

The Minneapolis Complete Streets Checklist tracks project details and decisions for transportation projects; it may be suitable for other project types and may be used as such if desired. It shows how projects follow the City’s plans and policies about making streets safe, accessible, equitable, and sustainable. The Checklist is required by the City’s Complete Streets Policy which states that it must document planning decisions and how the policy is put into action for each project. It also states that the Checklist should be available to the public as part of the project process.

For more information on the Complete Streets Policy visit:
minneapolismn.gov/government/departments/public-works/tpp/complete-streets/

Project Name:

Contents

1. Project Overview	2	3. Transportation Engineering & Design	8
2. Transportation Planning & Programming		4. Traffic & Parking Services	9
2A. Planned Networks	3	5. Transportation Maintenance & Repair	11
2B. Street Design	4	6. Surface Water & Sewers	12
2C. Vision Zero	5	7. Community Planning & Economic Development	14
2D. Engagement	6	8. Water Treatment & Distribution Services	16
2E. Accessibility	7	9. Interagency Coordination	17
		10. Manager Review	20

Completion Tracker:

0%	Date:	Completed by:
Concept Layout	Date:	Completed by:
30%	Date:	Completed by:
60%	Date:	Completed by:
90%	Date:	Completed by:
100%	Date:	Completed by:

1. Project Overview

Project Name:

Project or Program #:

Project Managers: TPP:

TED:

Core Team Members: TPS:

TMR:

SWS:

CPED:

WTDS:

Project Budget:

Funding Source(s):

Construction Year(s):

Project Extents:

Project Description:

Project Goals:

Project Map:

2A. Transportation Planning & Programming - Planned Networks

This project includes a TPP project manager or representative: Y N, skip to Section 3

0%

Does the project include areas on the...

Pedestrian Priority Network? Y N

If yes, list extents:

All Ages and Abilities Network? Y N

If yes, list extents
and classifications:

Transit Priority Project map? Y N

If yes, list extents
and classifications:

Truck Route Network? Y N

If yes, list extents
and classifications:

Concept Layout

For areas on the Pedestrian Priority Network, summarize pedestrian improvements that will be made:

For areas on the All Ages & Abilities Network, will the project add a new or enhance an existing bikeway? Y N

If yes, give facility type and extents - if no, explain why not:

For areas on the Transit Priority Project map, summarize how the project will improve transit operations or access:

For areas on the Truck Route network, summarize how the project incorporates freight operations or access:

30% Were any changes made affecting the information previously provided in Section 2A? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 2A? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 2A? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 2A? Y, summarized in appendix N

2B. Transportation Planning & Programming - Street Design

0%

Street typology:

(if multiple, list with extents)

Based on the street typology of the project area, what is the anticipated...

Design speed(s)

(list with extents if multiple):

Design vehicle(s)

(list with extents if multiple):

Control vehicle(s)

(list with extents if multiple):

Do the existing conditions meet Street Design Guide minimum width recommendations for...

Sidewalk Zone	Frontage zone	Y	N	Pedestrian clear zone	Y	N	Boulevard/furnishing zone	Y	N
	Describe any sidewalk zone elements of the existing conditions that do not meet minimum width recommendations:								
Bikeway	<i>Is there an existing bikeway:</i>			<i>N (skip to roadway section)</i>			<i>Y, type:</i>		
	Bike lane(s)	Y	N	Buffer(s)	Y	N	Intersection treatments	Y	N
Describe any bikeway elements of the existing conditions that do not meet minimum width recommendations:									
Roadway	Parking lane/bay(s)	Y	N	Travel/turn lane(s)	Y	N	Median(s)	Y	N
	Describe any roadway elements of the existing conditions that do not meet minimum width recommendations:								

Concept Layout

Does the concept layout meet Street Design Guide minimum width recommendations for...

Sidewalk Zone	Frontage zone	Y	N	Pedestrian clear zone	Y	N	Boulevard/furnishing zone	Y	N
	Describe and provide rationale for any sidewalk zone elements of concept layout that do not meet minimum width recommendations:								
Bikeway	<i>Is the project adding or upgrading a bikeway:</i>			<i>N (skip to roadway section)</i>			<i>Y, type:</i>		
	Bike lane(s)	Y	N	Buffer(s)	Y	N	Intersection treatments	Y	N
Describe and provide rationale for any bikeway elements of concept layout that do not meet minimum width recommendations:									
Roadway	Parking lane/bay(s)	Y	N	Travel/turn lane(s)	Y	N	Median(s)	Y	N
	Describe and provide rationale for any roadway elements of concept layout that do not meet minimum width recommendations:								

30% Were any changes made affecting the information previously provided in Section 2B? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 2B? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 2B? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 2B? Y, summarized in appendix N

2C. Transportation Planning & Programming - Vision Zero

0%

Does the project include any areas on a current or previously identified High Injury Street? Y N

If yes, list:

Has crash data been collected and analyzed conducted for this project? Y N

If yes,
give key
findings:

Has vehicle speed data been collected and analyzed for this project? Y N

If yes,
give key
findings:

Concept Layout

Has crash or vehicle speed data been collected and analyzed for this project since 0%? Y, updated above. N

List all safety treatments that this project will implement:

30% Were any changes made affecting the information previously provided in Section 2C? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 2C? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 2C? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 2C? Y, summarized in appendix N

2D. Transportation Planning & Programming - Engagement

0%

Project area neighborhood(s):

Project area ward(s) and Council Member(s):

Project area TEP score tier(s):

If project area includes multiple TEP score tiers, provide a breakdown by area:

Does the engagement plan indicate a need for language translation services? Y N

If yes,
summarize:

Has an engagement plan been completed? Yes, see appendix N

If no, explain:

Project engagement goals:

Concept Layout

Has an engagement summary been completed? Y, see appendix N

If no, explain:

Summarize the project's post-Concept Layout engagement needs:

30% Were any changes made affecting the information previously provided in Section 2D? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 2D? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 2D? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 2D? Y, summarized in appendix N

2E. Transportation Planning & Programming - Accessibility

0%

Are all pedestrian ramps within the project area ADA compliant? Y N

If no, list locations:

Do all signalized crossings within the project area have accessible pedestrian signals (APS)? Y N n/a

If no, list locations:

Does the project area include any sidewalk gaps (or areas of sidewalk narrower than 5 feet?) Y N

If yes, list locations:

Concept Layout

Will the project replace all ADA non-compliant pedestrian ramps? Y N n/a

If no, list locations
and explain reason:

Will the project add APS to all signalized pedestrian crossings? Y N n/a

If no, list locations
and explain reason:

Will the project address all sidewalk gaps or sections of sidewalk narrower than 5 feet? Y N n/a

If no, list locations
and explain reason:

30% Were any changes made affecting the information previously provided in Section 2E? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 2E? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 2E? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 2E? Y, summarized in appendix N

Checklist Review - Section 2: Transportation Planning & Programming

The TPP project manager has reviewed and confirmed the information provided in Section 2 at the following project milestones:

0%	check here to confirm:	Name:	Date:
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%	check here to confirm:	Name:	Date:

3. Transportation Engineering & Design

This project includes a TED project manager or representative: Y N, skip to Section 4

0%

Do the anticipated design speed(s), design vehicle(s), and control vehicle(s) listed in Section 2B meet the guidance of the Street Design Guide? Y N

If no, explain:

Does the project require preliminary survey work? Y N **If yes, has it been completed?** Y N

Has any street construction work been completed within the project area in the previous five years? Y N

If yes, list:

Are there any capital improvement projects within the project area planned for the next five years? Y N

If yes, list:

Concept Layout

Were any changes or exceptions made to the design speed, design vehicle or control vehicles used for the concept layout? Y N

If yes, explain:

Are any temporary or permanent easements expected to be required? Y, temporary Y, permanent N

Do all dimensions of the concept layout meet the guidance of the Street Design Guide? Y N

If no, detail any exceptions or variances used as part of the concept layout:

Will any elements of the concept layout require a variance request from State Aid? Y N

If yes, explain:

30% **Were any changes made affecting the information previously provided in Section 3?** Y, summarized in appendix N

60% **Were any changes made affecting the information previously provided in Section 3?** Y, summarized in appendix N

90% **Were any changes made affecting the information previously provided in Section 3?** Y, summarized in appendix N

100% **Were any changes made affecting the information previously provided in Section 3?** Y, summarized in appendix N

Checklist Review - Section 3: Transportation Engineering & Design

The TED project manager has reviewed and confirmed the information provided in Section 3 at the following project milestones:

0%	check here to confirm:	Name:	Date:
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%	check here to confirm:	Name:	Date:

4. Traffic & Parking Services

This project includes a TPS core team member or representative: Y N, skip to Section 5

0%

Do the anticipated design speed(s), design vehicle(s), and control vehicle(s) listed in Section 2B meet the guidance of the Street Design Guide? Y N

If no,
explain:

Will any traffic counts or speed studies need to be conducted as part of the project? Y N

If yes,
summarize:

Are any traffic, travel demand or parking studies expected or recommended? Y N

If yes,
list:

Are there any notable or unique vehicle traffic generators in the project area? Y N

If yes,
list:

Does the project include areas on the Street Lighting Plan map? Y N

If yes, list
extents:

Is new or upgraded street lighting expected or recommended based on the project scope and budget? Y N

Concept Layout

Were any traffic, travel demand, or parking studies conducted to inform the concept layout? Y N

If yes, list and
attach in appendix:

If yes, summarize how the results were considered in the concept layout:

Will the project require changes to intersection signals? Y N

If yes, summarize
changes:

Will the project require changes to regulated street parking? Y N

If yes, summarize
changes:

Does the project include the addition of or upgrade of street lighting? Y N

If yes, identify funding source:

30%

Will the project require changes to traffic, parking, or other street signage? Y N

If yes, summarize changes:

Have the locations of all proposed marked crosswalks been approved by Traffic & Parking Services? Y N

If no, list and explain:

Do all striping dimensions of the concept layout including travel, turn, parking, and bike lanes meet the guidance of the Street Design Guide? Y N

If no, detail any exceptions or variances used as part of the concept layout:

60% Were any changes made affecting the information previously provided in Section 4? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 4? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 4? Y, summarized in appendix N

Checklist Review - Section 4: Traffic & Parking Services

The TPS core team member has reviewed and confirmed the information provided in Section 4 at the following milestones:

0%	check here to confirm:	Name:	Date:
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%	check here to confirm:	Name:	Date:

5. Transportation Maintenance & Repair

This project includes a TMR core team member or representative: Y N, skip to Section 6

0%

For retrofit projects, is the existing pavement condition suitable for the proposed project? Y N n/a

If no, explain needed and proposed maintenance work:

Is any future repaving, concrete rehabilitation and/or pedestrian ramp replacement work scheduled within the project area? Y N

If yes, detail with locations:

Concept Layout

Are the design dimensions of the concept layout adequate for routine maintenance operations? Y N

If no, explain:

Does the design of the concept layout create any additional maintenance needs or issues? Y N

If yes, explain:

30% Were any changes made affecting the information previously provided in Section 5? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 5? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 5? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 5? Y, summarized in appendix N

Checklist Review - Section 5: Transportation Maintenance & Repair

The TMR core team member has reviewed and confirmed the information provided in Section 5 at the following milestones:

0%	check here to confirm:	Name:	Date:
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%	check here to confirm:	Name:	Date:

6. Surface Water & Sewers

This project includes a SWS core team member or representative: Y N, skip to Section 7

0%

Has a Chapter 54 Checklist been completed through the Scoping/0% Development section? Y N

Does the project expect to trigger the stormwater management requirements of the Chapter 54 ordinance?

Y N not yet determined

Does Surface Water & Sewers have any planned capital improvement projects in the project area? Y N

If yes,
list:

Concept Layout

Has a Chapter 54 Checklist been completed through the Concept Layout section? Y N

Based on the concept layout, will the project require changes to existing stormwater or sanitary sewer infrastructure? Y N

If yes,
summarize:

Has the expectation of triggering the stormwater management requirements of the Chapter 54 ordinance changed?

Y, no longer expected Y, now expected N

Will the project implement any new green stormwater infrastructure not required by Chapter 54? Y N

If yes, summarize and identify funding source:

If expecting to trigger the requirements of Chapter 54, does the concept layout include sufficient surface stormwater BMPs? Y N

If no,
explain:

30%

Has a Chapter 54 Checklist been completed through the 30% Plan Development section? Y N

If the project requires compliance with Chapter 54, do the 30% plans include sufficient surface stormwater BMPs to meet the ordinance requirements? Y N n/a

If no,
explain:

Were any changes made affecting the information previously provided in Section 6? Y, summarized in appendix N

60%

Has a Chapter 54 Checklist been completed through the 60% Plan Development section? Y N

If the project requires changes to stormwater or sanitary sewer infrastructure or operations, have these changes been accounted for in the design plans? Y N n/a

If no, explain:

If expecting to trigger the requirements of Chapter 54, do the 60% design plans include sufficient stormwater BMPs (of any type)?

Y, described below N, explained below

Were any changes made affecting the information previously provided in Section 6? Y, summarized in appendix N

90%

Has a Chapter 54 Checklist been completed through the 90% Plan Development section? Y N

Were any changes made affecting the information previously provided Section 6? Y, summarized in appendix N

100%

Has a Chapter 54 Checklist been fully completed through 100% Plan Development? Y N

Were any changes made affecting the information previously provided in Section 6? Y, summarized in appendix N

Checklist Review - Section 6: Surface Water & Sewers

The SWS core team member has reviewed and confirmed the information provided in Section 6 at the following milestones:

0%	check here to confirm:	Name:	Date:
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%	check here to confirm:	Name:	Date:

7. Community Planning & Economic Development

This project includes a CPED core team member or representative: Y N, skip to Section 8

0%

Are there any major private developments planned in the project area? Y N

If yes,
list:

Are there any CPED-owned properties in the project area? Y N

If yes, list with any known development plans or identified opportunities for use in project :

Does the project area have any relevant small area, neighborhood, or corridor plans or studies? Y N

If yes, list (and attach summary if provided):

Does the project area include any City designated Cultural Districts or Goods & Services Corridors? Y N

If yes,
list:

List any citywide or area specific Minneapolis 2040 goals and policies that the project should highlight:

Concept Layout

Based on the concept layout, will project advance the Minneapolis 2040 goals or policies identified at 0%? Y N

If no,
explain:

30% Were any changes made affecting the information previously provided in Section 7? Y, summarized in appendix N

60% Were any changes made affecting the information previously provided in Section 7? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 7? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 7? Y, summarized in appendix N

Checklist Review - Section 7: Community Planning & Economic Development

The CPED core team member has reviewed and confirmed the information provided in Section 7 at the following milestones:

0%	check here to confirm:	Name:	Date:
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%	check here to confirm:	Name:	Date:

8. Water Treatment & Distribution Services

This project includes a WTDS core team member or representative: Y N, skip to Section 9

0%

Are there any planned water distribution infrastructure improvements or maintenance in the project area? Y N

If yes,
list:

Concept Layout

Based on the concept layout, will the project require changes to existing water distribution infrastructure? Y N

If yes,
summarize:

30% Were any changes made affecting the information previously provided in Section 8? Y, summarized in appendix N

60%

If the project requires changes to water distribution infrastructure, have these changes been accounted for in the design plans? Y N n/a

If no,
explain:

Were any changes made affecting the information previously provided in Section 8? Y, summarized in appendix N

90% Were any changes made affecting the information previously provided in Section 8? Y, summarized in appendix N

100% Were any changes made affecting the information previously provided in Section 8? Y, summarized in appendix N

Checklist Review - Section 8: Water Treatment & Distribution Services

The WTDS core team member has reviewed and confirmed the information provided in Section 8 at the following milestones:

Percentage	check here to confirm:	Name:	Date:
0%	check here to confirm:	Name:	Date:
Concept Layout	check here to confirm:	Name:	Date:
30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%	check here to confirm:	Name:	Date:

9. Interagency Coordination

Minneapolis Fire Department (MFD)

Contact person for project coordination (if any):

0%

Are there any existing conditions within the project area with state fire code concerns? Y N

If yes,
summarize:

Concept Layout

Has MFD staff reviewed the concept layout and provided a letter of approval? Y N

If no, provide
reason:

If yes, check letter type: Traffic Calming Compliant Modifications Required Other

If project requires
modifications,
summarize:

30% Were any changes made to the design plans affecting emergency access? Y, summarized in appendix N

60% Were any changes made to the design plans affecting emergency access since 30%? Y, summarized in appendix N

90% Were any changes made to the design plans affecting emergency access since 60%? Y, summarized in appendix N

100% Were any changes made to the design plans affecting emergency access since 90%? Y, summarized in appendix N

Minneapolis Park and Recreation Board (MPRB)

Contact person for project coordination (if any):

0%

Does the project area include any park facilities, or otherwise require coordination with MPRB? Y N

If yes,
summarize:

If the project is expected to disturb trees in the public right-of-way, was a tree inventory performed? Y N n/a

Concept Layout

If coordination is required, has the concept layout been reviewed by a MRPB representative? Y N n/a

Is the project expected to remove or add any street trees in the public right-of-way?

Y, add Y, remove Y, remove and add N

Arts & Cultural Affairs

Contact person for project coordination (if any):

0%

Will the project consider the addition of public art? Y N

Concept Layout

Will the project include the addition of public art? Y N If yes, has Arts & Cultural Affairs been contacted? Y N

Minnesota Department of Transportation (MnDOT)

Contact person for project coordination (if any):

0%

Does the project intersect any state highways or otherwise expect to coordinate with MnDOT? Y N

If yes,
summarize:

Concept Layout

If coordination is required, has the concept layout been reviewed by a MnDOT representative? Y N n/a

Will the project request cost sharing participation from MnDOT? Y N n/a

Will the project require a maintenance agreement with MnDOT? Y N n/a

Hennepin County

Contact person for project coordination (if any):

0%

Does the project area intersect any County roads or otherwise expect to coordinate with Hennepin Co.? Y N

If yes,
summarize:

Concept Layout

If intersecting a county road, has the concept layout been reviewed by a Hennepin Co. representative? Y N n/a

Will the project request cost sharing participation from Hennepin Co.? Y N n/a

Will the project require a maintenance agreement with Hennepin Co.? Y N n/a

Metro Transit

Contact person for project coordination (if any):

0%

Is the project area serviced by any current or planned Metro Transit routes? Y N

If yes,
summarize:

Concept Layout

Will the project make any changes that will affect Metro Transit operations or facilities? Y N

If yes,
summarize:

If coordination is required, has the concept layout been reviewed by a Metro Transit representative? Y N n/a

For all Interagency Coordination sub-sections:

30%	Were any changes made affecting the information previously provided in Section 10?	Y, summarized in appendix	N
60%	Were any changes made affecting the information previously provided in Section 10?	Y, summarized in appendix	N
90%	Were any changes made affecting the information previously provided in Section 10?	Y, summarized in appendix	N
100%	Were any changes made affecting the information previously provided in Section 10?	Y, summarized in appendix	N

Checklist Review - Section 9: Interagency Coordination

The TPP project manager has reviewed and confirmed the information provided in Section 9 at the following milestones:

0%	check here to confirm:	Name:	Date:
Concept Layout	check here to confirm:	Name:	Date:

The TED project manager has reviewed and confirmed the information provided in Section 9 at the following milestones:

30%	check here to confirm:	Name:	Date:
60%	check here to confirm:	Name:	Date:
90%	check here to confirm:	Name:	Date:
100%	check here to confirm:	Name:	Date:

10. Public Works Manager Review

Based on the project’s scope, the Complete Streets Checklist should be reviewed and approved by the following Public Works division Managers:

- TPP** - Transportation Planning Manager
- TED** - Principal Professional Engineer - Right of Way
- TED** - Principal Professional Engineer - Roadway
- TED** - Principal Professional Engineer - Bridge
- TPS** - Principal Professional Engineer, Planning & Design
- TMR** - Principal Professional Engineer
- TMR** - Street Maintenance Engineer
- SWS** - Principal Professional Engineer, Design
- WTDS** - Principal Professional Engineer

The Complete Streets Checklist has been reviewed and approved by the following Public Works division Managers:

0%

TPP - Transportation Planning Manager	check to confirm:	Name:	Date:
TED - Principal Professional Engineer - Right of Way	check to confirm:	Name:	Date:
TED - Principal Professional Engineer - Roadway	check to confirm:	Name:	Date:
TED - Principal Professional Engineer - Bridge	check to confirm:	Name:	Date:
TPS - Principal Professional Engineer, Planning & Design	check to confirm:	Name:	Date:
TMR - Principal Professional Engineer	check to confirm:	Name:	Date:
TMR - Street Maintenance Engineer	check to confirm:	Name:	Date:
SWS - Principal Professional Engineer, Design	check to confirm:	Name:	Date:
WTDS - Principal Professional Engineer	check to confirm:	Name:	Date:

Concept Layout

TPP - Transportation Planning Manager	check to confirm:	Name:	Date:
TED - Principal Professional Engineer - Right of Way	check to confirm:	Name:	Date:
TED - Principal Professional Engineer - Roadway	check to confirm:	Name:	Date:
TED - Principal Professional Engineer - Bridge	check to confirm:	Name:	Date:
TPS - Principal Professional Engineer, Planning & Design	check to confirm:	Name:	Date:
TMR - Principal Professional Engineer	check to confirm:	Name:	Date:
TMR - Street Maintenance Engineer	check to confirm:	Name:	Date:
SWS - Principal Professional Engineer, Design	check to confirm:	Name:	Date:
WTDS - Principal Professional Engineer	check to confirm:	Name:	Date:

30%

TPP - Transportation Planning Manager	check to confirm:	Name:	Date:
TED - Principal Professional Engineer - Right of Way	check to confirm:	Name:	Date:
TED - Principal Professional Engineer - Roadway	check to confirm:	Name:	Date:
TED - Principal Professional Engineer - Bridge	check to confirm:	Name:	Date:
TPS - Principal Professional Engineer, Planning & Design	check to confirm:	Name:	Date:
TMR - Principal Professional Engineer	check to confirm:	Name:	Date:
TMR - Street Maintenance Engineer	check to confirm:	Name:	Date:
SWS - Principal Professional Engineer, Design	check to confirm:	Name:	Date:
WTDS - Principal Professional Engineer	check to confirm:	Name:	Date:

60%

TPP - <i>Transportation Planning Manager</i>	check to confirm:	Name:	Date:
TED - <i>Principal Professional Engineer - Right of Way</i>	check to confirm:	Name:	Date:
TED - <i>Principal Professional Engineer - Roadway</i>	check to confirm:	Name:	Date:
TED - <i>Principal Professional Engineer - Bridge</i>	check to confirm:	Name:	Date:
TPS - <i>Principal Professional Engineer, Planning & Design</i>	check to confirm:	Name:	Date:
TMR - <i>Principal Professional Engineer</i>	check to confirm:	Name:	Date:
TMR - <i>Street Maintenance Engineer</i>	check to confirm:	Name:	Date:
SWS - <i>Principal Professional Engineer, Design</i>	check to confirm:	Name:	Date:
WTDS - <i>Principal Professional Engineer</i>	check to confirm:	Name:	Date:

90%

TPP - <i>Transportation Planning Manager</i>	check to confirm:	Name:	Date:
TED - <i>Principal Professional Engineer - Right of Way</i>	check to confirm:	Name:	Date:
TED - <i>Principal Professional Engineer - Roadway</i>	check to confirm:	Name:	Date:
TED - <i>Principal Professional Engineer - Bridge</i>	check to confirm:	Name:	Date:
TPS - <i>Principal Professional Engineer, Planning & Design</i>	check to confirm:	Name:	Date:
TMR - <i>Principal Professional Engineer</i>	check to confirm:	Name:	Date:
TMR - <i>Street Maintenance Engineer</i>	check to confirm:	Name:	Date:
SWS - <i>Principal Professional Engineer, Design</i>	check to confirm:	Name:	Date:
WTDS - <i>Principal Professional Engineer</i>	check to confirm:	Name:	Date:

100%

TPP - <i>Transportation Planning Manager</i>	check to confirm:	Name:	Date:
TED - <i>Principal Professional Engineer - Right of Way</i>	check to confirm:	Name:	Date:
TED - <i>Principal Professional Engineer - Roadway</i>	check to confirm:	Name:	Date:
TED - <i>Principal Professional Engineer - Bridge</i>	check to confirm:	Name:	Date:
TPS - <i>Principal Professional Engineer, Planning & Design</i>	check to confirm:	Name:	Date:
TMR - <i>Principal Professional Engineer</i>	check to confirm:	Name:	Date:
TMR - <i>Street Maintenance Engineer</i>	check to confirm:	Name:	Date:
SWS - <i>Principal Professional Engineer, Design</i>	check to confirm:	Name:	Date:
WTDS - <i>Principal Professional Engineer</i>	check to confirm:	Name:	Date:

Appendices

(select all applicable below and attach)

Engagement Plan

Engagement Summary

Supplemental Traffic Studies (crash analysis, parking, speed, travel demand, etc.)

List:

CPED Plan Summaries (small area, neighborhood, corridor, etc.)

List:

Additional 30-100% Updates:

2A. TPP - Planned Networks

2B. TPP - Street Design

2C. TPP - Vision Zero

2D. TPP - Engagement

2E. TPP - Accessibility

3. Transportation Engineering & Design

4. Traffic & Parking Services

5. Transportation Maintenance & Repair

6. Surface Water & Sewers

7. Community Planning & Economic Development

8. Water Treatment & Distribution Services

9. Interagency Coordination

Engagement plan

35th and 36th Street reconstruction, Blaisdell Avenue to Chicago Avenue

Project background

The City of Minneapolis intends to reconstruct 1.6 miles of 35th street and 36th street between Blaisdell Avenue and Chicago Avenue . As a part of that process, the project team has drafted an engagement plan to guide this process from ideation through construction. This engagement plan details when the project team will engage and communicate with the community about the project and the frequency in which we will distribute key messaging throughout the duration of the engagement period. This engagement plan details community demographics, who will be engaged, and how the project team will implement various strategies to gather input and solicit feedback throughout the engagement process. The plan may be modified as circumstance warrants throughout the project duration. Substantial modifications are to be communicated to stakeholders and reported in the engagement summary. Read the one-page summary of the project and sign up for newsletter updates on the project webpage.

Key facts



AMENITIES

Connects to Richard Green Central Elementary School and Hosmer Library.



TRAFFIC SAFETY

35th and 36th streets were identified as high injury streets in the High Injury network.



CONNECTIONS

Designated as a mixed-use community connector corridor in the City Street Design Guide.



NETWORKS

A portion of 35th street is located on the City's AAA bicycle network

Project schedule

2024/2025

2025/2026

2027/2028

2028

Planning > Design > Construction > Completion

Preliminary Design and Engagement (Spring 2024-Spring 2025):

Public Works will collect corridor data and initiate community engagement.

Detailed Design: Public Works will continue engagement and develop a layout concept based on data, engagement, and feedback.

Construction and Completion (2027): Construction along the corridor, project completion.

Community analysis

Communities of impact

The project neighborhoods have, according to 2020 American Community Survey 5-year Estimates:

- A higher portion of youth age 0-17 (22%) neighborhood members (Lyndale, King Field, Central) than Minneapolis as a whole (20%).
- A higher portion of Hispanic/Latinx (19%) neighborhood members (Lyndale, King Field, Central) than Minneapolis as a whole (10%).

Demographic Summary

The project falls in TEP tier 4 from Nicollet Ave to 2nd Ave and from Portland to Chicago, and TEP tier 2 between 2nd Ave and Portland Ave.

- More residents of color live between 2nd Ave and Portland Ave (60%) than the area to the west of 2nd Ave (24%) and east of Portland Ave (34%).
- More household incomes are below national poverty level between Blaisdell Ave and Portland Ave (16-17%) than the area east of Portland Ave to Chicago Ave (4%).
- Residents that live on 35th & 36th Streets between Blaisdell Ave and Chicago Ave experience temperatures that are close to two degrees hotter than the Minneapolis average.
- There is a higher proportion of residents living between Blaisdell and 2nd Ave that rent (54%) than the area between 2nd Ave and Portland Ave (45%) and Portland Ave and Chicago Ave (36%).
- Residents born in a country other than the US make up about 17% of all residents between 2nd Ave and Chicago Ave compared to 9% between Blaisdell Ave and 2nd Ave. On average, 3.1% of households on this project corridor have limited-English speaking ability.
- Residents who live north of 38th Street face higher than City Average land temperature (over 1 degree hotter)



Transportation Action Plan

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.

Contact us

Fontaine Burruss, 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:

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.

Para asistencia 612-673-2700 - Rau kev pab 612-673-2800 - Hadii aad Caawimaad u baahantahay 612-673-3500.

Engagement plan

35th and 36th Street reconstruction, Blaisdell Avenue to Chicago Avenue

Engagement goals

Stakeholder participation

1. Ensure engagement activities are offered throughout the day, outside of normal business hours and that all business owners are properly notified and involved in the engagement process.

Foster community respect and value community time.

1. Tailor engagement approaches to respect people's time as a resource and meets people where they are.
2. Establish and streamline accessible channels of communication to facilitate dialogue between the project team and the community.

Regular and timely project information

1. Reach stakeholders with comprehensive project updates throughout all stages of the project, through different channels of communication.
2. Ensure engagement materials are translated and Spanish language-only events are included throughout project engagement.

Transparency

1. Provide clear and accurate information about project goals, timelines and decision-making processes.
2. Be transparent about potential challenges or constraints and involve the community in these discussions as appropriate.

Ground-truth project policy goals with community priorities

1. Document and highlight project policy goals while engaging with the community to assess their priorities and values.

Equity and engagement

The City is focused on ensuring that populations that have been excluded from (or under-represented in) government-led processes such as public engagement are involved and aware of projects occurring in their neighborhoods. This project will prioritize activities and events that will reach historically under engaged community members by:

1. Translating key project documents into Spanish and providing Spanish interpretation at events.
2. Provide additional interpretation at events as needed.
3. Contract with Black, Indigenous, and People of Color (BIPOC) organizations and partners for community events.
4. Coordinate with Minneapolis Advisory Committee on People with Disabilities (MACOPD) on the delivery of a community-focused walk bike roll audit.



Transportation Action Plan

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.

Contact us

Fontaine Burruss, 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:

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.

Para asistencia 612-673-2700 - Rau kev pab 612-673-2800 - Hadio aad Caawimaad u baahantahay 612-673-3500.

Engagement plan

35th and 36th Street reconstruction, Blaisdell Avenue to Chicago Avenue



Engagement overview

Phase & time frame	Overview	Strategies
Phase I: Exsting conditions Summer 2024- Fall 2024	<p>Involve stakeholders in project design and decisions. The first phase of engagement is intended to affirm project goals, discuss existing street conditions with community members and solicit non-traditional feedback which focuses on people’s memories of their childhood street.</p> <p>The youth studentship will begin in this phase, introducing the program and project to students at Green Central Park Elementary. Students will work together to develop project goals.</p>	<ul style="list-style-type: none"> • Fact sheet • Postcard mailer • Website/social media • Yard signs/sidewalk decals • Existing conditions virtual map • Popups • Neighborhood association meetings • Workshop • Youth Studentship • Engagement summary
Phase II: conceptual design Fall 2024 - Winter 2025	<p>Continue to involve stakeholders in the design and decision-making process. The second phase of this project will focus on capturing people’s existing and desired experiences on both streets and developing conceptual street designs. The designs will be shared with community members to gather in-depth feedback on preferences and tradeoffs.</p> <p>During this phase the youth studentship will focus on gathering students desired corridor experience. This will be informed from walking trips along the corridor and in-class workshops. The students will then work to develop a group consensus on a conceptual vision for both streets.</p>	<ul style="list-style-type: none"> • Fact sheet • Postcard mailer • Website/social media • Yard signs/sidewalk decals • Existing conditions virtual map • Popups • Neighborhood association meetings • Workshop • Youth Studentship • Engagement summary
Phase III: recommendation Winter 2025 - Spring 2025	<p>Inform stakeholders about the project. The third phase of this project is intended to use what was learned during engagement to produce a final recommended concept for both streets. During this phase, community members will have a chance to provide further feedback on the design.</p> <p>The final phase of the youth studentship will feature the students presenting their conceptual vision for both streets at a public open house.</p>	<ul style="list-style-type: none"> • Fact sheet • Postcard mailer • Website/social media • Yard signs/sidewalk decals • Open House • Engagement Summary

Transportation Action Plan

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.

Contact us

Fontaine Burruss, 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:

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.

Para asistencia 612-673-2700 - Rau kev pab 612-673-2800
 - Hadii aad Caawimaad u baahantahay 612-673-3500.

Engagement summary

35th & 36th Streets Reconstruction Project

Project Background

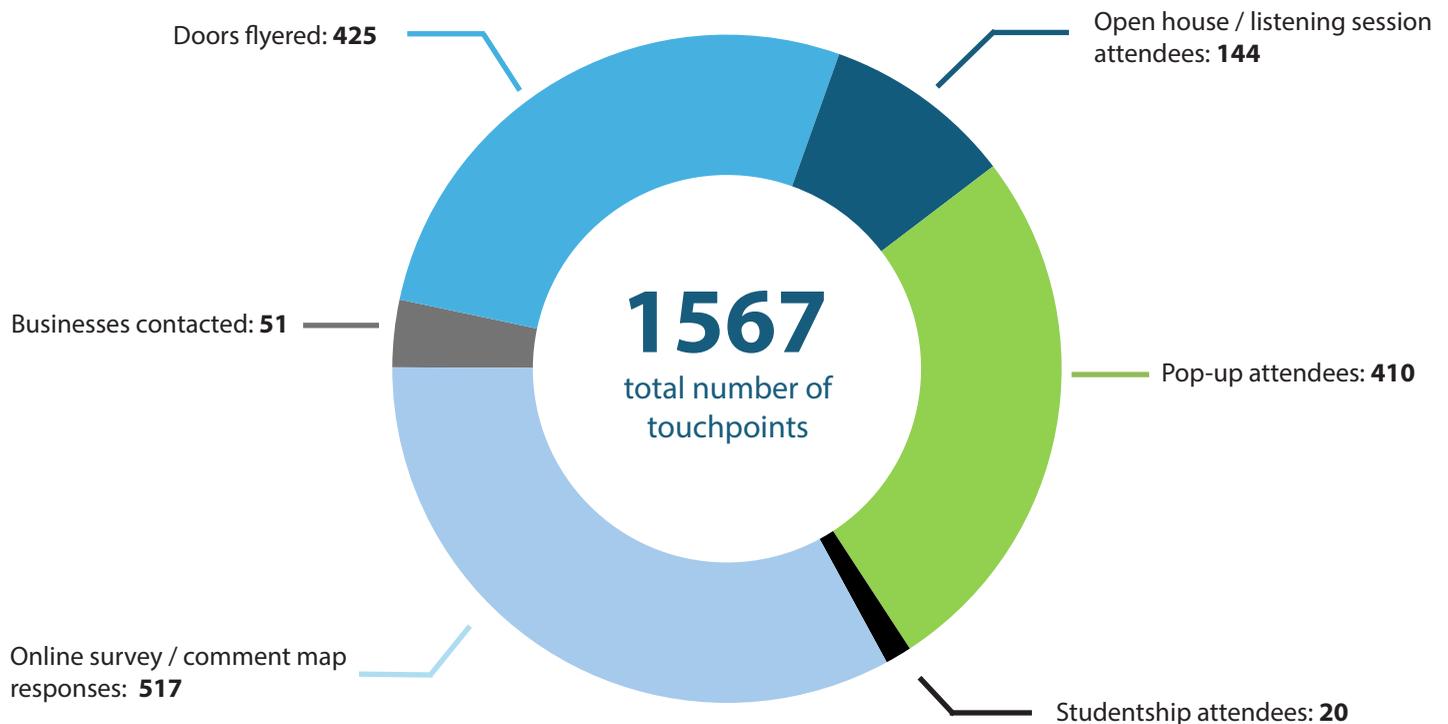
The City of Minneapolis is reconstructing 35th Street and 36th Street between Chicago Avenue and Blaisdell Avenue in Minneapolis. The project includes improving safety and mobility for all corridor users, replacing aging utilities, and adding green stormwater infrastructure.

The City of Minneapolis Public Works conducted extensive community engagement for the project from September 2024 to October 2025. Phase 1 engagement occurred from September 2024 to December 2024 and focused on collecting feedback from the community on their vision for the corridors. Phase 2 engagement occurred from April 2025 to May 2025 and focused on collected community feedback on draft design concepts for the corridor. Phase 3 engagement occurred from August 2025 to October 2025 and focused on sharing the preferred concept layout with the community.

Summary of Engagement Strategies

The project team fostered meaningful dialogue with residents, businesses, and key stakeholders through targeted outreach efforts. These efforts captured a broad range of perspectives on transportation safety, accessibility, and street design.

Engagement activities included 6 in-person public meetings, online surveys and virtual interactive maps, pop-up tabling events, neighborhood doorknocking, direct business outreach, over 3800 targeted mailings, 32 yard signs and 32 sidewalk decals, promotional and communications material, a youth studentship program, corridor concept signage, presentations to pedestrian and bicycle advisory committees, presentations to local neighborhood organizations, and council member briefings.



Transportation Action Plan

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.

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

Updated: 10/22/2025

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.

Engagement summary

35th & 36th Streets Reconstruction Project

Engagement Schedule

The project team used a variety of methods to reach residents, businesses and key stakeholders in the area to discuss the project and collect feedback. Listed below are the ways the project team connected with the community about the project across all three phases.

Phase 1: September 2024 to December 2024:

- E-newsletter updates
- Online survey
- Online interactive map
- Pop-up tabling events
- Business door knocking
- Postcard mailings
- Listening sessions
- Open House
- BAC/PAC Committee meetings
- Council Member briefings

Phase 2: April 2025 to May 2025:

- E-newsletter updates
- Online survey
- Pop-up tabling events
- Business door knocking
- Resident door flyering
- Yard signs
- Youth studentship
- Postcard mailings
- Open House
- BAC/PAC Committee meetings
- Council Member briefings

Phase 3: August 2025 to October 2025:

- E-newsletter updates
- Online interactive map
- Pop-up tabling events
- Business door knocking
- Resident door flyering
- Sidewalk decals
- Postcard mailings
- Open House
- Corridor concept signage
- BAC/PAC Committee meetings
- Council Member briefings



PHASE 1 POP-UP

Transportation Action Plan

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.

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.

Engagement summary

35th & 36th Streets Reconstruction Project



Key Community Concerns & Priorities

Feedback gathered through public meetings, pop-up events, online surveys, business outreach, and the interactive mapping tool highlighted critical community concerns and priorities for 35th and 36th streets.

Community members shared that they want 35th and 36th streets to “feel like peaceful neighborhood streets, not an extension of the highway”. They emphasized the need for wider sidewalks, safer pedestrian crossings, protected bikeways, increased greening, and traffic calming measures to address high vehicle speeds and reckless driving.

These insights will guide the final street design to create a safer, more accessible, and multi-modal corridor for all users.

Traffic & Safety

High vehicle speeding, frequent vehicle crashes, vehicles driving in the wrong direction, and red-light running were cited as major safety concerns, particularly near freeway ramps and intersections.

Biking & Pedestrian Improvements

Participants supported improving the walkability and bikeability of 35th and 36th streets through the construction of wider sidewalks, enhanced crossings, more greenery and protected bikeways.

Street Design & Accessibility

Respondents favored lane reductions and traffic calming measures to enhance safety. Suggestions included protected intersections, lowering vehicle speeds, better signage, and more greenery to encourage lower vehicular speeds.

Wayfinding & Connectivity

Community members expressed a desire to see improved signage for cyclists and drivers, and improved lane striping, particularly on the freeway overpass.



PHASE 2 OPEN HOUSE

Transportation Action Plan

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.

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

Updated: 10/22/2025

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.

Engagement summary

35th & 36th Streets Reconstruction Project

Equity and Engagement

The City of Minneapolis has been working to acknowledge and rectify past harms; much of this work has been documented in our Racial Equity Framework for Transportation. The City of Minneapolis acknowledges that the transportation system and government-supported decisions have underserved, excluded, harmed and overburdened some communities, namely Black and Indigenous communities, other communities of color, and people with disabilities. We understand that these past decisions have denied these communities the full participation of transportation benefits, which has led to disproportionate burdens (Racial Equity Framework for Transportation Acknowledgment of past harms).

The City also acknowledges that we do not hear from all voices. City transportation policies, including the Transportation Action Plan, Vision Zero commitment and Complete Streets Policy helps us address and advance these gaps in engagement. When we are unable to directly engage with residents impacted by projects, we look to data and policy to help inform project-level decisions. Providing a variety of engagement opportunities creates engagement that is more accessible to a wider range of stakeholders. The City is focused on ensuring that populations that have been excluded from (or under-represented in) government-led processes such as public engagement are involved and aware of projects occurring in their neighborhoods.

This project tailored engagement approaches to better reach underrepresented groups by:

- Hosting a three-phase engagement process over a full year.
- Offering both in-person and virtual opportunities to reduce participation barriers.
- Conducting targeted outreach to corridor residents and businesses.
- Hosting a youth studentship program at the local elementary school to capture youth perspectives on the project.
- Distributing direct mail and hand-delivered materials to improve reach.

- Using an online interactive map and survey for accessible feedback.
- Developing corridor concept signage to share the proposed concept layout with members of the general public.

This project engaged with culturally specific representatives and/or decision makers by:

- Engaging neighborhood organizations and corridor stakeholders familiar with the cultural dynamics and needs of the area.
- Coordinating with local leaders to share project information and encourage participation among underrepresented groups.
- Including feedback from culturally specific representatives in shaping engagement strategies, ensuring more inclusive outreach approaches.

This project identified and centered voices of those historically marginalized in the decision making process related to transportation plans, programs and projects by:

- Prioritizing engagement with residents and businesses along the corridor.
- Offering multiple ways to participate—including in-person events, virtual tools, and direct outreach—to reduce barriers for individuals with limited time, access, or resources.



Transportation Action Plan

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.

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

Updated: 10/22/2025

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.

Engagement summary

35th & 36th Streets Reconstruction Project

Data Gaps

How our engagement approach was adapted based on the data gaps identified in the engagement plan.

- Hosting pop-ups in high-traffic areas, including the park, library, elementary school and community center, to reach community members who may not have interacted with the project through traditional channels.
- Monitoring participation trends and adapting outreach strategies accordingly - for instance, introducing door-knocking events to engage businesses and residents within the project area.

Engagement Impacts

Project outcomes were impacted as a result of community engagement. These are listed below.

- Refinement of design concepts based on feedback related to pedestrian safety, high vehicle speeds, bicyclist comfort and increased greening.
- Extension of the All Ages and Abilities Bicycle Network segment on 35th Street to provide safer and easier connectivity to the Blaisdell Avenue bikeway.



PHASE 2 YOUTH STUDENTSHIP

Transportation Action Plan

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.

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

Updated: 10/22/2025

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.

35th & 36th St Reconstruction Project

Weekday Morning Average



Summary analysis:

Area has low to medium on-street parking demand with higher parking demand near high-density residential and commercial landuses.

35th & 36th St Parking Study Subarea: Pillsbury Ave to Clinton Ave

35th & 36th St - Pillsbury Ave to Clinton

Observed On-street Parking Usage
Low - Medium

Observed Parking Usage

- Low (0 to 50%) Medium
- (>50% to 75%) High
- (>75%)

35th & 36th St Reconstruction Project

35th & 36th St Parking Study

Subarea: Clinton Ave to Chicago Ave

Weekday Morning Average



35th & 36th St - Clinton Ave to Chicago Ave

Observed On-street Parking Usage

Low - Medium

Observed Parking Usage

- Green: Low (0 to 50%)
- Yellow: Medium (>50% to 75%)
- Red: High (>75%)

Summary analysis:

Area has low to medium on-street parking demand with higher parking demand near high-density residential landuses.

35th & 36th St Reconstruction Project

Weekday Afternoon Average

35th & 36th St
Parking Study
Subarea: Pillsbury Ave to Clinton Ave



35th & 36th St - Pillsbury Ave to Clinton Ave

Observed On-street Parking Usage
Low - Medium

Observed Parking Usage

- Low (0 to 50%)
- Medium (>50% to 75%)
- High (>75%)

Summary analysis:

Area has low to medium on-street parking demand with higher parking demand near high-density residential and commercial landuses.

35th & 36th St Reconstruction Project

35th & 36th St Parking Study

Subarea: Clinton Ave to Chicago Ave

Weekday Afternoon Average



35th & 36th St - Clinton Ave to Chicago Ave

Observed On-street Parking Usage
Low - Medium

- Observed Parking Usage**
- Low (0 to 50%)
 - Medium (>50% to 75%)
 - High (>75%)

Summary analysis:

Area has low to medium on-street parking demand with higher parking demand near high-density residential landuses.

35th & 36th St Reconstruction Project

Weekday Evening Average

35th & 36th St
Parking Study

Subarea: Pillsbury Ave to Clinton Ave



35th & 36th St - Pillsbury Ave to Clinton Ave

Observed On-street Parking Usage

Low - Medium

Observed Parking Usage

- Low (0 to 50%)
- Medium (>50% to 75%)
- High (>75%)

Summary analysis:

Area has low to medium on-street parking demand with higher parking demand near high-density residential and commercial landuses.

35th & 36th St Reconstruction Project

35th & 36th St Parking Study

Subarea: Clinton Ave to Chicago Ave

Weekday Evening Average



35th & 36th St - Clinton Ave to Chicago Ave

Observed On-street Parking Usage
Low - Medium

Observed Parking Usage
■ Low (0 to 50%)
■ Medium (>50% to 75%)
■ High (>75%)

Summary analysis:

Area has low to medium on-street parking demand with higher parking demand near high-density residential landuses.

35th & 36th St Reconstruction Project

Weekend Average

35th & 36th St
Parking Study
Subarea: Pillsbury Ave to Clinton Ave



35th & 36th St - Pillsbury Ave to Clinton Ave

Observed On-street Parking Usage
Low - Medium

Observed Parking Usage

- Low (0 to 50%)
- Medium (>50% to 75%)
- High (>75%)

Summary analysis:

Area has low to medium on-street parking demand with higher parking demand near high-density residential and commercial landuses.

35th & 36th St Reconstruction Project

35th & 36th St Parking Study

Subarea: Clinton Ave to Chicago Ave

Weekend Average



35th & 36th St - Clinton Ave to Chicago Ave

Observed On-street Parking Usage
Low - Medium

Observed Parking Usage
■ Low (0 to 50%)
■ Medium (>50% to 75%)
■ High (>75%)

Summary analysis:

Area has low to medium on-street parking demand with higher parking demand near high-density residential landuses.

35th & 36th St Reconstruction Project

35th & 36th St Parking Study

Subarea: Pillsbury Ave to Clinton Ave

All Times Average



35th & 36th St - Pillsbury Ave to Clinton Ave

Observed On-street Parking Usage
Low - Medium

Observed Parking Usage

- Low (0 to 50%)
- Medium (>50% to 75%)
- High (>75%)

Summary analysis:

Area has low to medium on-street parking demand with higher parking demand near high-density residential and commercial landuses.

35th & 36th St Reconstruction Project

35th & 36th St Parking Study

Subarea: Clinton Ave to Chicago Ave

All Times Average



35th & 36th St - Clinton Ave to Chicago Ave

Observed On-street Parking Usage
Low - Medium

Observed Parking Usage

- Low (0 to 50%)
- Medium (>50% to 75%)
- High (>75%)

Summary analysis:

Area has low to medium on-street parking demand with higher parking demand near high-density residential landuses.

35th & 36th St Reconstruction Project

Parking South Side Only

35th & 36th St Parking Study

Subarea: Pillsbury Ave to Clinton Ave



Potential On-street Parking Usage
High

Potential Parking Usage

- Low (0 to 50%)
- Medium (>50% to 75%)
- High (>75%)

35 th St Average Utilization			36 th St Average Utilization		
North Side: 32%			North Side: 43%		
South Side: 34%			South Side: 45%		
Current / Proposed Spaces			Current / Proposed Spaces		
29	15	Blaisdell to Nicollet	22	8	Blaisdell to Nicollet
11	6	Nicollet to 1 st	17	9	Nicollet to 1 st
20	10	1 st to Stevens	13	7	1 st to Stevens
0	0	Stevens to 2 nd	0	0	Stevens to 2 nd
14	7	2 nd to 3 rd	14	7	2 nd to 3 rd
7	7	3 rd to Clinton	13	7	3 rd to Clinton
81	45	Total	79	38	Total

Summary analysis:

Area would have high on-street parking demand with higher parking demand near high-density residential and commercial landuses.

35th & 36th St Reconstruction Project

35th & 36th St Parking Study

Subarea: Clinton Ave to Chicago Ave

Parking South Side Only



Potential On-street Parking Usage

Medium - High

Potential Parking Usage

- Low (0 to 50%)
- Medium (>50% to 75%)
- High (>75%)

35 th St Average Utilization			36 th St Average Utilization		
North Side: 32%			North Side: 43%		
South Side: 34%			South Side: 45%		
Current / Proposed Spaces			Current / Proposed Spaces		
8	8	Clinton to 4 th	17	9	Clinton to 4 th
18	9	4 th to 5 th	14	7	4 th to 5 th
17	9	5 th to Portland	16	9	5 th to Portland
15	8	Portland to Oakland	17	9	Portland to Oakland
14	7	Oakland to Park	15	8	Oakland to Park
16	8	Park to Columbus	14	7	Park to Columbus
15	7	Columbus to Chicago	8	4	Columbus to Chicago
103	56	Total	101	38	Total

Summary analysis:

Area would have medium to high on-street parking demand with higher parking demand near high-density residential landuses.

35th & 36th St Reconstruction Project

35th & 36th St Parking Study

Subarea: Pillsbury Ave to Clinton Ave

Peak Morning Average - Cross Streets



35th & 36th St - Pillsbury Ave to Clinton Ave

Observed On-street Parking Usage
Medium - High

Observed Parking Usage

- Low (0 to 50%)
- Medium (>50% to 75%)
- High (>75%)

Curbside Elements

- Accessible Parking
- Transit Stop

Summary analysis:

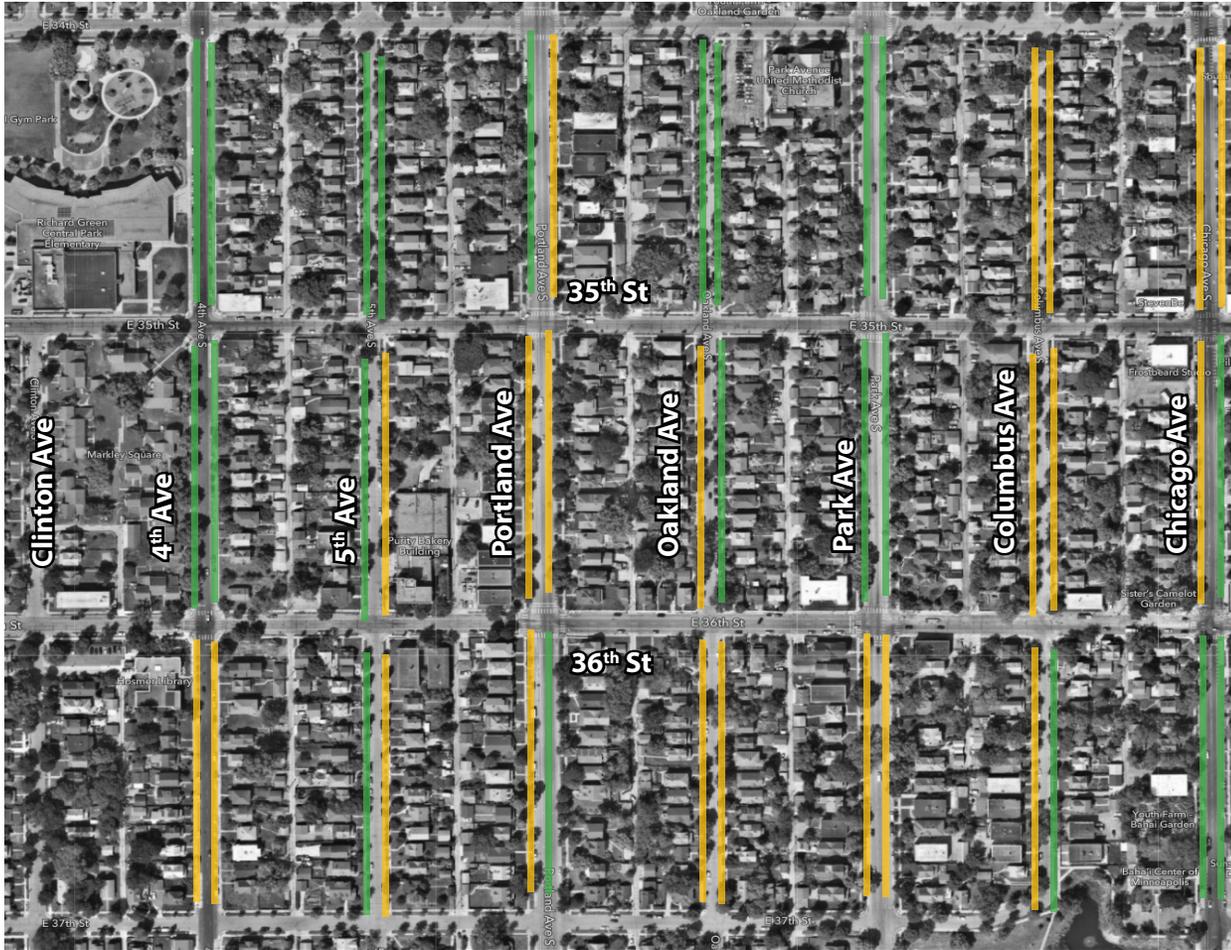
Area has medium to high on-street parking demand with higher parking demand near high-density residential and commercial landuses.

35th & 36th St Reconstruction Project

35th & 36th St Parking Study

Subarea: Clinton Ave to Chicago Ave

Peak Morning Average - Cross Streets



35th & 36th St - Clinton Ave to Chicago Ave

Observed On-street Parking Usage
Low - Medium

- Observed Parking Usage
- Low (0 to 50%)
 - Medium (>50% to 75%)
 - High (>75%)

Summary analysis:

Area has low to medium on-street parking demand with higher parking demand near high-density residential landuses.