35TH AVENUE NORTH
Flood Mitigation Project

Minneapolis
City of Lakes

WELCOME!

Please sign in inside

35TH AVENUE NORTH
Flood Mitigation Project

Minneapolis
City of Lakes

The Minneapolis Public Works Department plans to implement flood mitigation measures in the Cleveland Neighborhood. This involves replacing aging stormwater infrastructure. Public Works will consult residents on improvements for walking, rolling, biking, and driving. The City will be engaging residents to inform them of the project's scope and schedule. Residents will be able to participate through surveys, pop-ups, open houses, and by signing up for updates.

Project design goals

- Reduce severe street flooding for frequent and larger rainstorms
- Recommend a design layout that improves climate resilience of the area, manages runoff, stormwater, and peak flows
- Develop priorities for streets, sidewalks, paths, and green space

Project schedule

Construction is anticipated to begin in early 2026 and conclude in late 2026 Public Works is currently determining the scope of flood mitigation treatments and will update the neighborhood once a project area and treatments are determined.

Engagement overview

Throughout the public engagement process for this project, the community will learn about street design treatments and provide input that shapes the future corridor. The project team will engage the public on design features throughout three phases using various online and in person engagement methods.

Our engagement goals for this project are:

1. Conduct clear, concise, and transparent engagement
2. Bring residents through the design process
3. Listen and respond to residents in each project phase

The three main public outreach activities include:

- Online engagement
- In-person engagement
- Reporting and documentation




What we've heard so far

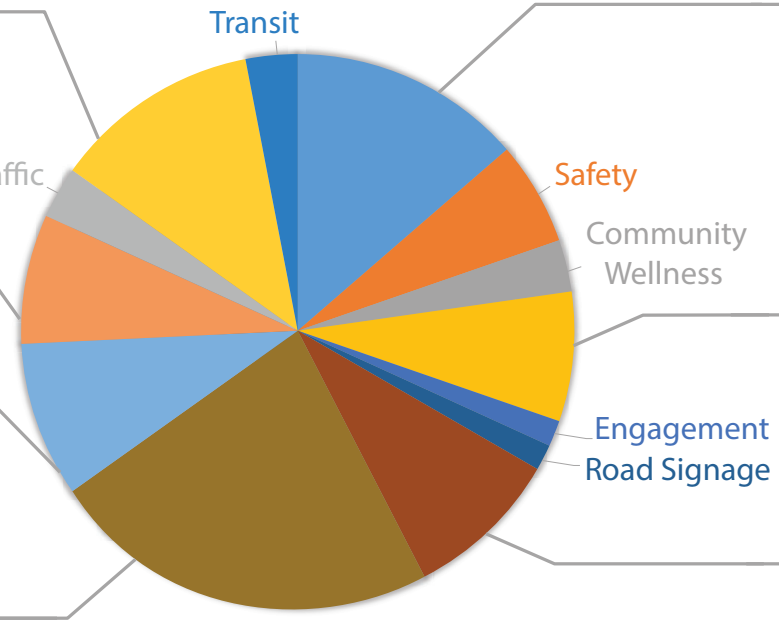
The Minneapolis Public Works Department launched its first phase of community engagement for the 35th Avenue North Flood Mitigation Project in Spring 2024. The purpose of this phase of engagement was to gather resident feedback on the proposed treatments to specific streets in the project area to better understand the scope of flooding impacts to nearby properties.

- Neighborhood Field Walk
- Surveys and Online Engagement
- Phase 1 Open House
- Two Pop-up Events

Over 40 community members participated in these events

How were Community Themes Developed?

Community members' written and survey feedback was reviewed and categorized into themes. The most common themes were stormwater management, greening, and road design. The graphic below illustrates how frequently each theme was mentioned.



Greening

Support for rain gardens, maintaining tree canopy and expanding the boulevard to slow vehicles and create a more inviting street

Parking

Desire to maintain some parking on East and West streets. The North and South streets, like Upton Avenue, are busy and have fast moving cars

Biking

Desire for a bike path in the area that is accompanied by safety treatments such as traffic circles or bumpouts

Stormwater

Similar to the greening theme, public comments that had a theme of stormwater expressed strong support for the project and an intrest in how infrastructure like rain gardens could be included

Road Design

Support for traffic calming and safety treatments like traffic circles and bump outs to slow cars through intersections and make turning at intersections safer

Walking

Often mentioned with biking, public feedback showed a desire for a bike and walking path to be considered

Speeding

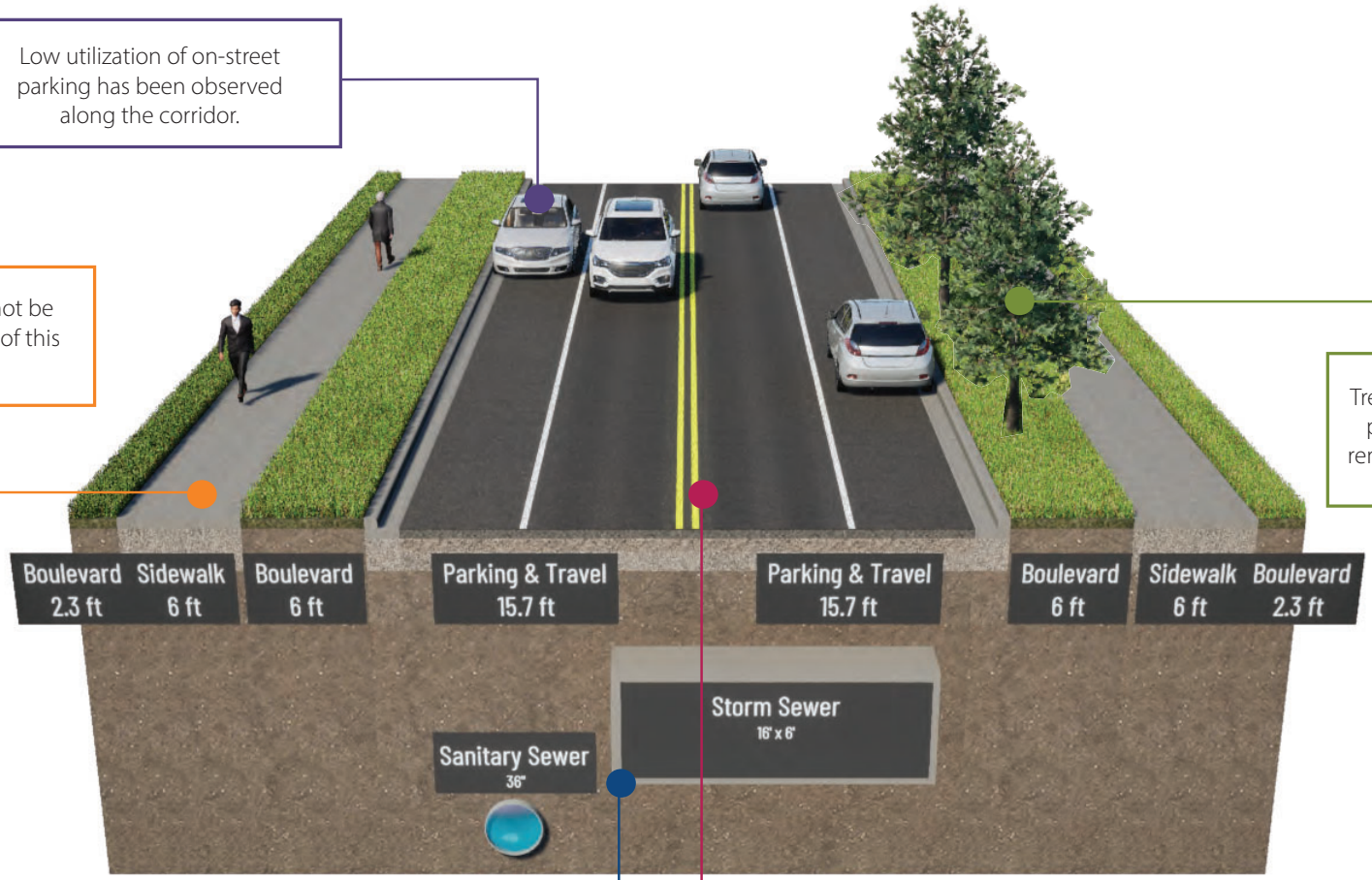
Concerns with speeds on 36th Avenue N, 35th Avenue N, Washburn Ave, and Upton Ave

Site conditions

35th and 34th Avenues has a Right of Way (ROW) width of 60 feet and curb-to-curb width is approximately 31 feet. The existing roadway is two-way and includes two on-street parking lanes. The project will aim to minimize impacts to trees, boulevards, and sidewalks.

Low utilization of on-street parking has been observed along the corridor.

Sidewalks will not be repaired as part of this project.



Trees in the project area can be protected and preserved by remaining within the curb lines.

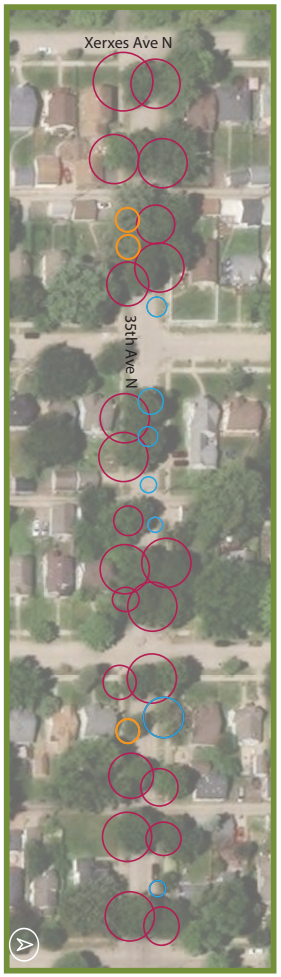
Installing new, larger stormwater pipes will reduce flood risk and improve climate resilience.

35th and 34th Avenues are a classified as a low-volume Urban Neighborhood street in the city's Street Design Guide.

Site conditions

Tree Protection

Xerxes to Upton

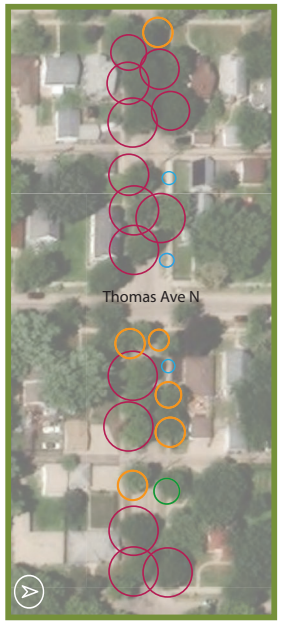


Map Key: Existing Tree Canopy

The larger circles in the maps represent the size of a tree's root base and canopy.

- 1 - Highest priority
- 2 - Medium high priority
- 3 - Medium low priority
- 4 - Lowest priority

Upton to Sheridan



Sheridan to Queen

Flood Extents

2.86" of rain over 24-hours

Flood mitigation treatments implemented through this project will not increase the flow or volume of water to Crystal Lake and will not impact flooding downstream.

Next steps

Community feedback is critical to the success of this project. Throughout the summer and fall there will be additional pop-up and neighborhood converstaions to gather feedback on the preliminary concepts.

Future community engagement opportunities include pop up events, focus groups, and neighborhood organization presentations.

Check the project website for the latest information about the project and ways to stay involved.

Matt Allie
Project Manager
matthew.allie@minneapolismn.gov
(612) 673-2419

Consider signing up for email alerts to be the first to learn about upcoming engagement opportunities.

Demographic questions

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?

- American Indian; Native American
- African-American; African; Black, and/or African descent or the African diaspora
- White/ Caucasian
- Alaskan Native; Native Hawaiian
- Asian/Pacific American; Asian/Pacific Islander (API)
- Latino/a/x/ Hispanic
- More than one or not listed here

What is your gender identity?

- Male
- Non-binary
- Female
- Prefer to self-describe

What is your zip code?

- 55412
- 55411
- OTHER

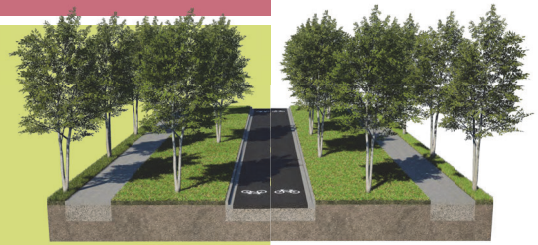
What is your relationship to 35th Avenue?

- Live on or close by
- Work on or close by
- I come for recreation, entertainment, or cultural gatherings
- I come to the area for shopping, goods or services
- I come to the area but do not live or work there
- I frequently travel through this area along this corridor

Alternative #1- Full Greenway Transformation

35th Avenue Typical Section: **Expanded Boulevard**

34th Avenue Typical Section: **Full Greenway**



Design features

1. Wider boulevards that provide more space between traffic and people walking or rolling
2. Wider boulevards for above ground stormwater storage
3. Narrowed street widths encourage slower travel speeds
4. Raised crossings improve safety for people walking and rolling
5. Bump outs increase visibility for pedestrians, narrowing crossing distances and slow down turning vehicles
6. A full greenway provides the highest degree of comfort for people who walk and bike.
7. Builds a protected All Ages and Abilities bicycle connections in both directions
8. Reduced parking capacity in favor of larger boulevards and above ground stormwater storage
9. Maintains existing tree canopy
10. Maintains two-way vehicular travel

35th and 34th Avenue from N Washburn Avenue to N Russell Avenue

Preferred Alternative #2 - Half Greenway Connection

35th Avenue Typical Section: **Half Greenway**

34th Avenue Typical Section: **Enhanced Green Stormwater Infrastructure**

Design features

1. Wider boulevards that provide more space between traffic and people walking or rolling
2. Wider boulevards for above ground stormwater storage
3. Narrowed street widths encourage slower travel speeds
4. Raised crossings improve safety for people walking and rolling
5. Bump outs increase visibility for pedestrians, narrowing crossing distances and slow down turning vehicles
6. Builds a protected All Ages and Abilities bicycle connections in both directions
7. Reduced parking capacity in favor of larger boulevards and above ground stormwater storage
8. Maintains existing tree canopy
9. Maintains two-way vehicular travel

35th and 34th Avenue from N Washburn Avenue to N Russell Avenue

Concept questionnaire

By understanding what elements of each concept are **most popular** we can better develop a concept that incorperates **project goals**, **community priorties** and **street tradeoffs**

Place your **three dots** in the circles of the features you like best!

37th Avenue Greenway

A full greenway that provides the highest degree of comfort for people who walk and bike.

A full greenway that maximizes space for above ground stormwater treatment

Street design that reduces vehicle access in favor of keeping space for parking, biking, walking and greening

Street design that separates people who bike and people who walk by a planting zone

Bryant Avenue South

42nd Street East

A bikeway that separates people who bike from people who drive by an All Ages and Abilities bicycle connection built for two-way bike travel

One-sided parking can flip-flop streets sides every block as needed

Raised crossings at residential intersections or alleys to slow vehicle speeds, and protect people who walk and bike

26th Avenue North

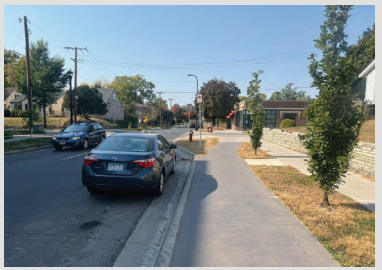
West Lake of the Isles Parkway

Parkway design that favors larger boulevards and above ground stormwater storage

Parkway design that favors winding roads (chicanes) that encourages slower vehicle speeds

Trees in the project area can be protected and preserved by remaining within the curb lines.

Parking bays can provide parking in areas with a observed need



Plymouth Avenue