

Como Avenue SE Corridor Improvement Project Engagement Plan

Project Overview

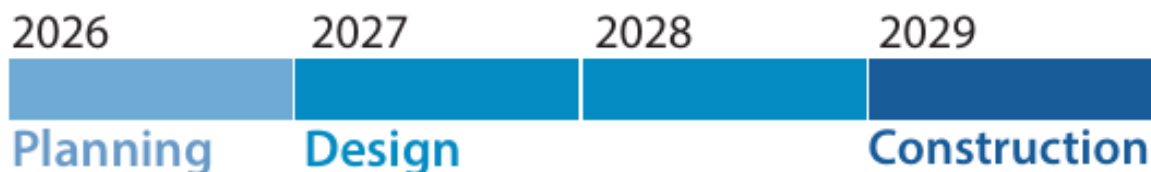
The City will create improvements for people walking and biking on Como Avenue SE, between 10th Avenue and 33rd Avenue. This project will create a two-way protected bikeway on Como Avenue SE to replace the current painted bicycle lanes that do not provide enough protection from vehicle traffic. This project will also improve pedestrian comfort and safety at intersections and add traffic calming. Under current conditions, vehicles regularly travel above the posted speed limit of 25 mph.

More information, including project goals, can be found on the [project website](#).

Project Highlights

- Retrofit bikeway, pedestrian safety, and traffic calming project
- Developing alongside the [Metro Transit H Line](#) project
- Connects to bicycle paths on 18th Avenue SE and on 15th Avenue SE heading to the University of Minnesota campus, and future Grand Rounds Missing Link
- Designated as a near-term low-stress bikeway on the All Ages and Abilities bicycle network (read more about what this means in the [Minneapolis Street Design Guide](#))
- Designated as part of the Regional Bicycle Transportation Network (read more about what this means in the [Thrive MSP 2040 Transportation Policy Plan](#))
- This project area is in the middle Transportation Equity Priority (TEP) tier, as identified in the Minneapolis Public Works [Racial Equity Framework for Transportation](#)

Project Schedule



2026: Planning

- Identify traffic safety and comfort concerns
- Connect with the neighborhood association, local businesses, residents, and commuters
- Develop a recommended concept layout

2027 – 2028: Design

- Create a finalized design plan for the corridor based on what we learned from engagement
- Continue to solicit feedback from a wide range of stakeholders

2029: Construction

Project Audiences

Audience Identification

Understanding who our audiences are is an important part of planning how we connect with the community. These audiences may change as the project moves forward. We will adjust our approach to make sure we are reaching the right people in the right ways.

To figure out who the key audiences are, we looked at:

- People or groups who help make decisions or need to review or approve parts of the project.
- Organizations or individuals who use or manage places affected by the project.
- People with special knowledge or experience who can help us make better choices.
- Groups or leaders who speak for others and can share the views of many affected people.

The table below shows the main audiences we've identified so far, along with why they are important to this project.

Key Audiences

Audience	Relevance	Interests
Residents	Live in the area and are most impacted on a daily basis	Living and travel conditions along the corridor. Several have raised safety concerns for pedestrians and bike users. Many residents are students and renters
East Bank Neighborhoods Partnership (EBNP)	Invested in neighborhood well-being and have raised safety concerns along the corridor	A calmer and safer street for all neighbors and road users. Concerned with speeding and interested in safe crossings
Transit riders	Metro Transit H-Line riders will utilize stations along this corridor	Comfort walking around and waiting at station areas
Pedestrians and bike users	Live and travel along the corridor	Safety and comfort through reduced vehicle speeds, improved pedestrian crossings, and enhanced cycling infrastructure. Some residents are currently deterred from biking for transportation in the area
University of Minnesota students	Large student population and student housing in the area	Many commute to campus by bike and want a low-stress road
Local businesses	Located along the corridor	Customer, delivery, and freight access

Equity and Engagement

Achieving equity in transportation means that the quality of the transportation networks in the city create fair and just opportunities and outcomes for all people. In Minneapolis, historic exclusion from government-led processes, disinvestment in certain communities, and insensitive design have all contributed to the inequities that persist today. To rectify these systemic injustices, both past and present, we must reconsider and invest in our transportation system through a deep commitment to racial equity – providing just outcomes for all people in the city, and outcomes that are not predictable by race.

The City of Minneapolis acknowledges that the transportation system and government-supported decisions have underserved, excluded, harmed and overburdened some communities, namely Black and Indigenous communities, other communities of color, and people with disabilities. We understand that these past decisions have denied these communities the full participation of transportation benefits, which has led to disproportionate burdens ([Racial Equity Framework for Transportation Acknowledgement of past harms](#)).

The City is focused on ensuring that populations that have been excluded from (or under-represented in) government-led processes such as public engagement are involved and aware of projects occurring in their neighborhoods. We have created the [Racial Equity Framework for Transportation \(REF\)](#) to guide us in this work. We have also created the [Transportation Equity Explorer](#) as a tool that goes into more depth about the elements of the REF. The dashboard includes a Transportation Equity Priority (TEP) score. This project will prioritize engagement activities and events to reach historically excluded and under-engaged community members within the project area.

Characteristics of Effective, Equitable Community Engagement

- Is centered on relationship-building
- Is trauma-informed
- Happens when staff have clarity about what can be influenced by community members and to what degree community member input can influence outcomes
- Focuses on transparent communication
- Actively decreases barriers to participation
- Uses multiple approaches to intentionally connect with BIPOC and economically disadvantaged groups
- Uses background data disaggregated by race and social economic status
- Provides time and resources for reflection and evaluation of process(es) and results

TEP Analysis

The project area spans TEP Tier 3 census tracts directly north and south of the project.

Community members living in the project area are primarily renters (83% north of the project and 76% south). There is a high population of low-income residents, with 22% of households having income that is below the poverty level north of the project and 41% having income below the poverty level south of the project. There is also a lack of concentrated affluence. North of the project, 87% of households have income under \$150k. South of the project, that percentage is 77%. The Como neighborhood has a large population of young adults, often college students or recent graduates. Land temperature in this area is

significantly higher than the City average (3.8 degrees hotter north of the project and 2.8 degrees hotter south).

Engagement Phases, Objectives, and Outcomes

Phase & Time Frame	Engagement Objectives	Tactics
Phase 1: Consult Engagement Plan Development Winter 2026	<p>Clearly communicate the purpose, scope, and timeline of the project.</p> <p>Use public feedback to inform engagement plan alternatives or refinements.</p> <p>Call to action: Share your thoughts on the engagement plan and timeline.</p>	<ul style="list-style-type: none"> - Meeting with neighborhood organization - Project webpage and newsletter
Phase 2: Consult Introduction & Issue Identification Spring 2026	<p>Increase public awareness of the project and discuss existing street conditions with residents and local businesses.</p> <p>Gather input on community values, needs, and existing safety concerns along Como Ave.</p> <p>Build relationships with community members and organizations.</p> <p>Call to action: Share your ideas for corridor improvements.</p>	<ul style="list-style-type: none"> - Meetings with neighborhood organization and businesses - Project webpage and newsletter - Open house - Online survey - Mailers - Yard signs - City pedestrian and bicycle advisory committees 0%
Phase 3: Consult Concept and Treatment Alternatives Summer 2026	<p>Ensure inclusive participation by reducing barriers to engagement (e.g., language, location, timing).</p> <p>Alternative concepts and treatments for the corridor will be shared to gather in-depth feedback on preferences and tradeoffs from participants</p> <p>Use public feedback to inform project alternatives or refinements.</p> <p>Call to action: Share your thoughts on the concept and treatment alternatives</p>	<ul style="list-style-type: none"> - Meetings with neighborhood organization and businesses - Project webpage and newsletter - Open house - Online survey - Mailers - Yard signs - Door knocking - City pedestrian and bicycle advisory committees 15%

<p>Phase 4: Consult Draft Recommended Concept Layout Fall/Winter 2026</p>	<p>Use public feedback to inform project draft recommended concept layout.</p> <p>Provide accessible, accurate, and timely information to all community members.</p> <p>Call to action: Share your feedback on the project concept layout</p>	<ul style="list-style-type: none"> - Meetings with neighborhood organization and businesses - Project webpage and newsletter - Virtual open house - Mailers - Yard signs - City pedestrian and bicycle advisory committees 30%
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Use of Community Input

Feedback from the community will be gathered as part of each phase of the engagement plan. All feedback will be thoughtfully considered and may inform the planning and design of the Como Ave SE Corridor Improvement project. The feedback will be used to:

Planning

- Inform engagement approaches
- Identify safety concerns

Design

- Inform treatments used
- Inform the concept layout developed

Review and Evaluation

The effectiveness of the engagement activities will be measured against desired outcomes. Participation levels for all events and surveys will be closely monitored. Newsletter performance metrics will be regularly tracked and reported. We will make data-driven adjustments in our community engagement activities to engage more effectively.

Engagement Goals

Engagement goals were identified using the Racial Equity Framework for Transportation [TEP score](#), demographic data, stakeholder analysis, and the [IAP2 Spectrum of Public Participation](#). They are listed below.

- **Goal 1: Develop trust with the people of the community.**
 - Increase the percentage of participants who self-identify as renters in our community engagement activities to at least 50% by the end of engagement, ensuring representation aligns more closely with the neighborhood's demographic makeup (84% north of the project and 76% south).
 - Conduct at least ten one-on-one meetings with local businesses to build relationships and solicit feedback.
- **Goal 2: Make it clear what outcomes and decisions the public can influence.**
 - Attend three neighborhood meetings, and host three open houses.
 - Send updates via GovDelivery that share project updates and upcoming opportunities to get involved.
- **Goal 3: Share how the project changes in response to input from the public.**
 - Report back to community on the feedback received after each phase of the engagement process.
 - Share concept design alternatives to gather in-depth feedback and tradeoffs from stakeholders.