

## Issues and Opportunities Engagement Summary

Engagement for the Como Ave SE Corridor Improvement Project occurred from January to May 2026. During this phase, five communication channels were used to introduce the project to the public. The project team learned about existing street conditions and opportunities for improvements from community members and local businesses.

### Communication channels

#### Project webpage ([Click here to view](#))

The project webpage shares basic information about the process, goals, and ways to get involved. It also has a link to sign up for email updates. The email list has 288 subscribers, and two updates were sent during this phase.

The webpage link was included on social media, in mailed postcards, and on yard signs along the corridor. We also shared it during in-person outreach with local businesses and community members.

#### Online survey

A survey was shared online from March 13 through April 30, 2026, to collect feedback from community members about current street conditions and visions for the future street design. This was made available on the project webpage, and a QR code to the online survey was on yard signs placed along the corridor, mailed postcards, and shared at in-person engagement events. The survey received 90 responses in total, and a summary of these results is provided on the following pages, with full responses to open ended questions in the Appendix.

#### Open house

An open house was held on April 15, 2026, at the Van Cleve Park Recreation Center to provide community members with an opportunity to learn more about the project and share feedback directly with the project team. Community members shared their experiences with current conditions and aspirations for the future street design. A summary of feedback from the open house is provided on the following pages, with full responses to comment cards in the Appendix. The open house posters are also included in the Appendix. Metro Transit staff tabled at the event to answer questions and collect feedback on the METRO H Line BRT project Draft Corridor Plan.

Figure 1: Photos from the open house on April 15, 2026



### Stakeholder group meetings & correspondence

In addition to the public engagement activities, the project team met with the following neighborhood group and advisory committees. At each meeting, the project team presented information about the project and upcoming engagement opportunities.

- East Bank Neighborhoods Partnership | January 6 & March 17, 2026
- Minneapolis Bicycle Advisory Committee | April 7, 2026
- Minneapolis Pedestrian Advisory Committee | April 9, 2026

Two letters from the East Bank Neighborhoods Partnership and a resolution from the Pedestrian Advisory Committee can be found in the Appendix.

The project team also received four emails, two phone calls, and a letter from residents and businesses with project feedback.

### Business engagement

Staff conducted door knocking of the approximately 20 businesses along the corridor to introduce the project and learn about local business needs, existing conditions, and access needs for the community. Meetings with business owners were held on May 4 and 6, 2026. Business owners were provided project one-pagers.

Figure 2: Photo of a yard sign along Como Ave promoting the open house and survey



Figure 3: Postcard that was mailed out to promote the open house and survey

# Como Ave SE Corridor Improvement Project

*Join us for an **Open House***

Learn about the retrofit project and share your input!

**Wednesday, April 15<sup>th</sup>**  
**5 - 6:30pm**

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Van Cleve Recreation Center  
901 15<sup>th</sup> Ave SE, Minneapolis, MN

**We want to hear from you!**  
To take an online survey and stay up to date on project news, visit:  
[minneapolismn.gov/como-ave-se](http://minneapolismn.gov/como-ave-se)

## What did we hear?

### Survey findings

This section shows the responses from the 90 participants in the online community survey.

The survey included optional demographic questions to understand who participates through engagement. Graphs showing who participated through this survey can be found in the Appendix.

Figure 4: Question 1 - How often do you travel along Como Ave SE?

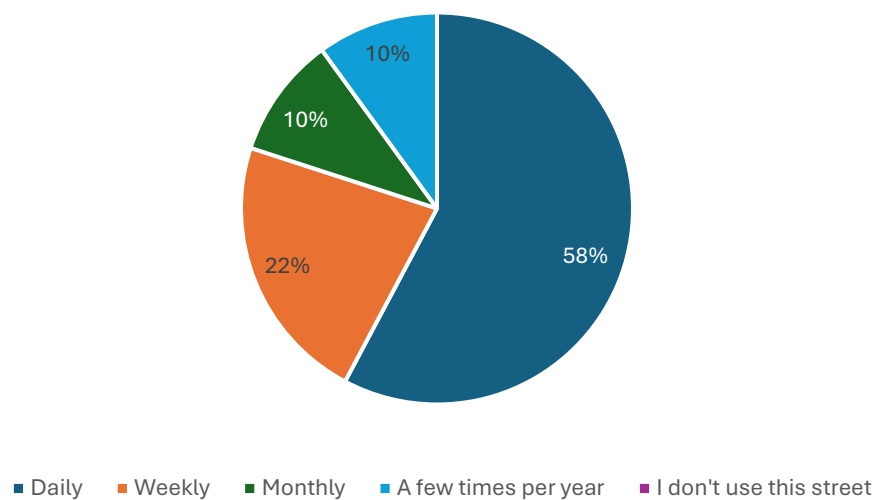


Figure 5: Question 2 - How do you typically travel along Como Ave SE? (select up to 3)

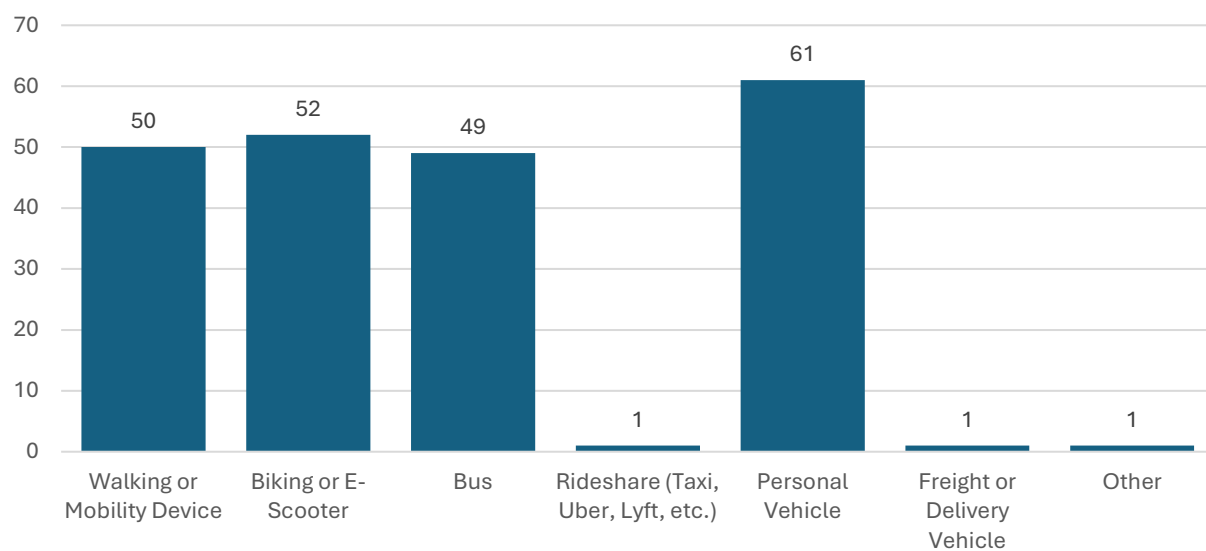


Figure 6: Question 3 - Are there travel modes that you would like to use more along Como Ave SE? (select up to 3)

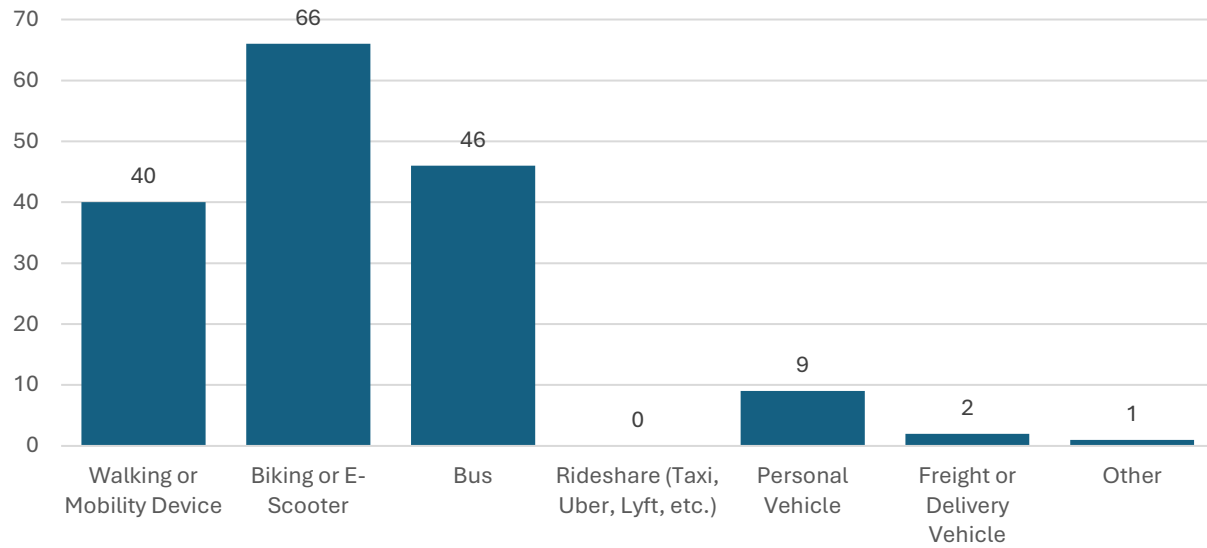


Figure 7: Question 4 - Why do you typically travel along Como Ave SE? (select up to 3)

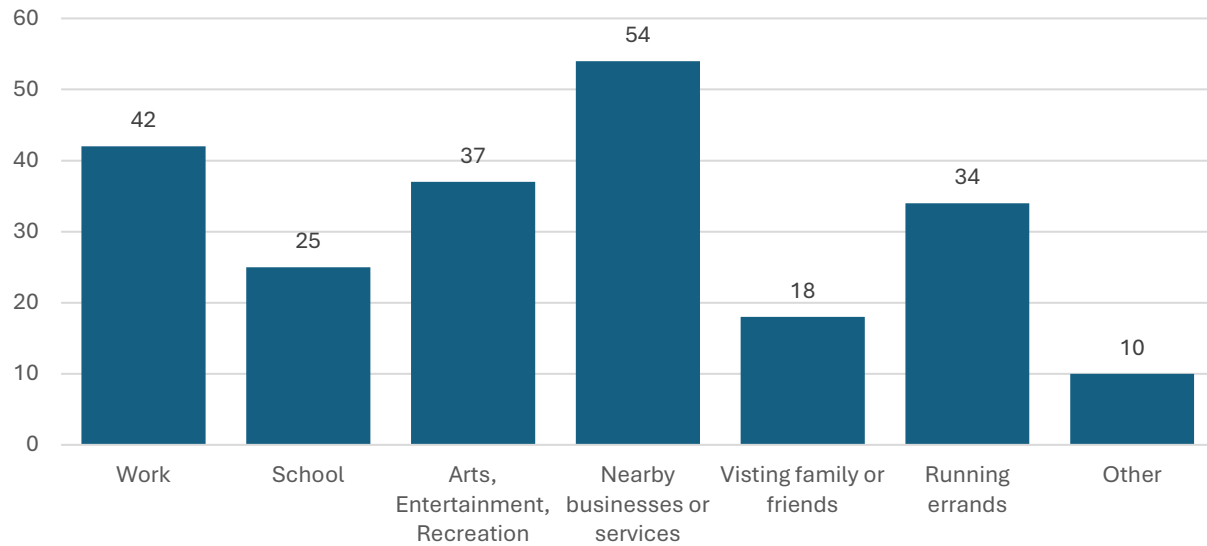


Figure 8: Question 6 - How would you prioritize the following safety improvements for Como Ave SE? Drag and drop in order of importance.

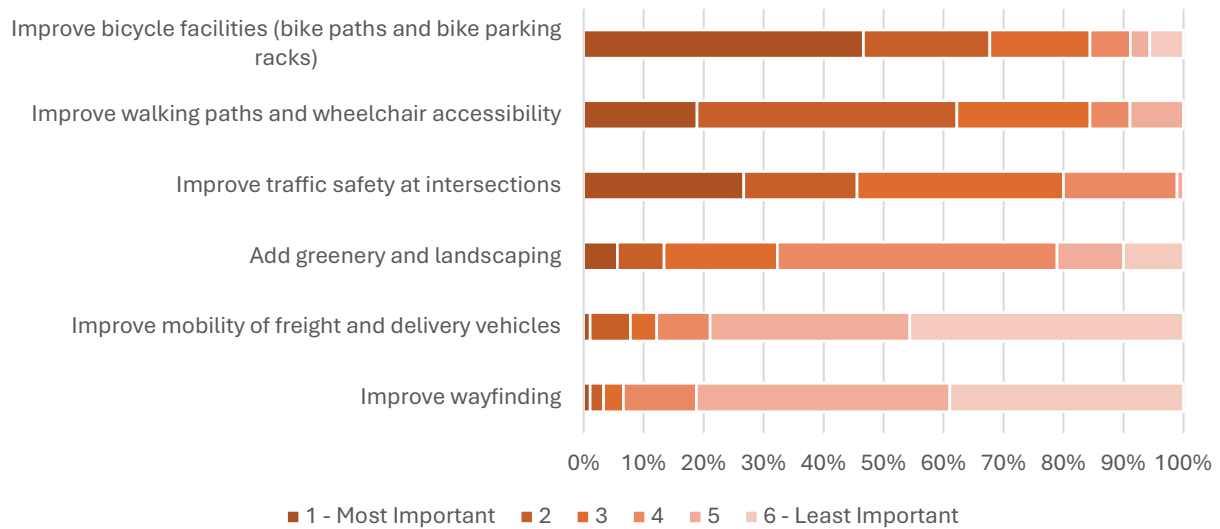
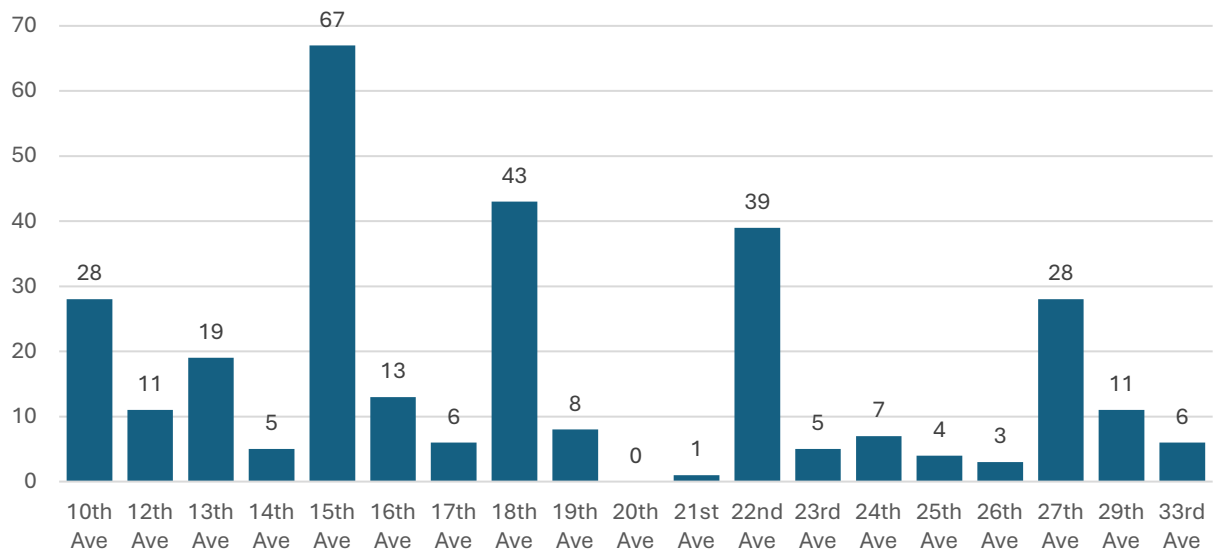


Figure 9: Question 7 - Which intersections along Como Ave SE should we prioritize for traffic safety improvements? (select up to 5)



The survey included two open-ended questions:

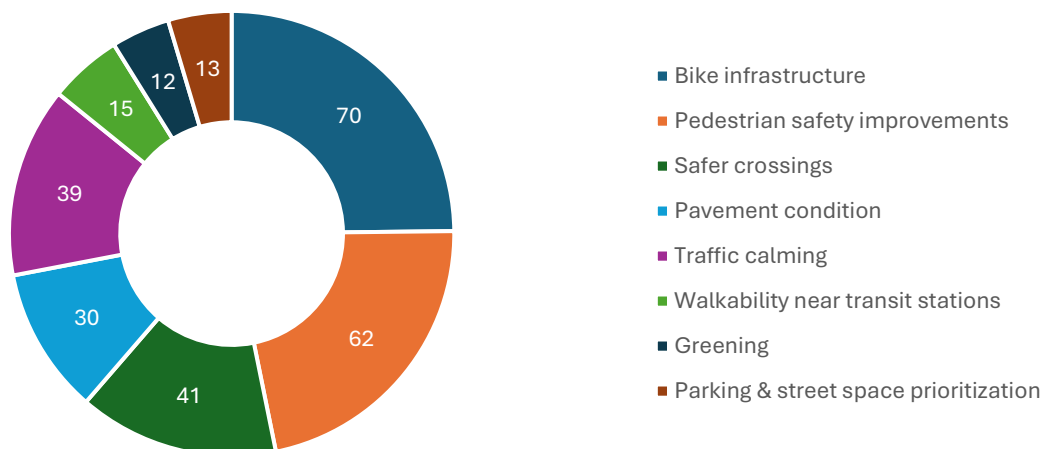
Question 5: Based on current conditions on Como Ave SE today, how would you describe the following?

- Comfort
- Traffic safety
- Bicycle facilities
- Walking paths and sidewalks
- Access to destinations

Question 8: In a few words, how would you describe your transportation vision for Como Ave SE?

87 individuals provided written comments that were analyzed and categorized based on the following themes of desired improvements:

Figure 10: Themes from responses to the open-ended questions



Community members expressed support for improving bike infrastructure, pedestrian safety improvements, safer crossings, improved pavement condition, traffic calming, walkability near transit stations, greening, and better management of parking and street space prioritization.

Of the 70 comments sharing a desire for improved bike infrastructure, 40 respondents specify a need for a protected or separated bikeway. There were 13 respondents that stated that they avoid biking on Como Ave because of unsafe current conditions. 12 people want better bike connectivity in the area.

13 respondents shared a desire for parking removal or management, especially near intersections. Several other respondents mention visibility challenges that could be addressed through parking changes. 2 respondents mention a desire for parking preservation.

3 respondents expressed disinterest in major changes or bikeway improvements on this street.

## Open house findings

Over 45 community members attended the open house on April 15, 2026. Metro Transit staff attended the open house to answer questions about the METRO H Line BRT project.

Conversation topics included:

- Parking utilization along the corridor and potential impacts to parking
- General support for protected bike infrastructure
- Safety concerns with current conditions and driver behaviors
- Intersections to focus improvements on
- Pavement conditions
- Interest in additional green space
- Data collection and use in project planning
- Specific design options to consider

Notes taken by the project team during these conversations are included in the Appendix.

Comment cards were available at the open house for community members to provide written feedback answering the open-ended questions included in the survey:

- Based on current conditions on Como Ave SE today, how would you describe the following?
  - Comfort, Traffic safety, Bicycle facilities, Walking paths and sidewalks, Access to destinations
- In a few words, how would you describe your transportation vision for Como Ave SE?

The following themes for desired improvements emerged from the 15 responses received:

- Bike infrastructure – 10 responses
- Pedestrian safety improvements – 10 responses
- Traffic calming – 6 responses
- Parking management – 5 responses

The full responses are included in the Appendix, along with sticky note comments on the Design Options board and Existing Street Segments map.

## Appendix

### Online Survey Responses

Question 5: Based on current conditions on Como Ave SE today, how would you describe the following?  
 Comfort Traffic safety Bicycle facilities Walking paths and sidewalks Access to destinations

<p>Comfort is uncomfortable. Street is choked with cars. Traffic safety is minimal. Some form of signal on the intersection of Como and 13th is vital. I do not use bicycle facilities because I cannot ride a bike. Walking paths and sidewalks are adequate. Access to destinations is adequate.</p>
<p>Bike facilities as they exist are very bad. Road surface is extremely uneven and filled with pot holes, bike lanes disappear in winter and are uncomfortably close to car traffic even when the ice melts, and there just isn't a bike lane between 15th and 18th going west. Even sidewalks are pretty rough. It needs a good bit of work to be a better neighborhood route.</p>
<p>Is lacking in bike facilities, the condition of the pavement is also quite poor</p>
<p>people drive too fast! the sidewalks aren't wide enough! the road conditions aren't great for cars and even worse for bikers. como is not nearly as scary to bike on as say hennepin, but it's still not very good.</p>
<p>I typically try to take the side streets when possible (when biking) because of conflicts with merging busses and illegal parking (I was once run off the road by an articulated 3). The intersection at 15th Ave is particularly scary as the bike lane ends a few blocks earlier and you have to merge into the main lane (with semi trucks!). As a pedestrian, the light cycles take way too long at the signalized intersections (particularly to cross Como Ave at 15th). The sidewalks (except in front of businesses) are almost never cleared during the winter and the bike lanes are unusable due to snow accumulation. I do go down to 10th/near I-35 but only on runs; it's just not the most inviting stretch and I'd rather take 15th into MH/dinkytown and get on 5th St if I need to go west. I often cross at 22nd because it's the only stop for Como Ave between 18th and 29th but if there's a bus, a lot of people will go around it and through the intersection without considering pedestrians crossing (they can't see the stop sign either). In general I think the 4 way stop is tricky because people don't slow/come to a full stop unless they see a vehicle coming. I live at CSCC on 27th Ave; it is a challenge to cross Como Ave safely after getting off the Eastbound 3. Otherwise, most destinations are along Como Ave rather than side streets in the area, so there's no real connectivity issues that come to mind.</p>
<p>this road is hard to navigate as is. I find it stressful to bike on to the point that I haven't used it in years. The bike line abruptly runs out around 18th Ave making a stressful interaction. I like the bus on this route, too often the eastbound 3 cannot turn right off 15th Ave onto Como Ave SE due to on street parking encroaching too far into the intersection and/or delivery drivers parking in the road with their hazard lights on. Overall this is a useful corridor and I am excited to see some improvements coming here.</p>
<p>Terrible biking facilities. My husband will occasionally ride on it, but I do not feel safe riding myself. It's narrow, pot hole ridden and often right next to car doors. It can also feel quite desolate the closer you get to 280, with cars going much faster there.</p>
<p>The bike facilities aren't great but when the traffic is busiest, it's also pretty slow as a result. I bike comfortably. Sidewalks are fine. Access is limited but that's because we're blocked in by industrial areas and railway tracks - nothing to be done about that.</p>
<p>Comfort level is very bad. Bike lanes are not protected and come in and out of existence. Delivery vehicles block bike lanes and partly block drive lanes. Lots of traffic coming from 15th which lacks</p>

visibility with Como, so some close calls with vehicles turning quickly there. Very poor options for crossing Como on foot. West of 15th there is a lot of speeding since there are no stop signs + the slip lanes onto 10th Ave.
Biking sucks, drivers go too fast making it less pleasant
Comfort: Poor Traffic safety: Poor Bicycle facilities: Very Poor Walking paths and sidewalks: Poor Access to destinations: Good
Sidewalks can be unreliable in winter, with no snow removal by some property owners. Pedestrian crossing at uncontrolled intersections feels safer between 10th & 15th Ave, since the curb "bump-outs" have been added in the past 10 years.
Lack of safe biking options. Significant traffic jams with risky left turns. Cars driving too fast.
Looking forward to improved bicycle facilities and improved intersections across Como.
Parking east of 15th encourages cars to park in the bike lanes. Often have to veer out into the road. West of 15th there's less traffic so cars go fast and never stop for pedestrians. Especially at the slip lanes at 10th, that feels like a highway around the 35W off ramp.
The roads are bumpy and uncomfortable. The baile line doesn't exist on one side and it is dangerous. Part of the road doesn't have sidewalks.
Traveling along como is not comfortable. Cars travel excessively fast, sidewalks are poorly maintained, and the lack of sidewalk on BOTH SIDES between 10th and 280 makes traveling unsafe.
Traffic safety is incredibly lacking
Bicycle facilities are ok, would appreciate dedicated bike paths that are separate, which would decrease instances of cars parked in bike lanes reducing safety.
Also, 18th between como and Hennepin is always blocked by cars parking. Adding a bollard to the entrance of the bike lanes on 18th would reduce instances of this.
Sidewalks are poorly maintained
Access to destinations is ok
Comfort, Traffic Safety and Bicycle facilities could all be improved. While the bike lane is useful, it disappears at unhelpful moments! And the pavement quality in the concrete gutter where the bike lane is not good. Once, while riding back from a street festival in Saint Anthony Park, I spilled my lemonade because it bounced out of my basket. :(
Westbound bike lanes are more comfortable than eastbound due to the concrete sections. In recent years the pavement quality seems to be decreasing in both directions making biking more hazardous. Lanes are often full of road debris. Westbound bike lane is regularly blocked by cars associated with the tire shop at 21st ave SE. Biggest hazard is cars entering Como from the neighborhood at intersections without 4-way control and not looking for bikes. I have personally had multiple close calls on this stretch of road as a commuter cyclist and ride it extremely defensively.
Relatively comfortable. Bike facilities are decent except for where the bike lane drops near 15th, but there are a lot of bus/bike conflicts.

The bike lanes are not protected enough, and the road and bike lanes are pockmarked with holes.
Traffic safety is an issue along como ave because the lanes are too wide. Narrowing the lanes can restrict high speeds from cars. The intersection at 15th ave is also chaotic and curb and sidewalk extension could improve safety here.
The street is not really comfortable or safe as a pedestrian and bicyclist. The sidewalks are too narrow and broken, and the bike lane has no protection. Cars regularly go too fast, especially turning and when driving through intersections.
Comfort and traffic safety are ok. Walking paths and access to destinations need work — there are extremely limited crosswalks in what should feel like a walkable area. The bus stop directly across from CSCC has no close crosswalk, leading to jaywalking every single time people get off at the stop.
Fairly good, it's a lower traffic road so the current design seems to work relatively well
Lack of pedestrian crossings at bus stops makes it less safe to use bus transit. Private vehicles regularly impede the flow of buses. Cyclists seem to be constantly dodging parked or speeding cars. Sidewalks and roads are in poor condition.
Pavement is not comfortable to bike on. Wide street leads to speed and running stop signs. Unprotected bike lanes are often blocked or driven in. Main corridor to get to the university campus so it's important that there be protected bike lanes and better access to transit
Current conditions on Como Avenue make it easy to walk and get to where I need to go, but the bike lanes are difficult to access at times and can feel dangerous due to the speed of cars. There are also portions of the sidewalk that are obstructed by street lights and trees.
Fairly comfortable, traffic safety could use improvement, bicycle facilities could use improvement, access is okay, walking paths are okay
I wish the bike lanes felt safer
Como Ave is moderately comfortable when I am in a car. It is so uncomfortable by bike that I would never bike here in its current conditions.  No comment about traffic safety.  Bicycle facilities. They exist. That's about it. I know the corridor will be improved beyond this, but even just switching where the bike lane is and the parking is would be a major improvement. Having cars go into and out of the bike lane to park is extremely dangerous and uncomfortable. Drivers are worried about whether they will be able to find a spot. Cyclists are worried about whether they are going to be hit.  Walking paths and sidewalks. Not enough shade, not enough seating, and no separation from the road. It is unpleasant walking to bus stops, so I never do. I only ever drive through here.  Access to destinations. Some areas are better than others. Needs better bus access. Van Cleve Park is awesome but would benefit from a sound barrier on the highway.
Pedestrian and bicycle facilities are not adequate at this time. Bike lanes need to be separated and safer, sidewalks should be wider/have less obstructions, and crosswalks should be improved.
Como Ave is always the worst part of my bike route when I do end up riding on it. I try to avoid it, but there aren't many other options in the area, particularly to connect to east of Hwy 280. People driving are usually speeding, and the road and bike lane is full of grit and debris. The bike lanes don't give me enough separation or protection from cars. It's stressful and an all around terrible experience.

I don't feel great biking along it even as a high confidence biker due to the lack of westbound bike lanes.
Feels safe but not great for bikers/scooters. Sidewalks are fine, pretty easy to walk to business in the neighborhood
The bicycle facilities are subpar. Painted bike lanes are not good enough.
Poor. I do the most driving between 15th and 18th. Car drivers tend to be impatient for pedestrians and cyclists. Traffic lights are inconvenient for everyone involved. Needs more trees and fewer vacant lots. Would like to see some traffic calming, perhaps roundabouts at 15th and 18th. I tend to avoid Como via bike and take other routes to get to my destination. When I am in my vehicle, I expect delays and traffic through the area as 15th is one of the few ways to cross the railroad tracks
Terrible biking comfort, ok to bad walking comfort and bad crossing Como comfort, decent access to destinations; too easy to drive fast
All is fine as I see it - please do not put sidewalks on both sides of the Industrial areas of Como - if you are planning that please contact me . Thank you
1. Comfort- okay. I currently live on Como Ave SE and have lived on side streets (15th, 16th, Weeks Ave) for 7 years now. My car has gotten broken into more that I'm right by a bus stop. Traffic safety- I live directly next to the 22nd Ave stop signs. I hear honking and people blowing through the stop sign all the time. From 16th Ave SE turning onto Como Ave SE is impossible to turn on during higher traffic times. 3. Bicycle facilities- I don't even know of any 4. Walking paths- SUCK especially in the winter. So many have shifted and you cannot tell when there snow on the ground. I have a permanent scar on knee from these damn side walks. I imagine for mobility device users this also sucksssss. 5. Access to destinations. For the most part it's not thattt busy but we need designated yield to pedestrian signs and bright cross walks. I would love to see one added by Joes, 16th, 22nd
i avoid biking on como when i can because I don't think it's safe
Bad
Biking is not comfortable. Traffic safety is fine despite speeding vehicles. Walking is safe. I don't feel access issues personally
Bike paths suck, on the street with cars and trucks. Truck and car drivers are careless. Bus route 3 has good bus stations location. So i am worried that the H line stations will be further away from connection points.
Bad traffic, bad access from side streets and overall personal safety, have lived in the same home for 48 years and do not like how unsafe the neighborhood has become.
Crossing Como Avenue as a pedestrian can sometimes be difficult due to traffic and limited visibility.
The road is in rough shape which means the bike paths are in rough shape in many areas. The side walks are good in some areas and awful in others. My biggest hope is that you will install a stop light at 22nd Ave/Como SE as this intersection is one of the main metro stops, but is wildly dangerous for pedestrians to try and cross because people do not acknowledge the stop sign. I have almost gotten hit by a car here multiple times. Cars will also fly around buses and not stop at the sign as well which increases the danger of trying to cross even more.
Poorly maintained road surface
Difficult to cross at some locations and times. The traffic-activated stoplight at 20th seems to ignore cars waiting south of Como. The WALK signals across 20th often go through two complete cycles without a northbound green.

Poor snow plowing
The road has a lot of potholes. There is a bike lane, but it is not very safe, especially in winter. The walking paths have big amounts of snow that is not cleared in winter. In front of some of the lots or buildings. It's an important road, but it could use some work.
Bike facilities are severely lacking, sidewalks are narrow for the amount of pedestrians and parking blocks view points for cars and pedestrians
I typically ride along Como Avenue. It is not very pleasant compared to how it feels when I reach Raymond Avenue in St. Paul where the separated bike lanes begin. So getting closer to that experience would certainly be a plus.
I would say the road is comfortable, but a bit run down. Biking seems to be a lot less comfortable, as the bike lane is often disregarded by drivers and people parking. I bike very rarely, but of the avid bikers I know, they often talk about the negligence of drivers.
Traffic safety is generally good, except for around the 18t and Como intersection, but that is mainly due to high traffic.
The bicycle facilities are as I stated above, technically usable but often overlooked by drivers.
The sidewalks are great, though a little run down. Because of the wear they have, they tend to flood in the spring and fall.
Access seems good all around.
It is comfortable to walk along, but people do frequently speed through or run the red lights at 15th & Como. And the stop sign at 22nd is difficult see while driving. I would like to see more bike racks. Access is great.
Bike facilities are very poor. Painted lanes drawn through huge potholes deeply sunk drain covers and sandwiched between fast traffic and parked cars on one side, and just barely squeezed on the road on the other. Risk of being doored is always felt since people park near the many businesses and often do not look for bikes. My wife refuses to bike this section anymore and will not let me take my son with me on trips where I use it. Also, in the winter bike lanes on both sides are completely unusable due to snow being plowed either right into the lane or into the car parking area, which causes cars to just park in the lane. So I have to bike in the lane, which angers drivers who are often very aggressive here.
Comfort and Traffic safety are Good due to low speeds. Bicycle facilities and Walking paths and sidewalks are Poor due to curbs, narrow and crowded paths. Access to destinations (local businesses) are OK but could be better with less physical and visible barriers to storefronts.
Comfort - moderate Traffic safety - poor visibility when turning left into como from 27th if the bus is stopped. No pedestrian crossing at 27th, ppl cross to get to bus stop without crosswalk. Bike lanes full of poorly maintained manhole covers, and is between parked cars and traffic so anyone getting in/ out of a car or parking is blocking the bike lane. Bike facilities - fair. Bike lanes full of poorly maintained manhole covers, and is between parked cars and traffic so anyone getting in/ out of a car or parking is blocking the bike lane. Walking paths and sidewalks - poor, especially when trying to walk to saint Anthony neighborhood Access - fair

<p>The road frequently has potholes. Cars will take the stop sign at 22nd as optional. Walking along the streets by Blue Door Pub can be hazardous, with tight street parking and unclear crosswalks. Some sidewalks are wide, others are narrow and ill maintained, or blocked by trash cans.</p>
<p>All terrible. Maybe the worst road in Minneapolis ( by condition). Traffic goes too fast. Bike lane merges into vehicle lanes at the busiest intersection.</p>
<p>Things are fine. I will not pay for any improvements. The city made us pay for the dumb light poles.</p>
<p>Decent but not outstanding</p>
<p>Too many bicycles and pedestrians.</p>
<p>One word: hectic. Between the terrible condition of the road, speeding cars, and overall density of the area, it is not a pleasant road to travel on.</p>
<p>Conditions in this area are acceptable, but it would be wise to expand the bike facilities and improve the pedestrian experience. The best places in Minneapolis are places where walking and biking are comfortable, people can enjoy being outside with businesses and recreational opportunities. To achieve all of this, slowing cars down is essential and should be centered in this project.</p>
<p>Traffic often goes above the speed limit, and the intersection of Como and 15th is not very safe for bikes. Bike lanes also need to be either raised or bordered by bollards because just paint doesn't work anymore. The intersection of Como and 10th is one of the worst designs I have ever seen for pedestrians, and I have intimate knowledge of this intersection as I've walked it almost every day getting to the bus stop at 10th and 8th (another terrible intersection). There can't be a difference for this road anymore just because it happens to be next to a highway exit.</p>
<p>overall alright. fairly walkable for able-bodied individuals. need for more marked crosswalks and more distinct bike paths. would like to see more outdoor seating/benches by bus stops</p>
<p>The bike lanes have potholes, and there isn't much space between you as a rider and a car.</p>
<p>The 15th ave and Como intersection feels very hostile to cross as a pedestrian. Also, I have seen cars travel incredibly fast along Como Ave, often higher than the posted speed limit.</p>
<p>I do not drive and grew up walking or taking the bus. I am getting older and use the bus more often. A few SE Como corners are visually obstructed. There are other neighbors who have chosen to be car-free and depend on the bus. If the H-line replaces the 3 bus and eliminates some bus stops, I am against it. I'm all for it if it is in addition to the 3 bus. I question locating the H stop at 29th and Como instead of 27th which is the current and popular stop. The proposed Grand Rounds Missing Link will give us a Park along 27th Ave. SE between Como and Weeks and the potential H line stop is there. I do have concerns about the need to purchase fares before you get onto the bus rather than using a stored value or GO card. Metro Blooms had no drug use or crime concerns before switching to the pay before you board system. I recall missing the light rail while waiting to pay. Painted crosswalks are important. Because of the way our neighborhood is cut diagonally by the BNSF Railroad, there are certain areas where many people feed into the bus route.</p>
<p>It would be great if every bus stop had the shelters and the timetables so you could sit and know when the bus comes. Not everyone can stand for the entire time while waiting for a bus but few stops have shelters with benches and the ones that do only really have enough room for one person.</p>
<p>Sidewalks feel narrow and close to traffic, buses move very slowly especially at comp and 15th, would not bike on this road.</p>
<p>Scary, I do not feel safe biking. I have to worry about cars and busses.</p>
<p>I generally feel comfortable, with decent traffic safety as car travel is slow for the most part. Improved pavement is a big need for both bicycles and walking paths/sidewalks.</p>
<p>cars driving too fast, poor biking condition</p>

Cars go too fast. Limited street parking access due to many renters and street redesign, ie no parking on certain sides of the street.
Remove trucks and large vehicles
The roads need to be resurfaced
Overall just okay. I think that crossing the street (especially around 15th ave) is not easy, and when biking it is very frustrating as car parking makes it so I am very frequently riding in the street with cars going really fast, or am having to ride on the sidewalk for safety. The bike lanes sometimes exist and sometimes just stop or become blocked with cars. Turning onto 18th ave/stinson is very tricky because the left turn requires entering the main car lane and because of this I usually need to go to the sidewalk and then take the pedestrian crossing to make the left turn.
It's not bad, but the lack of stopsigns or crosswalks on the west end makes it less convenient to cross.
Very uncomfortable to bike on; not safe to drive on due to high speeds and horrible road surface. I used to bike commute on Como for part of my commute and I always felt like I could be hit and killed at any time. I would take a roundabout way from 18th Ave and Como (18th felt safe north of Como due to better infra) to get over to 15th rather than use Como itself. Bus is ok but is affected by road surface. Sidewalks good but need improvement in some places. Decent access to destinations.
Many potholes that make biking and even driving a moped scary.
The road surface is full of potholes which is detrimental to both driving and biking. The bike paths are unusable in the winter and don't feel safe in the summer.
It is fine to drive on. Biking on it is not fun at all - traffic going by very close. I only do it because I am a very confident rider but I know others who avoid it altogether. Walking is mostly fine but larger sidewalks would be nice especially near 15th and como
Current conditions are uncomfortable and unsafe for all users. Cars frequently run the red light from Como Avenue on 18th and Como. This intersection has issues with the traffic light, which does not always register cars on 18th Avenue. I am not sure if it was damaged during the construction of the rooming house at the corner or if it doesn't register cars because cars are almost always parked up to the corner and into the crosswalk. It would be nice if this was fixed and it would also be nice if there was a bike signal for bikes going North on 18th. Biking facilities are basically non-existent. Bike paths are extremely bumpy, often covered in broken glass, often blocked by parked cars, often blocked by jersey barriers, and do not safely connect to any other bike infrastructure. Walking paths and sidewalks are almost always blocked by scooters or snow and ice. Sidewalks are frequently closed so developers can build housing that no Como resident can afford and which will have sidewalks blocked by scooters and snow after construction is done. Many sidewalks in Como are broken or sunken to extreme angles. Many Como residents rely on mobility aids and cannot safely use the sidewalks because of these problems. Illegally parked cars also frequently block sidewalks and crosswalks and block sightlines for drivers, bikers, and pedestrians. There is also no crossing on Como Avenue between 15th Avenue and 18th Avenue. It is extremely difficult and time consuming to turn onto Como Avenue between 15th Avenue and 18th Avenue. Safe access to destinations without a car is non-existent from Como Avenue because Como Avenue doesn't safely connect to any safe streets and because destinations have been rapidly removed from the Como neighborhood. Since 2020, we have lost our school, a significant amount of our public space, and every safe bike connection into and out of Como. This requires more travel and often more driving.
Access to destinations is very good; it should be a high priority to support the small businesses during construction by coordinating personalized detours, maps, and comms, facilitating deliveries during construction, and doing construction quickly over a summer when the student clientele is largely gone.

Comfort, traffic safety, bike facilities, and sidewalks are all currently subpar - vehicles speeds are too high; the bike lanes are unseparated, feel dangerous bc of proximity to parked cars and traffic, and are often dirty/dusty/trash present that makes biking dangerous; the sidewalks are narrow, unbuffered from the street, and have lots of poles/utility boxes that make them irregular to navigate.

I appreciate having a bike lane, but the pavement has degraded significantly over the last ten years and patches are really no longer sufficient. Especially since 280 closed, but always to a certain extent, there's quite a bit of heavy vehicle traffic, like semis, and that's a little nerve-wracking to bike next to. I wish the bike lanes were protected. I also wish the sidewalks were in better condition / more accessible, and maybe wider? And that the bus shelters were more substantial. Like we have A LOT of walkers, bikers, and bus riders because of our proximity to both UMN campuses and downtown minneapolis, and sometimes it feels like the space should be made so it's spacious for us rather than for cars and heavy vehicles.

Van Cleve park is SO IMPORTANT, but it feels like access to it is really weighted toward the east side of the park, but there's so many apartments and family housing on the west side - it feels like there really should be an entrance and also amenities/activities on that side of the park too. I've also lived here since before the school district fenced off the baseball fields on the north side of the park, and it remains really frustrating that that space is not available for community use when we have such high usage rates for the park and we have SO MANY PEOPLE for whom van cleve is the closest and only park within walking distance

Question 8: In a few words, how would you describe your transportation vision for Como Ave SE?

Safe and comfortable and wheelchair-accessible
Ideally, separated bike lanes along the entirety, smooth connections to bikeways on 15th, 18th, and the Missing Link, better safety for those crossing at 13th Ave by all modes, and transit signal priority for buses
Bike and bus priority, improvements to safety and key intersections
two-lane bikeways, more comfortable walking spaces
safer walking and biking; safer, quicker, and more frequent crossings
safer walking, biking. slower speeds. native plant landscaping with shade along the corridor.
Please reach out to the Como Student Community Cooperative. Many residents are graduate students who live in the area. the intersection at 27th Ave SE and Como Ave SE is dangerous and multiple people have to jaywalk with no safe crossing.
Connected and safe for all, not just cars

<p>For question 7, (Which intersections along Como Ave SE should we prioritize for traffic safety improvements?) why include 10th (doesn't intersect Como Ave) and not 11th?? Because 11th is my answer. Crossing there as a ped is terrible and the roadway is in very bad condition.</p>
<p>Low stress, connected community.</p>
<p>I would bike to work tomorrow if Como Ave wouldn't put my life at risk. Protected bike lanes would get cars off the road and give me a safe affordable way to get to UMN. This is the single most impactful change the city could make on this corridor.</p>
<p>A happier street with slower car speeds!</p>
<p>Looking forward to the H Line and improved bike facilities, signal improvements and greening. 18th Ave from Como to Rollins bike blvd could use a resurfacing. Consider improving conditions beneath 280 and the two RR bridges including improved night time illumination. Is pedestrian lighting being added along the route?</p>
<p>Como is students from the U. They want fast buses to get to campus and safe bike and pedestrian access.</p>
<p>More walkable, and car proof bike infrastructure. More green would also be nice</p>
<p>Como Ave SE should be a key part of a cohesive regional bikeway that spans from Downtown Minneapolis to the State Capitol and Downtown Saint Paul.</p>
<p>As a critical pedestrian/bicycle artery, both for university students and commuters passing through from St. Paul. Como should be a ped/bike-first street that considers safety as the highest priority.</p>
<p>Protected bike lanes, floating bus stops, and a coordinated approach with the city of Saint Paul. I'm concerned that the two-way bikeway planned in Minneapolis doesn't align with the one-way concept in Saint Paul.</p>
<p>I would love to see separated bike paths, improved, wider sidewalks, and more green space and landscaping. I think parking could be eliminated from most of the street, except maybe next to the business district around 15th Ave.</p>
<p>Como ave does not need to be a traffic corridor for cars. Thats what Hennepin ave is for. Prioritize the safety of pedestrians and bikers.</p>

I want Como Ave SE to be a safe and very pleasant pedestrian centric corridor.
More pedestrian-centric
More curb bump outs but maintain current vehicle speeds through corridor. Right now it's fairly convenient for most trips
Bike lanes, no parking, wider sidewalks, elevated crosswalks
Prioritize, biking, walking and bussing over cars.
More bus access, rapid options
It's an important road for U of M community and bike safety is important for students and to encourage more families to use
Fast, reliable, frequent, prioritized, multi-modal
A multimode transit corridor that doesn't only prioritize car travel. This would include more bike facilities with protected bike lanes at street level, wide and less obstructed sidewalks, and safer crossings at intersections.
Allocate space to walking, biking, and the H Line first, general vehicle traffic only gets space if any is leftover. So probably no parking on Como - there's plenty of side streets to park on.
Multimodal roadway that offers choices
easier for bikers/scooters
It should be a street where people can get around safely by any mode of transportation.
Calm and pleasant
Safe and secure for all users, especially for bicyclists!
Make the 15th and Como intersection safer and change the semaphore timing to reflect the traffic needs !!!
More walkable! More landscaping and greenery!
separated bike lanes, wider sidewalks, slower car traffic
Dangerous and bad roads

<p>Red light on east hennipen should be at 14th and not 15th as this makes little sense for the transportation grid as 15th turns into 14th due to a safety curve at Talmadge</p>
<p>Better biking and more greenery. But not at too much of an expense of parking.</p>
<p>Bike path and walking path on sidewalk; isolated from street. Remove parking on como avenue to make more room for the bike path on como. Improve 18th ave south of como bike path for a better connection of that path with the como avenue bike path and the north side of 18th ave se bike path.</p>
<p>Totally separate bike lanes safer pedestrian crossings</p>
<p>Safety for pedestrians should be the highest priority and then safety for bikers. I would like to be able to cross at 22nd and not almost get hit by a car every other week.</p>
<p>The city has over emphasized bike lanes to the detriment of road use, safety and maintenance. The stated vision to make more bike space is a vision that has failed over and over. The road needs to prioritize motor vehicles.</p>
<p>Busy with young adults not paying attention</p>
<p>I would love to have a secured bike lane separated from the road, and for the bollards to be fixed.</p>
<p>Wide sidewalks that allow for people to hang out, a separated bike path and bus lanes that allow the bus to avoid bunching.</p>
<p>My vision is for folks to be able to get around without needing a car. People who choose to drive already enjoy many conveniences compared to those of us who don't. They don't need to be further prioritized for convenience in our street designs and can learn to share the roadways that are supposed to serve ALL of us, not just drivers.</p>
<p>A neighborhood where walkers, bikers, and lastly drivers can move safely, with ease. Honestly in that order of importance too.</p>
<p>Protected walkways, less street parking.</p>
<p>Make the bike route actually comfortable and thus usable by the average person. This is a very important route and it is hard to find a convenient detour. This NEEDS to be comfortable and safe for the average person to use or please remove it from the bike route plan for the city because right now it is BARELY better than having no bike facilities at all.</p>

Less light, noise and air pollution.
Safe for pedestrians, cyclists, and drivers.
Ideally this would be a walk and bike friendly corridor. Eliminate some of the cut thru traffic from hennepin by reducing traffic flow. Once the grand rounds portion off Como is complete como will have even higher people powered traffic, and cars should take a back seat.
Things are fine. I will not pay for any improvements. The city made us pay for the dumb light poles. At 18th the dumb bike lite always goes off every cycle of traffic and makes traffic slow down despite no bikes being present to trigger the light. At 27th often bussing people need to cross the ride and can't safely do this as their are no stop signs or lights.
Separated bike lanes. Off the street. Easy bus station
Easier/faster for passenger cars.
Bike/pedestrian-friendly corridor that serves the need of the residents.
Minimal cars, more businesses, more pedestrians, more bicyclists.
I would love to see better access for pedestrians. Specifically, I feel that the quality of the sidewalks could be easily improved, and the bike lanes could be improved over time. I'm also considering the priority for buses with the H line being installed in the next three years, and with more students moving into the Como neighborhood, we need to see the Como corridor become safer now and improve over time.
Would love to see a permanent and distinct bike path as well as improved sidewalks accessible to all. Would also love to see more comfortable and dedicated spaces for the bus stops rather than just a sign in the street corner
Calmer traffic, improved bike infrastructure. More trees/greenery along the street, remove street parking on one side of the street to incorporate BRT/bike lane.
Trees and native wildflowers enhance bus stops and make walking a pleasure. Better sight-lines, ADA corners and painted crosswalks, and traffic lights bring safety to pedestrians. Safer well marked bike lanes. Enough bus stops to serve those of us without cars. (not everyone is a student here) Stored Value Bus cards that we can use as we enter the the bus.
Please keep the stops at 22nd Ave se. The westbound one is very nice and has a pollinator garden, a lending library, a shelter, and ample seating. The eastbound direction is right outside of two bars so it

<p>gets a lot of traffic from people who very much need to take the bus and might not make it to a bus stop further away.</p>
<p>Greener, more comfortable, transit gateway to lake como for day trips.</p>
<p>Narrow streets for cars, curb bumpouts, dedicated 2 way bike lane separated from pedestrian path, side walk and greenspace</p>
<p>Improved bus service and facilities, as well as better options for biking and walking. With all of the students in this neighborhood, it is one of the areas in the cities that need non-driving options the most and any improvements should prioritize non-drivers</p>
<p>a higher traffic street through the neighborhood with traffic calming features that keep vehicles slow and force drivers to pay attention so they yield to pedestrians crossing at any intersection. I hope there is a two way bikeway wider than 8 feet. The city has been putting in very narrow raised bikeways which are nice, but dont feel safe for kids because they are so narrow and are not well separated from traffic.</p>
<p>No semi trucks except for specific occasional residential needs, ie moving vans and household deliveries. Enforced speed limits,</p>
<p>Need to slow the traffic and enforce traffic laws - people go through stop signs without stopping, as well as run red lights.</p>
<p>Drive safely without feeling like my car is going to bottom out from the horrendous potholes and sewer covers that are so uneven they feel like speed bumps</p>
<p>My ideal scenario would have no side parking on como itself, and hindered driving to slow down traffic. This could be bollards with raised pedestrian crossings, or "wiggle" roads. Biking could have a separated dedicated area, but if needed to enter the street for a turn, the greatly slowed and hindered car traffic would make it feel safe. I think ideally in the far future this would be great to have as a mostly pedestrian area that cars could go through when absolutely necessary but hindered, and there would be a fast frequent transportation through the corridor, ideally raised rail (in the somewhat distant future) with the narrowness of the street to allow for all modes of transport to be possible but cars as the least privileged. I know a bus lane and separated bike lane and not completely cutting off transportation from south and north of the railroad tracks is tough, but a bus lane really would do wonders considering how slow the 3-line can get with cars.</p>
<p>Safe, pleasant, and smooth for all users!</p>
<p>Safe, comfortable, and beautiful biking all along Como - eventually connecting with a completed separate from grade bike path in the St Paul portion of Como</p>

Multi-modal, facilitating safe bike travel in parallel with improved roadways.

I would like it to be easier to bike and more comfortable for people walking to the 3 line/future H line

Como Avenue needs to be safe, efficient, and comfortable for Como residents. There should be no compromises made to support the financial interests of absentee landlords and developers who continue to oversaturate the Como neighborhood with cars. Instead of making sacrifices to pedestrian, bike, and driving infrastructure for street parking that is only required due to absentee landlords and developers, changes to development and housing policies should be made to minimize the need for street parking and allow Como Avenue to be safe, efficient, and pleasant for Como residents. This transportation infrastructure will need to safely and efficiently connect the Como neighborhood to schools, parks, grocery stores, and other resources that have been removed from the Como neighborhood. It is vital to the long-term success of this project that this infrastructure stays available for use by Como residents without obstructions. We have seen great improvements to infrastructure become completely useless because the City of Minneapolis does not manage obstructions effectively. I hope to see the infrastructure on Como become immune to illegal parking and developers. I appreciate the opportunity to take this survey and I appreciate the work being done to understand these issues.

H LINE!!!! Separated off street two way bike path. Sidewalks on both sides of Como Ave. Less vehicle parking on Como.

I would love to be able to jump on a bike path at 10th and bike to van cleve park, the community gardens at 21st, and all the way through to st. paul or connect up to the diagonal trail without having to worry about vehicle traffic. I'd love to use the bus stops as a hub to get into the UMN st paul campus, or st paul / minneapolis downtown areas.

### Online Survey – Optional demographic questions

Figure 11: Question 9 - Are you a Minneapolis resident?

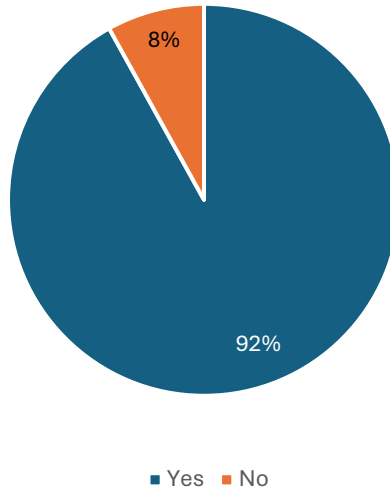


Figure 12: Question 10 - What is your zip code?

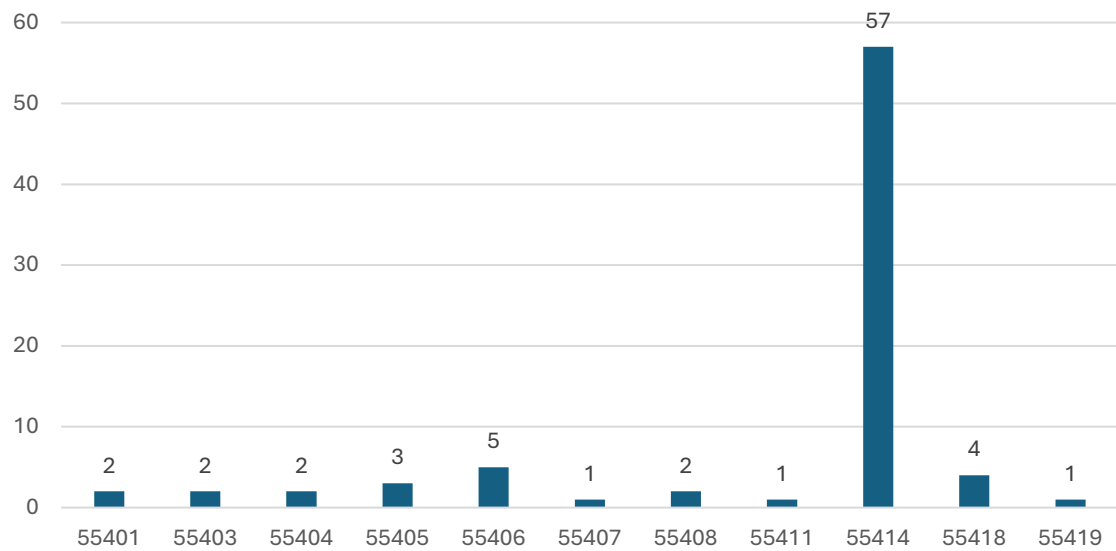


Figure 13: Question 11 - How would you describe your race and/or ethnicity? (Select all that apply)

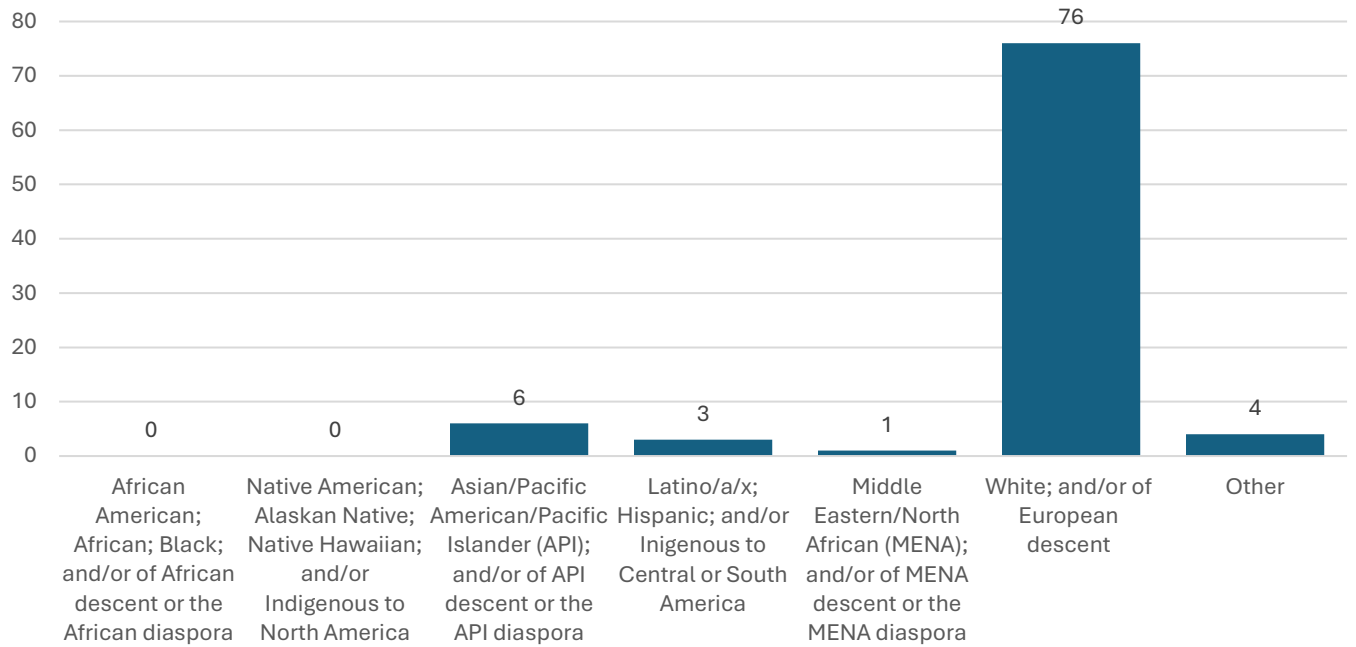


Figure 14: Question 12 – Which gender do you identify as?

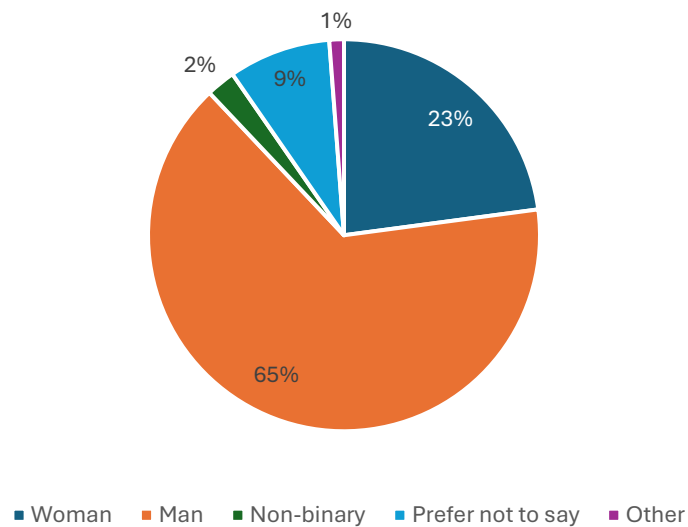


Figure 15: Question 13 – What is your age?

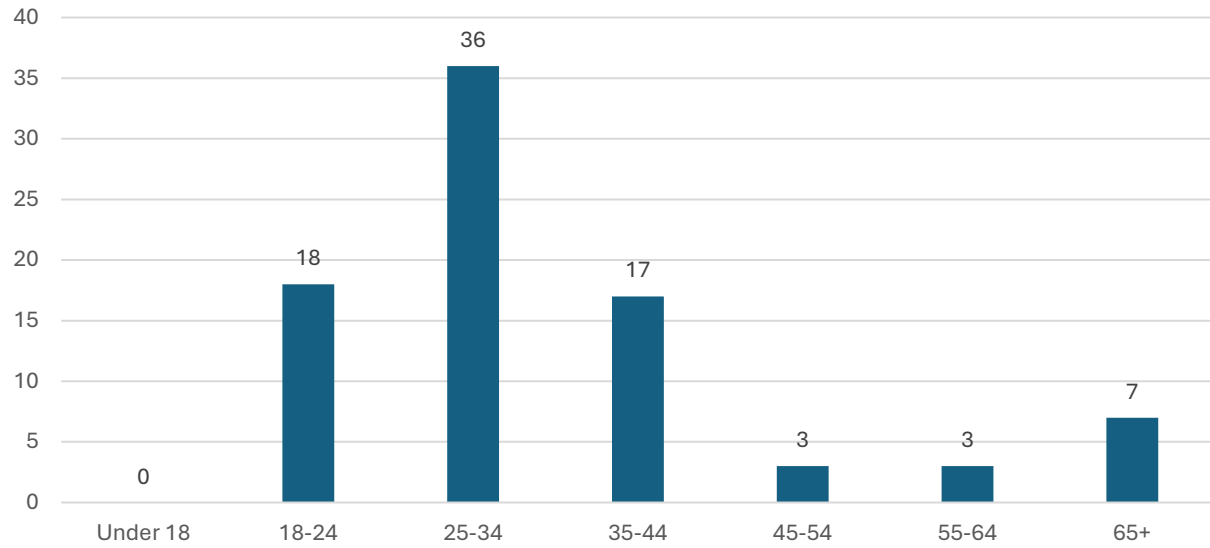


Figure 16: Question 14 – Do you rent or own your home?

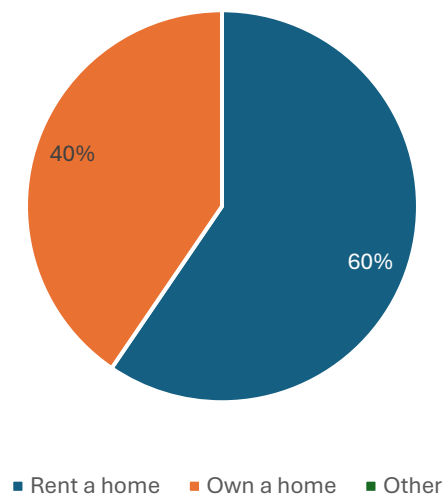


Figure 17: Question 15 – Does your household have access to a vehicle?

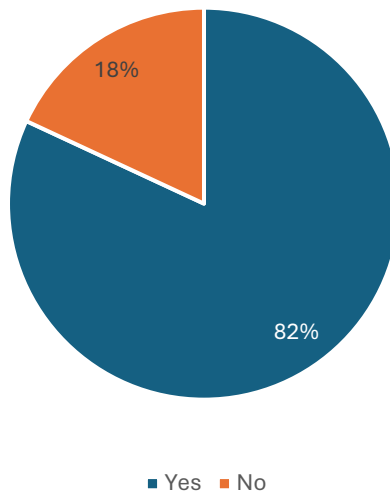


Figure 18: Question 16 – Do you identify as someone with a disability? (select up to 2)

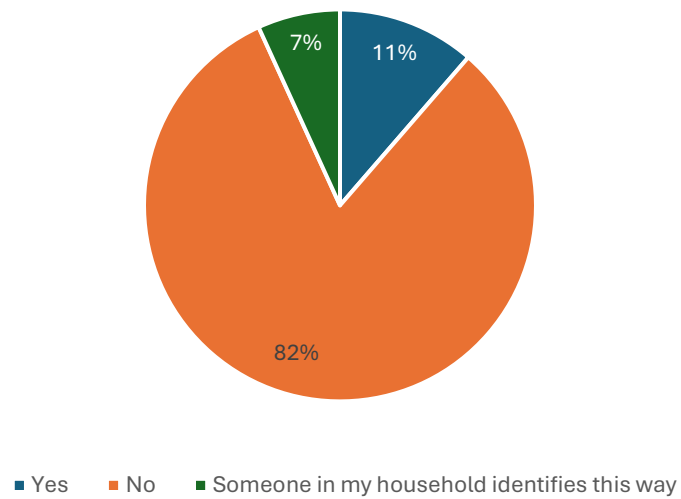
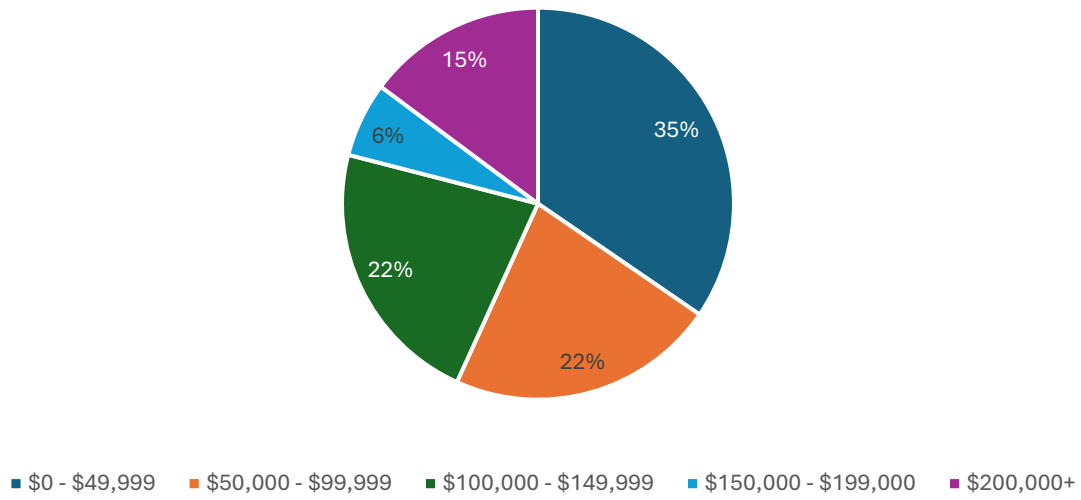


Figure 19: Question 17 – What is your total household income?






### Open House Boards

# Como Ave SE Corridor Improvement Project

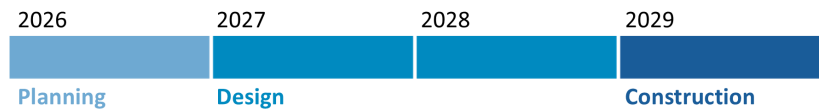


The City of Minneapolis will create improvements for people walking, rolling, and biking on Como Avenue SE, between 10<sup>th</sup> Avenue and 33<sup>rd</sup> Avenue.

## Project Goals

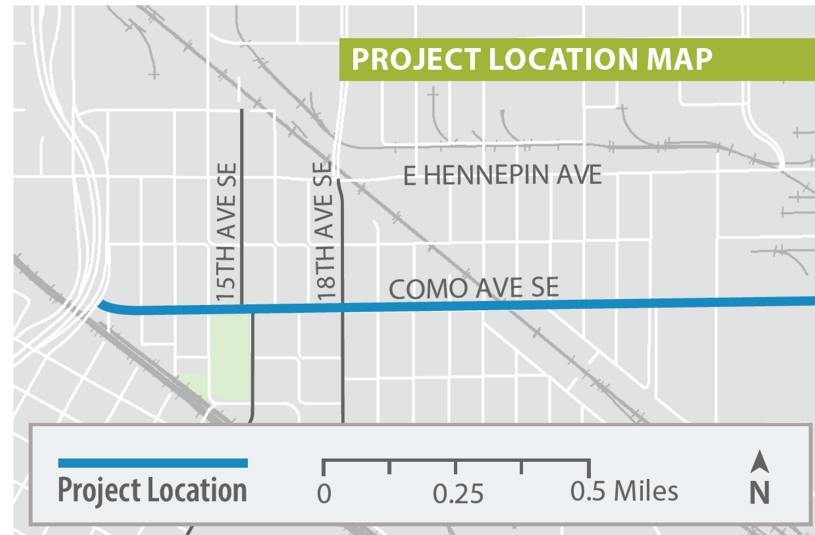
-  Create a low stress environment for all road users
-  Upgrade bike facilities for all ages & abilities
-  Improve safety and mobility for people walking, biking, and riding transit

## Timeline



## Engagement Goals & Planning Phases

- Develop trust with the people of the community
- Make it clear what outcomes and decisions the public can influence
- Share how the project changes in response to input from the public
  
- **Spring 2026:** Introduction & Issue Identification
- **Summer 2026:** Concepts and Treatment Alternatives
- **Winter 2026:** Draft Recommended Concept Layout



## Policy Guidance

- ADA Transition Plan for Public Works, 2024
- Racial Equity Framework, 2023
- Minneapolis Climate Equity Plan, 2023
- Vision Zero Action Plan 2023 - 2025
- Complete Streets Policy, 2021
- Minneapolis Street Design Guide, 2021
- Transportation Action Plan, 2020



Open House, April 15, 2026

# Como Ave SE Corridor Improvement Project



*This project is aligned with the Transportation Action Plan, the City's vision for safer, greener, and more modern streets that serve all people and all the ways they want to get around.*

## Project Background

- **METRO H Line** Bus Rapid Transit (BRT) was the catalyst for additional study and scoping for a project along Como Ave SE
- This street is essential to the region, identified as a Tier 1 Alignment on the Metropolitan Council **Regional Bicycle Transportation Network**
- Como Ave SE is part of the future **All Ages and Abilities (AAA) Bicycle Network**
  - Connects to bikeways on 15<sup>th</sup> Ave and 18<sup>th</sup> Ave
  - Future 10<sup>th</sup> Ave SE and Grand Rounds Missing Link connections
- Como Ave SE is on the City's **Pedestrian Priority Network (PPN)**
- Como Ave SE is on the City's **Truck Route Map**
- Como Ave SE is designated as a **Mixed Use Commercial Connector** in the Minneapolis Street Design Guide

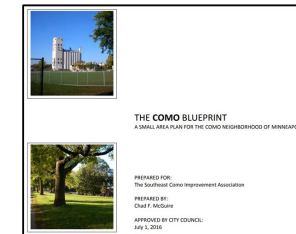
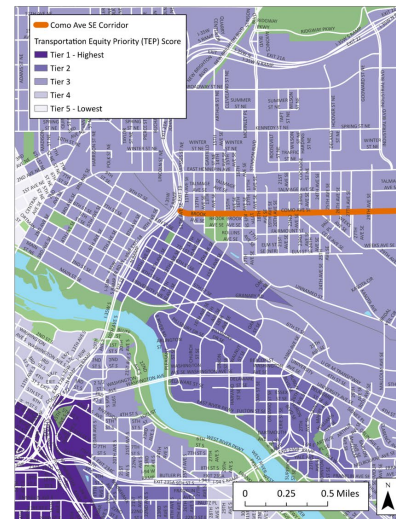
## Project Scope

- Retrofit bikeway, pedestrian safety and traffic calming improvements
- Coordination with METRO H Line BRT project
- Coordination with potential resurfacing 10<sup>th</sup> Ave SE to 22<sup>nd</sup> Ave SE
- May expand scope to include 10<sup>th</sup> Ave SE (Como Ave to 8<sup>th</sup> Street SE)



## Area Context

- Transportation Equity Priority Area 3
- The Como Blueprint Small Area Plan (2016)
- High population of students, renters, transit users
- Smaller commercial businesses west, industrial uses east
- Van Cleve Park



Open House, April 15, 2026

# Como Ave SE Corridor Improvement Project

## Daily Users and Speeds

- High bicycle and pedestrian counts
- High speeds on eastern end – posted speed is 25mph

Travel Mode	Near 18 <sup>th</sup> Ave	Near 27 <sup>th</sup> Ave
Pedestrians	451	237
Bicycles	410	264
Motor Vehicles	10,280	6,255
Average Speed	20mph	31mph
85 <sup>th</sup> Percentile Speed	26mph	36mph

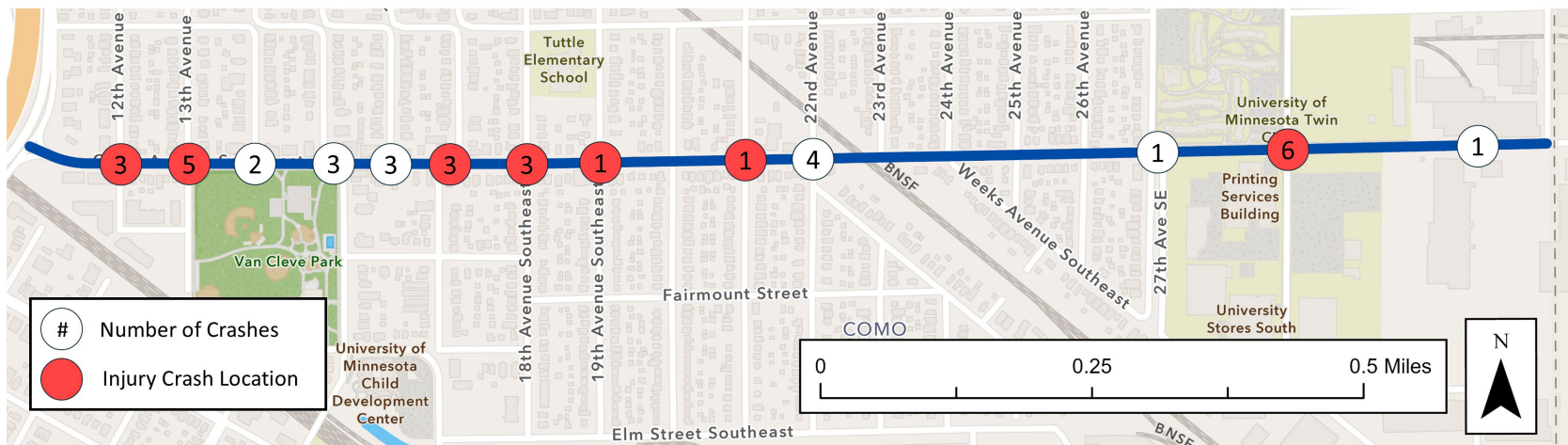
Source: City of Minneapolis, August 2025

## Crash Data

- Not on Vision Zero High Injury Street map
- Injury crashes concentrated in western half

Travel Mode	Reported Crashes	Crashes with Injuries
Pedestrians	3	67%
Bicycles	6	83%
Motor Vehicles	27	26%
<b>Total</b>	<b>36</b>	<b>39%</b>

Source: MnDOT MnCMAT, years: 2020 - 2024



Open House, April 15, 2026

# Como Ave SE Corridor Improvement Project

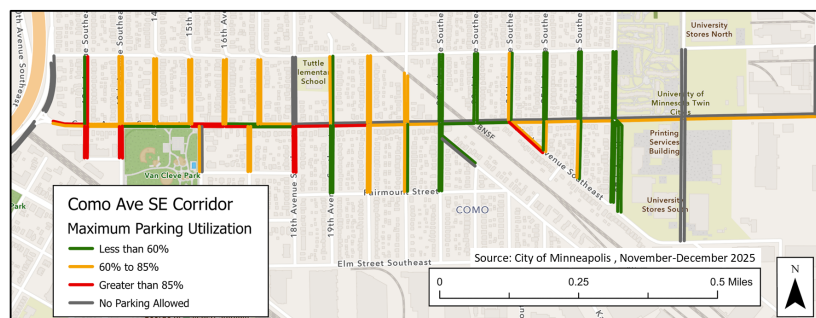
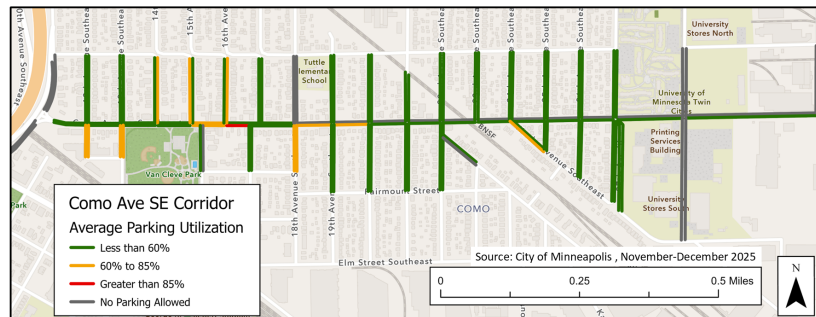


## Parking

The parking usage trends on Como Ave SE are shown below. This helps pinpoint areas where parking is in high demand or underutilized. The project will consider parking, delivery and loading needs for storefronts and businesses along the street. The amount of vehicle parking should be right sized to reduce speeding and maximize space for greening and other uses that support City goals.

Parking Utilization	Total Spaces Available	Average Utilization	Average Utilization %
Como – Northside	63	32	51%
Como – Southside	254	109	43%
Side streets – Eastside	679	269	40%
Side streets – Westside	655	270	41%

Source: City of Minneapolis, November-December 2025



## Accessible Pedestrian Ramps

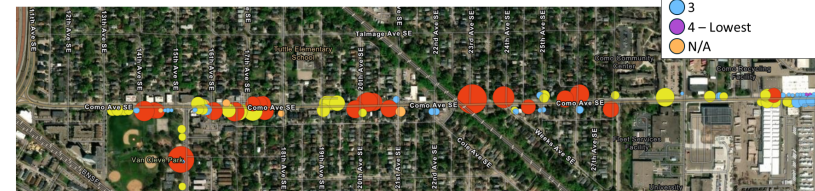
- Most corner sidewalk pedestrian ramps east of 15<sup>th</sup> Ave are non-compliant



Source: City of Minneapolis

## Tree Inventory

- Project looks to minimize tree impacts during the design process, and add trees/greening where feasible



Source: Minneapolis Parks and Recreation Board

## Parking Study Methodology

The project team collected parking counts on different times and days of the week to get an understanding of parking trends along Como Ave SE and side streets. Counts were conducted during ten observations in November and December 2025, while school was in session. Counts were conducted during early morning through late night, across weekdays and weekends. Counts were not conducted during the week of Thanksgiving. An additional aerial imagery count was included as well.

**Average parking utilization** reflects the mean number of observed vehicles from the eleven counts, divided by total parking spaces available on the block face.

**Maximum parking utilization** reflects the highest number of observed vehicles during any of the eleven counts, divided by total parking spaces available on the block face.

### Parking Utilization Rates

- 0 – 60% Lower than ideal range; indicates under-utilization of parking spaces
- 60 – 85% Ideal range; indicates safe, urban parking patterns and space utilization
- 85% + Above the desired urban parking threshold and could promote “cruising” or illegal parking

Open House, April 15, 2026

# Como Ave SE Corridor Improvement Project

## Precedent Images of Design Options

The project team identified the following facilities as potential safety and street enhancements that could be added to Como Ave SE

*Add a dot sticker to the images of enhancements you would like to see*

### Protected Bike Lanes

In-street protected bike lane



Sidewalk-level protected bike lane, wrapped around BRT platform



### Greening & Furnishing

Midblock bike median with greening



## Intersection Enhancements & Traffic Safety

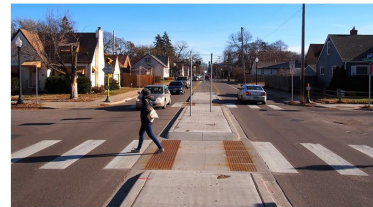
Curb extension & pedestrian ramps



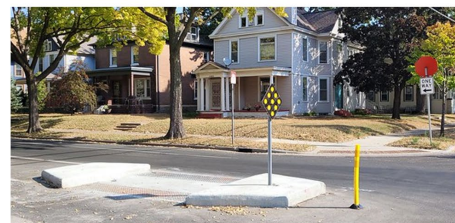
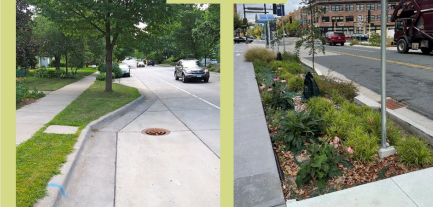
Raised crossing



Closed median – pedestrian refuge



Boulevard



Open median – pedestrian refuge



Median with flashing beacon



Midblock median



Bike parking

Open House, April 15, 2026

# Como Ave SE Corridor Improvement Project



## Optional Demographic Questions

By understanding who we are reaching through engagement, we can better adjust our approach to reach a broader audience

**How would you describe your race and/or ethnicity?**

<input type="checkbox"/>	African American; African; Black; and/or of African descent or the African diaspora
<input type="checkbox"/>	Native American; Alaskan Native; Native Hawaiian; and/or Indigenous to North America
<input type="checkbox"/>	Asian/Pacific American/Pacific Islander (API); and/or of API descent or the API diaspora
<input type="checkbox"/>	Latino/a/x; Hispanic; and/or Indigenous to Central or South America
<input type="checkbox"/>	Middle Eastern/North African (MENA); and/or of MENA descent or the MENA diaspora
<input type="checkbox"/>	White; and/or of European descent
<input type="checkbox"/>	Other

**Which gender do you identify as?**

<input type="checkbox"/>	Woman
<input type="checkbox"/>	Man
<input type="checkbox"/>	Non-binary
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Other

**What is your age?**

<input type="checkbox"/>	Under 18
<input type="checkbox"/>	18-24
<input type="checkbox"/>	25-34
<input type="checkbox"/>	35-44
<input type="checkbox"/>	45-54
<input type="checkbox"/>	55-64
<input type="checkbox"/>	65+

**What is your relationship to Como Ave SE?**

<input type="checkbox"/>	Live on or close by
<input type="checkbox"/>	Work on or close by
<input type="checkbox"/>	Attend school close by
<input type="checkbox"/>	I come for arts, entertainment, recreation
<input type="checkbox"/>	I come to the area for shopping, goods, or services
<input type="checkbox"/>	Visiting family or friends

**Do you rent or own your home?**

<input type="checkbox"/>	Rent a home
<input type="checkbox"/>	Own a home
<input type="checkbox"/>	Other

Open House, April 15, 2026

### Open House – Optional demographic questions board

Figure 20: How would you describe your race and/or ethnicity?

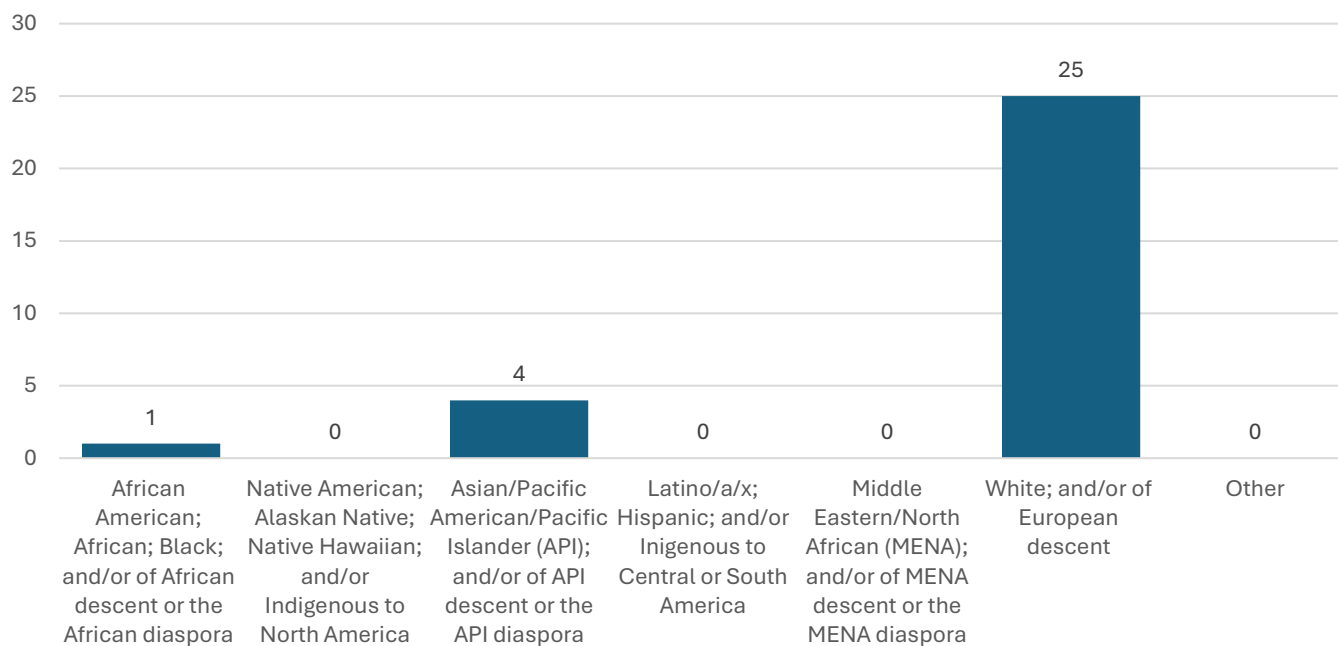


Figure 21: Which gender do you identify as?

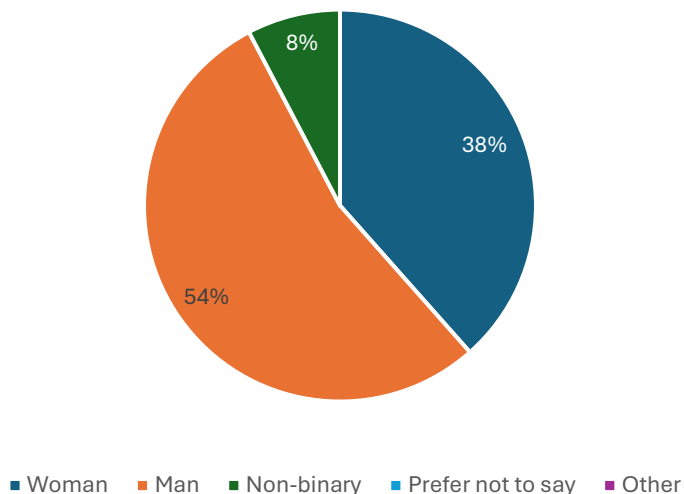


Figure 22: What is your age?

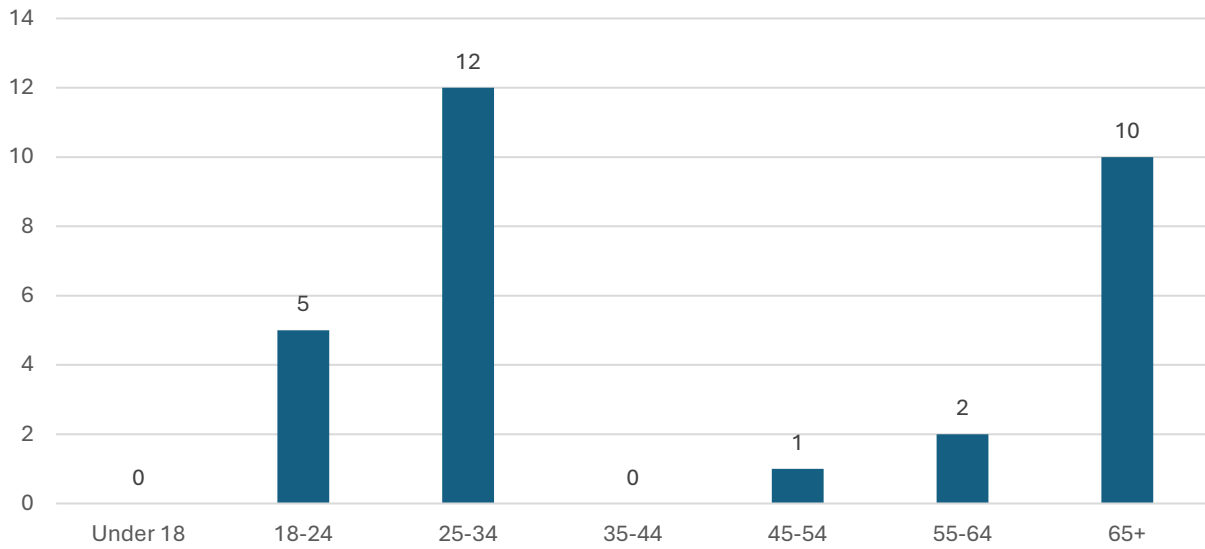


Figure 23: What is your relationship to Como Ave SE?

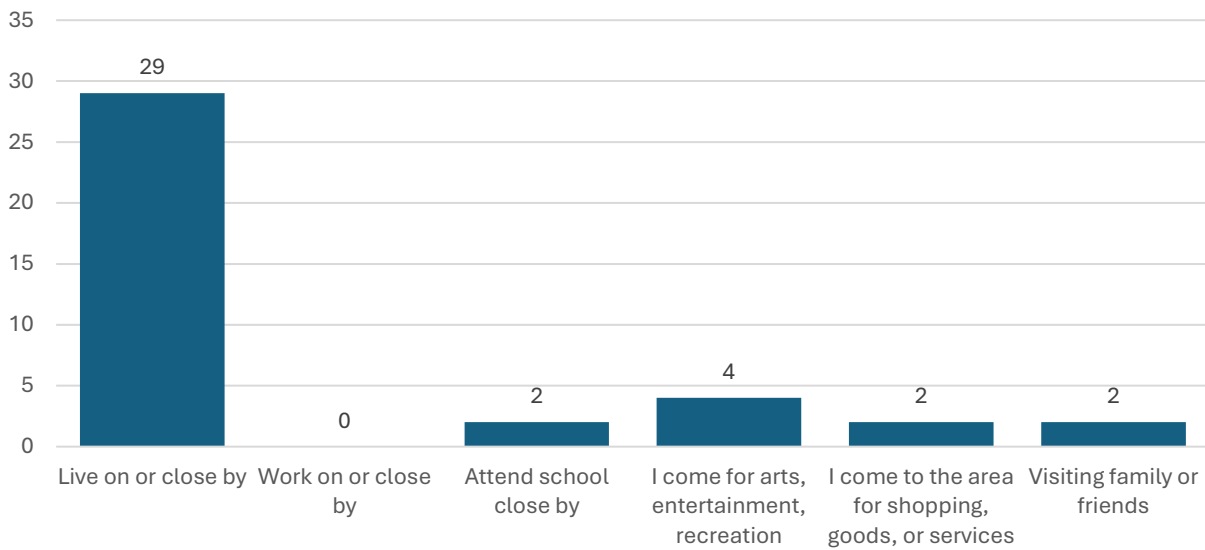
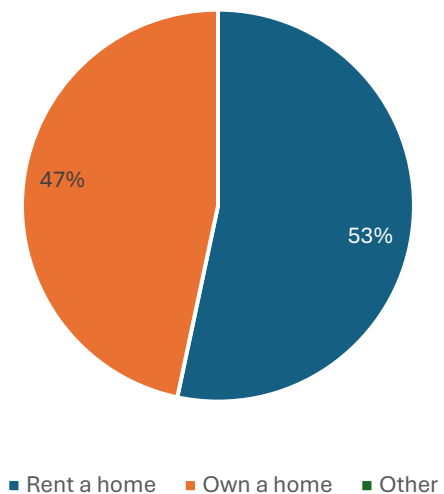


Figure 24: Do you rent or own your home?



## Open House – Design Options board, sticky note and dot responses

In-street protected bike lane: 11 dots

- The amount of times I've seen cars parked or driving in this type of bikeway is absurd. Absolutely not a long-term solution.
- Small planter beds in median or some form of landscaping
- Make more attractive bollards
- It would be far better to route bikes through neighborhood than redo all the streets. When I bike on Hennepin I'm the only biker there. That whole project was a waste of effort.
- These dividers are a traffic hazard in winter when everyone is sliding around.

Sidewalk-level protected bike lane, wrapped around BRT platform: 5 dots

- This is the vision. So much better for encouraging biking, although important to separate the lanes and pedestrians when possible

Midblock bike median with greening: 6 dots

Boulevard left image: 2 dots

Boulevard right image: 8 dots

Bike parking: 9 dots

Curb extension and pedestrian ramps: 9 dots

Open median – pedestrian refuge: 0 dots

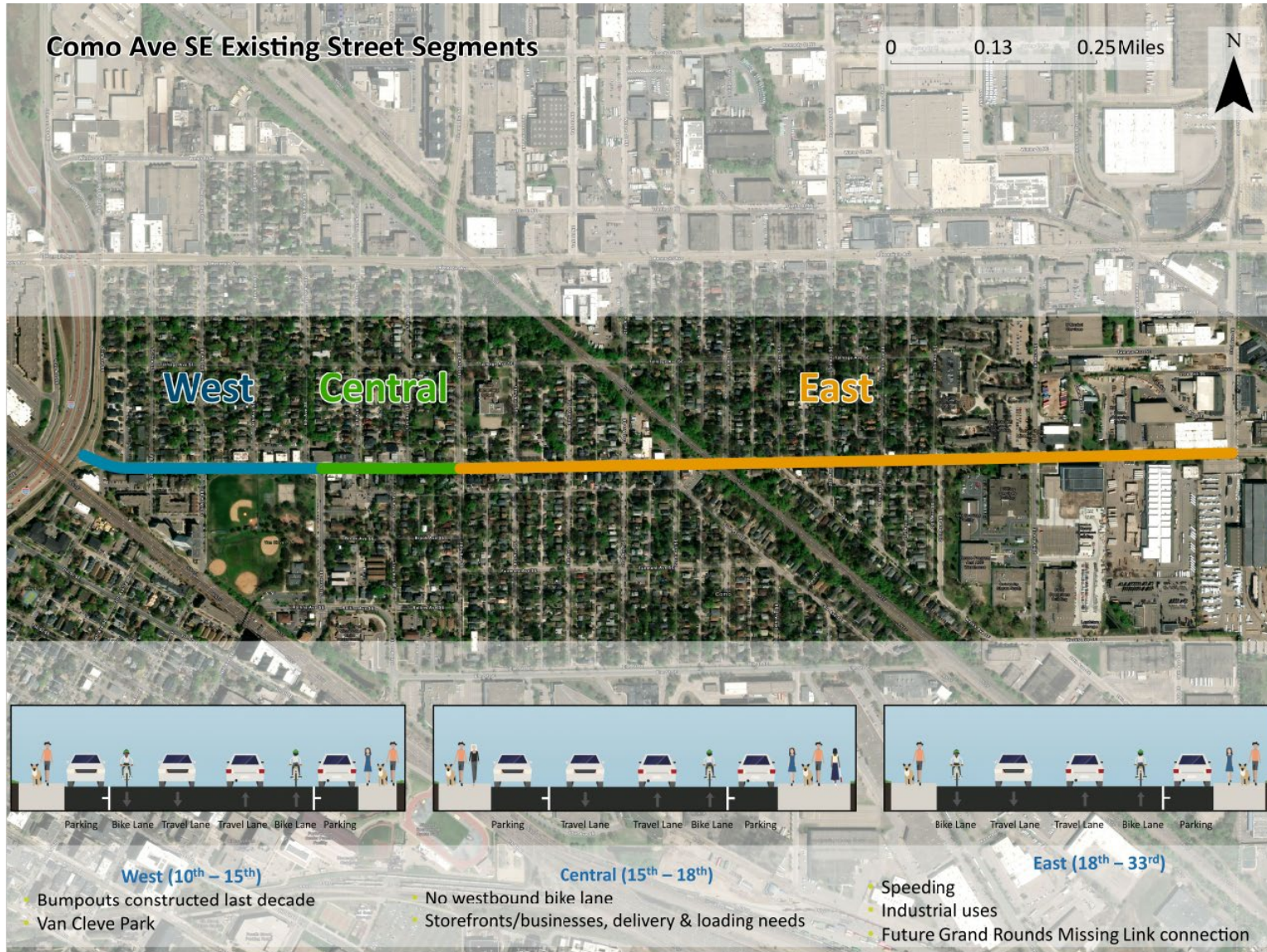
Raised crossing: 5 dots

Median with flashing beacon: 5 dots

Closed median – pedestrian refuge: 1 dot

Midblock median: 0 dots

Open House – Existing Street Segments map



## Open House – Existing Street Segments map, sticky note responses

### Western segment

Placed on 10<sup>th</sup> Ave, north to south:

- Consider improving bikeway on 10<sup>th</sup> Ave SE (8<sup>th</sup> to Broadway)
- Add marked pedestrian crossing
- Connect bike lane to 10<sup>th</sup>
- Need to connect Como to 10<sup>th</sup> with curb separated bike lane

Placed near Van Cleve, west to east:

- Protect the bikes! We have no room
- Put a RRFB like Lyndale and 27<sup>th</sup> on Como and 13<sup>th</sup>
- Add metered parking in high demand areas!

### Central segment

- Check with business owner, how can we keep them open through the changes here
- Need places to cross better 15<sup>th</sup> and 18<sup>th</sup>
- Protected bike lanes in front of businesses where food delivery drivers park
- Need safe way to turn onto Como at 17<sup>th</sup>
- H line stop by Joe's laundry

### Eastern segment

- Remove parking along Como (plenty of parking on side streets)
- Ban obstruction permits so residents can use infrastructure
- Need above curb protected bikeway
- Needs traffic signal at Como & 22<sup>nd</sup> Ave.
- There's enough street parking on the side streets, eliminate as much street parking from Como Ave as possible!
- COMO CORNER 22<sup>nd</sup> Bus Stop has TWO bike lanes  
one lane for pedestrians jammed on a 80" sidewalk. DANGEROUS
- Better visibility of stop signs when bus is stopped 22<sup>nd</sup> Ave
- Need curb extension for pedestrians at Como & 22<sup>nd</sup>. Busy bus stop.
- Painted crosswalks in between major intersections [placed on 25<sup>th</sup>]
- Popular Bus Stop @ 27<sup>th</sup> Ave SE + Como.  
Crosswalk would be huge! Or medians
- If a 2-way SBL is proposed, please think hard about transition to 1-way BL in St. Paul. Should be safe, convenient. Think bike/ped scramble on recall.
- Put 2-way bikeway on the north side to connect with future STP connection on Como

#### Western segment cross section

- Painted crosswalk 13<sup>th</sup> + Como
- 4way stop @ 13<sup>th</sup> + Como!
- TRAFFIC CALMING ON 13<sup>th</sup> btwn HNPB + COMO <- This
- Bike lanes separated from street
- 15+ parking spots lost- big issue during winter snow emergencies!

#### Central segment cross section

- Protected Bike Lane
- MOVE bike lane northbound to Brook
- Westbound bike lane desperately needed!!
- Need both westbound and eastbound bike lane if possible
- Protect businesses during construction
- Bike lanes will be very useful

#### Eastern segment cross section

- Speeds- these numbers are in ordinary range
- No crashes are ok!!
- Get Como policy guidance from the “Como Blueprint” area plan- “Como voices”
- Looking forward to GRML \* \* <- This
- Missing link along 27<sup>th</sup> Ave SE very busy  
Bus stop popular

#### **Open House – Comment card responses**

Based on current conditions on Como Ave SE today, how would you describe the following?

Comfort, Traffic safety, Bicycle facilities, Walking paths and sidewalks, Access to destinations

- Dangerous, uncomfortable, inefficient, poor access to destinations. Sidewalks frequently blocked by scooters and snow. Tons of illegal parking blocking infrastructure
- Comfort? Sidewalks are uneven + sometimes traffic hazard.  
Traffic safety- parked cars near corners block good sight-line for getting on Como.  
Bicycles facilities- ok  
Walking paths- only in park, need more green space for walking paths  
Sidewalks- see comfort comment
- Como- the west side- and 10<sup>th</sup> Ave north of Como, needs resurfacing- it is too rough!

- 15<sup>th</sup>/Como is difficult because of space but maybe good design will help.  
Please! Who makes up the contract for resurfacing- put in clause that's taller manhole covers to match road surface!
- Como could be way way more comfortable, safe, and good for biking/walking.
- Comfort: Not very comfortable, agitating, anxiety inducing  
Traffic safety: Not very safe, reckless drivers, angry drivers  
Bicycle facilities: Limited  
Walking path: Piss poor condition, unsafe during the winter, not ADA accessible  
Access to destinations: Technically have access to destinations, but it takes so long, it is a little ridiculous
- People (landlords, really) need to learn that there are these things called "garages" that parking should happen in, not on major thoroughfares. Sidewalks are so skinny, and the bike lanes are fine until a car whips way too fast past you.
- 22<sup>nd</sup> Ave & Como needs a traffic signal. 22<sup>nd</sup> Ave SE is a busy N.-S. street. Countless vehicles blast through intersection
- Como Ave is a major throughway for bicyclists. Business parking at 15<sup>th</sup> and Como causes a bottle neck and forces bicyclists to swing into traffic.
- Utility poles on north side of street impinge sidewalk width and walking.
- I think the current infrastructure prioritizes car-centric designs. Biking feels dangerous with higher speed + reckless driving habits
- The cement dividers between cars + bikes often had no pole markers + in the dark my car accidentally drove over the divider scraping loudly under my car in between the tires- It scared me so much + I could not get my car back out from the divider- !! Yikes!! - 😬
- Cramped, unsafe for cyclistd  
Access to our mini "business zone" is good.
- Great access to destinations. LOVE the route 3 buses AS-IS!  
Poor bike safety.  
Add safer pedestrian crossings.
- Limited street trees and plantings. Traffic is too fast. Bike lanes feel unsafe due to speed of car.

In a few words, how would you describe your transportation vision for Como Ave SE?

- Above curb bikeway. Ban obstruction permits so infrastructure is available.
- Everything should be well + simply marked. Problem with depending on street painting- hard to see in winter + inclement weather.
- Driving Como- particularly the west portion is driving an obstacle course- trying to avoid the manhole covers.

- I have lived in Como neighborhood 33 years. The use of Como Ave has been ok for multiple uses for a long time. Upgrades to the sidewalks/crossings is a good idea. Just don't relegate 4wheel motorists third class participants/users of Como Ave.
- More bikes, more buses, more pedestrians, ~~less cars~~ safer cars (let's say)
- Safe strolling, east riding, and accessible for all.
- Two-way bikeway, wider sidewalks, ideally some other bus lines than just the 3/H Line.
- Driving EW on Como.
- Bicyclists need a visible bicycle signal light for turning onto 15<sup>th</sup> Ave SE. This signal should be visible for motorists too.
- [Blank]
- I would love to see a streetscape that encourages walking, biking, and public transit. Van Cleve seems to be a hub for Como, and I'd love to see infrastructure that connects that sense of community through the streets.
- I seldom see bikers and traffic gets so congested – I'm also a biker!!
- -Better corner visibility for peds.  
-Separated bikeways. Strong bike usage here by students- striped roadway isn't safe enough.  
-Strong links to grand rounds would be great for regional bike access
- Keep the route 3 stops!  
Add protected bike lanes & more green space. (BRT stops on other lines are just concrete 😞)
- Here are 3 ideas to consider
  - 1) parking study of Como to understand/simulate Como with less parking spots and more planting + tree bumpout, similar to Grand Ave in Minneapolis.
  - 2) Raised/separated/protected bikelanes. Consider winter maintenance issues (snow & trash). Como is a heavily used bikelane since it is next to UMN.
  - 3) Pared bikelane, made of concrete, more durable and less cracks.

\*Como is one of the busiest bikelane in the city, heavily used by UMN students and neighbors. It needs a biker & pedestrian forward design to favor bike & walker over cars! Go big & truly transform this avenue.

[Drawing with caption] planting bump out or car/tree parking

### Open house conversation notes

Notes recorded by City staff members:

- Questions about parking utilization and how much parking will be removed
- Multiple people are interested in adding green space to the street, but had a hard time imagining how it could fit
  - Multiple people involved with community garden at 22<sup>nd</sup> attended. Land is owned by the railroad, but neighbors have taken care of it since early 1990s

- People liked the picture of the bikeway wrapped behind the BRT platform, supportive of sidewalk level bikeways
- Interest in traffic calming near 12<sup>th</sup> & 13<sup>th</sup> Ave and on eastern end
  - Medians
- Improve 10<sup>th</sup> Ave underneath railroad bridge
- Multiple people appreciated that we started engagement early, 3 years before construction, and that there is still time to influence the design process
- Parking availability creates induced demand in neighborhood, it's available so people will use it
- Current street parking obstructs views when turning onto Como from side streets, especially 16<sup>th</sup> Ave was mentioned.
- Multiple people suggested the addition of metered parking
- Preserve sidewalk space near the garden at 22<sup>nd</sup>. Also, cars don't obey stop signs.
- Bikes go through red lights at 18<sup>th</sup> Ave
- North of Como: no alleys between 12<sup>th</sup> Ave and 18<sup>th</sup> Ave, results in more people parking on the street
- One person suggested rerouting the bikes to Brook Ave
- One person would like maintenance hole covers flush with pavement
- Concern about visibility of bikeway curb in winter, underneath snow – scraping bottom of cars
- Current bike lanes disappear in winter, compacted snow from cars going to parking lane
- Connect with Missing Link
- One person did not like Hennepin East 4-to-3 conversion of last year
- Another person loved the Hennepin East 4-to-3 conversion and ability to take left turns
- One person happy with traffic calming installed on 27<sup>th</sup> Ave last year (speedbumps)
- Question about improving ADA ramps improving accessibility in neighborhood, while Metro Transit is proposing “reduction” in accessibility through stop consolidation with H Line
- One person is supportive of traffic calming, but with concerns that CPED land use policies do not provide adequate parking in neighborhoods, making it harder to adjust on-street parking
- Some comments on adding pedestrian striping and RRFs – 13<sup>th</sup> & 27<sup>th</sup>
- Discussed trade-offs with one person between directional bike lanes vs. two-way bikeways
- Concern with cars driving into two-way bikeways
- Street in need of resurfacing
- Current problems on Como: too much speeding, large trucks create conflicts with others, too many parked cars
- One person would like painted crosswalks. Her husband who bikes prefers bike lanes with flow of traffic over two-way
- Lives in CSCC- grad students, international students. People there have been wanting a crosswalk on 27<sup>th</sup>. A lot of short-term residents in the area is a challenge for advocating improvements. He is supportive of the project

- Wants a separated bikeway. Wants less parking - “I wouldn’t mind if you got rid of all of it” - wants that space better used. Greening would be a plus as well, with the priority being less parking
- Would love to see the extension on 10<sup>th</sup> Ave- not a safe enough option for him to use currently. Street in need of resurfacing and he would like potential resurfacing to extend further, to 29<sup>th</sup>.
- Wants to see 10<sup>th</sup> Ave extension. Too many crashes on Como
- Supportive of the project, and likes two-way bikeways like Hennepin. Curb bumpouts have been a significant improvement in the western portion, supports those. Pointed out on crash map that he was one of the reported crashes (14<sup>th</sup> Ave), says there wasn’t great visibility with truck blocking his view, wasn’t fully aware of his surroundings but crash could have been prevented
- One person created a pamphlet questioning the need for the project. This person showed some interest in adding greening elements. He said he was a part of the Como Blueprint, and believes City policies are too broad to apply
- Doesn’t want to be assessed but is not against the project otherwise
- Concerned about maintenance hole cover height, lack of prioritization of cars when drivers are the majority, against Hennepin Ave bikeway that isn’t used. Glad there is engagement and will be future engagement
- Students interested in TEP score methodology
- Speeding is an issue. Is a renter, bus user, and student and wanted to know about TEP scores and how that information is used
- Wants parking around businesses to be preserved
- Likes floating bus stops and protected bikeways. Concerned about the transition point with St. Paul being done well. Will take survey and comment on map
- 10<sup>th</sup> Ave and other nearby streets are bleak. Wants trees and shade, traffic calming. Issues: speeding and noise (trucks and trains). Appreciates that we are listening to the public
- Como Blueprint is outdated and surprised to see it still talked about
- Group conversation: supportive of bumpouts. Want better N/S connectivity 15<sup>th</sup>-18<sup>th</sup>. Too many parked cars make it hard to see and unsafe. Excessive parking at night especially, conversation about parking study methodology. 18<sup>th</sup> – cars block the crosswalk. Lack of enforcement for violations. Need for bikeway along the entire corridor. Often hears crashes and feels too unsafe to bike.
- Doesn’t feel safe biking. Resurfacing badly needed. Protected bikeway with separation from pedestrians. Como and Raymond in St Paul an example. Excited for this project.
- Bike lane gap is scary, current conditions are not good
- Supported community garden for decades. Safer for “all road users” should say “and sidewalk users” but sees support for pedestrians is included in the project. Has concerns about pedestrians having enough space and conflicts with bicyclists
- Couple likes the crash map, points out where he often goes on the eastern end with the high concentration of crashes

- A few people asked questions related to project and engagement timeline and appreciate the chance for future engagement
- Several curious about or supportive of potential extension
- Pictures of blocked bike lanes resonated with a few people
- Someone wanted to know if comments from this open house would be publicly posted

## Pedestrian Advisory Committee resolution



### Resolution No. 2026-022

#### Pedestrian Advisory Committee

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#### **Approving Pedestrian Advisory Committee comments re: Como Ave SE Corridor Improvement Project – 0%.**

#### **Resolved by the Minneapolis Pedestrian Advisory Committee:**

That, pursuant to authority under City Council Resolution 2025R-014, Pedestrian Advisory Committee comments for the Mayor and City Council are hereby approved as follows:

#### **Como Ave SE Corridor Improvement Project – 0%**

The Pedestrian Advisory Committee (PAC) appreciates the City’s effort to improve Como Avenue SE from 10th Avenue SE to 34th Avenue SE and supports the project’s goals of improving safety and mobility for people walking, rolling, biking, and riding transit.

We support the City’s proposal to replace the current painted bicycle lanes with a two-way protected bikeway on Como Avenue SE. PAC urges the City to ensure a safe and continuous bikeway consistent with the corridor’s role in the All Ages and Abilities (AAA) Bicycle Network, the Pedestrian Priority Network (PPN), and Metro Transit H Line. Its design should complement transit operations and pedestrian access and not create new conflicts among people walking, rolling, biking, and riding transit.

PAC also urges the City to prioritize pedestrian access by filling the sidewalk gap east of 29th Avenue, and by improving crossings in ways that reflect how people actually use the street. At all intersections and crossings, designs should meet ADA requirements and support year-round usability. In winter, this means ensuring that crossing designs direct water away from the pedestrian path.

PAC notes that on corridors like Como Avenue SE, winter conditions and snow storage bear directly on whether pedestrian space remains usable. Project development should account for how people access sidewalks, crossings, transit stops, homes, and businesses not only in clear weather, but during and after snow events as well.

PAC also notes an opportunity at 15th Avenue SE and Como Avenue SE. Because this signal already includes an all-way red phase, the City should consider a pedestrian-scramble style treatment, adding diagonal crosswalks to improve crossing safety, convenience, and legibility.

*Adopted: May 21, 2026*

## East Bank Neighborhoods Partnership letters

# EAST BANK NEIGHBORHOODS PARTNERSHIP

2010 East Hennepin Avenue, Suite 2-102, Minneapolis, MN 55413

612-234-1077 [www.eastbankmpls.org](http://www.eastbankmpls.org)

October 13, 2025

Council President Elliott Payne  
Council Member Robin Wonsley  
City Hall  
350 S. Fifth Street, Room 370  
Minneapolis, MN 55415

### Re: Pedestrian and Bicycling Improvements Needed for Como Avenue SE

Dear Council President Payne and Council Member Wonsley,

The East Bank Neighborhoods Partnership (EBNP) requests that the city implement improvements to make Como Avenue SE a calmer and safer street for all neighbors and road users.

Several residents have reached out to EBNP regarding safety issues along Como Avenue SE, particularly for pedestrians and bike users. Our Land Use & Infrastructure Committee consequently held a meeting to further discuss this roadway with our neighbors.

The primary concern is vehicle speeds across the full stretch of Como Avenue SE. In particular, the area between 10th and 15th Avenues SE is a densely populated area, however, with no controlled intersections west of 15th—along with the slip lane design at 10th—vehicles travel along Como at an alarming pace. This makes road crossings for pedestrians or even movements of vehicles from adjacent streets or driveways very dangerous. A pedestrian crossing option near 12th or 13th Ave, which also slows vehicles near the intersection, could significantly improve this stretch.

Additionally, despite being a major street for bike commuters going to and from the University of Minnesota, Como Avenue SE is a very high stress road to cycle. High vehicle speeds along with irregular and interrupted unprotected bike space makes for a confusing experience both for cyclists and vehicles. During our recent East Bank Bike Tours, we had to leave out much of the Como neighborhood due to this street simply not being safe enough to take a group bike ride down, and it has been noted as a reason more residents do not feel comfortable biking for transportation in this area.

EBNP requests that the city explores both short- and long-term improvements for Como Avenue SE that aim to reduce vehicle speeds, improve pedestrian crossings, enhance cycling infrastructure, and make the roadway safer for all users.

Sincerely,



Ted Tucker  
ENBP President

CC: Margaret Anderson Kelliher, Tim Sexton, and Ethan Fawley (City of Minneapolis)



## EAST BANK NEIGHBORHOODS PARTNERSHIP

2010 East Hennepin Avenue, Suite 2-102, Minneapolis, MN 55413  
612-234-1077 [www.eastbankmpls.org](http://www.eastbankmpls.org)

April 26, 2026

Menno Schukking  
Transportation Planning - CPED  
505 4<sup>th</sup> Ave S  
Minneapolis, MN 55415

### RE: Como Avenue SE Improvements

Dear Mr. Schukking,

The East Bank Neighborhoods Partnership (EBNP) requests that the City of Minneapolis connect the planned bikeway projects to provide Como neighborhood residents with a safe bike route to Dinkytown and the rest of the city.

EBNP and residents are excited about the planned two-way bikeways being implemented on 8th St SE and 10th Ave SE in Dinkytown later this year. Likewise, we understand that a similar two-way bike lane is likely to be added to Como Ave SE as part of the corridor improvements associated with the Metro H Line launch.

However, there is a clear gap between these two projects along a short stretch of 10th Ave SE north of 8th St SE, which directly connects to Como Ave SE. Adding this approximately 500-foot segment would create a much-needed link between neighborhoods.

Connections to the Como neighborhood are extremely limited due to the railroad tracks. Currently, the best options are 15th Ave, which has only painted bike lanes alongside narrow travel lanes in an area that frequently experiences excessive speeds and lane closures, or requiring residents to carry their bikes up and down stairs on the pedestrian bridge. During our twice-annual East Bank Bike Tour, we aim to showcase all of our partnership's neighborhoods but safely bringing older and younger residents in and out of Como is very difficult without All Ages and Abilities connections.

EBNP strongly requests that the City and jurisdictional partners add this short segment between existing projects, which would significantly increase the impact of each individual investment and provide a much-needed connection for this area.

Sincerely,



Karyn Entzion  
EBNP President

CC: Council President Elliott Payne, Ward 1; Council Member Robin Wonsley, Ward 2; Ethan Fawley and Alex Schieferdecker, City of Minneapolis



## Correspondence

Letter from a community member delivered at the open house:

### *City's Como Ave Proposed Plan?*

#### **FORECAST: Congestion, Loss of Local Businesses, Lost Vitality at Como's Heart**

Minneapolis City Hall announced yet another local neighborhood "improvement plan" – this time Como's the target. A so-called "retrofit" idea from the city will have major impact on Como. The city showed this one illustration of their intention.

This is a serious concern for Como residents. Over the last decade, misguided and flawed city plans have devastated Dinkytown, Stadium Village, Uptown ... As a neighborhood, in 2026 Como is holding its own as a great place to live. We don't want the main Como artery & lifeblood, and its Como/15th business hub to become a dead zone, like many other formerly lively, vibrant places around town -- after City Hall arrives and makes its "improvements"!



#### *Purpose & justification*

- Is there really a solid justification for this? Did Como neighbors meet and ask to "retrofit" Como Avenue? Who really benefits by making Como more congested? Look at the facts. Vehicle speed along Como seems quite moderate, accident rate appears to be well within an ordinary range. Without a clear and achievable major purpose – best option is to *leave Como Avenue as is*, and don't degrade its use. It's too important to Como and everyone's home neighborhood to mess this up. Half-baked, pointless ideas aren't wanted. But Como Avenue is directly critical to its area and Como quality of life. Consequences are enormous here for us.
- There's little info about cost, but it seems likely that (as with so many city projects) this "improvement" will add to assessments to Como taxes, and therefore help further drag down local businesses and adjacent properties – a net negative for the neighborhood.

#### *Use & traffic*

- Como is a major traffic artery, for Como residents to reach jobs & shopping, but also for U MN commuting and U MN major events (sports). (Plus it's a truck route too.) Face it – We neighbors need Como working well and efficiently to handle its traffic load. The "retrofit" idea will pinch the street, strangle traffic, and likely make Como harder to use, congested, and less safe for all. For most of the day, this proposed design will cause longer backups of vehicles and bikers along Como and 15th – unwanted, unpleasant, unsafe.
- It may be better to have northbound bike traffic use Brook, rather than go through the narrow 15th/Como intersection. Bikers can safely reach 18th via Brook, then go north on 18th Ave bikeway or travel further east in Como.
- MTC is replanning bus routes soon through Como – another big reason to keep Como Avenue in good condition for adequate traffic flow. It almost seems that the misguided city "retrofit" plan assumes that Como traffic will be substantially less in future?! Nonsense – Como population demographics have grown in last decades. There are more people transiting Como Ave to jobs, shops and destinations than before.
- The "retrofit" plan is quite vague on what counts as a successful outcome for it – so why do it, if we don't really know solid reasons and future outcomes that plausibly correlate to a "retrofit"?

#### *Negative impact on Como residents & neighborhood vitality*

- Do Como neighbors want to spend an extra 5+ minutes every day, both ways, waiting and crawling through a "retrofitted" Como to reach their homes or destinations?
- The Como business center at 15th/Como is quite valuable to Como residents. The retrofit looks like it will severely damage customer access to these businesses, on which we all depend for services and Como vitality. In the last decade, the Como business hub has changed but overall stayed vibrant and important to every person residing in Como. We don't want a dead & blighted business hub – as has happened after misguided city plans degraded Dinkytown, Stadium Village, Uptown ... Como needs to have good access

to its core businesses, with maximum customer street parking – no to a retrofit that cuts off oxygen for Como businesses survival!

- Traffic looks to be moving efficiently now. After constricting traffic, there will be longer lines of waiting vehicle & bike traffic on all 3 approaches to the Como/15th intersection (noise, idling exhaust, other traffic blocked and waiting on side streets)– unpleasant, challenging. This will discourage and cut park usage, and then further degrade Como neighborhood vitality.

#### *Better and real alternatives*

- As usual, City Hall starts with a plan generated in a city office, instead of starting carefully and slowly out in the neighborhood by asking local residents “what’s working?” in their neighborhood and “what’s really needed with your area?” to carefully maintain good and appealing neighborhoods! So asking right now and forward for the city to focus on affordable & practical improvement ideas coming from Como people. Put “retrofit” in the trash can, learn, and then carry out useful projects that truly benefit the neighborhood.
- Instead of spending substantial money on a “retrofit” planning project over several years – please in 2026 re-pave Como! Many portions have badly degraded surface.
- Real Como needs might be: better and more sidewalk trees, sidewalk summer greenery and decor, “Welcome to Como” arches at main entry points into Como, and more – ideas that Como folks have given many times. Waiting on real, on-point city commitment of resources to better Como for all. Not a “retrofit.”
- If past bike route planning wasn’t right, re-plan bike routes to keep bikers safe, and way from vehicle traffic as much as possible. Como Avenue has limited size (width) and no practical way to fit in a “retrofit.”
- Intersection bump-outs built along west Como have already had a negative impact (as local neighbors predicted) – reducing parking spaces by 15 or more spots. During winter snow emergencies/bans, Como residents needed those spaces for safe alternative parking. There’s little benefit, definite loss – and major hardship for Como residents. Can the city please remove the bump-outs, to make Como more easily livable all year round (including winter and snow period)?

#### *Bottom line*

This “Como Improvement” plan looks pretty much like another misguided and expensive city fiasco headed our way – with negative results, that will affect Como for years. Other neighborhoods around the city – Dinkytown, Uptown – are facing the stark results of failed city planning & projects that left them with emptied storefronts, degraded streetscapes, and deteriorated quality of local life. Enough with these ‘top down’ plans driven from city hall offices, with a flawed ‘one size fits all’ monovision approach from City Hall. Como neighbors – let’s work together to have Mpls set aside this wrong-headed plan, and instead get City Hall to focus on changes that will really fulfill Como needs and enhance our life and local vitality around Como!

Como: Can you help? Let’s talk. Neighbors’ action counts! Contact [OurBetterComo@gmail.com](mailto:OurBetterComo@gmail.com)