



Como Regional Park Transportation Implementation Plan



D10 NEIGHBORHOOD RELATIONS COMMITTEE

*Como Regional Park
Transportation Implementation Plan (TIP)*

September 9, 2010



Kimley-Horn
and Associates, Inc.



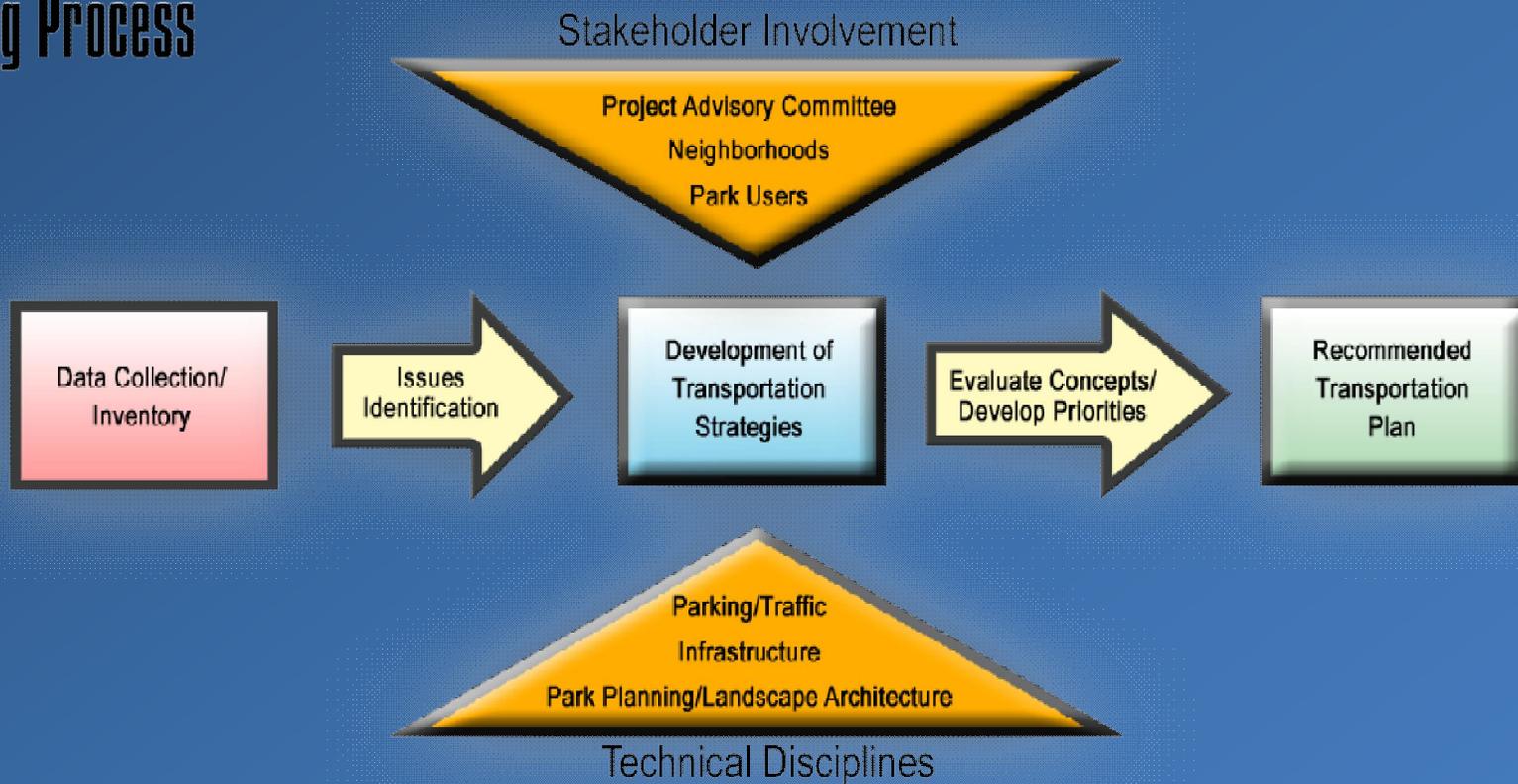
Purpose of the Plan

- Create a vision
- Identify priorities, costs and timing
- Guide future improvements
- Engage public in planning process

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Planning Process





Summary of Issues

- Not enough close parking
- Shuttle system is underutilized
- Concerns about losing green space
- Traffic congestion
- Pedestrian safety
- Limited support of other modes (bike, transit, etc.)

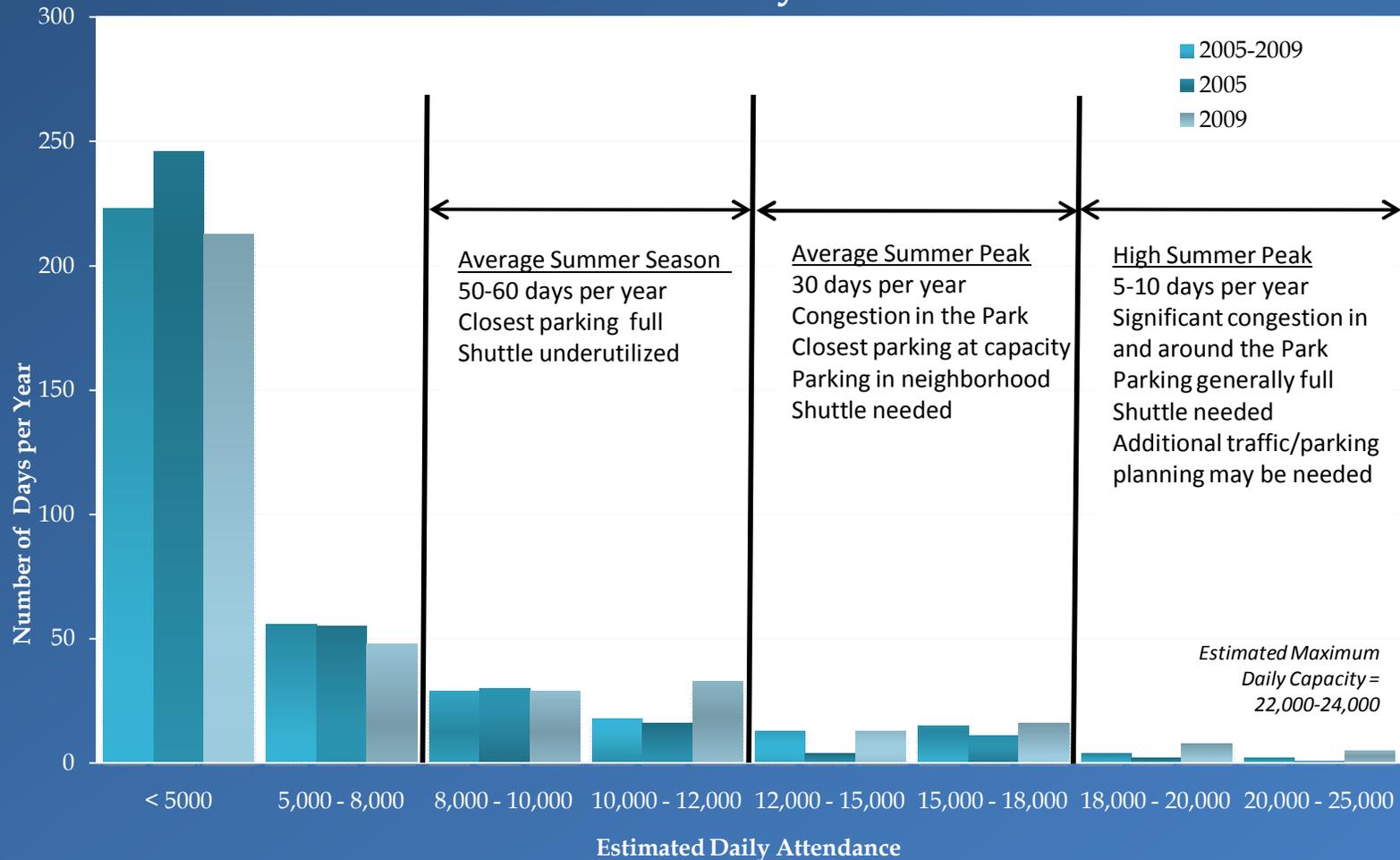


Primary Goals

- Preserve green space to the greatest extent possible
- Meet parking demand of existing and planned park facilities for Average Summer Peak
- Increase mode share of transit, pedestrian, and bicycle to the park and increase capture rate (percentage of total visitors) using remote parking/shuttle



Como Park Zoo & Conservatory Attendance Estimates

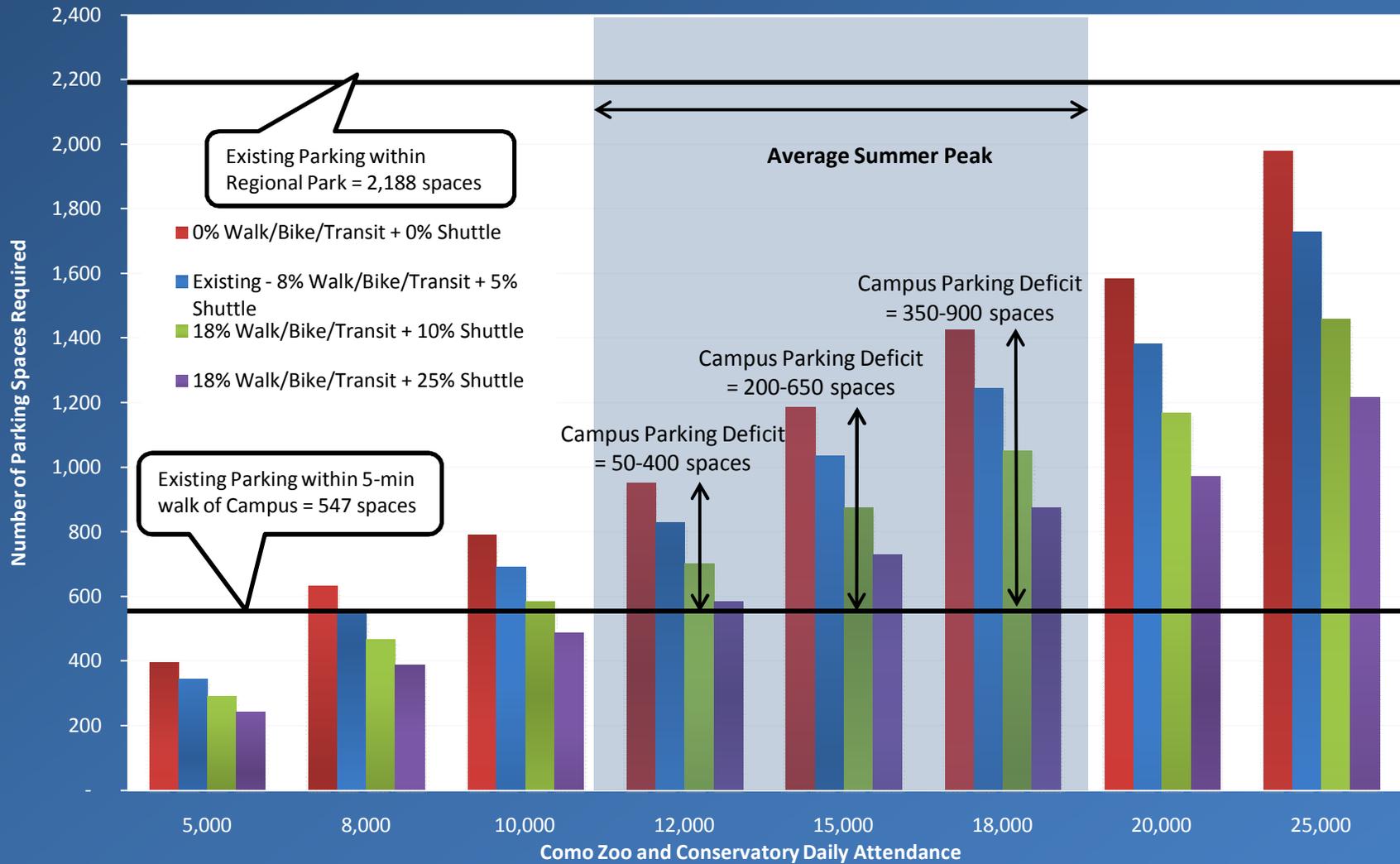




Parking Capacity

- 2,188 total spaces
- 547 spaces within 5-min walk of Zoo/Conservatory/Como Town - multiple competing uses
- 450 spaces in Como Shuttle lot at State Fair
- 100-400 spaces being used in neighborhood west of Hamline

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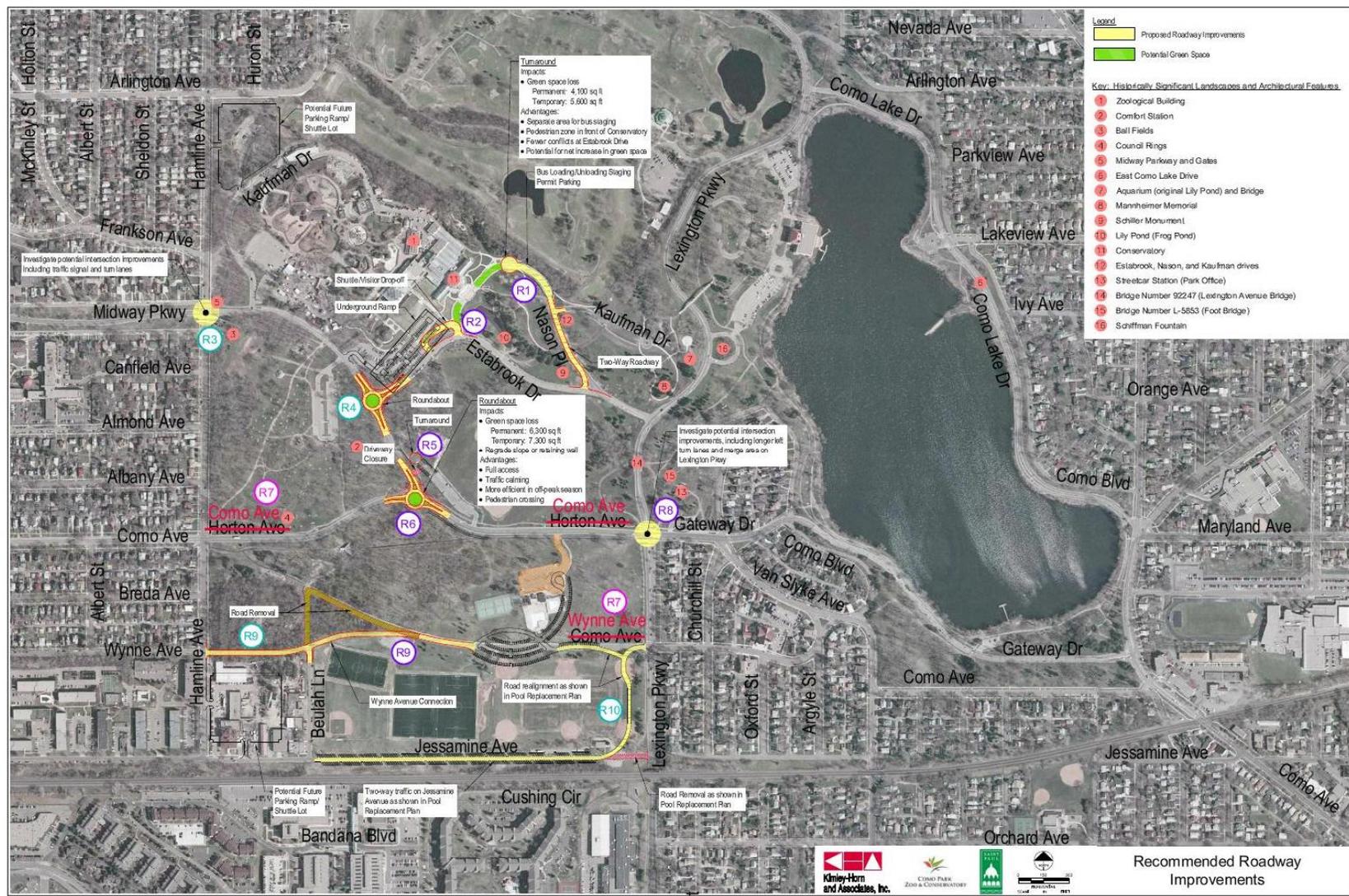
Note: Existing Shuttle Capture = 5%. Existing Bike/Walk/Transit Mode Share = 8%.



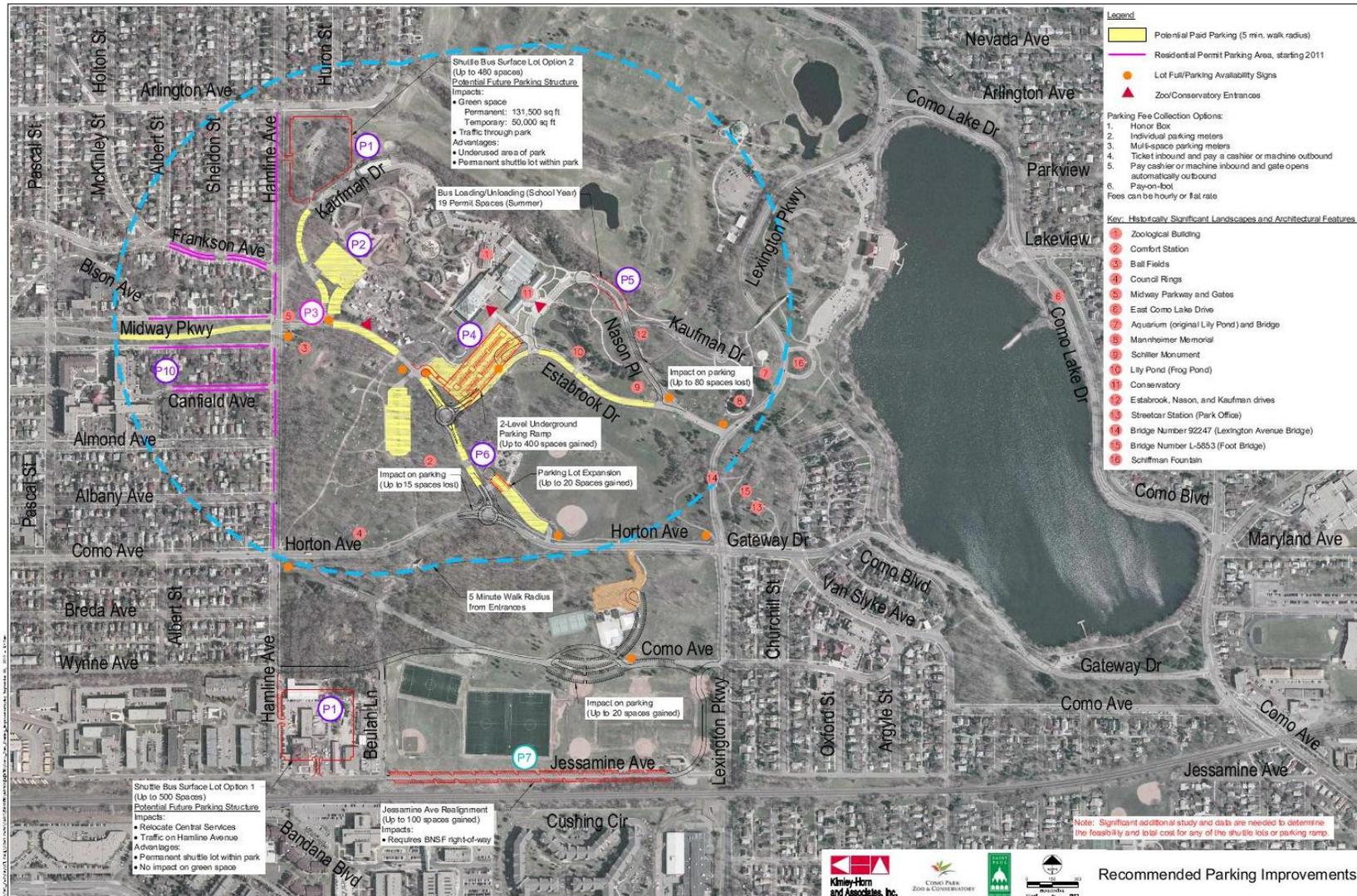
Summary of Recommendations

- Roadway
- Parking
- Transit/Shuttle
- Bike/Pedestrian
- Signing/Wayfinding

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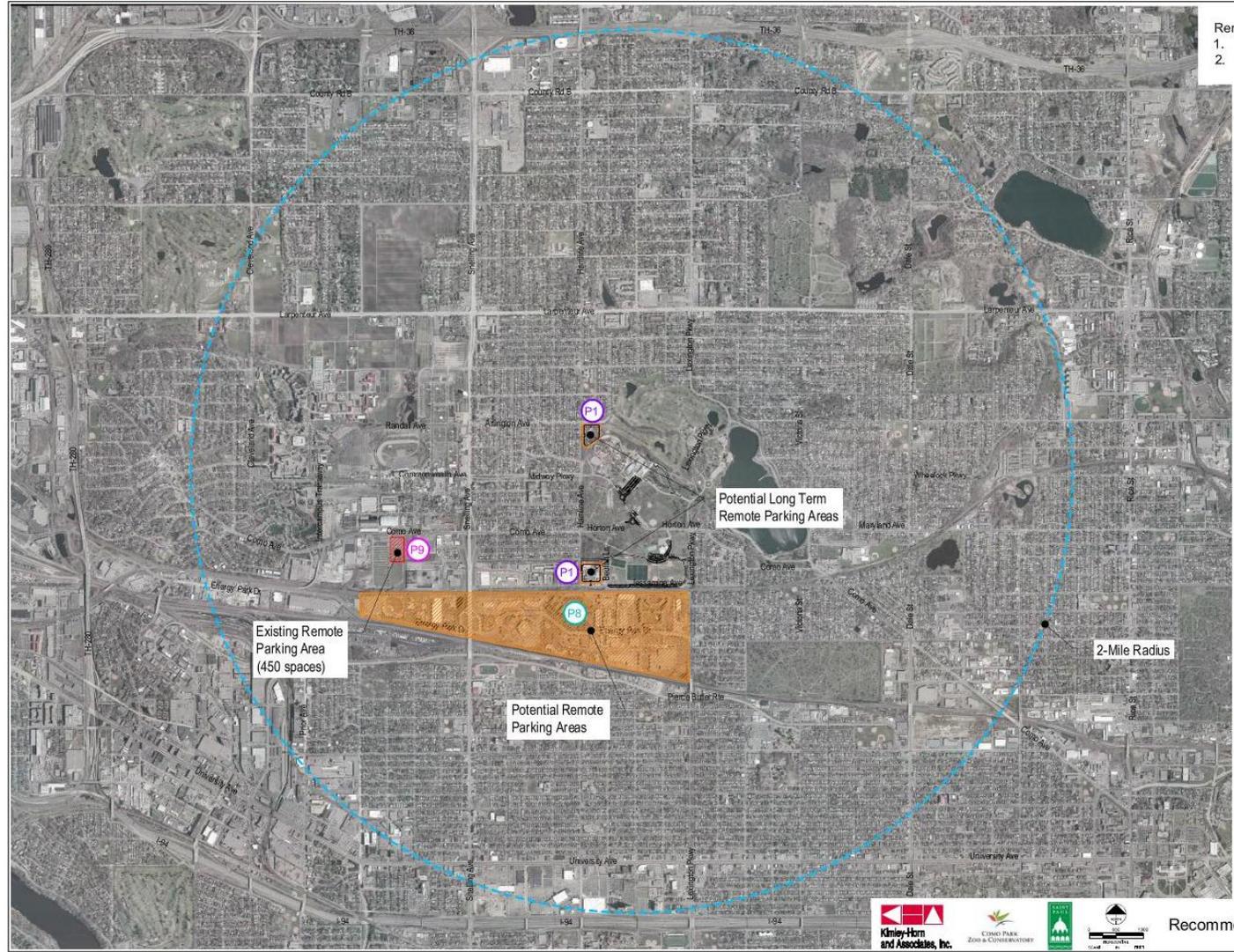


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Recommended Parking Improvements

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- Remote Parking Site Criteria:
1. 500 Parking Spaces
 2. Within 2 Miles of Park

Existing Remote Parking Area (450 spaces)

Potential Long Term Remote Parking Areas

Potential Remote Parking Areas

2-Mile Radius



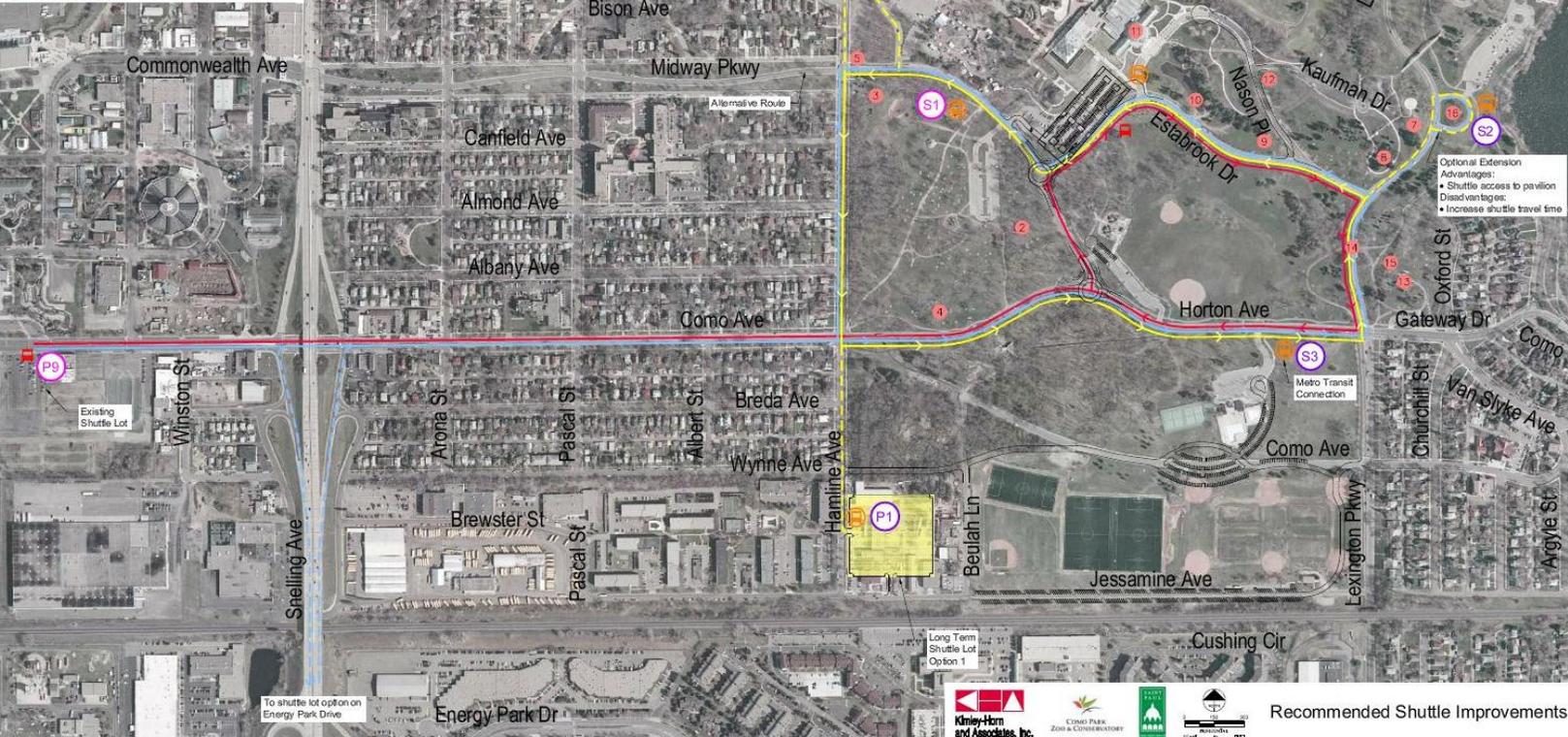
Recommended Remote Parking Area

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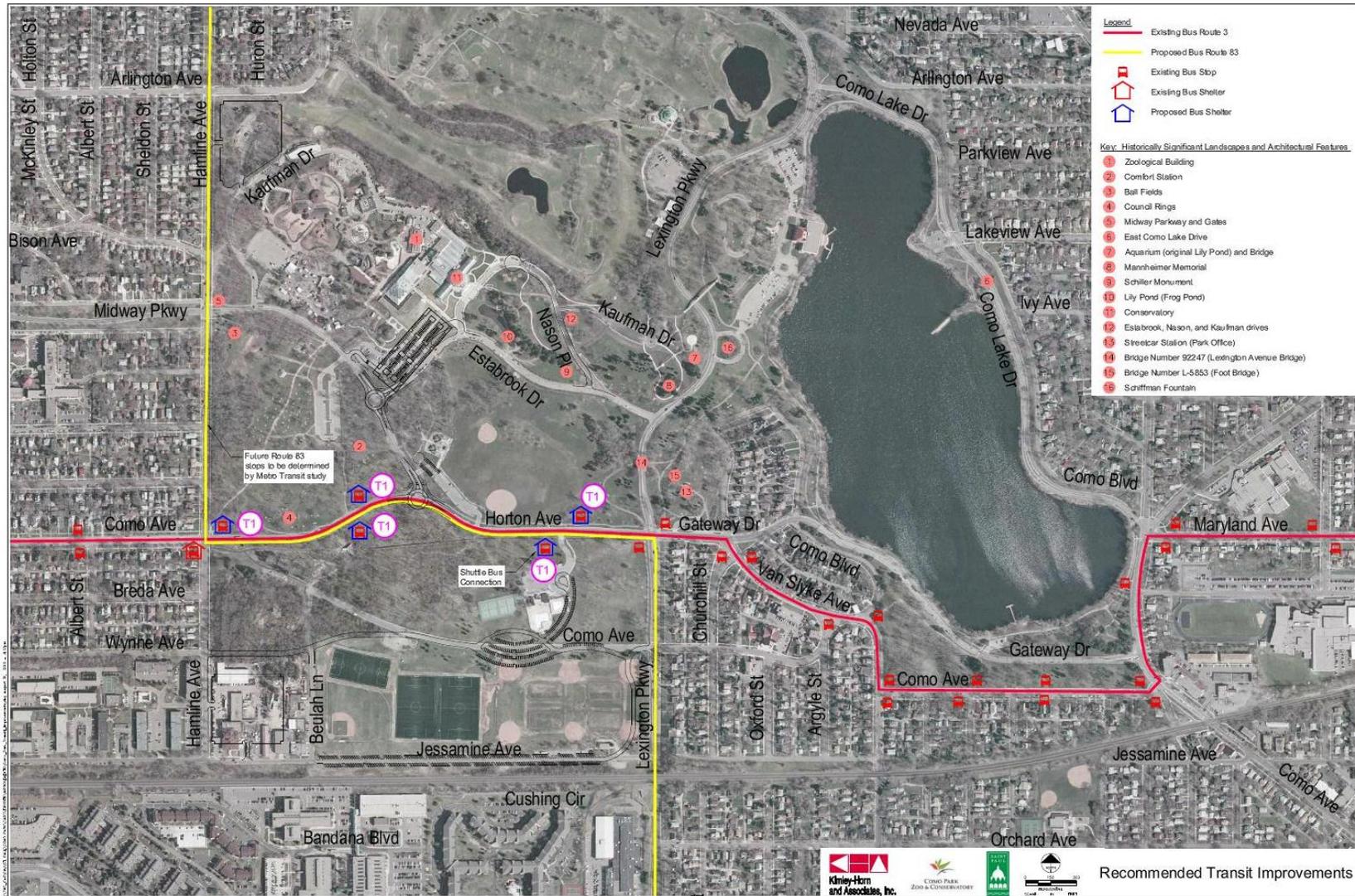
- Key: Historically Significant Landscapes and Architectural Features**
- 1 Zoological Building
 - 2 Comfort Station
 - 3 Ball Fields
 - 4 Council Rings
 - 5 Midway Parkway and Gates
 - 6 East Como Lake Drive (Not shown - beyond extents of map)
 - 7 Aquarium (original Lily Pond) and Bridge
 - 8 Mannheimer Memorial
 - 9 Schaller Monument
 - 10 Lily Pond (Frog Pond)
 - 11 Conservatory
 - 12 Estabrook, Nason, and Kaufman drives
 - 13 Streetcar Station (Park Office)
 - 14 Bridge Number 92247 (Lexington Avenue Bridge)
 - 15 Bridge Number L-5853 (Foot Bridge)
 - 16 Schffman Fountain

- Legend**
- Existing Shuttle Route
 - Proposed Shuttle/Circulator Route
 - Long Term Shuttle/Circulator Route
 - Existing Shuttle Stop
 - Potential Shuttle Stop



Recommended Shuttle Improvements

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- Legend**
- Existing Bus Route 3
 - Proposed Bus Route 83
 - Existing Bus Stop
 - Existing Bus Shelter
 - Proposed Bus Shelter

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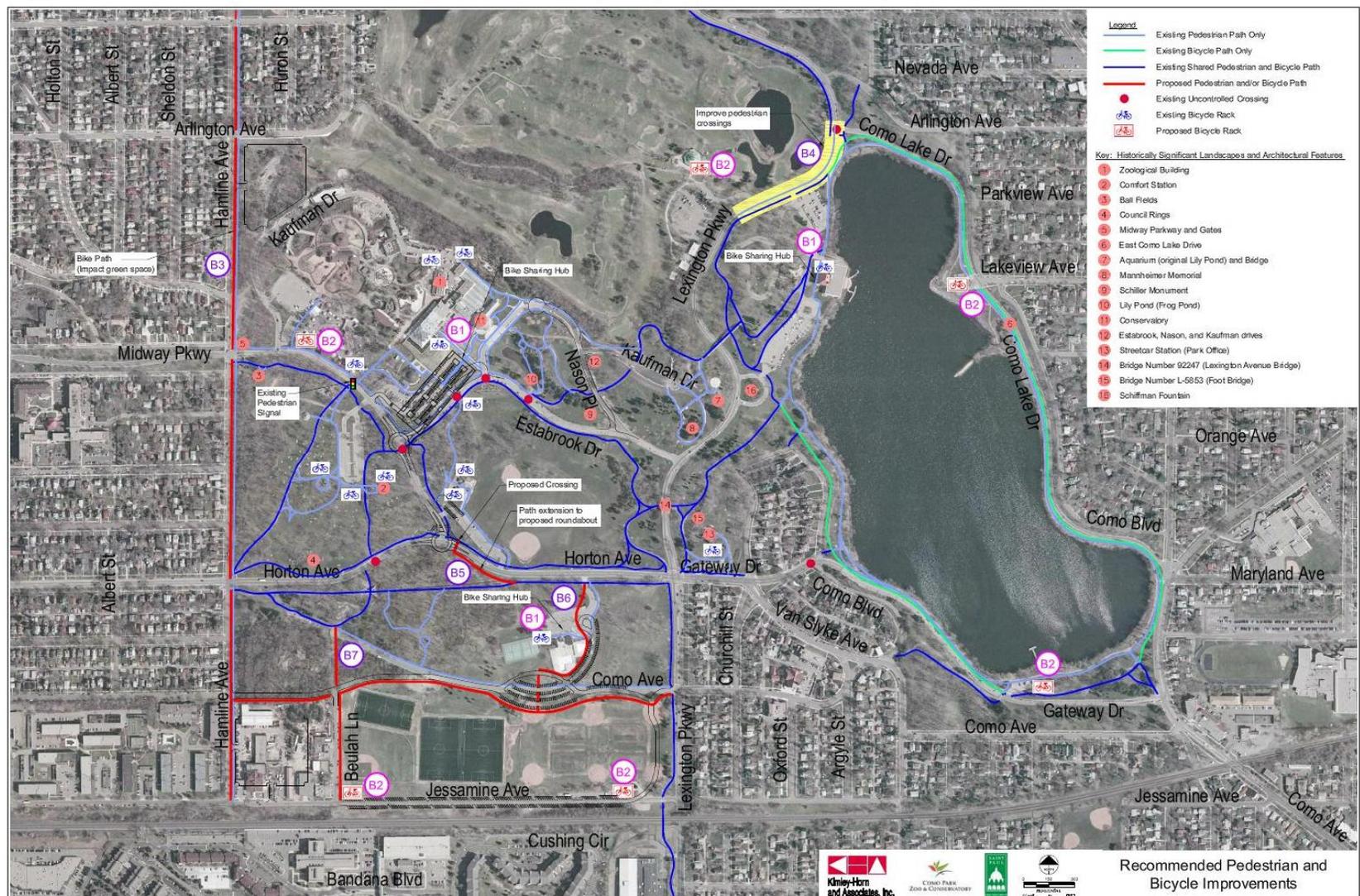
Future Route 83 stops to be determined by Metro Transit study

Shuttle Bus Connection



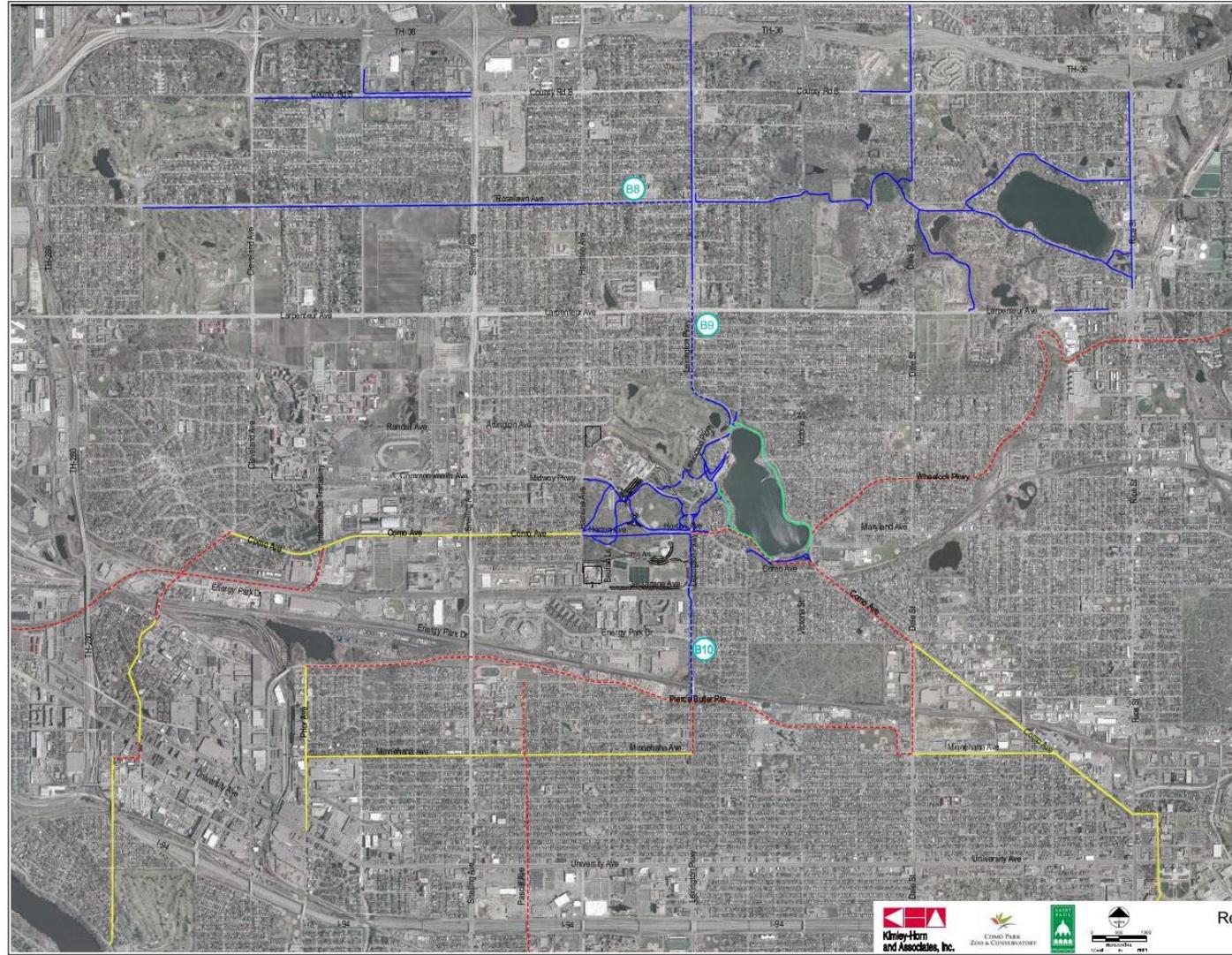
Recommended Transit Improvements

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Recommended Pedestrian and Bicycle Improvements

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- Legend**
- Existing Bicycle Path
 - Existing Shared Pedestrian and Bicycle Path
 - Existing On-Street Bicycle Lane
 - - - Existing Signed Bicycle Route
 - - - Recommended Trail Connection



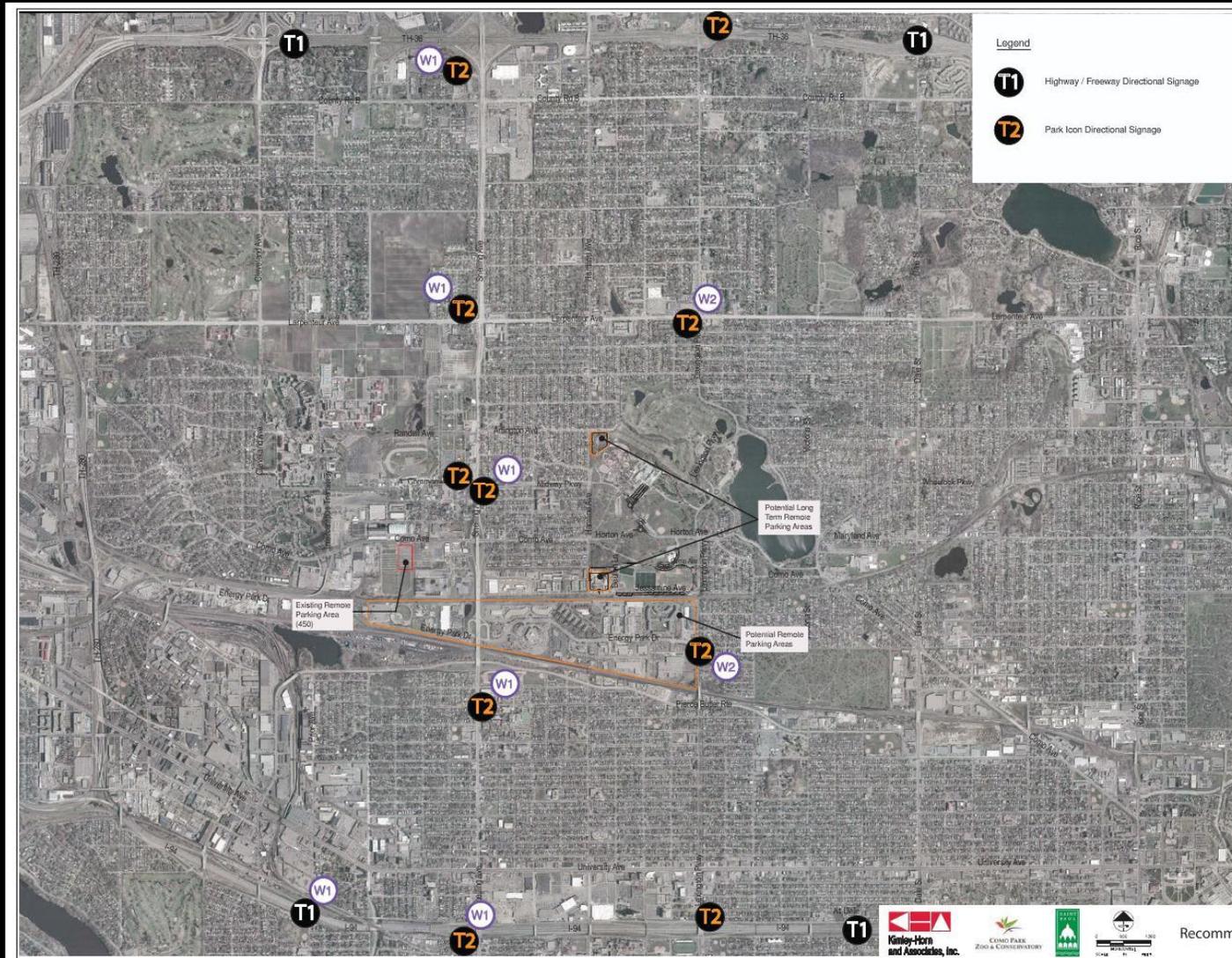
Recommended Regional Bicycle Network

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Legend

-  Highway / Freeway Directional Signage
-  Park Icon Directional Signage



Recommended Tier 1-2 Signage

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Recommended Tier 3-5 Signage

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Recommendation #	Description	Estimated Costs*	Issues/Opportunities
Short-Term Improvements (0-2 Years)			
P9	Agreement for shuttle lot in 2011-2012		Agreement for off-site shuttle lot will be needed until permanent on- or off-site location is established.
P3	Lot Full signs	\$250,000	
S1	Shuttle/circulator stop at Como Town	\$5,000	
B1	Bike sharing hub	\$60,000	
B2	Bike parking - standard and with trailers	\$10,000	
R7	Rename Horton Ave and Como Ave between Lexington Pkwy and Hamline Ave	\$5,000	Requires coordination and approval by City of St Paul.
W3	Parking lot naming/signing and destination wayfinding signs	\$40,000	Signs on city streets require City of St Paul approval.
W4	Information kiosks	\$50,000	
T1	Transit shelters at bus stops in the park	\$25,000	Requires approval by Metro Transit
P7	Initiate negotiations with BNSF for right-of-way along Jessamine	-	
Net parking change = 0 spaces. Shuttle usage goal = 8%. Walk/Bike/Transit mode share goal = 10%.		Total Cost	\$410,000
Other Short-Term Recommendations			
Alternative mode information and maps on Como website (walk, bike, transit)			
Provision of alternative mode and shuttle information through group permit process			
Map of shuttle lot location(s) on website, in addition to schedule			
Mid-Term Improvements (2-10 Years)			
P2	Paid parking	\$50,000	
P10	Permit parking	\$15,000	Should be implemented comprehensively, at the same time.
S3	Shuttle/circulator stop at Pool	\$5,000	Shared Metro Transit/Como Shuttle stop
S6	Connection from Pool to Horton Ave trail	\$100,000	
P8	Agreement for shuttle lot in 2013/2020	Dependent on property owner negotiation	Either a long term agreement for an off-site location or construction of an on-site location is needed (not both). Shuttle lot in park has potential green space impacts or Central Services impacts. Further study needed to select site.
P1	Shuttle lot within the park	\$1,000,000	
S2	Shuttle/circulator stop at Lakeside Pavilion	\$5,000	Demand for stop should be evaluated. Travel time and traffic levels on Lexington are concerns.
P4	Underground ramp at Visitor Center	\$20,000,000	
R2	Shuttle/visitor loading area at Visitor Center	\$400,000	
R5	Roundabout at Horton Ave/Midway Pkwy		
R5	Turnaround and driveway closure at Group Picnic Pavilion	\$800,000	Should be completed as one project. Green space impacts. Resident concerns about roundabout operations/safety.
P6	Additional parking spaces at Group Picnic Pavilion		
S5	Pedestrian crossing at Horton Ave/Midway Pkwy roundabout		
R1	Bus loading turnaround at Conservatory		
P5	Bus staging/permit parking on Nelson Pt	\$400,000	Net increase in green space. Will result in removal of existing on-street spaces on Nelson, should not be completed until those spaces are replaced elsewhere.
R8	Como Ave/Wynne Ave realignment, Pool to Beulah	\$900,000	
B7	Connection from McMurray to Horton Ave trail	\$200,000	
B3	Bike/pedestrian path on Hamline Ave	\$300,000	Green space impacts.
W1	Freeway guide signs at Snelling Ave for EB traffic	\$500,000	Requires Mn/DOT approval. Dependent on permanent location of shuttle lot.
W2	Guide signs on Lexington Pkwy and Snelling Ave	\$100,000	Requires City of St Paul and Mn/DOT approval.
B4	Pedestrian crossing improvements - Lexington Pkwy	\$250,000	Further study needed.
R8	Lexington Pkwy/Horton Ave intersection	\$700,000	Further study needed.
Net parking change = +820 spaces. Shuttle usage goal = 10%. Walk/Bike/Transit mode share goal = 14%.		Total Cost	\$25,625,000
Other Mid-Term Improvements			
Opportunities for medians and landscaping to direct pedestrians and discourage mid-block crossings		Dependent on size and number of locations	
Long-Term Improvements (10-20 Years)*			
R4	Roundabout at Midway Pkwy/Estebrook Dr	\$400,000	
R10	Jessamine Ave realignment and two-way traffic	\$1,500,000	Should be completed as one project. Resident concerns. Parking south of Jessamine requires railroad ROW. Parking north of Jessamine could be constructed sooner.
P7	Angled parking on Jessamine Ave		
R9	Como Ave/Wynne Ave realignment, Beulah to Hamline	\$800,000	
R3	Midway Pkwy/Hamline Ave intersection	\$500,000	Further study needed.
P8	Off-site shuttle parking lot	Dependent on property owner negotiations	Requires property owner willingness to negotiate. Not necessary if shuttle lot constructed within park.
B8	Trail connection on Rosslov Ave, Lexington to Hamline	\$300,000	
B9	Trail connection on Lexington Pkwy, Larpeur to Nebraska	\$300,000	
B10	Trail connection on Lexington Pkwy, Jessamine to Minnehaha	\$500,000	
W3	Destination signing to Como Park on Regional Bicycle Network	\$50,000	
Net parking change = +100 spaces. Shuttle usage goal = 12%. Walk/Bike/Transit mode share goal = 18%.		Total Cost	\$4,150,000
Other Long-Term Improvements			
Opportunities for undensured parking lots to be removed or rebuilt as pervious surfaces or reinforced turf		Dependent on treatment, size, and number of locations	

* Estimated costs include construction and engineering/architectural costs. Does not include any potential right-of-way costs.



Next Steps

- Finalize recommendations
- Prepare draft plan
- Present plan for approval



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THANK YOU