to allow to fix bikes

Like using CP line as dedicated bike + ped connection especially along to

Protected bike lanes as found for a path (the cultural trail in Indy) would help make it a less scary route

Protected lanes are great especially on high volume streets

off street paths are great when you don't have lots of crossings

In-street lanes are good on slower and lower traffic streets and shoulders are good on very low volume streets

No gaps in network

DO NOT ELIMINATE STREET PARKING WHERE IT EXISTS

CREATE BIKE ACCOMMODATIONS IN FORD PARKWAY ITSELF BECAUSE TO DO BETTER THAN MARSHALL AVE. BY TAKING UNUSED PARKING SPACES IN FRONT OF FORD SITE FOR AN UPRIGHT ZOMBING BIKEWAY (TAKING THE BRIDGE TO FINN ST.) EIGHT FEET BUFFER BIKE LANE YOU CAN MITIGATE THE LOST PARKING BY ADDING SOME SPACES INSIDE THE SITE ITSELF. WHEN FORD PARKWAY IS EVER RECONSTRUCTED, YOU CAN MOVE THE BUFFER TWO OR THREE FEET SOUTH AND STRIPE BIKE LANE ON BOTH SIDES.

ON THESE CAN EVEN BE CONNECT TO BIKE LANE ON FORD FROM SVERLING TO HOWELL



BICYCLE SUPPORT FACILITIES



ASSUMPTION

- Availability of bicycles and bike parking increases ridership



Nice Ride Stations - 2014

What facilities do you think would encourage more bicycling for travel or recreation?



Bike racks in public space	Storage and lockers at place of employment	Storage or lockers at place of residence	Showers at place of employment	Bike Services (i.e. Nice Ride)	Tool Hub

See the latest study on how density of bike share stations is so important

Bike racks located in safe open environment, not tucked away in a narrow/unused spot.

LOCATE 'NICE RIDE' STATIONS NEAR TRANSIT STOPS AND BUSINESSES

AUTOMATED UNDERGROUND BIKE GARAGE

Additional Comments?

User-friendly bike racks - not the 'arty' types.
Covered bike racks for rainy commutes.
Bike racks at regular intervals

Covered bike racks would be good - not necessary lockers just a roof.
Bike service maps posted and available

More Nice Ride stations!
Put one at Ford Plant and/or at Hill-dalls Park

Showers/locker rooms are VERY important at work (lets all stay clean!)

Use the "Highland Park" Branded Bike Racks

Showers at work are critical if you plan to have gear-ridden bike commuters. I am not willing to arrive at work sweaty without having facilities to clean myself and store my biking gear.

Wider bike lanes built for fast + slow riders

Bike racks + lockers only in public space or place of employment - not for people at home stays in communities who have ability

Efficient bike parking - bike racks to encourage biking



BICYCLE SUPPORT FACILITIES



ASSUMPTION

- Availability of bicycles and bike parking increases ridership



Nice Ride Stations - 2014

Love this idea - Need to remember that biking recreationally is seasonal - so perhaps the racks convert back to parking spots in winter -

3- wheel-bike nice ride stations at senior living facilities!



These work well! The city doesn't have enough bike racks. Love this!!

Choose a style of bike rack that's really useful!

What facilities do you think would encourage more bicycling for travel or recreation?



Bike racks in public space	Storage and lockers at place of employment	Storage or lockers at place of residence	Showers at place of employment	Bike Services (i.e. Nice Ride)	Tool Hub

Additional Comments?

Bikes are great!

Beautiful landscaping makes the ride so nice... Rain gardens are beautiful + so good for the environment. Contact kathy@apcwbe.com

Move bike racks in well light in early morning with trees

Bike racks public - storage locker only - storage directly underneath. Should not be in neighborhood. Neighborhoods can't take such a high priority.

Where are the helmets?

Lots of bike racks everywhere

covered public parking (eg. shelters) would be great.

Storage lockers for multi-unit bldgs!!

Lockers are silly, add nice racks + Nice Ride for free



PEDESTRIAN & BICYCLE CORRIDORS

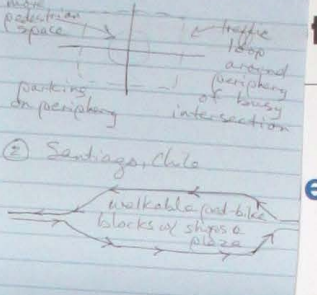
FORD SITE
A 21st Century Community

Please separate pedestrians from bikes for safety. Bikes go to fast! Hard for older people to avoid collisions.

Duluth Avenue is not a fair example of anything we could do. It is unique in the Twin Cities.

Bike Corridors for and from Mississippi River Blvd. Lane types are great for vibrant pedestrian areas. Neighborhood corridors are great for residentially or mid-rise density concentrations.

consider 1-way options:
① South + Front
② Santiago, Chile



• Str... ped... ks v... into... t the site
A nur... ian/... r typ... ons... ections to



Pedestrian Mainstreet (20 - 60 feet)



Neighborhood Corridor (28 - 40 feet)



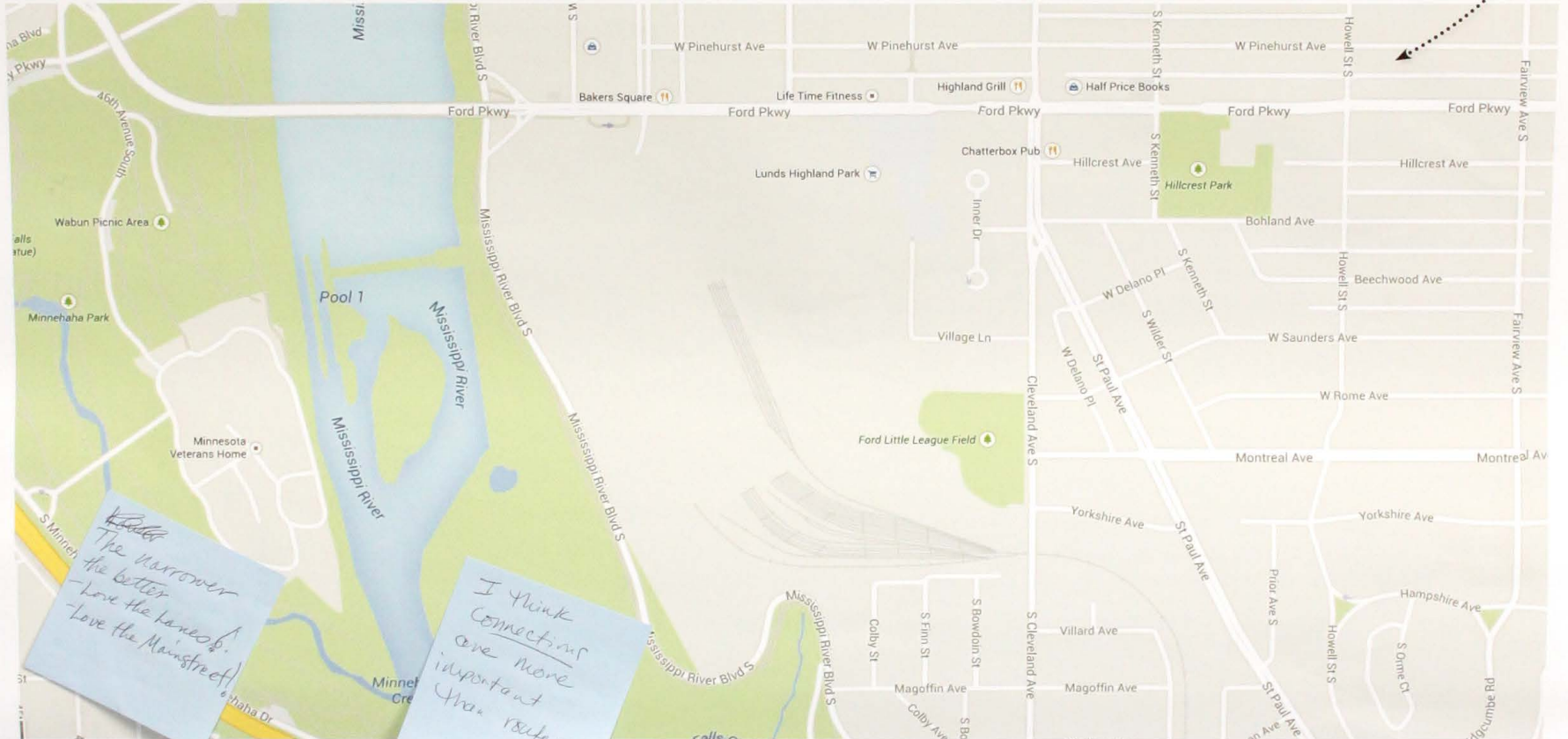
Lane (12 - 14 feet)



Bicycle & Pedestrian Trail (26 - 44 feet)

Please use colors to show types

Where should these corridor types be used?



Do you have other thoughts or considerations regarding these corridors?

The corridors should start at NW end with summit ave style large parkway + deep set backs to shops or residences on either side of one way streets. Plan for 50 years of tree growth as well as short term - eed at SE corner to connect with Shepherd Road W 7th bike + walk ways - Neighborhood corridors are awesome!

please make it easy + safe to walk + bike all around Not just thru the neighborhood

Keep from having too much in some area - NOT SAFE!
Cars - buses - trucks - bikes - strollers - baby carriages - young/elderly walking - too much to day back of safety, minimal

RAIL TRAIL ON FORD SPUR
MAKE SURE BIKEWAYS IN SIDE SITE ACCESS CRETIN AVE INTERSECTION WITH FORD PKWY AS THIS IS CURRENTLY THE ONLY TRAFFIC SIGNAL FOR CROSSING FORD

Consider separating cars from pedestrian/bike by diverting them to rear of residences, reserving street out front for people.

Connectivity to adjacent neighborhoods + to transit

Pedestrian Main Street
2 - North + South Corridors
2 - East-West Corridors
Bicycle + Pedestrian Trail
1 - North + South
2 - East-West

Pedestrian main street w/ restaurant frontages would create a great community feel. Create pedestrian dining for locals + surrounding areas

NEIGHBORHOOD CORRIDORS FOR PETS/BIKERS ONLY WITH MORE STANDARD ROAD DESIGN

Just in time - the Dakota lets please have more nests

Bike lane on Cretin or Prior - NOT Cleveland

Don't preempt transit space on RR spur

IMPROVE FORD PARKWAY BIKE ACCOMMODATIONS SO IT IS EQUAL TO OR BETTER THAN MARSHALL. TAKE PARKING SPACES NEXT TO FORD SITE FOR A BIKE CLIMBING LANE. MITIGATE LOST PARKING BY INCLUDING SOME INSIDE THE SITE IF FORD PKWY IS BARRIQUADED. REBUILD, MOVE, SIGNAL SIGNALS AND STRIP BIKE LANE

STRONG LANS TO PROTECT PEDESTRIAN AGAINST FAST MOVING BIKES

Strong connections through Ford Plant site from Highland Park + village to MRB

BY ADDING ADDITIONAL TRAFFIC SIGNALS WEST OF CRETIN

Bike lane on Cretin!

more ped-friendly connection to Lunds from side/back - hostile try to walk across Ford then parking lot to it (no sidewalks)

then site too - connect to MRB directly at points for bike/ped travel

Bicycle + Pedestrian trail promotes green space, health + safety. We have the space for it. Look at how popular MRB is why add to it.



PEDESTRIAN & BICYCLE CORRIDORS

FORD SITE
A 21st Century Community

ASSUMPTION

- Strong bicycle and pedestrian networks will be created into and throughout the site

A number of pedestrian/bicycle corridor types are being considered for connections to and through the Ford site:



Pedestrian Mainstreet
(20 - 60 feet)



Neighborhood Corridor
(28 - 40 feet)



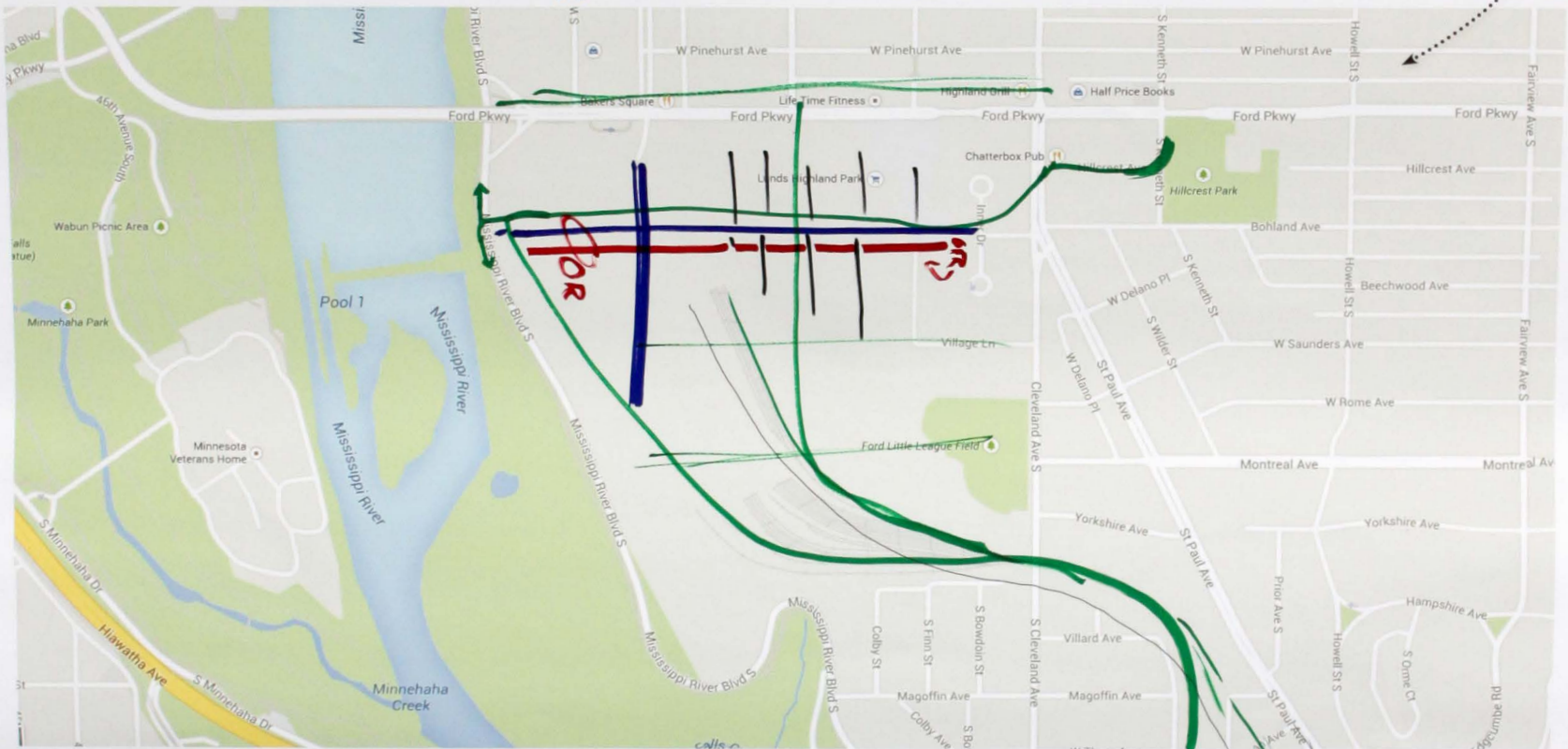
Lane
(12 - 14 feet)



Bicycle & Pedestrian Trail
(26 - 44 feet)

Please use colors to show types

Where should these corridor types be used?



Do you have thoughts or considerations regarding these corridors?

Landscape & pleasant like Summit Ave corridors

Love the idea of an east/west ped. mainstreet terminating at the river. It would be nice if some cycling was allowed.

Convert railroad to bike/pedestrian trail

Need at least one amazing pedestrian bike/mainstreet with lots of outdoor cafes in summer

Convert the railroad to a bicycle path

Hillcrest is a neighborhood hub - including for kids - and a safe corridor from the park into the site will be very important

A designed pedestrian bike way through the development that will connect to MRS and Business District

Streetcar Ped/Bike Trail

Neighborhood corridors throughout - maybe grouped by theme

I think the CP Rail alignment should become a bike + pedestrian trail with no light rail or train. Many people would use a

I like all 4 kinds of corridors, each in their place. The neighborhood around the site should be a mix of all these.

It designed pedestrian bike way through the development that will connect to MRS and Business District

All neighborhood/academic streets should be ped/bike friendly.

Play bike trail

Recognize diff types of bikers - commuters - rec - families

Connectivity is critical from inside the Ford site, and connecting the site to BC via the Twin Cities

Large urban forest - maybe solar farm also for shade

Use #2 swallows

In line of an existing road as bike path

It's not the idea of light rail or streetcar but how to use public right of way

Emphasize more from residential, schools, transit, business, parks, recreation, views, public transportation, etc. - keep all these things

like to see dog park

like to see dog park

like to see dog park



FORD PARKWAY

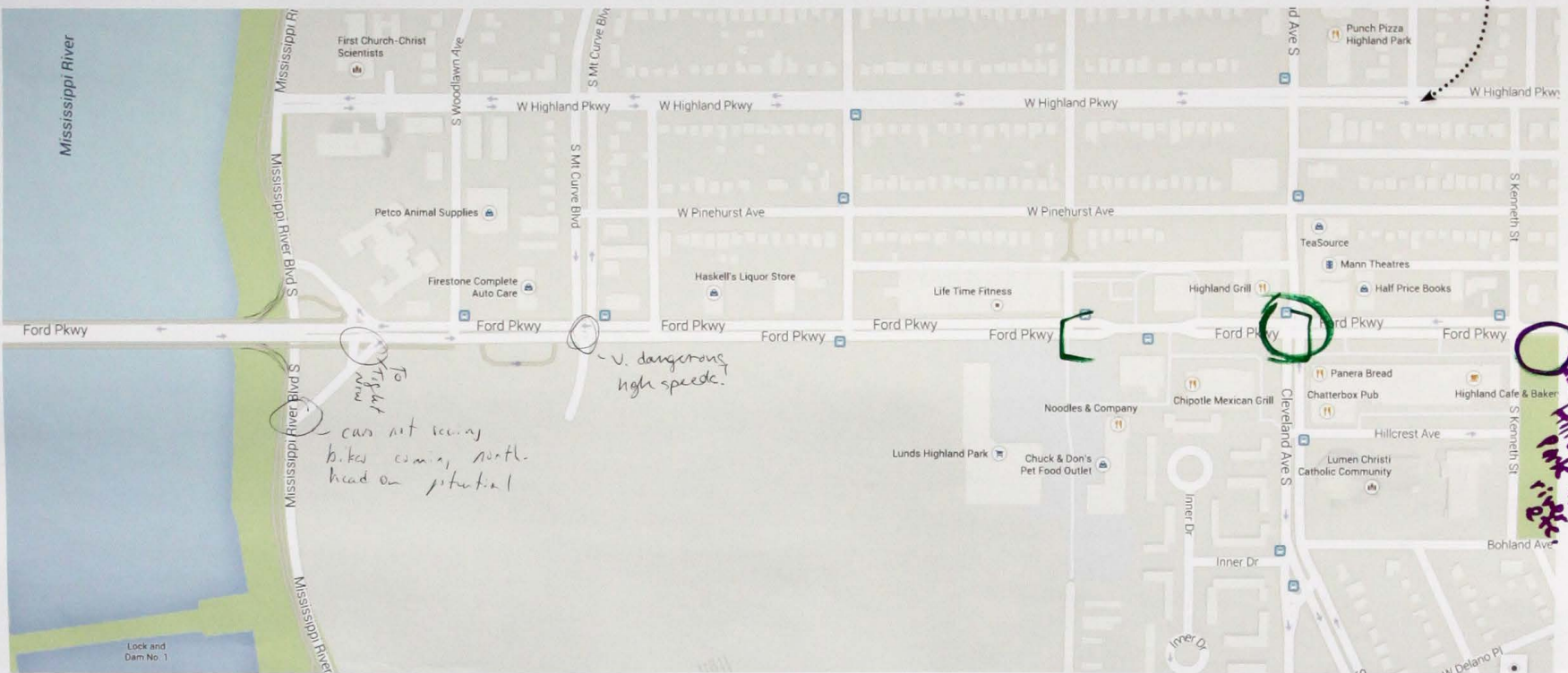


ASSUMPTIONS

- Ford Parkway is challenging for people walking/biking along and across it
- Bicycle and pedestrian connections from Ford Parkway to Mississippi River Blvd need improvement

Where would you like to see pedestrian and bicycle connections improved?

Please mark issues on map



How can we improve bicycle and pedestrian safety along Ford Parkway?

Protected bike lanes!
Ditto

Ideal = separate path.
If not = protected bike lane.
In particular, from Hillcrest back to river etc.

Hills parking at Ford & S. Smalling now less biking/walking daily.

Highly visible pedestrian crossings with signage slow traffic.

At least "Share the Road" signs for bikes.
Delay the green light to let pedestrians have time to start crossing before cars start moving.

Traffic control measures at Cleveland Ave, bike/ped priority

2-way bike lane (protected) at least here Ford site (parallel Ford Pkwy).
Bump outs at corners with rain gardens
Painted bike lane from Cretin to Kenneth.

How can pedestrian and bicycle connections between Ford Parkway and Mississippi River Blvd be improved?

Not sure, but cars are dangerous at the intersections. Perhaps move the trail intersections east, if a bridge ramp can't be installed.

A bicycle path where the train tracks currently run.

A more gradual separate path from/off the Ford Bridge to Miss Blvd.

Have some type of ramp that directly connects Ford Parkway to MRB

Ride on/off "ramps" from Ford Pkwy to MRB following best practices from other cities since you're retaining the whole area anyway.

Repave (soon please) and maintain to the curb for bikers as it may be currently unrealistic to expect the road under the Ford bridge

A MORE GRADUAL SLOPE (2%) w/ WIDE TURN DOWN FROM BRIDGE TO RIVER BLVD.

OR
CRETIN EXPANSION TO RIVER ROAD

- PPL DRIVE TOO FAST AS IT IS SHOULD BE SLOWING TRAFFIC
- WIND-UP CORRIDOR
- SIGNAGE FOR WILDLIFE
- PLANTS TOO



FORD PARKWAY

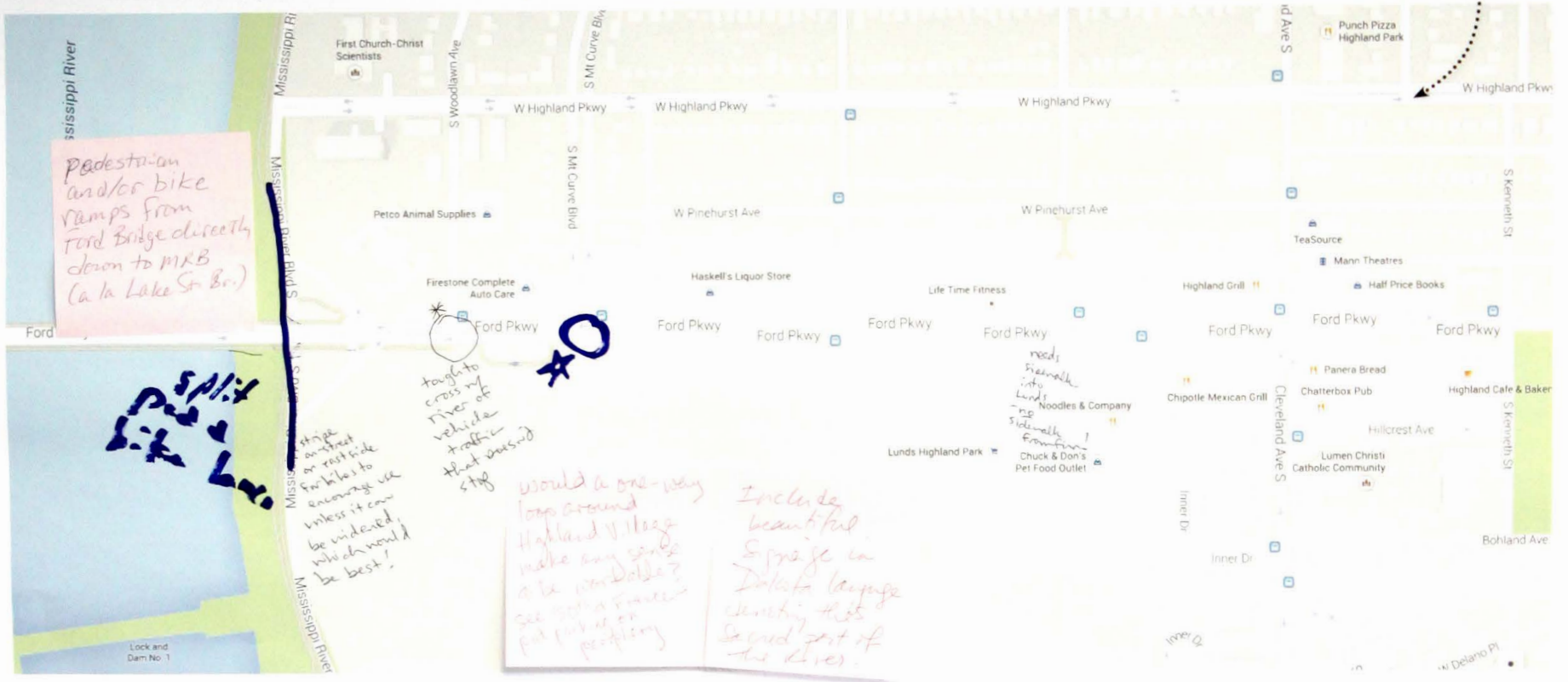


ASSUMPTIONS

- Ford Parkway is challenging for people walking/biking along and across it
- Bicycle and pedestrian connections from Ford Parkway to Mississippi River Blvd need improvement

Where would you like to see pedestrian and bicycle connections improved?

Please mark issues on map



How can we improve bicycle and pedestrian safety along Ford Parkway?

*** Improve pedestrian crossing for bus stop**

- * Have bus stops on the other side of the intersection - AFTER the car has crossed it.
- * Bus stops mid block instead of at intersections
- * More bus waiting to the boulevard - get them OFF the sidewalks! The one at Baker's Square is HAZARDOUS!
- SOMETIMES PEOPLE SHOULD "WALK THER BIKES!"
- Get people biking off the sidewalk
- Separate bike lane going East on Ford Parkway
- Repair Ford - it is full of potholes
- Reduce traffic, don't increase it (after development).

Ford & Fern, the A-Line stop will be coming soon. I think you can see the signs.

Close Ford Parkway - 1. Encourage bike recreation - create pedestrian crossing

Pedestrian Separate bike lanes

MUST have separated pedestrian bike lanes on Ford Parkway

Disturbance or separated bike lane on Ford Parkway

Traffic Calming

How can pedestrian and bicycle connections between Ford Parkway and Mississippi River Blvd be improved?

Better biking coming off Bridge and continue bike lane

→ Ramp Ramps to get on/off road/trail/sidewalk

Create a bike lane

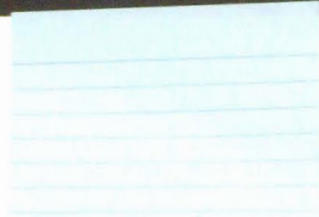
Don't allow land use like current restaurant fronts big parking lots in front of hotel

change land use on Ford site to help slow traffic from the bridge - this area is a mix of use and it's hard to slow it down

Ramps on or off the road!

Separate ped/bike ridge from MRB & Ford Ave

Improve connection between Mississippi River Blvd & Ford Ave



more of -

deliberate



BOTTLENECKS ON MRB



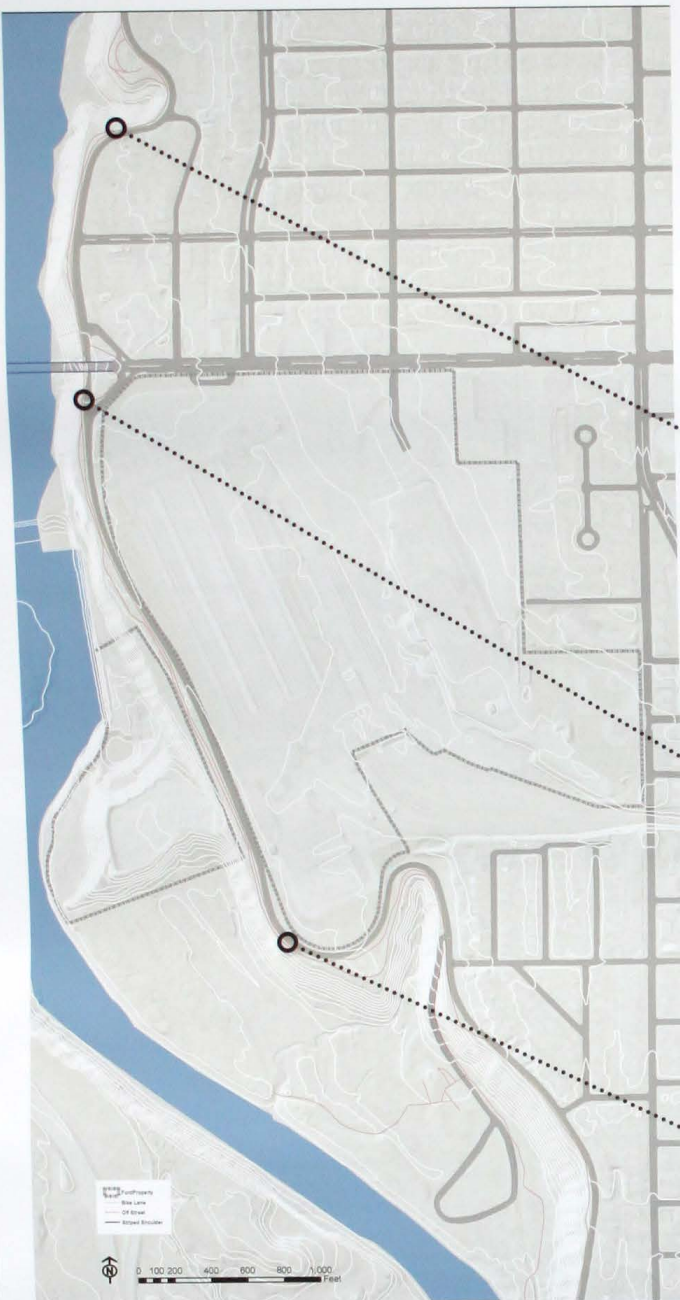
ASSUMPTION

- Narrow spots on Mississippi River Blvd (MRB), particularly at bridges, provide inadequate width for separate pedestrian & bike trails, creating conflicts between bicyclists and pedestrians and reducing safety



Primary constraints to separating bikes/peds are:

- Topography
- Existing Structures
- Right of Way Availability



The city will be working on this issue during Ford site planning and beyond. Do you have thoughts on how can we improve the bottlenecks on MRB?

Add a dedicated painted bike lane on northward side of E. River Road. The bike lane should be identified from Hwy to city limit with MRB.

Improve use of spaces of Magoffin + E. River Road - Provide sidewalk from Colby to E. River Road along Magoffin. - Add pedestrian activated crossings to Magoffin + E. River Road Intersection to improve safety.

Put bikes on the north/east side (Ford Plant side) keep a green buffer in the plant site as it is elevated.

Agree w/ the point about retaining public land from large back yards on Miss River Blvd. If that is in fact public land, then those yards are not available. -if true, I second.

If width of corridors does not increase, better signage/path markings are needed to slow bike traffic.

Reclaim public land from deep home fronts, to improve bike lanes on both sides of the road.

The sidewalk under Ford bridge is only a few feet wide and is blind to oncoming traffic -> needs to be widened or somehow moved across the street. Maybe route the trail into the Ford property at gradual climb to a safe crossing across (instead of under) Ford and down other side.

As the Ford site gets developed, leave room to move MRB further north from the bluff edge to free up space. The potential could be realized in the future once money became available.

Make MRB one way -> This would provide room for bikes, ped, + cars. Peds could be either way but bikes + cars only one.

Make MSB one way and/or remove street parking.

allow about every 1/2 mile access from internal streets to the boulevard to keep boulevard traffic flow down. Keep two ways with good markings for pedestrian crossings.

Better bike lanes on the road - especially under bridges with easy ramps for bikes to move off the sidewalk onto the road.

Mississippi Blvd trail to Ford Planting

Not sure what to do at bridges, but create separate (protected) bike paths everywhere else.

pavement on road MRB encourage more bikes to use that side of road. The pavement now is very bumpy.

Widen bike/ped path under Ford bridge and separate bike/ped facilities.

Make a bike route from Ford Pkwy through site back to MRB option.



BOTTLENECKS ON MRB

FORD SITE
A 21st Century Community

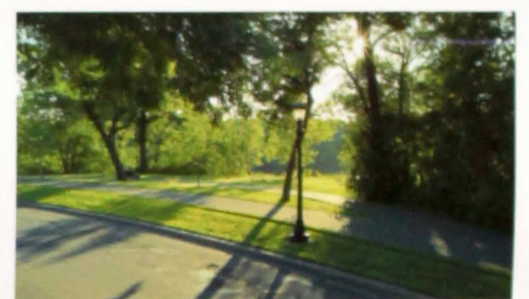
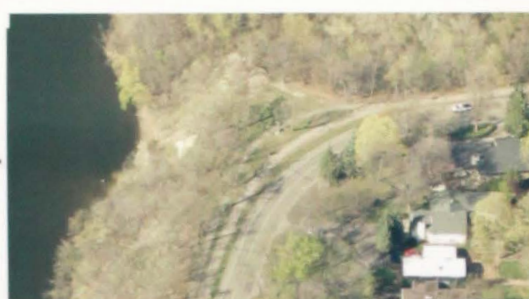
ASSUMPTION

- Narrow spots on Mississippi River Blvd (MRB), particularly at bridges, provide inadequate width for separate pedestrian & bike trails, creating conflicts between bicyclists and pedestrians and reducing safety



Primary constraints to separating bikes/peds are:

- Topography
- Existing Structures
- Right of Way Availability



Put a Summit Avenue/Highlands Road style Parkway with wide middle trees, bike + running paths between two one way streets using old RR + West 2nd overpasses. Routes as SE connections and River Blvd for NW use.

...will be working on this issue during Ford site planning and beyond. Do you have thoughts on how can we improve the bottlenecks on MRB?

Open up Montreal to MRB + relocate the Little League Baseball fields somewhere on this acreage. Thank You!

Straighten out the 'S' curve north of Macguffin and add space for wider bike/ped paths west of MRB.

Expand bike lanes - faster! Educate bikers to avoid weaving. Educate peds to look for bikes. *WILL GET SOMEONE CENSURED!*

Plan for an off street path on East side of MRB, or an in-street separated lane or a wider road bed.

PEDS SHOULD WALK THEIR BIKES IN CERTAIN HIGH CRISIS SITUATIONS.

Add separated paths for bikes + peds where not connecting too tight - then shared.

Cedar Ave would be an excellent bikeway. It is a residential street - no truck zone (if enforced). Repave + safe. Ban the trucks.

Under the opening under Ford PKwy bridge. Expensive, but needed.

Under Ford bridge - stripe on-street NB for bikes to encourage on-street travel if no space to expand under bridge.

When separating bikes + peds, put peds paths closer to street (w/ lighting). Scary at night and peds paths closer to trees + further from lights - will hit.

Under Ford bridge street surface is bad - resurface to encourage more bikes (w/ striping).

Better control of traffic speed + enforce Bike Pathway to Stray G.

Disorganized parking in Middle Falls because of road - parking under overpass + narrow spot under bridge. Leave for cars + bike people.

Make MRB one way and use space to separate bikes + peds on MRB.

ADD ADDITIONAL BIKE LANES ON EAST SIDE OF STREET BY TAKING 6 FEET OF PARKWAY FROM BIG HOME TRUST LANE.

Speed enforcement for cars - speeding endangers bikers joggers + walkers.

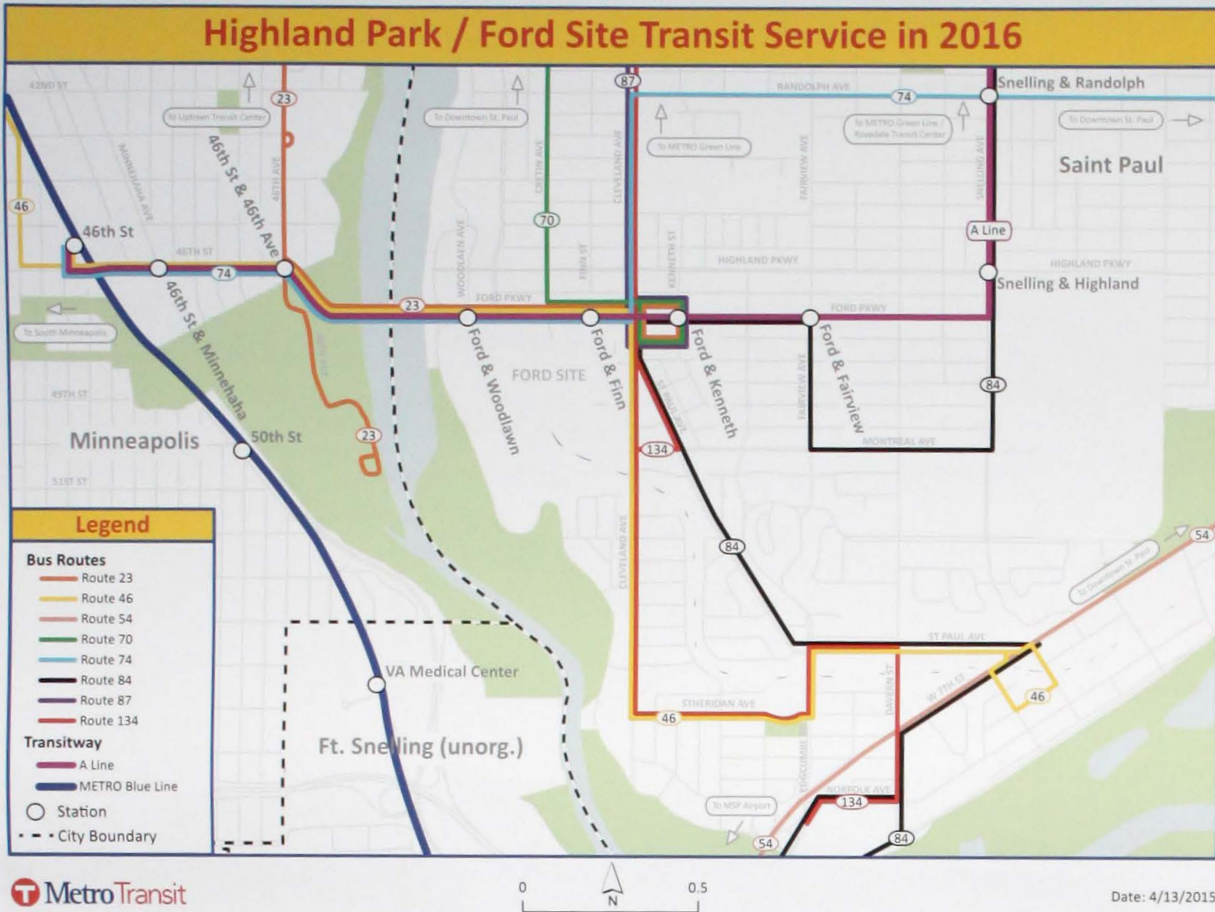
IF YOU ADD A BIKE BIKE BIKE LANE ON MRB, DON'T STRIKE THE BIKE PATH BIKE TO BIKE BIKE.



EXISTING & PLANNED TRANSIT

FORD SITE
A 21st Century Community

What would encourage you to make more trips by transit?



Please Comment

Frequent trips to the downtowns

Better connection times especially at

Need very frequent service between Ford site & I 94 OR create the way to

Just run a bus line through it

TRANSIT THAT GOES SOMEWHERE QUICKLY ADD FREQUENTLY ESPECIALLY DOWNTOWNS & AIRPORT, ETC.

DIRECT CONNECTIONS LEADING TO TRANSIT

CP ALIEN MOVE FOR RIVERVIEW WOULD BE TOO INDIRECT/SLOW

What type of transit would you like to see serve the Ford site?

Bus - because it is flexible and inexpensive

HIGH FREQUENCY + SPEED TO BOTH DOWNTOWNS + COMFORT (BOARDING / TRAVELING)

GOOD BUS STATIONS ARE KEY

- 4 walls + roof
- SNELLING + HIGHLAND PARK EXAMPLE (1 GRAND)
- WIND DOWNLOAN

More express routes.

STREETCAR w/ LOW-FLOOR BOARDING THAT GOES THROUGH THE FORD SITE. CONNECT TO 46th AT BLUE LINE LRT IN THE WEST. CONNECT TO RIVERVIEW EXPRESS FOLLOWING CP RAIL SPUR TO W. T. ST.

LEVEL FLOOR BOARDING IS KEY

- ACCESSIBLE
- SPEED

BUS = LESS VEHICLE CONGESTION & CAR CROTT TO MINNESOTA PARK (WHERE THERE IS A RAIL AIRWAY)

Bus w/ magically more bike racks

Bus or trolley, but speeds should be slower, more the pace of park traffic

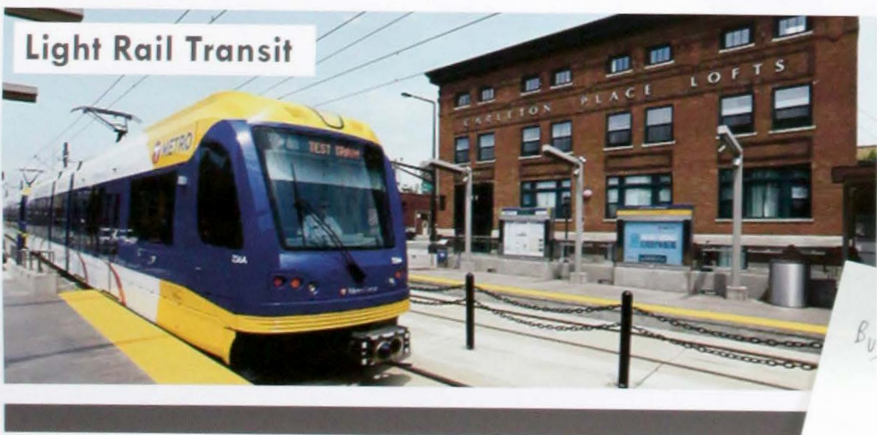
I am in favor of bus transit + the Ford site not light rail or train.

Bus + pedestrian only areas in Ford site

Definitely bus, perhaps light rail if that makes sense (as part of new line?)

SHOULD INTENSIFY SERVICE IN CORE (SHARED HOVWAYS) BY REDUCING SUBSIDIZED SUBSIDIES

Streetcar - start it in Ford site & expand out.

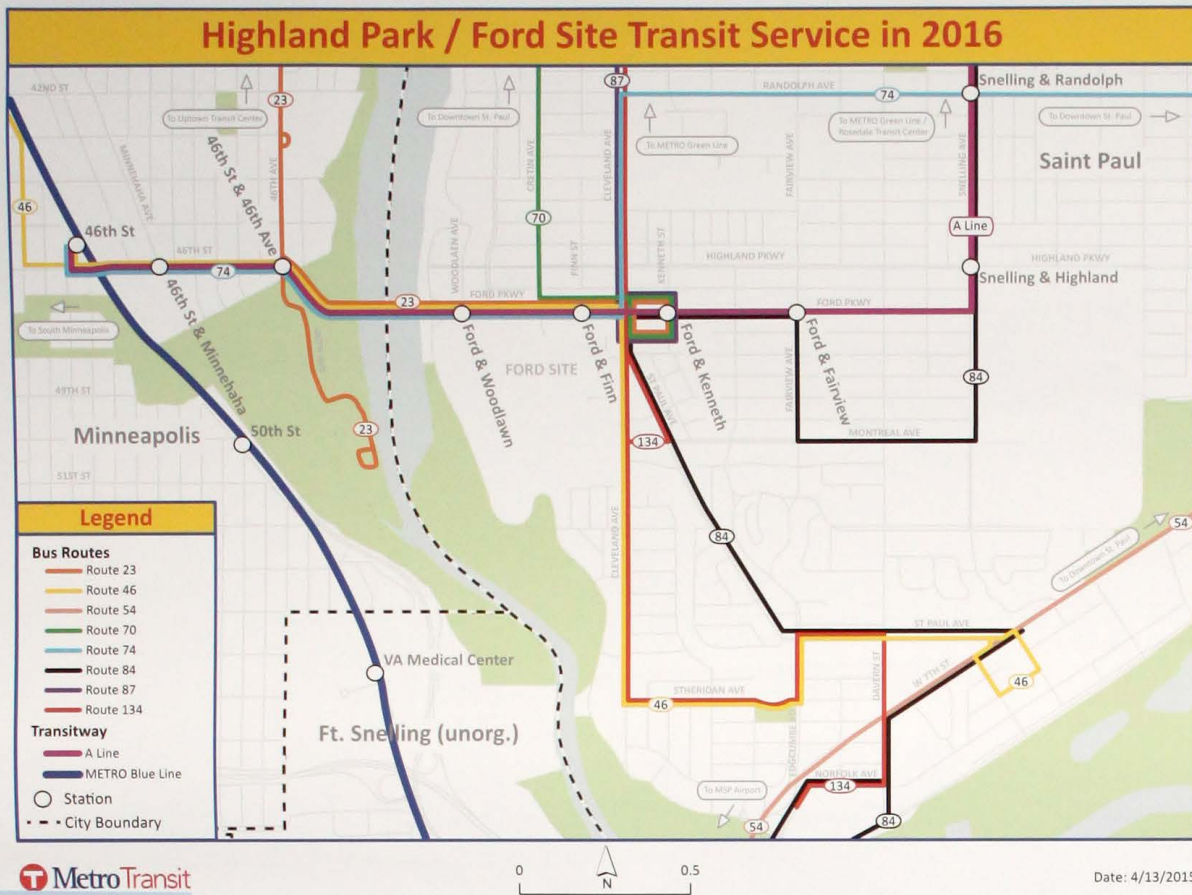




EXISTING & PLANNED TRANSIT

FORD SITE
A 21st Century Community

What would encourage you to make more trips by transit?



Please Comment

HEATED PEDAL PUB!!

Extended service hours, more frequent, + better connect ions to Blue Line, Airport, MOA, VA

The 134 is a great route. Extend it later in the evening + morning.

Good Bus Shelters
Walls, roof,
Not ones where wind blows through!

FREQUENT!
Best regardless of mode

Plan for transit + bikes + peds.

What type of transit would you like to see serve the Ford site? Why?

in the Ford site. Like lanes to the Ford site

forget streetcar - we buses Agree!! Agree!!

Better headways (sub 15-min) - and NO EARLY Buses! Waiting 20+ mins is a non-starter!

Bus to the site BETTER BIKE FACILITIES NEAR TRANSIT STOPS

Transit should serve significant times of day (early AM, later PM) w/appropriate safety measures

Please - Get nice bus & amenities instead

Rail of some sort

Light rails, bicycle lanes + trails!

It's important to "close the loop" on LRT. Couple of bike corridors.

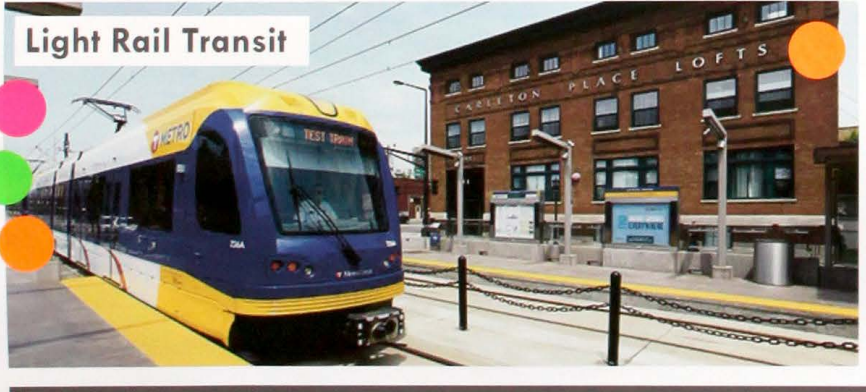
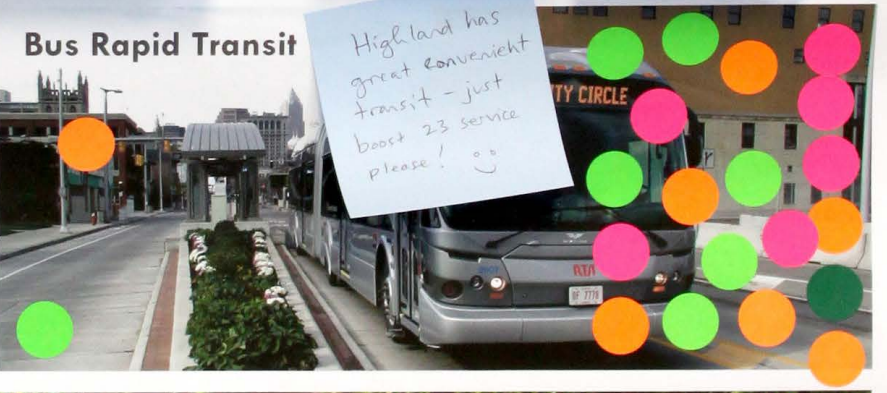
Don't forget that CRETIN is a residential street. Don't increase density keep it livable.

Streetcars are useless. Consider LRT if we're not happening, could be a less regular spur. Otherwise, ~~regular~~ more bus connection + dedicated bus lane

NO STREET CARS Agree!! Optimize what we have now!!

Love street car, more pedestrian friendly, more about moving + int around not just from.

Bus to downtown mpls. (for work) etc



Whatever you do, tie it into the 46th st LRT station + the Fairview LRT station. Connect it easily. Snelling is not close enough to Highland Park.

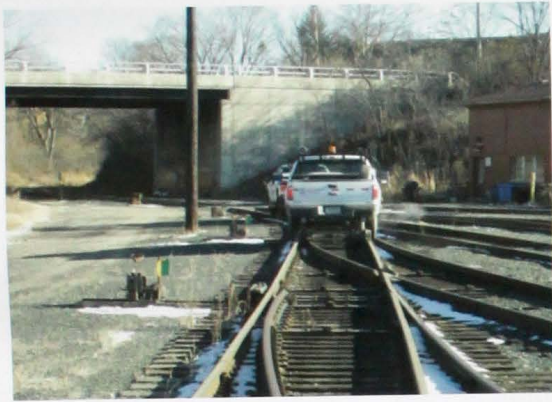
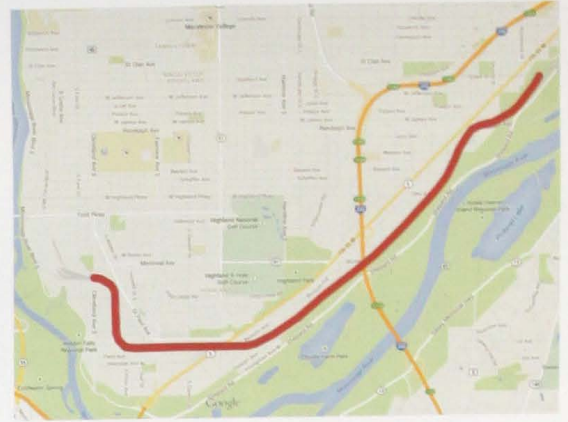


FUTURE OF THE RAIL SPUR

FORD SITE
A 21st Century Community

CANADIAN PACIFIC RAILWAY SPUR

- 5-mile rail spur is owned by Canadian Pacific Railway
- Future freight rail use is unlikely
- City received federal TIGER grant (\$100,000) to study the preliminary design of a public transportation corridor to carry a bicycle-pedestrian trail and transit as determined by Riverview Corridor Study, which will begin in 2016



CO-LOCATION POTENTIAL FOR SPUR

- **Co-location** = locating multiple transportation modes within the same corridor
- The rail spur offers an opportunity for co-location of transit and a bicycle/pedestrian path

TRANSIT (LRT) IS THE KEY TO THE SUCCESS OF THIS SITE. AUTO ACCESS IS & WILL ALWAYS BE TOO LIMITED. PED. & BIKE ARE GREAT, BUT WILL NEVER ALLOW THE HIGH DENSITY THAT SHOULD BE AT THIS SITE.

THE LRT MUST CONNECT DIRECTLY TO BOTH DOWNTOWN & AIRPORT.

Hiawatha Light Rail Transit Trail



Greenway on Canadian Spur Line



Orange Line - Los Angeles

THIS IS A PRESENT-COME TRUE BIKING AND HIKING CORRIDOR. KEEP THE CARS, MOTORCYCLES, TRAINS, BUSES, LIGHT RAIL OUT OF THERE!

Consider a midtown greenway concept

Bike!

Green space
Hiking
Biking
Tom Bates
205 667 6692
651 694 7373

Ideas and Comments

Agree w/ looking to Midtown Greenway as good example & Ayd Mill as bad example.
This is the best (only?) opportunity to have a truly green/nature space. A more opportunity in urban area. Why not take advantage of it?

MotORIZED Transit should be limited to shuttlebuses. No light rail - Too expensive!!

Why are we NOT looking at the spur for auto traffic? Access to the city by all modes of travel will be challenging. Don't eliminate possibilities NOW

Just Bike Path! Keep space if industry comes in

Bike and pedestrian path with a connection to the river.

Ped + Biking trail. Would be great. It would actually help with some noise that by motorized vehicles.

Connect expanded space park/parkas into a parkway on Ford site SE to NW

No rail please! It would be too noisy and busy for our neighborhood. This is a great area for bike/pedestrian trail

Ped/Bike path with separation!
Some greenery - No cars or buses

ped/bike path along rail spur would be great!

Please don't make another Ayd Mill Road!

Bike and pedestrian. Maybe light rail - no cars/buses.

No Light Rail
definitely bike/ped paths that connect with w/7 West 7th

BRT and ped/bike path would great opportunity! Keep Autos off they have no right of way!

If you open the spur to cars, then motorcycles will use it. Yes, loud HARLEY motorcycles and the noise pollution will wreck the neighborhood.
Keep cars and motorcycles off the spur.
Hiking & Biking only
Give us a break!

Just because there are cars does not make it a bad choice for motorized vehicles. The key is to build transit in the corridor using that space the residents!

There are more trails/paths in the area...
The key is to build transit in the corridor using that space the residents!

Routes Trails - bike/ped



FUTURE OF THE RAIL SPUR



CANADIAN PACIFIC RAILWAY SPUR

- 5-mile rail spur is owned by Canadian Pacific Railway
- Future freight rail use is unlikely
- City received federal TIGER grant (\$100,000) to study the preliminary design of a public transportation corridor to carry a bicycle-pedestrian trail and transit as determined by Riverview Corridor Study, which will begin in 2016



CO-LOCATION POTENTIAL FOR SPUR

- Co-location = locating multiple transportation modes within the same corridor
- The rail spur offers an opportunity for co-location of transit and a bicycle/pedestrian path

Hiawatha Light Rail Transit Trail



Bus Rapid Transit Metro Orange Line - Los Angeles



Ideas and Comments?

Yes for bikes -

- Pair BRT w/ ped walkways & bike paths - still provide easy access on/off
- Yes - add lots of accessible well-labelled spurs to neighborhoods & city streets
- Multi-Modal Corridor for commuting & recreation
- Bike + pedestrian paths, maybe with a trolley line
- USE THE TRACK FOR A STREET CAR LIKE SAN FRANCISCO USES ITS OLDER STREET CARS.
- Co-location, beautiful bike route
- DMU ~~or~~ LRT, should be publicly owned & have co-located bike trail & ped space beside the transit line.
- Gov used to have right of first refusal on RR lines up for discontinuation, I think. Please pursue.

- THIS CORRIDOR IDEAL FOR COMMUTING TO DOWNTOWN ST. PAUL

- Riverview corridor LRT down West 4th => 12 minutes between trains } 6 times per hour, same as Green Line
 spur line that goes through Ford Plant => 30 minutes between trains }
 and merges with West LRT and connects with 4th station

- Perfect for a bike and a bus route * I agree - great connecting to light rail

