

## 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.

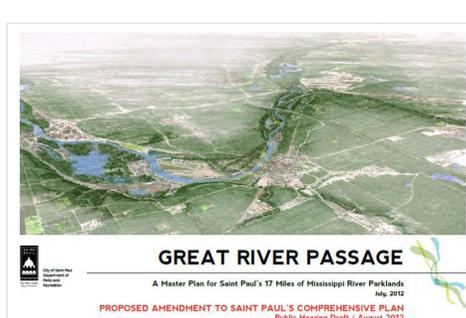
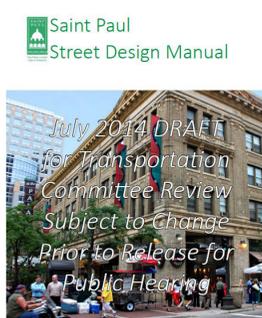
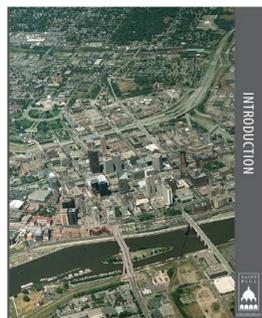
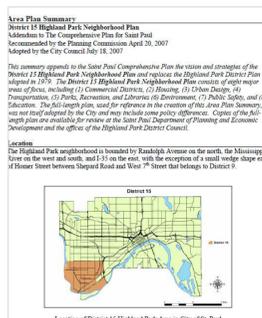
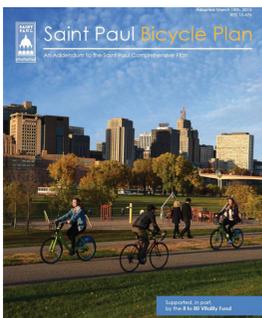


• People are walking 6% more than in 2005

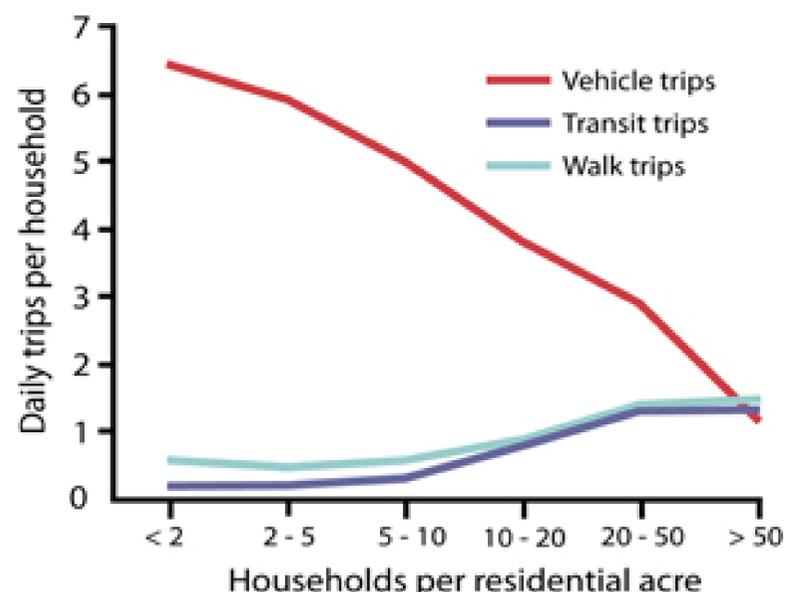
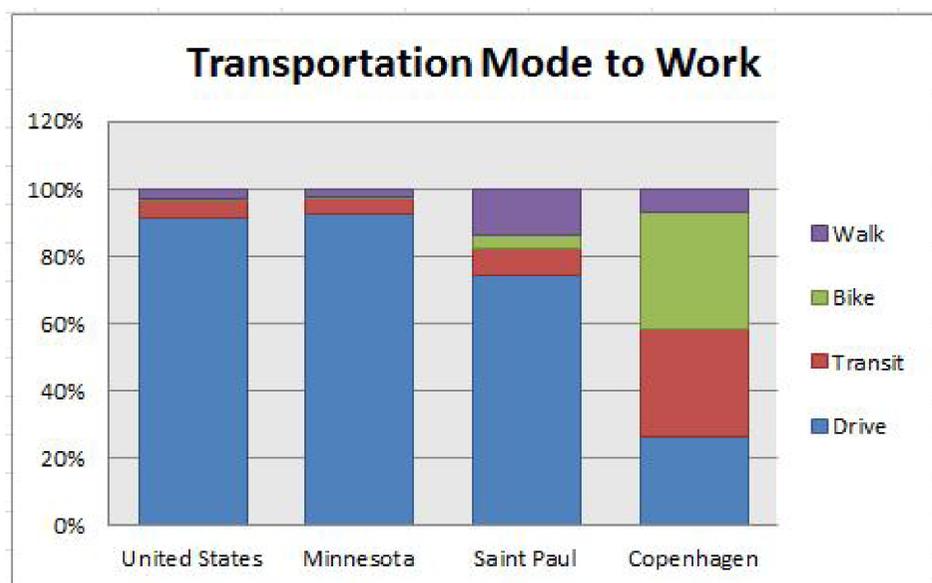
• Bike commuting increased 60% since 2005

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

## DOCUMENTS THAT INFORM OUR WORK



## TRENDS IN TRANSPORTATION MODE





# PEDESTRIAN ENVIRONMENT



## 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 on the Ford site and in Highland Village?**

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

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



# BICYCLE ENVIRONMENT



## 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

Bicycle Boulevard



Enhanced Shared Lane



In-Street Separated Lane

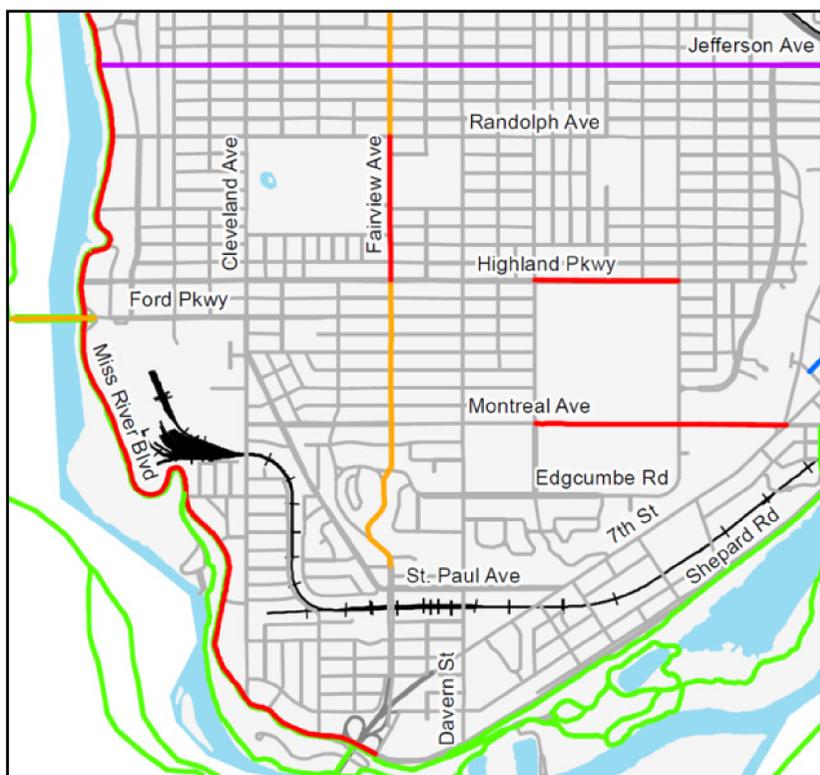


Off-street path  
(often includes walking path)

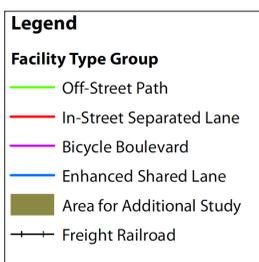
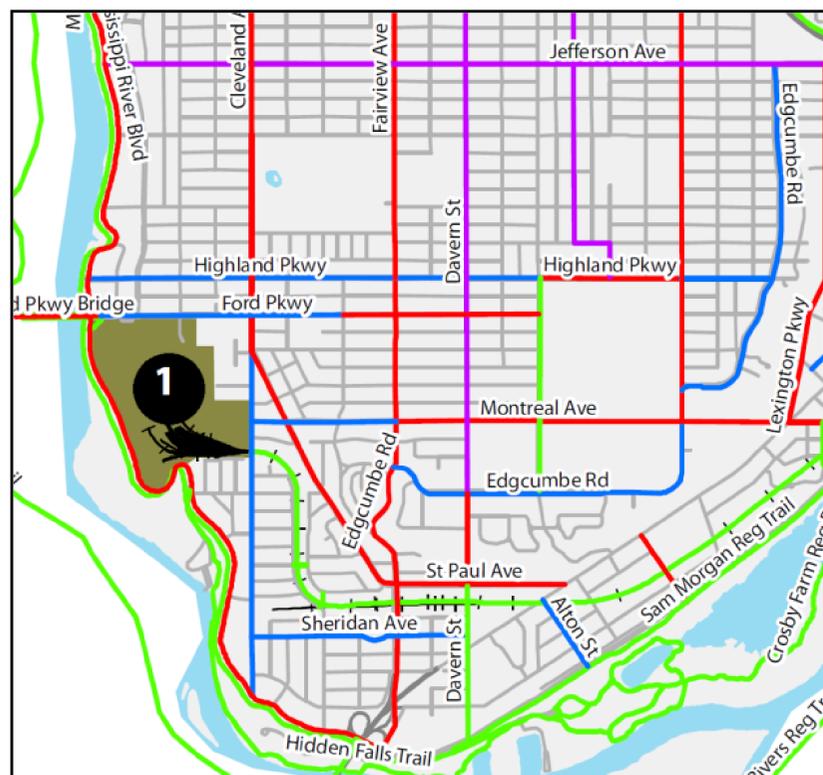


## EXISTING AND PLANNED BIKEWAYS

Existing Bike Network



DRAFT Planned Bike Network



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



# BICYCLE SUPPORT FACILITIES



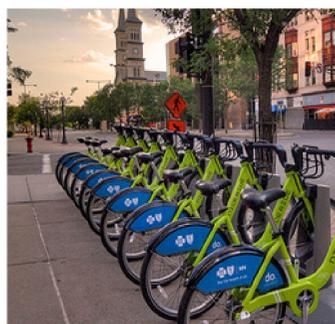
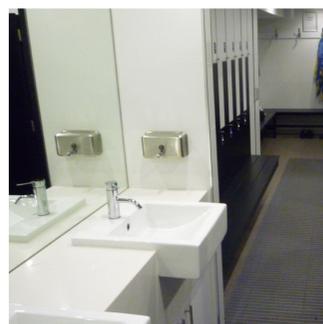
## ASSUMPTION

- 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

## Additional Comments?



# PEDESTRIAN & BICYCLE CORRIDORS



## 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)



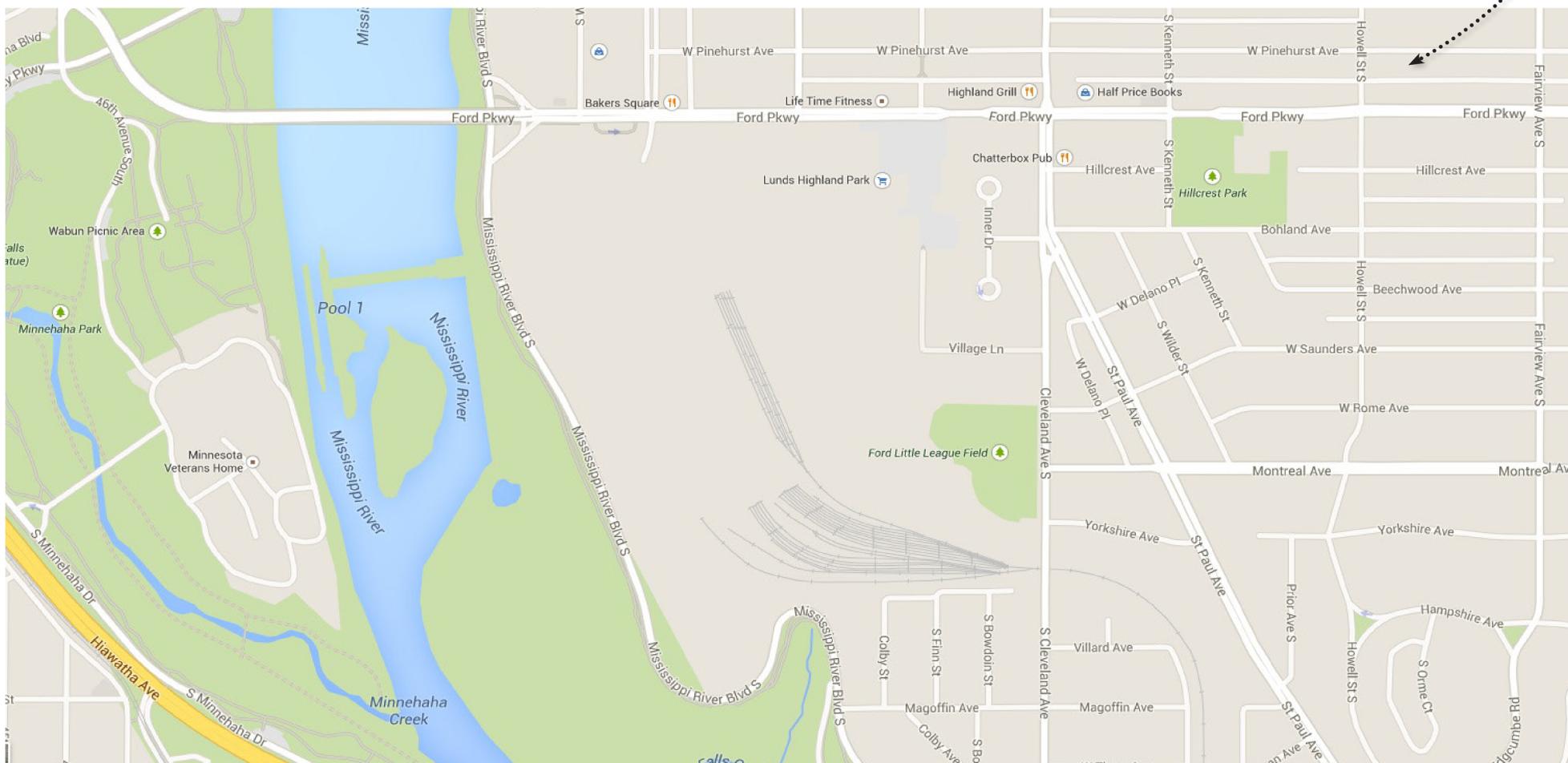
**Lane**  
(12 - 14 feet)



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

Please use colors to show types

## Where should these corridor types be used?



## Do you have other thoughts or considerations regarding these corridors?



# FORD PARKWAY

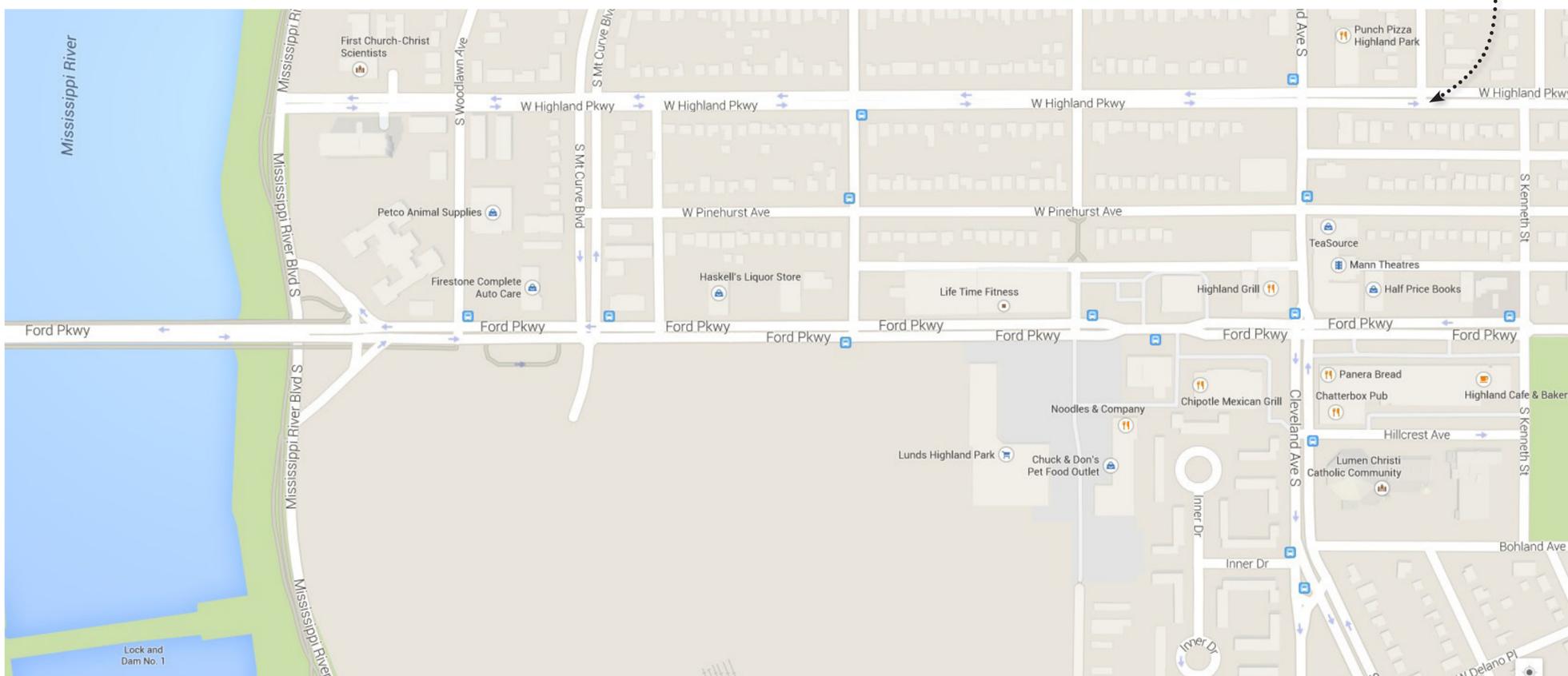


## ASSUMPTIONS

- 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?

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

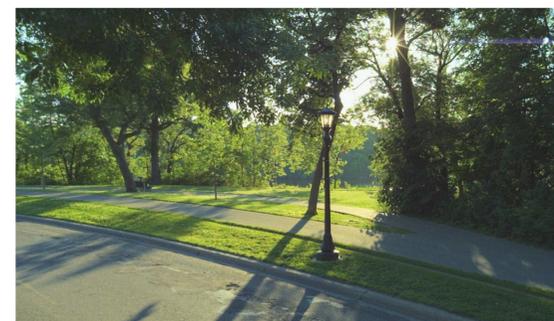
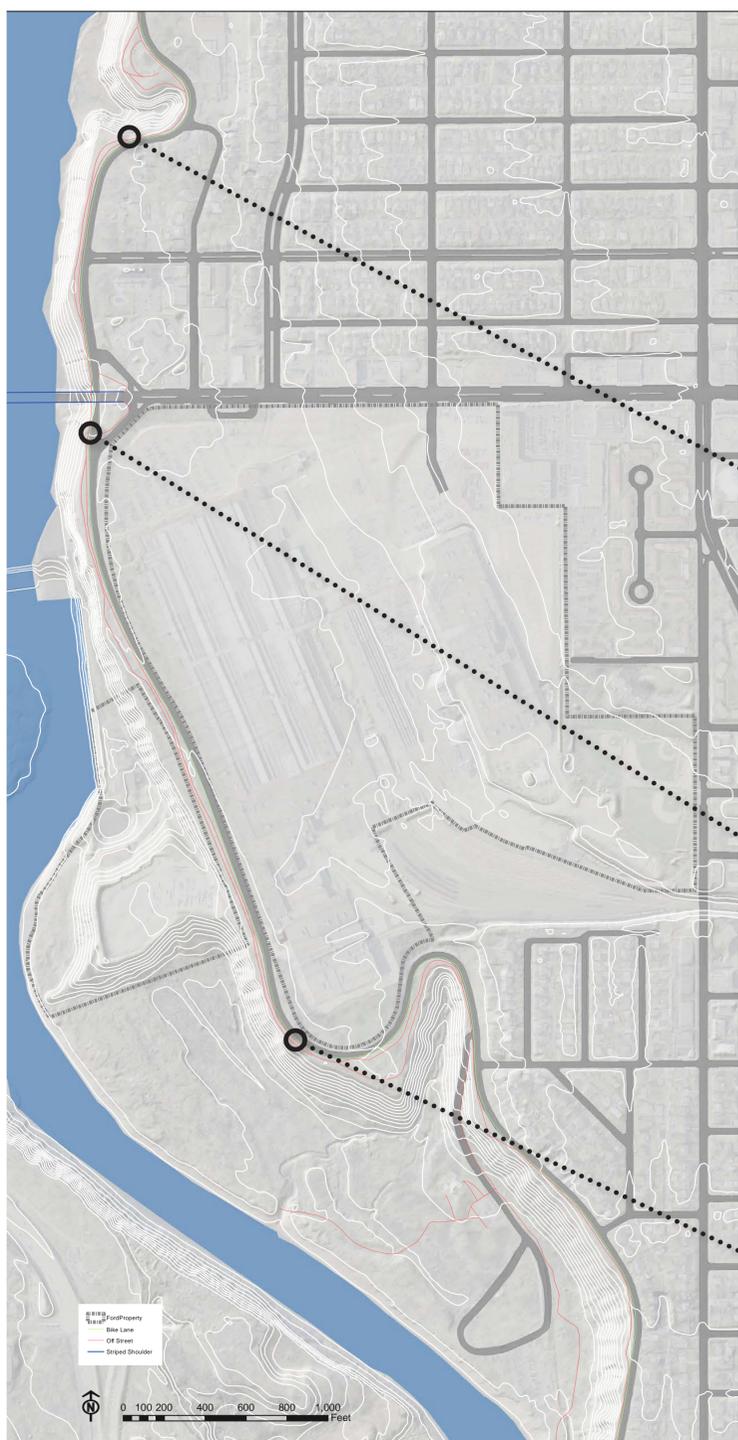
## ASSUMPTION

- **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?**

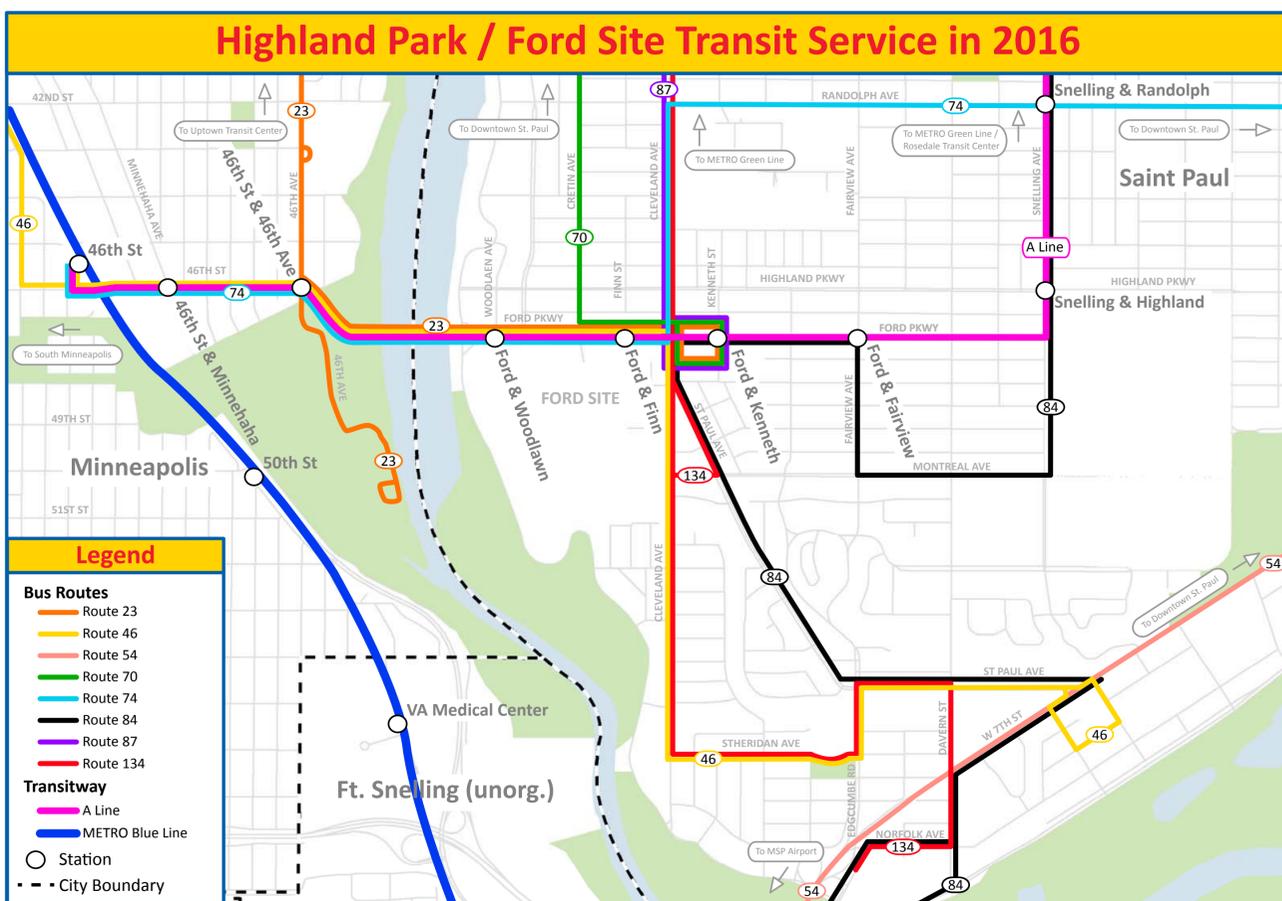


# EXISTING & PLANNED TRANSIT



## What would encourage you to make more trips by transit?

### Highland Park / Ford Site Transit Service in 2016



Date: 4/13/2015

Please Comment

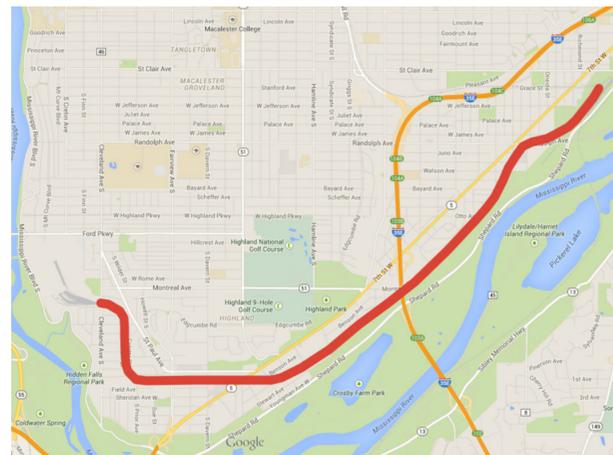
## What type of transit would you like to see serve the Ford site? Why?

Empty text area for user comments.



## 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?