

Highlights

- ≈ Ford site affords the opportunity to do things differently and better for pedestrians, bicycles and transit.
- ≈ Prioritize biking & walking in site design.
- ≈ Safety for pedestrians and bicyclists is a priority. Improve safety for each with designated spaces, separated from cars, on well-maintained surfaces, year-round.
- ≈ Calm the car traffic along Ford Parkway and Mississippi River Boulevard.
- ≈ Numerous comments on specific areas and intersections that need better crossings and connections to and through the Ford site, with a special emphasis on making Ford Parkway safer for pedestrians and bicycles to use and cross.
- ≈ The narrow areas on Mississippi River Boulevard feel unsafe due to conflicts between pedestrians, bicyclists and cars trying to share limited space. A range of suggestions to address the bottlenecks were provided.
- ≈ Strong support for the car-free “Pedestrian Mainstreet” and “Neighborhood Corridor” types.
- ≈ Pedestrian areas are important and need good lighting, maintenance and signage.
- ≈ Create a pedestrian network that connects destinations, has things to do and see along the way, and includes trees, art and activities.
- ≈ Provide a good network of bicycle lanes to and through the site, connected to destinations and adjacent bicycle corridors. Design the system to support different bicycle users – slow and fast; recreational and commuters.
- ≈ Strong desire for a pedestrian and bicycle trail along the Canadian Pacific Railway corridor that leaves the Ford site to the southeast. There were conflicting opinions about its suitability for transit.
- ≈ Good transit service is essential to the community and to serve the future Ford site.
- ≈ Frequency of transit trips and presence of good shelters are very important.
- ≈ Bus (regular and rapid bus) is the preferred transit mode for the area.

The following 18 pages provide the detailed meeting input for each topic:

Background (p.2) -- Pedestrian Environment (p.2) -- Bicycle Environment (p.6) -- Bicycle Facilities (p.9) -- Pedestrian-Bicycle Corridors (p.10) -- Ford Parkway (p.13) -- Bottlenecks on Mississippi River Boulevard (p.15) -- Existing and Planned Transit (p.17) -- Canadian Pacific Railway spur (p.18)

Background

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

People are walking 6% more than in 2005

- Yes to outdoor dining, think: Sea Salt
- Main pedestrian thorough fair or corridor that includes shops/restaurants. Include outdoor dining and plantings/gardens. Think State Street in Madison
- Please make low speed limits & separated bike lanes a priority! +1

Documents that Inform our Work

- Need to consider the current and future 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

- Interesting % of walkers in St. Paul vs. Copenhagen
- What does Copenhagen’s roads/paths look like?
- Connectivity is critical, between modes within the site and to transit to other parts of the City
- [Inter]connected systems; lanes for all types are not possible - cars, buses, bikes, trucks, walkers, etc.
- Picture drawn showing pedestrian boulevards, parking, car traffic bikes, cafes, pedestrians
- Sidewalks wide enough for sidewalk cafes, and whatever Copenhagen is doing!
- Key project principle: fewer cars. +1
- What period of time is reflected here?
- Cold winters
- More bike lanes and bike parking
- More bike infrastructure please! Healthy biking = healthy population
- More bike and pedestrian infrastructure. Connect this to transit
- More transit options will increase transit users
- Seamless integration with regional LRT. Complete “Transit triangle” blue, green and Riverview
- Look at demographics of who would buy the type of housing (eg: single-family, people with kids, etc., will ride buses and walk). Empty nesters less so.
- Keep parking in front of houses! Carpooling on increase as well but some come to drive and park, others are picked up.
- Do not continue Cretin through the Ford site. Have it end there as it does now. I am concerned about it turning into the main street to get to and from the Ford site. Too much traffic

Pedestrian Environment

Elements that impact the pedestrian environment

- Urban design picture – Maximize the number of shop doors per block for inviting commercial neighborhood
- Like 50th & France
- Maintenance and Cleanliness
- Traffic Calming
- Street lighting

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- Wider sidewalks for outdoor patios – make portable extensions for summer; store in winter

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

Safety, Lighting and Maintenance

- Address concern of walkers about potential crime
- Streets should have a lot of traffic calming devices and allow pedestrians to linger
- Lights, safety, good ways to clear snow in winter; maintenance budget, keep it clean and inviting
- Lighting, landscaping and maintenance high
- Street lighting and landscaping are priorities
- Better street lighting with focus on sidewalk, pedestrian lead signaling
- Lighting is very important for late night bike community!
- Regular maintenance and prompt repairs, budget priorities for long term, a public/private endowment ultimately
- Safe crossings including to the Ford site from rest of neighborhood – make Ford Parkway safer to cross
- Traffic calming for cars down Ford Bridge
- Keep the excellent snow clearance Ford has been providing!
- Safe effective wayfinding. Demonstrate an understanding that pedestrians should take precedence.

Sidewalk Design and Activity

- Large wide sidewalks and safe pedestrian access to the site.
- Wide sidewalks;
- Wide, well maintained sidewalks with pedestrian ramps and shade trees
- Sidewalk activities (farmers market, craft fairs, local produces) and green spaces would encourage me to walk more
- Signage – telephones evaluate at feature on basis of safety, benches, lighting on paths, waste barrels, green spaces, no pavers
- More decorative benches, signage, landscaping, trash/recycle/compost bins. Public Art!
- Lights and attractions. Coffee shops, shops in general, green spaces, sidewalk cafes
- Love wayfinding signs!
- Short blocks! Supportive land use – no PetSmart/Lund’s models with parking lots in front to traverse these existing uses are hostile
- Commercial area should be walkable – not stores separated by parking lots – connect a new commercial area to Lund’s shopping area
- Separate pedestrians from cyclists
- Separate bike/walk paths

Narrow Streets

- Narrow streets, bulb outs to shorter crossings
- Road diets, say no to stroads, less lanes, buildings must be flush with sidewalk

General

- Underground parking garages
- Need to connect existing Village and Ford site with contiguous development and means to get between the areas. Should be seamless
- Ped/bike/bus-only streets, e.g. State Street in Madison, various high (main) streets in London, grand blvds. of Europe
- Traffic calming elements, separate ped and bike, sidewalk cafes, small local business (not chains) create investment from community

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- Winding roads that invite wandering instead of grid streets – corny but romantic to walk through on snowy nights and sunny days
- Plants and trees are great, slow the dang cars down and get them to maintain the sidewalks better than the rest of Highland Village
- Mix of uses, creating an urban village environment
- Green spaces- if people want to meander and enjoy a day at the site/in the village, it will become a destination. Include water features (ex. Mears Park) and concert space (ex. Minnehaha Falls Park) as well as patio/sidewalk cafes (ex. Sea Salt, also at Minnehaha Falls). Paths can also attract in winter, as cross-country ski trails (perhaps a rental business on the site? Or at least ski racks?)

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

Good Destinations & Connections

- Something worth walking to! Pedestrian scale development
- Walkways with destination, e.g. Lund’s shopping area
- Better pedestrian access to Lund’s other than walking/biking across their busy parking lot
- A more direct north/south route through the Ford site
- Diverse places to walk to

Separated Walkways

- Sidewalks away from cars and bikes for safety and quiet, rest stops with benches
- Sidewalks separate from bikes, cleared sidewalks be paved paths in winter, distance markers, safe lighting, safe crossing areas
- Safe route (off street) parallel to Ford Parkway
- Enjoyable paths to walk along with less traffic noise, exhaust and change of getting in an accident
- Safety first, separate from bikes – too quiet, too fast
- Bikes do not yield to pedestrians
- Beautiful landscapes, more crosswalks, quieter streets, slows traffic speeds
- Long walking stretches separated from bike paths, problem how to carry purchased goods, but nice for cafes and coffee shops

Attractive, Green and Vibrant

- Distance- Distance-Distance... it is all tied to the length of trip. Make trips shorter by putting services and housing closer together
- Distance. Encourage creative, small local business throughout and discourage chains
- Gardens/plantings along streets, planted median along roadways to make crossing easier and roads more beautiful (e.g. Summit Avenue). Mixed use development (housing and commercial) along roads would encourage me to walk as well
- Human (walking) scale streets with lots of activity. Don’t put huge parking lots in front of businesses
- Sidewalks with lighting
- Beautiful landscaping
- Walkways with nice landscaping
- Plazas with tables and chairs – similar to Bryant Park in NYC
- Art – including... [couldn’t read the word]
- Outdoor cafes with lovely vegetation and trees too!
- Trees
- Streetscape with local shops and restaurants scattered throughout
- Some shared streets ala new projects in Europe

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

Safe Street Crossings

- Longer signals for pedestrian crossing
- Safe routes – few cars crossing paths
- Safe crossings – Ford Parkway by river can be a sea of traffic and difficult to cross
- Slower speed limit
- High visibility crosswalks, signals with plenty of time for PED crossing – stop lines – no turn on red

“Above standard” design for sidewalks and boulevards, such as decorative paving and planters, cost more money to install and maintain for the city and adjacent property owners. Is this extra expense worth it?

Pavers – Maybe not

- No pavers – slippery and deteriorate in this climate
- Pavers=NO
- No pavers and other decorative items tend to deteriorate faster and cause hazards
- Not pavers, you can just use cement impression prints.
- The other comments about fake pavers are right on. But real pavers are lovely and definitely add value and are worth it. Some of the stuff people are reacting to is really not very well done, but don't reject genuinely well done amenities on that basis.
- Permeable pavers strategically placed for storm water management and safer walking/less ice in winter

Restrooms

- In general along Mississippi River Blvd/Shepard Rd.; the lack of port-o-potties keeps me from straying too far
- Good idea, but I suggest some permanent public restroom buildings at key locations

Trees and Landscaping

- Yes, but keep it simple. Trees along boulevards make roads beautiful without pavers and plantings.
- Landscape/natural beauty plus lighting with charm=YES
- Yes to Blvd. trees – shade and beauty
- Not worth it for just decorative. Make infrastructure provide services (e.g. rain gardens, urban trees, etc.)
- No [to above standard design], we have trees and the sky to look at
- Planters – yes, but mostly trees and larger green spaces, pavers within a storm water management strategy
- Give space to trees in boulevards
- Natural gardens are nicer than planters, but if that's what it takes to get nature in there, then do it.

Lighting, Safety and Design

- While nice, I would prefer better and more lighting throughout Highland Park (not just the Village) over decorative paving stones.
- Width, maintenance, and lighting
- Focus on safety
- In addition to expense, need to be sure sidewalks are accessible and easy to navigate for people in wheelchairs

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- Add traffic lights west of Cretin on Ford Parkway to facilitate pedestrian and bike crossings of Ford Parkway to Mt. Curve and other streets
- Good street lighting – Landscaping safety issues big concern with high density
- We need to assure pedestrian safety in light of increased bicycle traffic – separate areas
- The decorative stop sign posts in Mac/Groveland were not worth the money in my mind
- Have some character, but keep it simple and safe
- Pedestrian only areas with storefronts and cafes. Parking in back or at entrances to site
- No difference of height between sidewalks and streets for water to drain onto, green areas and not concentrated
- Plan carless residential streets by keeping vehicles on the alleys. Let people dominate the streets!
- Nice to have – can wait for future
- Pedestrian mainstreet with restaurants and shops fronting. Patio space to create a sense of community space for locals and destination dining for surrounding areas
- Need off grid sidewalks – meandering paths all parallel and perpendicular
- Yes [to above standard design]
- Yes! Enhanced pedestrian experience makes the area more “friendly” and walkable. Feels safer too.

Bicycle Environment

Existing and Planned Bikeways

- Is there any Finn Street right-of-way through these residential lots? It would really help the biking and walking accessibility on Finn into Highland Village.
- Bike paths are not suited to high-speed commuters, but great for recreation and kids

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

Separated Lanes

- Bike lanes on both sides of the road, and bike path that is separate from walkers.
- Protected and off-street paths
- Create more protected bike lanes and off-street paths. These are by far the safest and would encourage more people to bike
- Separated or protected lanes benefit bikes and cars
- Protected and lit bike lanes are the best. Shared lanes are second best if car speeds are slow (<25mph)
- Like street separation lane
- Off-street path. Wide enough for “serious” bikers to pass “leisure” bikes in a non-stressful manner – i.e. commuters and family out for a ride are both happy
- Where possible wider bike lanes for fast and slow riders to share
- As many protected bike lanes as possible to encourage people who don’t consider themselves cyclists to get on their bikes. Traffic calming and separated or protected bike facilities
- Wide protected bike lanes to accommodate wider utilitarian bikes (e.g. pedicabs) and 3 wheel bikes that elders will use
- Separate bike lanes and pedestrian paths, 1 lane bikes over 10 mph, 1 lane bikes less than 10 mph, 1 lane pedestrian
- Off-street or protected lanes. This reduces accidents and protects everyone

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- Protected lanes are great especially on high volume streets, off street trails are great when you don't have lots of crossings, in-street lane: are good on slower and lower traffic streets and sharrows are good on very low volume streets
- Build off-street or protected bike lanes. We have an amazing opportunity to build roads for the future or even the present. Wide with separation to protect people
- Like protected bike lane with one direction of traffic – safer
- Prioritize protected bike lanes
- No Sharrows
- I still don't understand the Jefferson Bike Boulevard – I ride it, and it really is that different now than before

Safety and Maintenance

- Give bikes more priority with traffic light changes on Ford and Cleveland
- Bike planning needs to pay special attention to intersections and places where it crosses traffic. In Europe, there are separate signals for bikes and cars
- Way finding on off street trails! +1
- Good lighting at night, access to Nice Ride stations, easy access to other trail and route systems: Mississippi RB, street bike routes, Ford bridge
- Bike trails consider using yellow paint to identify trails-safety Minnesota has snow on paths 40-50% of the year
- Plow bike lanes during winter. Maintain bike lanes (pot holes, ???, debris)
- Don't forget to think about snow plowing. Separate protected lanes make it difficult
- Need to enforce bicyclist responsibility to adhere to traffic laws and be mindful of pedestrians
- Lower (or enforced low) speed limits on roads with in-street bike lanes and/or shared lanes
- No gaps in network, separation from traffic, slower car speeds
- Low speed limit. Limited auto parking.
- Do not eliminate street parking where it exists

Rail Spur Reuse

- Ford trail spur would offer an amazing opportunity to connect the Ford site to downtown St. Paul for bikers/transit users. It is equally important to find strong connections to Minneapolis.
- Like using CP line as dedicated bike and PED connection, especially down to W 7th, protected bike lanes on Ford (or a path like cultural trail in Indy) would help make it a less scary route
- Turn the rail spur into a bike corridor

Location Specific Comments

- Protected bike lane on Ford Parkway +1
- Fix Ford Bridge on/off Mississippi River to make it safer
- Create bike accommodations on Ford Parkway itself equal to or better than Marshall Ave. by taking unused parking spaces in front of Ford site for uphill climbing bike lane (from the bridge to Finn St., eight foot buffered 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 median two or three feet south and stripe bike lanes on both sides. These can eventually connect to bike lanes on Ford from Snelling to Howell
- In-street separated lane – no room Cleveland between Randolph & Summit – need to have bike way lesser traveled street and connect to Cleveland via Randolph
- Cleveland is too narrow for a bike lane. Do we widen the streets to do it? St. Thomas parking? Finn/Prior?

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- Cleveland not wide enough for in-street separate lanes between Randolph and Summit and beyond. Not safe have cars, buses, ... *[couldn't read word]*, bikers, runners, walkers, kids all using and crossing. Safety for bikers would be more... *[couldn't read word]* than reality
- Take back front yards along MRB that are public property and turn them into protected bike lane, so separate lane for ped, cars and bikes (picture)
- Make MRB a bike/PED only corridor along Ford site
- Riding a bike on the northbound lane of MRB is awful because of the poor road surface.
- What about Cretin Avenue – It is a residential arterial street not a truck route. Need safe bike option
- Improve bike lanes on Fort Road so you can go from downtown to, for example, the Ford site by avoiding Montreal Hill. The distance isn't much different but that hill is difficult.
- Co-locate with transit so cyclists can hop on/off trams/buses

Prioritize Walking and Biking in design

- Make bike/ped and maybe bus or emergency vehicle only areas with less slower streets
- Private: Car-free development: park at edge and bike or walk in (& bus)
- Peds are getting a less vigorous look than bikes
- Prioritize pedestrians and cyclists through design – businesses facing bike/PED corridor instead of roadways

Connectivity

- No gaps in the network. Please and thank you.
- Connections
- Multiple north-south, east-west options with clear and obvious bicycle infrastructure
- Safe routes to school throughout area

Bicycle Support Facilities

- Bike corrals
- Community bike center like cycles for change

Bicycle Support Facilities

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

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

- Bike racks in public spaces - 53 dots
- Bike services (i.e. Nice Ride) – 34 dots
- Showers at place of employment – 26 dots
- Storage and lockers at place of employment – 20 dots
- Tool Hub – 20 dots
- Storage or lockers at place of residence – 10 dot

Bike Racks and Parking

- User-friendly bike racks – not the artsy types. Covered bike racks for rainy commuters. Bike racks at regular intervals
- See the latest study on how density of bike stations is so important
- Covered bike racks would be good – not necessary lockers – just a roof.
- Choose style of bike rack that is really useful – 1 dot
- More bike racks in well lighted, highly visible areas
- Use the “Highland Park” branded bike racks
- Bike racks located in safe open environment, not tucked away in an unsafe/unseen spot
- Bike racks public spaces only – storage lockers only where high density employment. Should not be in neighborhoods. Neighborhoods can store and rack on their property
- Bike racks and lockers only in public space or place of employment. Not for example at bus stops in communities where housing exists.
- Lots of bike racks everywhere
- Lockers are silly, add more racks
- Covered public parking (e.g. shelters) would be great
- Storage lockers for multi-unit buildings – 1 dot
- Automated underground bike garage
- Picture of bicycle parking on street in parking spot – These work well! The city doesn’t have enough bikes – 6 dots

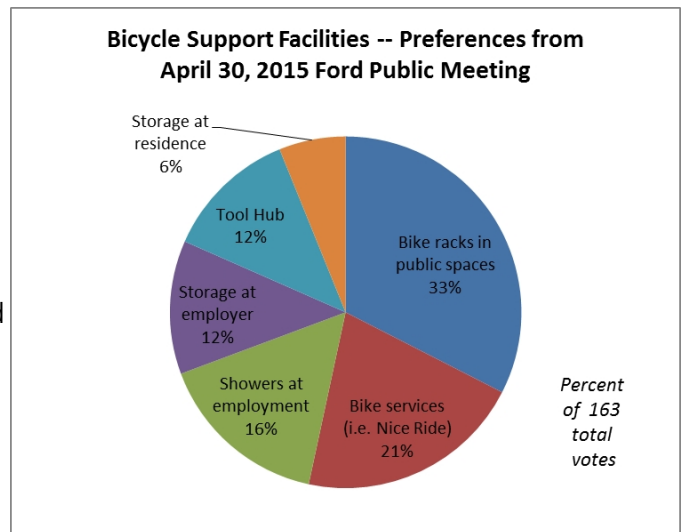
Showers / Employment Facilities

- Showers at work are critical if you plan to have year round bike commuters. I am not willing to arrive at work sweaty without having facilities to clean myself and store my biking gear. Efficient bike parking bike corrals to encourage biking.
- Showers/locker rooms are VERY important at work (let’s all stay clean)

Nice Ride

- More Nice Ride stations! Put one at Ford Plant and/or at Hidden Falls Park
- Locate Nice Ride stations near transit stops and businesses
- Nice Ride Stations – Love this idea – need to remember that biking recreationally is seasonal, perhaps the racks convert back to parking spots in the winter
- 3 wheel bike, Nice Ride stations at senior living facilities
- Add more Nice Ride density

General



- Wider bike lanes built for fast and slow riders
- Bike route maps posted and available
- Where are the helmets?
- Beautiful landscaping makes the ride so nice... rain gardens are beautiful and so good for the environment.
- Bikes are great!

Pedestrian and Bicycle Corridors



**Pedestrian Mainstreet
(20-60 feet)**



**Neighborhood Corridor
(28-40 feet)**



Lane (12-14 feet)



**Bicycle & Pedestrian Trail
(26-44 feet)**

Where should these corridor types be used?

Drawings on the map [see photos of the 2 topic boards in separate link on city Ford web pages]

Do you have other thoughts or considerations regarding these corridors?

“Pedestrian Mainstreet”

- Pedestrian mall with shops on both sides. No cars, but bikes allowed.

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- Pedestrian mainstreet – 2 north and south corridors, 2 east-west corridors. Bicycle and pedestrian trail- 1 north and south additional to River Road, 2 east –west
- Pedestrian mainstreet with restaurant patios would create a great community feel. Create destination dining for locals and surrounding areas
- Love the idea of an east/west pedestrian mainstreet terminating at the river. It would be nice if some cycling was allowed.

“Neighborhood Corridors”

- “Neighborhood corridors” throughout – maybe grouped by theme
- I really like the idea of “neighborhood corridors”
- “Neighborhood corridors” – at least one going east/west and one going north/south
- “Neighborhood corridors” are awesome
- Milwaukee Avenue is not a fair example of anything we could do – It is unique in the Twin Cities. Why can’t we... [arrow pointing to picture of “Neighborhood Corridor” 28-40 ft]?
- “Neighborhood corridors” are great for neighborhoods on mid-lower density commercial area
- In any potential traditional neighborhood zone alternate “neighborhood corridors” for pedestrians/bikers only with more standard road designs

“Lane”

- “Lane” types are great for vibrant pedestrian areas.

“Bicycle and Pedestrian Trail”

- Convert railroad to bike/PED trail, Need at least one amazing pedestrian boulevard/mainstreet with lots of outdoor cafes in summer. Separate bike/pedestrian trails to navigate from existing planned trails and destinations.
- I think the CP Rail alignment should become a bike and pedestrian trail with no light rail or train. Many people would use a trail for access (connecting) to Mississippi River paths and future Ford site.
- Convert the railroad tracks into a bicycle path
- I like “rails to trails” and convert Canada line to bike/pedestrian path like the Minneapolis greenway.
- In favor of using CP rail as bike/PED path. Do not like idea of light rail or street car, but bus route and bikes and PEDs might work.
- Don’t preempt transit space on railroad spur
- Rail trail on Ford spur
- Bicycle and pedestrian trail promotes green space, health and safety. We have the space for it. Look at how popular MRB is, lets add to it
- Streetcar with PED/bike trail

Parkways

- Landscaped and pleasant like Summit Avenue corridors
- Large parkway and deep setbacks to shops or residences on either side of one way streets. Place for 50 years of tree growth as well as short term O and at SE corner to connect with Shepard Road W 7th bike and walk ways

Connections

- Go east-west through site too, connect to MRB directly at points for bike/pedestrian travel
- A designated pedestrian and bike way through the development that will connect to MRB and business district. All neighborhood/residential streets should be PED/bike friendly

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- Connectivity is critical from mode to mode, within the Ford site, and connecting the site to the rest of the Twin Cities
- In think connections are more important than routes
- The corridors should start at NW end with Summit Ave style
- Strong connections through Ford plant site from Highland Village to MRB
- Improve bike and pedestrian traversability of Ford Parkway by adding additional traffic signals west of Cretin
- More pedestrian-friendly connection to Lund’s from side behind – hostile trying to walk across Ford through parking lot to it (no sidewalks)
- Connectivity to adjacent neighborhoods and no transit
- Hillcrest Park is a neighborhood hub-including for kids – and a safe corridor from the park into the site will be very important

Bicycles

- Plow bike trail, recognize different types of bikers (commuters, recreation, families) different solutions and different speeds, seamless bike connections
- Bike trails throughout the site. More green space / bike and pedestrian corridors will encourage the site as a community gathering space.
- Bike connections to and from Mississippi River Boulevard
- Bike lane on Cretin
- Make sure bikeways inside site access Cretin Ave intersection with Ford Parkway as this is currently the only traffic signal for crossing Ford
- Bike lane on Cretin or Prior – not Cleveland
- 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 cost parking by including some inside the site. If Ford Parkway is eventually rebuilt, move median slightly and stripe bike lanes on both sides

Pedestrians

- It appears bikers have more options than pedestrians (trails, streets, etc). More emphasis on pedestrians
- Please separate pedestrians from bikes for safety. Bikes go to fast! Hard for older people to avoid collisions.
- Stronger laws to protect pedestrians against fast moving bikes

General

- I like all 4 kinds of corridors, each in their place. The “Neighborhood Corridor” seems least applicable here.
- The narrower the better, love the lanes, love the mainstreet
- Consider separating cars from pedestrian/bike by diverting them to rear of residences, reserving street out front for people
- Large urban forest – maybe solar “trees” for shade
- Environments that allow meandering streets, inspire. Winding paths, water features, benches, views, public entertainment area....keep all senses enticed
- Single level townhomes
- Consider 1 way options: 50th and France and Santiago, Chili – drawing included
- Please make it easy and safe to walk and bike all around not just through the neighborhood
- There are sacred sites for our first nations tribe – the Dakota – lets please honor our hosts

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- Keep from having too much in same area – not safe. Cars, buses, trucks, bikes, runners, children, baby carriages, young and elderly walking, too much to keep track of safety involved

Ford Parkway

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

- From Hillcrest Park to River
- Ford Parkway and Cleveland Ave S
- Need sidewalk into Lund’s – no sidewalk from Finn
- Ford Pkwy and Woodlawn Ave. – tough to cross with river of vehicle traffic that doesn’t stop
- Ford Parkway and Mt. Curve Blvd
- Ford Parkway and south Mt. Curve Blvd– dangerous high speeds
- Pedestrian and/or bike ramps from Ford Bridge directly down to MRB (a la Lake St. Bridge)
- Ramp from Mississippi River Blvd S to Ford Pkwy circled – cars not seeing bikes coming north –head on potential – too tight now
- Would a one-way loop around Highland Village make any sense and be workable? See 50th and France – put parking on periphery
- Split pedestrian / bike lane
- Pedestrian separate from bikes for safety. Bikes too fast for us old folks to avoid.
- Stripe on street on east side for bikes to encourage use, unless it can be widened which would be best
- Include beautiful signage in Dakota language denoting this sacred port of the river

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

Walking

- Improve pedestrian crossing for bus stop
- Ford and Finn on A-Line stop, will be seeing more pedestrian crossings, needs more pedestrian safety
- Close Ford Parkway & Cleveland intersection; create pedestrian mall
- Highly visible pedestrian crossings with signage slow traffic

Biking

- Must have separated protected bike lanes on Ford Parkway! Most bikers are on sidewalks now –even seasoned ones because Ford is too fast and scary
- Off-street or separated bike lane on Ford Parkway
- Sometimes people should “walk their bikes”
- Get people biking off the sidewalks
- Separate bike lane going East on Ford Parkway
- Protected bike lanes! (twice)
- Ideal = separate path. If not – protected bike lane. In particular, from Hillcrest to river etc.
- At least “Share the Road” signs for bikes. Delay the green lights to let pedestrians have time to start crossing before cars start moving
- 2-way bike lane (protected) at least thru Ford site (paralleling Ford Parkway). Bump outs at corners with rain gardens. Painted bike lane from Cretin to Kenneth

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

Traffic / Street

- Traffic calming for east bound traffic going off bridge into neighborhoods +I+++
- Repave Ford – it is full of patched potholes
- Reduce traffic, don't increase it with this development
- Traffic control measures at Cleveland, bike/pedestrian traffic light priority
- Hills parking at Ford and Snelling means less biking and walking likely

Transit

- Have bus stops on the other side of the intersection – after the bus 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!

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

- Better biking coming off bridge and continue bike lane
- A more gradual slope path with wide turn down from bridge to River Blvd.
- A more gradual separate path from/off the Ford Bridge to Miss. Blvd.
- Have some type of ramp that directly connects Ford Pkwy to MRB
- Redo on/off “ramps” from Ford Pkwy to MRB following best practices from other cities since you're redoing the whole area anyway
- Ramps to get on/off road/trail/sidewalk
- Ramps on or off the road/trail
- Improve connection between Ford Parkway and MRB. This needs to be redesigned. It is dangerous for bikers, pedestrians and drivers
- Separate pedestrian/bike bridge between MRB & Ford Parkway – MRB and Ford Site
- Create a bike lane
- Don't allow land use like current PetSmart/Lund's big parking lots in front – so hostile
- Change land use on Ford Site to help slow traffic from the bridge – this end is a river of cars that don't stay with suburban style – bad land use
- Wooden bridge - STAR proposal ~10 years age for bikes
- Some sort of signal – temp. fix technology to give bikes right-of-way
- Not sure, but cars are dangerous at the intersections. Perhaps move the trail intersections east, if bridge ramps can't be installed
- A bicycle path where the train tracks currently run.
- Repave (soon please) and maintain to the curb for bikers as it may be currently unrealistic to expand the road under the Ford bridge
- No Cretin extension to River Road. People drive too fast as it is, should be slowing traffic, wildlife corridor, signage for wildlife, plants too

Bottlenecks on MRB

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

Improve MRB underpass at Ford Pkwy

- Under Ford Bridge street surface is bad – resurface to encourage more bikes with striping

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- I stopped riding to Hidden Falls because of Ford Parkway intersection and narrow spot under bridge. Scary for us older people
- Widen bike/PED path under Ford Bridge and separate bike/PED facilities
- Under Ford Bridge – stripe on street NB east side for bikes to encourage on street use there if no space to expand under bridge
- If you add a north bound bike lane on east side of MRB, convert east sidewalk under Ford Bridge to bike lane
- Widen the opening under Ford Parkway Bridge. Expensive, but needed.
- 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 with gradual climb to safe crossing across (instead of under) Ford and down other side
- Sidewalk and curb are very icy under Ford Pkwy Bridge, should shoveled.
- Better bike lanes on the road – especially under bridges with easy ramps for bikes to move off the sidewalk onto the road
- Could a path jutting out around the bridge supports (toward the river) to separate pedestrians from bikes.
- Put up signs to tell people to walk their bikes in places where path is too narrow for bikes and pedestrians to use simultaneously (e.g. under Ford Pkwy Bridge).
- Install bike/pedestrian ramps connecting the Ford Pkwy Bridge directly to the MRB paths.
- Align walkways at Ford Pkwy to facilitate easier connection.
- Mississippi Blvd. trail to Ford Parkway

Use More Space on East Side of MRB

- As the Ford site gets developed, leave room to move MRB further away from the bluff edge to free up space. The roadway could be shifted in the future once money became available.
- Agree with the point about reclaiming public land from large front yards on Mississippi River Blvd. If that is in fact public land, then those yards are ridiculous – if true, I second.
- Reclaim public land from deep home fronts, to improve bike lanes on both sides of the road
- How much of front yards along the MRB are city-owned easements? Is this sufficient to take and convert to an additional bike path?
- Add northbound bike lane on east side of street by taking 6 feet of property from big home front lawns
- Plan for an off street path on east side of MRB, or an in-street separated lane or a wider road bed
- Add a dedicated painted bike lane on northbound side of E. River Road. The bike lane should be identified from Hwy 5 to city limit with Minneapolis
- Put bikes on the north/east side (Ford Plant side) and keep a green border on the plant site as it is developed

Improve and Create New MRB access points

- Allow about every 1/3 miles access from internal streets to the boulevard to keep boulevard traffic less dense. Keep two ways with good markings for pedestrian crossings
- Cretin Ave would be an excellent bikeway. It is a residential street and no truck zone (if enforced) beautiful, safe – ban the trucks and enforce
- Make bike route from Ford Parkway through site back to MRB option.
- Open up Montreal to MRB and relocate the little league baseball fields somewhere on this acreage
- Put a Summit Avenue/Edgumbe Road style parkway with wide middle trees, bike and running paths between two 1-way streets using old rail road and West 7th landscape routes as SE connections and River Blvd for NW ...*[couldn't read word]*

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- Straighten out the “s” curve north of Magoffin and add space for wider bike/PED paths west of MRB
- Improve ease of access at Magoffin and E. River Road, provide sidewalk from Colby to E River Road along Magoffin, add pedestrian activated crossing to Magoffin and E River Road intersection to improve safety

New paving on MRB

- Better pavement on northbound MRB would encourage more bikes to use that side of the road. The pavement now is very bumpy.
- MRB is full of potholes.

Make MRB 1-way

- Make MRB one way – this would provide room for bikes, PEDs, and cars. PEDs could go either way but bikes can only one
- Make MRB one way and make room to separate bikes and PEDs on MRB
- Make MRB one way and/or remove street parking
- Convert MRB south of Hidden Falls to a one-way road for cars, with a two-way bike road.

Safety / Signage / Separation

- Enforce bike limits – fines! Educate bikers to sound warning, educate pedestrians to look for bikes – someone will get creamed!
- Bikes should walk their bikes in certain high congestion bottleneck
- Add separated paths for bikes and PEDs where not currently, too tight when shared
- Not sure what to do at bridges, but create separate (protected) bike paths everywhere else
- When separating bikes and PEDs, put PED path closer to street (with lighting). Scary at night on PED paths closer to trees and further from lights – not well lit
- Many joggers use bike lanes in the winter because paths are icy or otherwise unsafe.
- Messages painted on the sidewalk encouraging pedestrians to call out bicyclists for unsafe speed or behavior.
- It’s difficult for bicyclists to jump the curb to make space for pedestrians, would be helpful to have more curb-cuts.
- Better enforcement of traffic speed and enforce bikes to stop and yield
- Speed enforcement for cars- speeding endangers bikers, joggers and walkers
- Add speed bumps on Mississippi River Blvd
- If width of corridors does not increase, better signage/path mailings are needed to slow bike traffic.

Existing & Planned Transit

What would encourage you to make more trips by transit?

- Frequent trips to the downtowns
- Extended service hours, more frequent and better connections to Blue Line, Airport, MOA, VA
- Transit that goes somewhere quickly and frequently – Especially downtowns and airport, etc.
- Need very frequent service between Ford site and I-94 or Cretin Avenue may become a 2 mile long on-ramp!

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- Better connection times especially Rt. 46 to West 7th route
- The 134 is a great route. Extend it later in the evening and morning
- Direct connections are currently lacking for transit
- Canadian Pacific rail alignment for Riverview would be too indirect/slow
- Good bus shelters – 4 walls and roof, not ones where wind blows through
- Good bus shelters are key, four walls and a roof, Snelling and Highland Parkway as example (and Grand), wind protection
- Just run a bus line through it
- Heated pedal pub

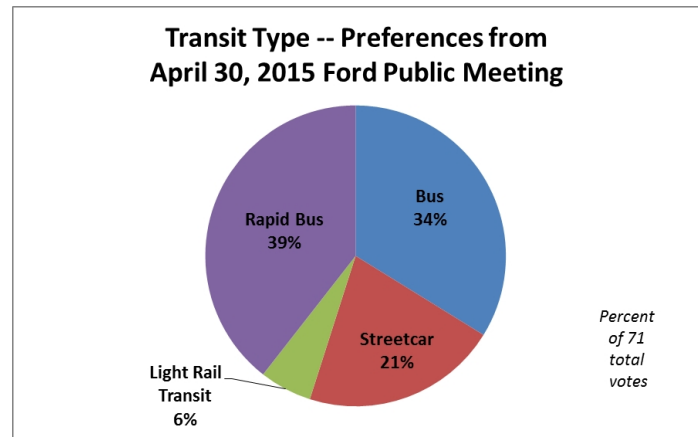
What type of transit would you like to see serve the Ford Site? Why?

Transit Type Preferences – (71 dots total)

- 28 - rapid bus transit
- 24 - bus
- 15 - streetcar
- 4 - light rail transit

Bus

- Bus – because it is flexible and inexpensive
- Bus with magically more bike racks
- Bus to downtown Minneapolis for work
- I am in favor of bus transit to the Ford Site; not light rail or train
- Bus – not rail
- Get nice bus & amenities; please no rail
- Bus/bus rapid transit preferred over rail and streetcar for site
- Bus; less vehicle congestion and can connect to Minnehaha Park (where there is a rail already)
- Bus and pedestrian only area in Ford Site
- Optimize what we have now - no streetcars
- Use buses - forget street cars (2 agrees)
- Better headways (sub 15-min) and no early buses! Waiting 20+ minutes is non-starter
- Bus to the site



Streetcar

- Bus or street car trolley, but speeds should be slower, more the pace of pedestrian traffic
- Streetcar with low-floor boarding that goes through the Ford site. Connect to 46th St Blue Line LRT in the west. Connect to Riverview Corridor following CP Rail spur to W 7th Street
- Streetcar – start it in Ford Site and expand it out
- Love street car, more pedestrian friendly. More about moving in and around not to and from

Light Trail Transit

- Definitely bus, perhaps light rail if that makes sense (as part of new line?)
- Rail of some sort
- Light rail, bicycle lanes and trails
- Consider LRT [for rail spur] if West 7th LRT happens; streetcars are useless. Could be a less regular spur, otherwise more bus connection, dedicated bus lane
- It's important to “close the loop” on LRT. Couple with bike corridor

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

Increase Service Frequency and Speeds

- High frequencies and speed to both downtowns and comfort (boarding and riding)
- Frequent! best regardless of mode
- More express routes
- Highland has great convenient transit – just boost 23 service please
- Should intensify service in core (shorter headways) by reducing suburban subsidies
- Transit should serve significant times of day (early AM, later PM) with appropriate safety measures

Transit Supportive Facilities

- Level floor boarding is key, accessibility, speed
- Better bike facilities near transit stops

Bike Lanes

- Bike lanes in Ford site. Bike lanes to Ford site

General

- Plan for transit and bikes and pedestrians
- Don't forget that Cretin is a residential street. Don't increase density. Keep it livable.
- Whatever you do, tie it into the 46th St LRT station and the Fairview LRT station. Connect it easily. Snelling is not close enough to Highland Park

Future of the Rail Spur

Light Rail Transit

- Transit (LRT) is the key to the success of this site. Auto access is and will always be too limited. Pedstrian and bike are great, but will never allow the high density that should be at this site
- The LRT must connect directly to both downtowns and airport
- Maybe light rail - no cars or buses. Bike and pedestrian.
- DMU, LRT. Should be publicly owned and have co-located bike and trail and PED space beside the transit line
- Riverview Corridor LRT down West 7th – 12 minutes between trains, spur train that goes through Ford plant and merges with LRT and connects with 46th Station – 30 minutes between trains. 6 trains per hour, same as Green Line.

Bus / Bus Rapid Transit [BRT]

- Motorized transit should be limited to shuttlebuses. No light rail – too expensive
- Pair BRT with walkways and bike paths- still provide easy access on/off
- BRT and PED/bike path needed. Great opportunity! Keep autos off! They have everything else.
- Perfect for a bike and bus route. I agree – forget connecting to light rail

Streetcar

- Bike and pedestrian paths, maybe with a trolley line.
- Use the track for a street car like San Francisco uses its older street cars

Bike / Pedestrian Trail

- Bike!
- Green space, hiking, biking

Input from Ford Public Meeting on “Bikes, Pedestrians & Transit”, April 30, 2015

- Consider a midtown green way concept
- This is a dream come true biking and hiking corridor. Keep the cars, motorcycles, trains, busses, and light rail out of there!
- Agree with looking to Midtown Greenway as good example and Ayd Mill as bad example. This is the best (only?) opportunity to have a truly green/nature space. A rare opportunity in urban area. Why not take advantage of it?
- Great bike path! Keep space if industry comes in
- Bike and pedestrian path with a connection to the river.
- PED & biking trails would be great! It would keep bird and animal activity healthy. Concerns are noise if used by motorized vehicles and devaluation of property.
- PED/bike path along rail spur would be great!
- PED/bike path with separation! Some greening – no cars or transit
- Definitely bike/PED paths that connect with West 7th; no light rail
- This is a great area for bike/pedestrian trail. No rail please! It would be too noisy and busy for our neighborhood. Connect ex-rail spur park/paths into parkway on Ford site SE to NW
- Rails to trails and bike/hike
- Yes, for bikes.
- Hiking and biking only, give us a break! 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 of the Spur.
- Don't need more roads/car ways in that area. Peaceful biking, walking, jogging would be great (as long as way to keep safe too).

General

- Please don't make another Ayd Mill Road. +2 votes
- Why are we NOT looking at the spur for auto traffic? Access to the site by all modes of travel will be challenging. Don't eliminate possibilities NOW.
- Government used to have right of first refusal on rail lines up for discontinuation. Please pursue.
- Just because the rails are there does not make it a best choice for motorized vehicles. The key is to build transit in a logical way that serves the residents!
- Yes, add lots of accessible well labeled spots to neighborhoods and city streets
- Co-location [transit + path]. Beautiful bike path
- Multi-modal corridor for commuting and recreation
- This corridor ideal for commuting to downtown Saint Paul