

Como Ave SE Public Feedback Summary

A total of 25 comments were received regarding potential parking changes to Como and 15th Avenues SE. Comments were collected via email, feedback form, in person, and recorded at a public meeting on February 24, 2010. Feedback was also collected from the Southeast Christian Church.

Comments were supportive of cycling in the Como neighborhood, but not all residents supported a Como Ave bike lane. Eleven comments supported the planned bike lanes, with recommendations for improvements to the draft plan.

Concerns stemmed from impacts on local businesses and safety of cyclists. Many residents emphasized the value of Como Ave businesses and did not want to see businesses suffer. Many residents also worried that car and bus traffic made cycling unsafe on Como and 15th. Most of these comments suggested alternative residential bike routes. Additional information on current bicycle traffic was shared at the public meeting; however crash information was not. See pages 3 and 4 for this context.

Comments fell into three categories: **Supportive with recommendations (11), suggestions for route changes (8), and concerns about parking changes (11)**. These totals are greater than 25 because many route change comments were paired with concerns about parking changes.

Some of these comments were collected before a parking study was completed. The parking study, while limited in day of the week scope (no parking counts were taken on Saturdays or Sundays) concluded that 90 minute and 2 hour parking zones adjacent to and near the 15th & Como business node have extra capacity. The 90 minute zone on Como Avenue between 15th & 16th Avenues has a 55% occupancy rate and the 2 hour zone on Como Avenue between 13th & 15th Avenues has a 14% occupancy rate. This information might have changed some responses to parking changes.

Parking rates in the 2 areas where parking removal is being explored were also shared at the public meeting. Como Avenue between 18th & 22nd Avenues on the north side had an occupancy rate of 5%, presumably due to the Monday through Friday, 7 to 9 am parking restriction. Meanwhile 15th Avenue between Rollins and Como Avenues on the east side had an occupancy rate of 68%, presumably due to U of M commuters, reflected in low evening counts and high daytime counts. See pages 5 through 7 for this information.

Supportive with recommendations (11)

Two comments suggested bike lanes instead of sharrows on the Como Ave segment between 15th and 18th Aves SE. Another comment mentioned the need to widen the bike lane to 7' between 18th and 23rd Aves, due to a wide gutter. One comment suggested a two-way, south side bike lane for the entire Como Ave segment. One person suggested a 25 mph speed limit on Como Ave.

Three comments specifically supported removing parking on 15th Avenue SE. One person suggested 10 foot travel lanes to retain parking on 15th, while another person disagreed with that comment. One comment suggested that 18th Ave SE should have one side parking south of Como Ave and that the area should be designated a critical parking area.

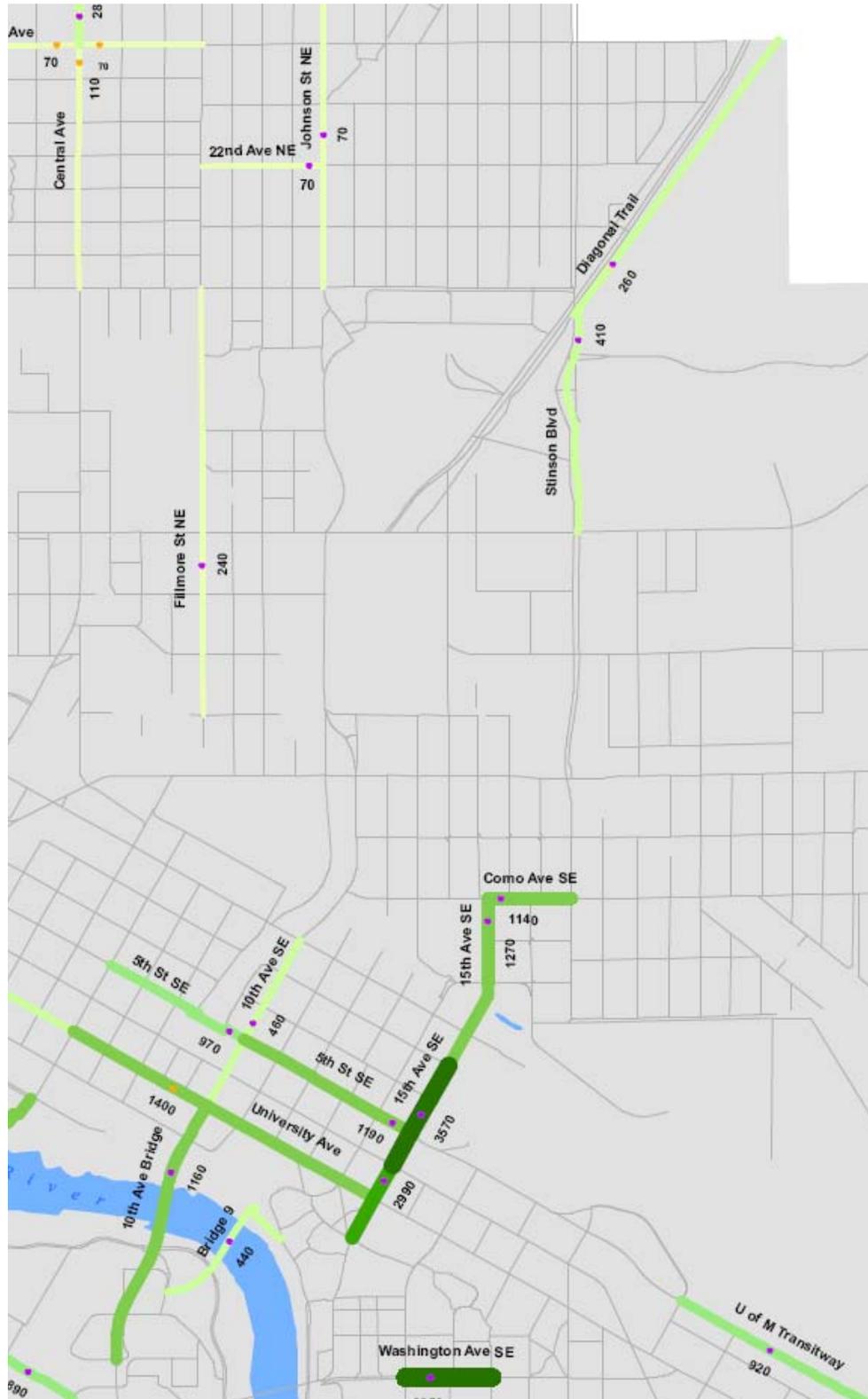
Suggestions for route changes (8)

These comments were supportive of cyclists, but suggested that a calmer, residential route would be safer and would better serve cyclists. Many of these comments were paired with concerns about the impact of parking removal. Route suggestions ranged from Talmadge Ave, Rollins Ave, Fairmont Ave, and through Van Cleve Park. One comment preferred a completed Grand Rounds trail to Como Ave bike lanes.

Concerns about parking changes (11)

These comments focused on the parking needs of businesses, apartment residents, park users, and the church. Five comments opposed parking removal on Como Ave due to concerns about impacts to local businesses. Two of these comments came from local business owners. Three comments opposed parking removal on 15th Ave, as it might negatively impact park users. Three comments suggested that if parking was removed on 15th Ave, parking restrictions should be lifted on 13th Ave. Two of those comments suggested that parking time restrictions be implemented on 15th. Southeast Christian Church, while not supportive of losing parking on 15th Avenue due to worship activities, expressed a particular desire for Sunday parking between 8:00 am and 12:30 pm, in the event the bike lanes on 15th Avenue were implemented.

Full map at: <http://www.ci.minneapolis.mn.us/bicycles/BicycleTrafficMap2008.pdf>



Full map at: <http://www.ci.minneapolis.mn.us/bicycles/accidents.asp>



Bicycle Related Crashes

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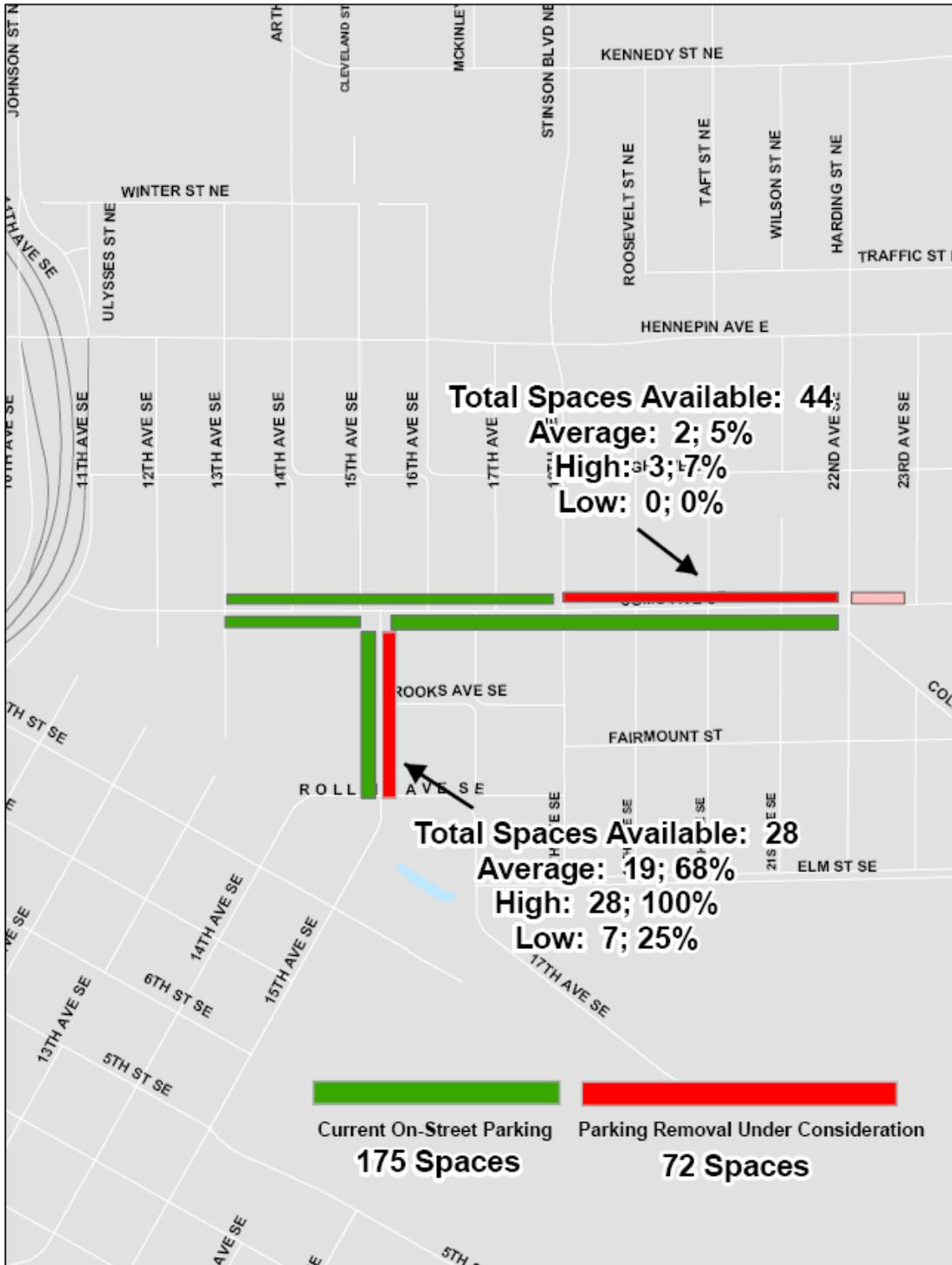
Crash Data from 2005 through 2008
Map Created: 11/17/09 by Jesse Sonju

Parking Changes Being Explored



Parking Occupancy (Red Areas)*

*Counts Conducted:
 Thursday, 2/11/10, 12:00 noon
 Wednesday, 2/17/10, 8:30 PM
 Monday, 2/22/10, 7:15 PM
 Wednesday, 2/24/10, 10:00 AM



Parking Occupancy (Green Areas)*

*Counts Conducted:
 Thursday, 2/11/10, 12:00 noon
 Wednesday, 2/17/10, 8:30 PM
 Monday, 2/22/10, 7:15 PM
 Wednesday, 2/24/10, 10:00 AM

