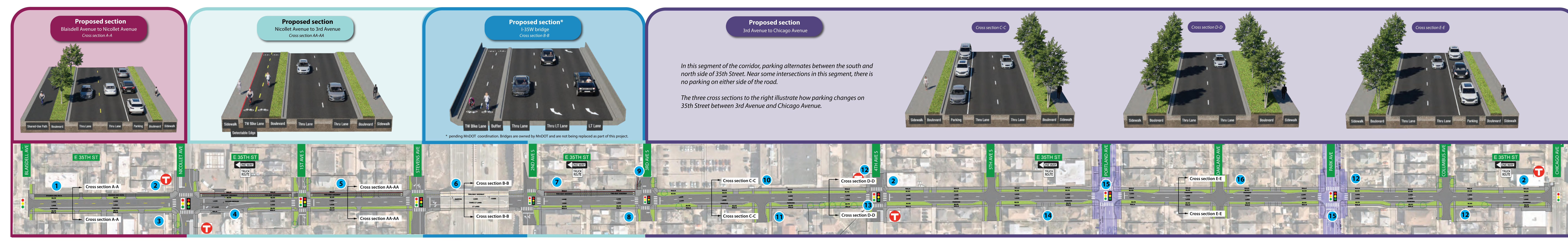
35TH & 36TH STREETS

Reconstruction Project



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



35th Street narrows after the Nicollet Avenue intersection. To accommodate right-of-way constraints, while still providing a safe bikeway connection between the two-way bikeway on 35th Street and the bikeway on Blaisdell Avenue, there will be a shared use path.



"Although the two-way o"-str eet 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

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



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

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

Comment from Phase 2 Engagement

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 o str eet 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

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



A two-way on-street protected bikeway connects the o~-str eet two-way protected bikeway on either side of I-35W (Layout on bridge requires MnDOT approval, coordination with MnDOT

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 di¿cult y for turning d crossing vehicles. Especially on the block of 35th Street right before I-35, I personall think there should be no street parking there."

Comment from Phase 1 Engagement

R 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.



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.



A wide sidewalk runs along the noth 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.

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



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

Comment from Phase 1 Engagement

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 ÿlter stormwater, protecting our local waterways from harmful roadway pollutants.



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



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!!"

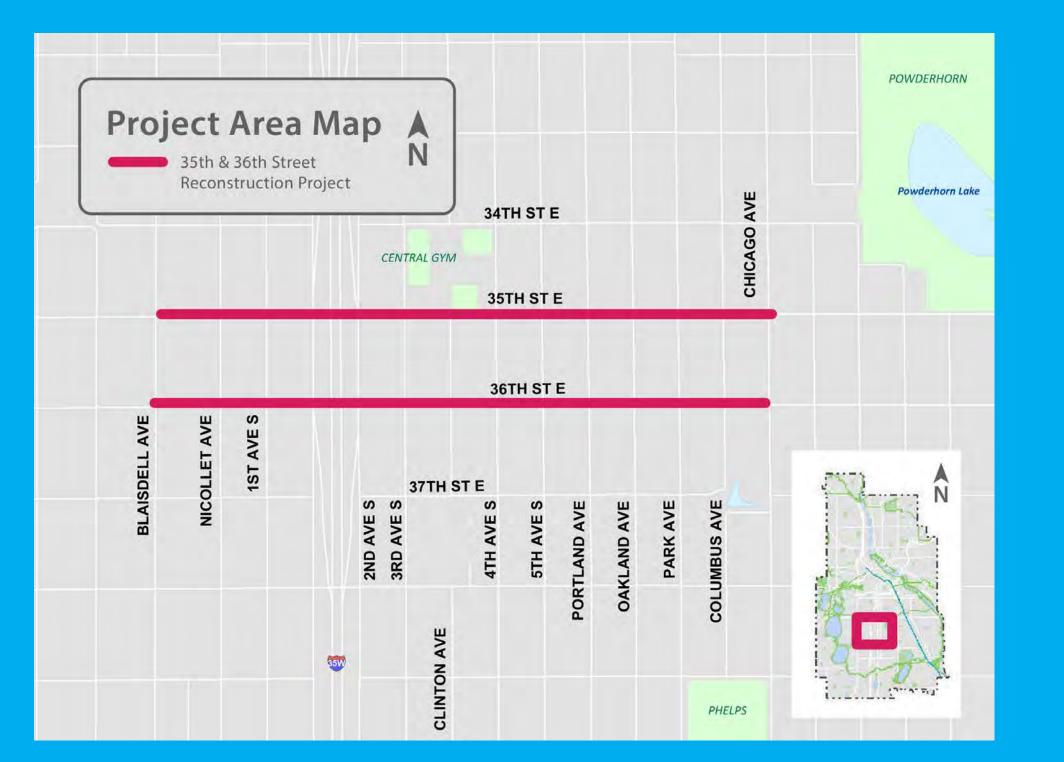
The intersection design for 35th Street at the Park Avenue and Portland Avenue will be done in

Comment from Phase 2 Engagement

coordination with the Hennepin County Park and Portland Safety Improvements project (2027).

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

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.



Fontaine Burruss, Senior Transportation Planner - Public Works 🍤 612-673-3614 🏻 📴 Fontaine. Burruss@minneapolismn.gov

Ryan Ackerman, Associate Transportation Planner - Public Works 612-791-1670 Pyan.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, Ilame al 311. Rau kev pab, hu 311. Hadii aad caawimaad u baahantahay, wac 311.

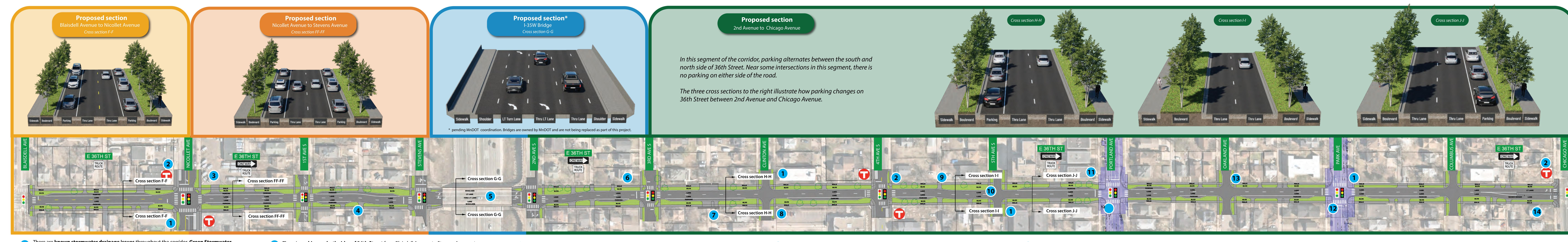
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35TH & 36TH STREETS

Reconstruction Project



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



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 ÿlter 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 Enga

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

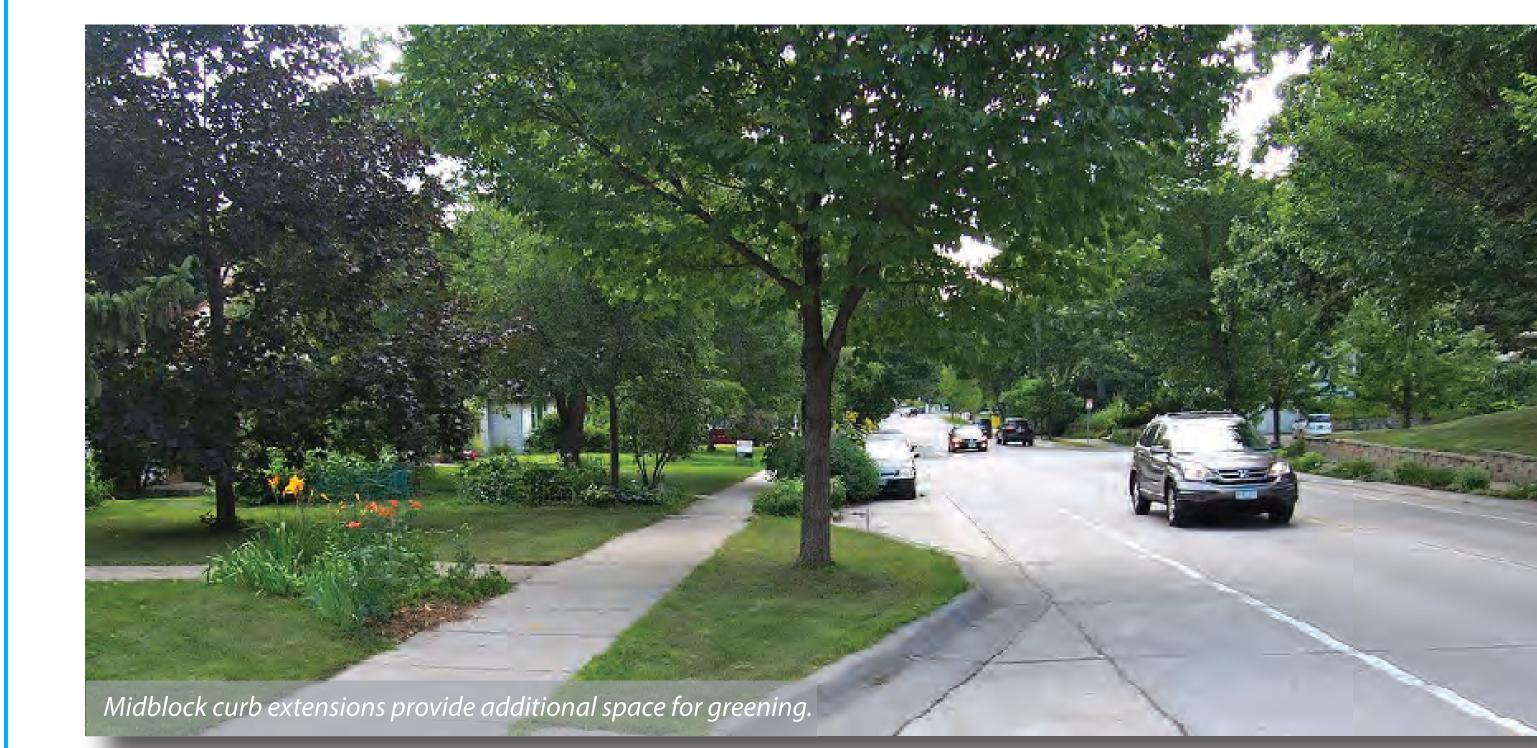


There is parking on both sides of 36th Street from Blaisdell Avenue to Stevens Avenue, to support the parking needs of local businesses and accommodates operational needs for properties without alley access in this section of the corridor.

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

Comment from Phase 2 Engagement

The size of the boulevard changes east of 1st Avenue, which creates a chicaning e° ect, 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

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

Parking is reduced to one side of the street east of I-35W to better match parking ulitization 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

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

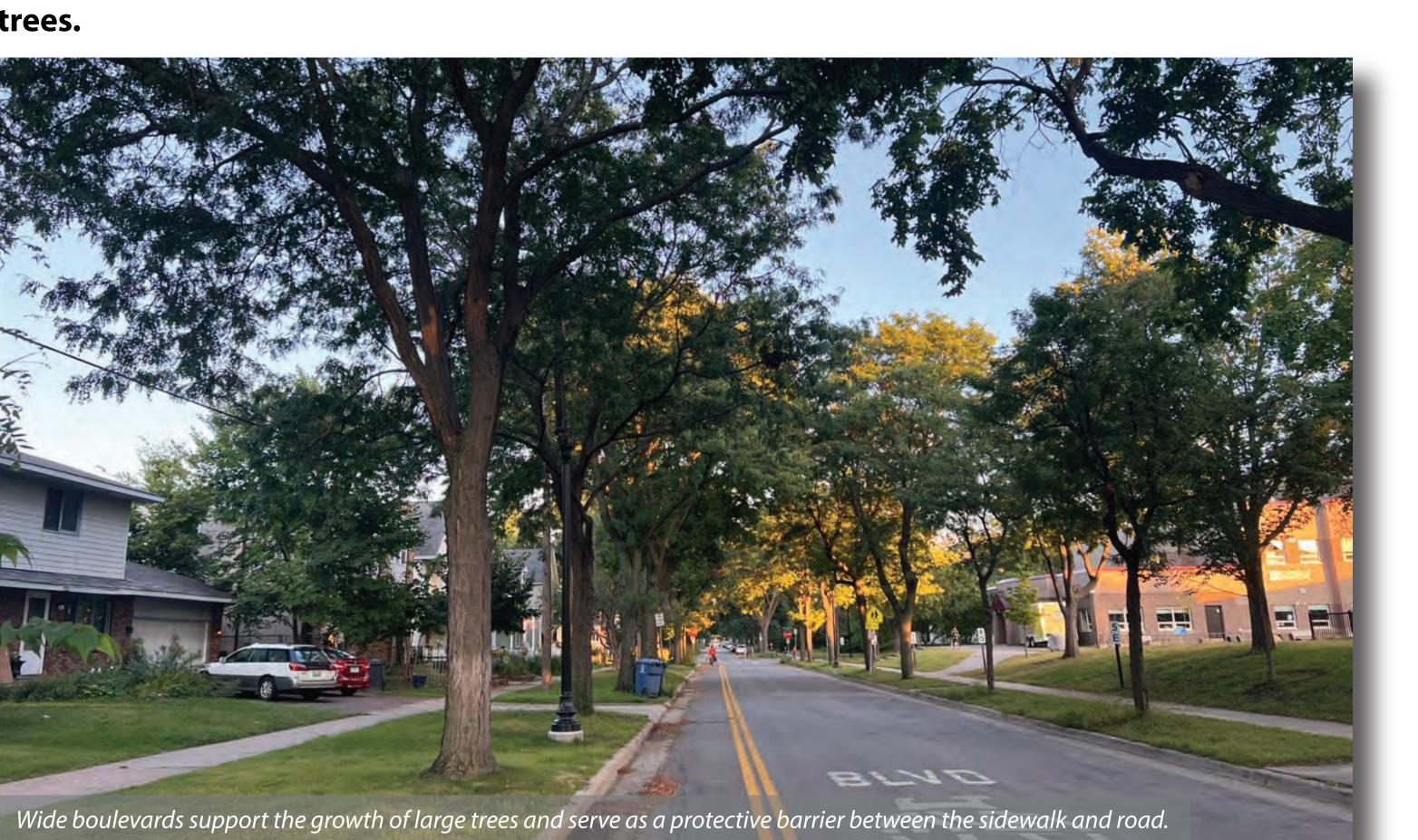
"The future: kids are walking, biking and playing and they can go to their besties across the streets (midblock!) without harm!"

Comment from Phase 1 Engagement

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.



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



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 traçc."

Comment from Phase 1 Engagement

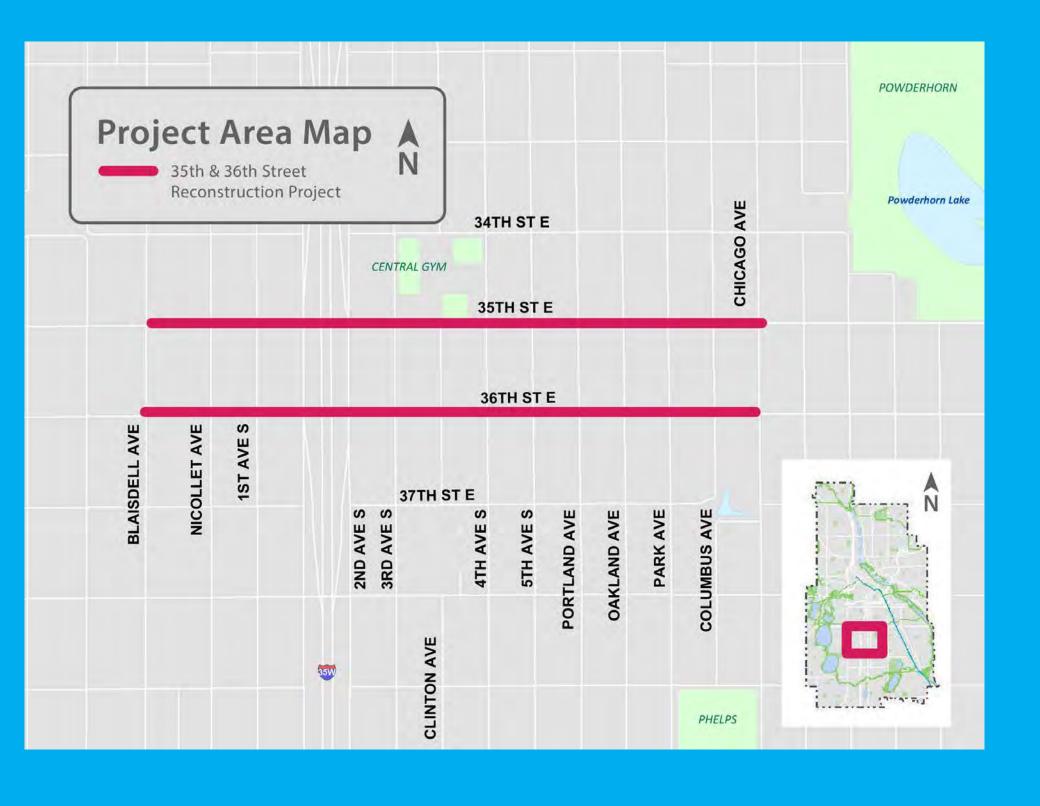
- Parking shifts between the south and north side of 36th Street, which creates a chicaning e° ect, helping to slow vehicle traffic.
- The intersection design for 36th Street at the Park Avenue and Portland Avenue will be done in coordination with the Hennepin County Park and Portland Safety Improvements project (2027).
- 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.



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.



Contact us

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6 612-673-3614 Fontaine. Burruss@minneapolismn.gov

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