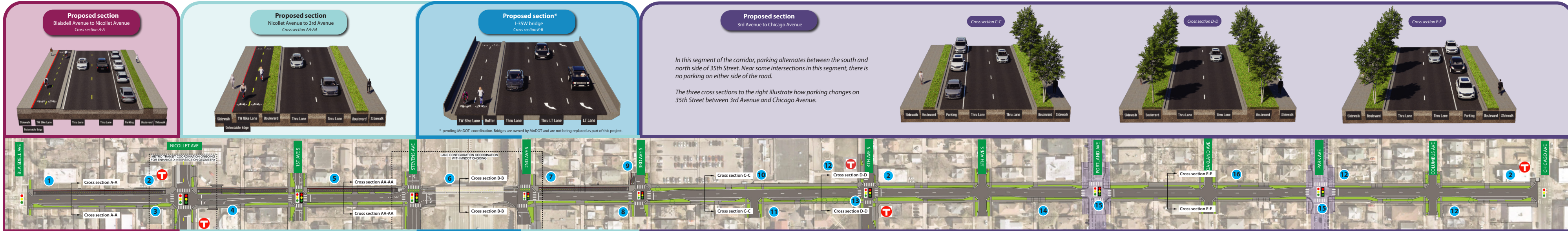


Proposed concept layout for 35th Street from Blaisdell Avenue to Chicago Avenue



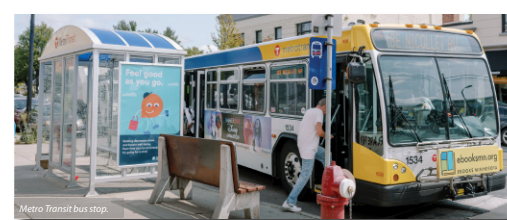
1 35th Street will have a **two-way off-street bikeway** from Blaisdell Avenue to 3rd Avenue. This bikeway builds out a connection in the city's All Ages and Abilities Bicycle Network (AAA Network) between the bikeways on Blaisdell Avenue and 34th Street.



"Although the two-way off-street bikeway (no parking) is probably best for bikers and walkers, I do think having parking available is necessary. The shared use path accommodates the best of both."

Comment from Phase 2 Engagement

2 Intersections are designed to accommodate the **turning motions of large vehicles and Metro Transit bus stops**.



Updated: 04/30/2026

3 There is **parking on one side of 35th street** between Blaisdell Avenue and Nicollet Avenue. This best meets current parking utilization rates, accommodates operational needs to properties without alleyway access, and provides space for a shared use path, sidewalks and boulevards.

"I think one-sided parking is appropriate for this corridor."

Comment from Phase 2 Engagement

4 A **designated left turn lane at the Nicollet Avenue intersection**, with a dividing median, helps to control traffic flow and lessen backups.

"Loving the two way off street bikeway. I bike with my kiddo around the city and I feel so much safer biking on streets that have been built this way."

Comment from Phase 2 Engagement

5 A boulevard will separate the **two-way off-street bikeway** (Nicollet Avenue to Stevens Avenue) from vehicles on the street. This will make **biking safer, easier and more comfortable**, and will provide space for **more greening** along 35th Street.



6 A **two-way on-street protected bikeway** connects the off-street two-way protected bikeway on either side of I-35W (Layout on bridge requires MnDOT approval, coordination with MnDOT underway).

7 There is **no parking on 35th street** between 2nd Avenue and 3rd Avenue. This helps to improve visibility for drivers turning onto the highway, making the intersection safer for people driving, walking and biking in the area.

"People park too close to alleys and intersections, making visibility difficult for turning and crossing vehicles. Especially on the block of 35th Street right before I-35, I personally think there should be no street parking there."

Comment from Phase 1 Engagement

8 **Curbs throughout the corridor are designed with ADA compliant curb ramps** making it easier and safer for people of all ages and abilities to walk and roll along 35th Street.



ADA compliant curb ramps make it easier and safer for people of all ages and abilities to walk along 35th Street.

9 The **two-way off-street bikeway connects to the future 34th Street Neighborhood Greenway project (2029)** at 3rd Avenue, which brings bikers up to the existing protected bikeway on 34th Street.

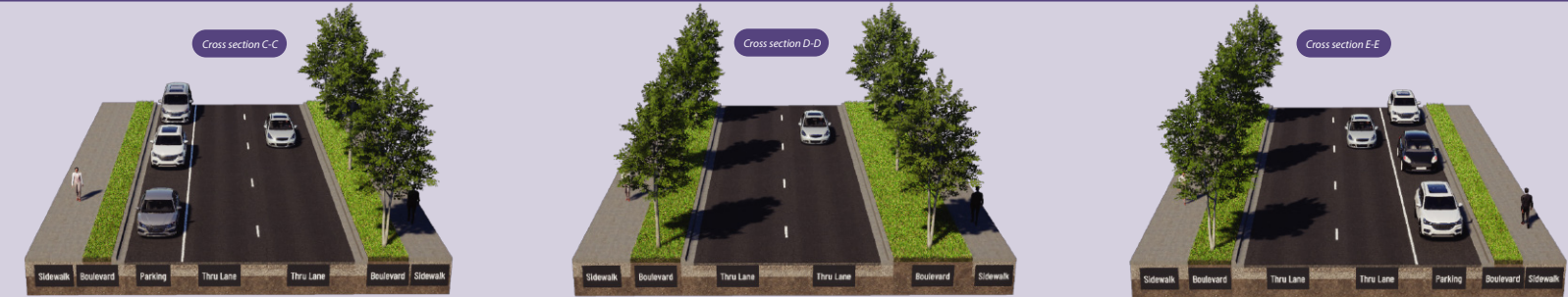


Existing bikeway on 34th Street, constructed as part of the Green Central Safe Routes to School project.

Proposed section
3rd Avenue to Chicago Avenue

In this segment of the corridor, parking alternates between the south and north side of 35th Street. Near some intersections in this segment, there is no parking on either side of the road.

The three cross sections to the right illustrate how parking changes on 35th Street between 3rd Avenue and Chicago Avenue.



10 A **wide sidewalk** runs along the north side of 35th Street from 3rd Avenue to Chicago Avenue, which is protected from the road by a boulevard. This makes it safer and more comfortable for community members to walk and roll in the neighborhood.

11 **Bumpouts at intersections reduce crossing distances** and encourage safe travel speeds. This makes it easier and safer for students to walk, roll and bike to and from Richard Green Central Elementary School, Central Gym Recreation Center, local businesses, and destinations along the corridor.

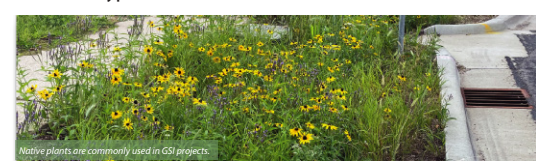


Bumpouts make it easier and safer to walk, roll and bike along 35th Street.

"This road should look like there's a school on it."

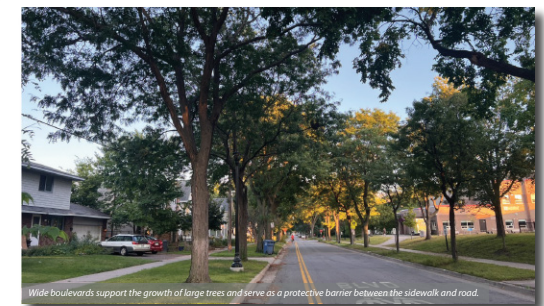
Comment from Phase 1 Engagement

12 There are **known stormwater drainage issues** throughout the corridor. **Green Stormwater Infrastructure (GSI)** is prioritized at downstream intersections. GSI projects add vegetation and stormwater soil to capture and filter stormwater, protecting our local waterways from harmful roadway pollutants.



Native plants are commonly used in GSI projects.

13 **Wide boulevards support large tree growth** and the retention of existing old growth trees.



Wide boulevards support the growth of large trees and serve as a protective barrier between the sidewalk and road.

14 There is **parking on one side of 35th street, east of I-35W**. This best meets current parking utilization rates and provides more space for wider sidewalks, and wide boulevards which support GSI and large trees.

"My experience driving and biking on this stretch is that parking utilization is low, so prioritizing dedicated bike and ped areas, and greening is great!"

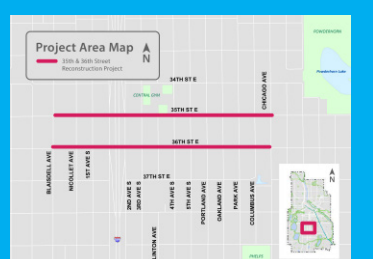
Comment from Phase 2 Engagement

15 The **intersection design for 35th Street at the Park Avenue and Portland Avenue will be done in coordination with the Hennepin County Park and Portland Safety Improvements project (2027)**.

16 **Parking shifts between the south and north side of 35th Street**, which creates a chicaning effect, helping to slow vehicle traffic.

Project background

The City will be reconstructing about 1.6 miles of 35th and 36th Streets between Blaisdell and Chicago Avenues. The project is a full reconstruction, involving the street, sidewalks, and underground utilities. Project goals include improving safety and mobility for all corridor users, replacing aging utilities, and adding green stormwater infrastructure.



Contact us

Fontaine Burruss, Senior Transportation Planner - Public Works

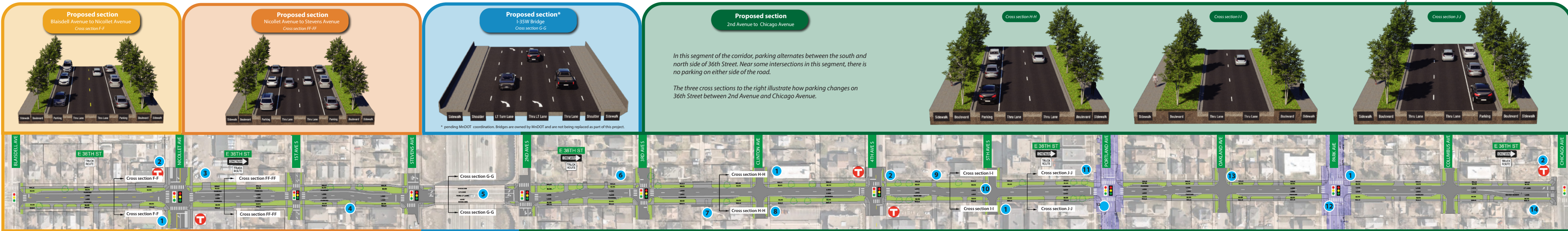
612-673-3614 | Fontaine.Burruss@minneapolismn.gov

Ryan Ackerman, Associate Transportation Planner - Public Works

612-791-1670 | Ryan.Ackerman@minneapolismn.gov

For reasonable accommodations or alternative formats please contact Fontaine Burruss at 612-673-3614. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-263-6850. Para ayuda, llame al 311. Rau kev pab, hu 311. Hadii aad caawimaad u baahantahay, wac 311.

Proposed concept layout for 36th Street from Blaisdell Avenue to Chicago Avenue



1 There are **known stormwater drainage issues** throughout the corridor. **Green Stormwater Infrastructure (GSI)** is prioritized at downstream intersections. GSI projects add **vegetation and stormwater soil** to capture and filter stormwater, **protecting our local waterways from harmful roadway pollutants.**



"I'm a homeowner on this stretch -- we absolutely need tree coverage and stormwater infrastructure"

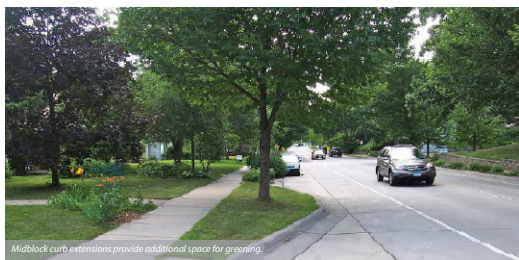
Comment from Phase 2 Engagement

3 There is **parking on both sides of 36th Street** from Blaisdell Avenue to Stevens Avenue, to **support the parking needs of local businesses** and **accommodate operational needs for properties without alley access** in this section of the corridor.

"I like that these options include trees AND parking on both sides of the street."

Comment from Phase 2 Engagement

4 The **size of the boulevard changes east of 1st Avenue**, which creates a chicaning effect, helping to **slow vehicle traffic**. The **midblock curb extensions** also **provide additional space for greening**.



"Make streets friendlier to children + families + older people. Prioritize the residents and not the commuters driving through too fast."

Comment from Phase 1 Engagement

5 A **sidewalk, protected from the roadway by a shoulder buffer, connects sidewalks on both sides of I-35W** (Layout on bridge requires MnDOT approval, coordination with MnDOT underway).

6 Parking is reduced to one side of the street east of I-35W to better match parking utilization rates. **One-sided parking helps to provide more space for sidewalks and green space.**



"This section should have less driving lanes or less parking lanes to accommodate more green space and biking infrastructure."

Comment from Phase 2 Engagement

7 **Parking spots are provided in front of Hosmer Library**, to provide a **safe space for families to pick-up and drop-off their children.**

"The future : kids are walking, biking and playing and they can go to their besties across the streets (midblock) without harm!"

Comment from Phase 1 Engagement

8 **Bumpouts at intersections reduce crossing distances, improve visibility and sight lines** and encourage **safe travel speeds**. This makes it **easier and safer for families to walk, roll and bike** to and from Hosmer Library, local businesses, and destinations along the corridor.



9 **Wide boulevards support large tree growth** and the **retention of existing old growth trees.**



10 **Wide boulevards serve as a barrier** between the sidewalk and roadway, **making walking safer and feel more comfortable.**

"Make it safer for people walking near the street. Ideas: more space between the street and sidewalk, barrier/green space between pedestrians and traffic."

Comment from Phase 1 Engagement

11 **Parking shifts between the south and north side of 36th Street**, which creates a chicaning effect, helping to **slow vehicle traffic.**

12 The **intersection design for 36th Street at the Park Avenue and Portland Avenue will be done in coordination with the Hennepin County Park and Portland Safety Improvements project (2027).**

13 **Curbs throughout the corridor are designed with ADA compliant curb ramps** making it **easier and safer for people of all ages and abilities to walk and roll** along 36th Street.



14 A **designated left turn lane at the Chicago Avenue intersection**, with a **dividing median**, helps to **control traffic flow and lessen backups.**

Project background

The City will be reconstructing about 1.6 miles of 35th and 36th Streets between Blaisdell and Chicago Avenues. The project is a full reconstruction, involving the street, sidewalks, and underground utilities. Project goals include improving safety and mobility for all corridor users, replacing aging utilities, and adding green stormwater infrastructure.

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