

35th and 36th Street Reconstruction Project

Engagement Summary - Phase 2



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.

Project schedule

2024/2025	2025/2026	2027/2028	2028
Planning	> Design	> Construction	> Completion

Learn more

Scan the QR code or visit our webpage to learn more:
Minneapolismn.gov/government/projects/36th-st-blaisdell-ave-chicago-ave/



Engagement overview

As part of the project, the City will hold three phases of community engagement and use the feedback collected to help inform project decisions. The second phase of engagement took place from April 2025 through May 2025. This document provides a summary of feedback received during Phase 2 including in-person and online engagement opportunities provided to the public.

Phase 2 of engagement was focused on collecting community feedback on the draft concept designs for the corridor. During this phase:



43 people were reached at **2 in-person events** (1 open house, 1 pop-up).



608 comments were received from online and in-person engagement.



246 survey responses were received.



Project staff went **door-knocking once** along the corridor to gain feedback from businesses on the draft concepts.



Project staff left **door-hangers at residences along the corridor, and sent out 1 postcard and 2 e-newsletters** to inform community members about the open house and online survey.



Image above: open house at Central Gym



Image above: open house at Central Gym

How we got here

During Phase 1 engagement, community members expressed a desire to have 35th and 36th streets feel like peaceful neighborhood streets, not an extension of the highway. Residents prioritized seeing more space for walking, biking and greenery, and expressed support for parking where it is needed along the corridor. These priorities helped to shape the draft design concepts shared in Phase 2. This summary outlines how those concepts respond to community input, along with their benefits, trade-offs, and public feedback.

Draft concept feedback

Community members could provide feedback on the draft concepts by filling out an in-person or online draft concept survey, leaving comments on the concept layouts at open house events, talking to project staff at in-person events or filling out a comment card. In total, **246 draft concept surveys responses were received** and **608 comments** were collected through the survey and other engagement formats. 406 comments were related to 35th street (Section A and Section B), 187 were related to 36th street (Section C), 12 to the two-way street conversion layout and 3 general project comments. These comments were sorted into feedback themes, resulting in **1,696 feedback points**. A summary of the top comment themes for both streets can be found on pages 4 and 6.

35TH & 36TH STREET
Reconstruction Project

Minneapolis
City of Lakes

Alternative Concepts Survey

Section A: 35th Street from Blaisdell Avenue to 3rd Avenue

Two-way off-street bikeway (one lane of parking)

Two-way off-street bikeway (no parking)

Shared use path (one lane of parking)

How well do you feel each proposed Section A concept design meets the project goals of designing safe, calmer, more resilient streets on 35th Street between Blaisdell Avenue and 3rd Avenue?

	Extremely not well	Somewhat not well	Somewhat well	Extremely well
Two-way off-street bikeway (one lane of parking)	☐	☐	☐	☐
Two-way off-street bikeway (no parking)	☐	☐	☐	☐
Shared use path (one lane of parking)	☐	☐	☐	☐

In Phase I engagement, "improving pedestrian comfort" was identified as the top priority for the 35th & 36th Street Reconstruction project. How well do you feel each Section A concept on 35th Street between Blaisdell Avenue to 3rd Avenue addresses "improving pedestrian comfort"?

	Extremely not well	Somewhat not well	Somewhat well	Extremely well
Two-way off-street bikeway (one lane of parking)	☐	☐	☐	☐
Two-way off-street bikeway (no parking)	☐	☐	☐	☐
Shared use path (one lane of parking)	☐	☐	☐	☐

In Phase I engagement, "dedicated space for people biking" was identified as the top priority for the 35th & 36th Street Reconstruction project. How well do you feel each Section A concept on 35th Street between Blaisdell Avenue to 3rd Avenue addresses "dedicated space for people biking"?

	Extremely not well	Somewhat not well	Somewhat well	Extremely well
Two-way off-street bikeway (one lane of parking)	☐	☐	☐	☐
Two-way off-street bikeway (no parking)	☐	☐	☐	☐
Shared use path (one lane of parking)	☐	☐	☐	☐

What do you like or dislike about the concepts?

Image above: draft concept survey

Image above: Richard Green Central studentship

Image above: open house at Central Gym

Last updated: 08/04/2025

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What you shared

The in-person and online concept survey asked how well each draft concept met the project goals. Below are the combined results from the in-person and online survey.

Section A: 35th St, Blaisdell Avenue to 3rd Avenue

How well does a **two-way off-street bikeway (no parking)** meet the project goal of...



Designing safer, calmer and more resilient streets?

Extremely well

Improving pedestrian comfort?

Extremely well

Providing dedicated space for people biking?

Extremely well

Community members shared that they preferred this version of the two-way off street bikeway as it had more space for trees and greenery, and more protection for walkers and bikers from on-street traffic.

How well does a **two-way off-street bikeway (one lane of parking)** meet the project goal of...



Designing safer, calmer and more resilient streets?

Somewhat well

Improving pedestrian comfort?

Extremely well

Providing dedicated space for people biking?

Extremely well

Community members shared that they like the two-way off-street bikeway, however the lack of street trees and close proximity to moving and parked cars made them feel less safe as a walker and/or biker.

How well does a **shared use path (one lane of parking)** meet the project goal of...



Designing safer, calmer and more resilient streets?

Somewhat not well

Improving pedestrian comfort?

Somewhat not well

Providing dedicated space for people biking?

Somewhat not well

Community members shared concerns about conflicts between walkers and bikers on a shared use path, and felt that a two-way bikeway met the needs and wants of the community better.

Section B: 35th St, 3rd Ave to Chicago Ave

How well does a **shared use path (one lane of parking)** meet the project goal of...



Designing safer, calmer and more resilient streets?	Improving pedestrian comfort?	Providing dedicated space for people biking?
Somewhat well	Somewhat well	Somewhat well

Community members shared that they would like to see the two-way bikeway in Section A extended through this section of the corridor, however a shared use path would be better than no bike facility. There was strong support for having street trees on both sides of the street.

How well does a **sidewalk (one lane of parking)** meet the project goal of...



Designing safer, calmer and more resilient streets?	Improving pedestrian comfort?	Providing dedicated space for people biking?
Somewhat not well	Somewhat well	Extremely not well

Community members expressed concern about the lack of connection to the bikeway in Section A, and shared a preference to see a continuation of Section A in this section. There was strong support for having street trees on both sides of the street.

What you shared: comments about 35th street*

**Some comments highlighted multiple themes*

66% of comments (268 comments) received mentioned a dedicated bikeway.

“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.”

47% of comments (191 comments) received mentioned greenery.

“More trees please! There is so much congestion on these streets- the amount of pollution and noise can be helped with trees”

30% of comments (112 comments) received mentioned removal of parking.

“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!!”

29% of comments (116 comments) received mentioned pedestrians.

“I like dedicated space for biking and walking, particularly separated in order to make each mode safer. ”

Section C: 36th St, Blaisdell Ave to Chicago Ave

How well does a **shared use path (two/one lane of parking)** meet the project goal of...



Designing safer, calmer and more resilient streets?	Improving pedestrian comfort?	Providing dedicated space for people biking?
Somewhat well	Somewhat well	Somewhat not well

Community members shared that they liked the portion of the concept with one lane of parking and trees on both sides of the road, as they felt it better met the needs of the community. Concerns were expressed about conflicts between walkers and bikers on a shared use path.

How well does a **sidewalk (two/one lane of parking)** meet the project goal of...



Designing safer, calmer and more resilient streets?	Improving pedestrian comfort?	Providing dedicated space for people biking?
Somewhat not well	Somewhat not well	Extremely not well

Community members like the tree coverage in this concept, however there are concerns about the lack of dedicated bike space, particularly if a bikeway is not provided along 35th Street. Some community members suggested trading some parking spaces for more dedicated walking, biking or green space.

What you shared: comments about 36th street*

**Some comments highlighted multiple themes*

50% of comments (94 comments) received mentioned a dedicated bikeway.

"I'm okay with no dedicated bike lanes here but only if 35th St gets them the whole way through."

43% of comments (81 comments) received mentioned greenery.

"Please have as many trees as possible. Streets should be beautiful, not just efficient."

34% of comments (64 comments) received mentioned removal of parking..

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

24% of comments (45 comments) received mentioned safety.

"A narrower street will force drivers to slow down, and even if its just a bit, it will make a big difference."

What you shared: two-way conversion

During Phase 1 of the project, some community members expressed interest in seeing what a two-way configuration of 35th and 36th Streets could look like. In response, the project team began evaluating the technical feasibility and cost of converting the street from one-way to two-way traffic, as well as the potential trade-offs related to pedestrian space, bicycle infrastructure, green space, and on-street parking that would be required to accommodate two-way traffic. As part of this exploration, the team drafted two concept layouts of what a two-way conversion on 35th Street between Blaisdell Avenue and 3rd Avenue could look like.

These concept layouts were presented at the open house in order to gather more feedback on whether the city should further investigate what a two-way street conversion could look like on 35th Street.

After seeing the layouts, more community members were less supportive of a two-way conversion if it meant less space for walking, biking, greenery and parking. However, some were still in support of the conversion. Ultimately, community members agreed that the final decision should be informed by what is safest for people traveling on and along 35th and 36th Streets, and not significantly reduce the amount of space for other roadway amenities.

"The one way city streets 35th and 36th feels like a highway. This encourages highway driving, speed, drag racing, etc. These streets should be two way, thanks!"

"Not sure about the two-way if the cost is less parking for apartment dwellers and less pedestrian facilities."

"I'm not super interested in converting to a 2-way if it means losing tree coverage and green space. It already stinks to walk in this area in the summer because it's so hot."

Richard Green Central Elementary School Studentship

As part of engagement for the project, the project team partnered with Maestra Sandra Suarez, a second grade teacher at Richard Green Central Elementary School, to develop a two-week curriculum based studentship program. The program provided students at the school the opportunity to become transportation planners and designers, and think critically and creatively about how travel along these streets should feel and function.

Over the course of two weeks, four workshops were held. These workshops mirrored the process city planners and engineers go through during a street reconstruction project. In addition to the workshops, Maestra Suarez led students through classroom activities which provided students with supplemental design skills and information. At the end of the two weeks, the students produced a 3D model of their ideal safe street. **This model highlighted students' desire for streets that are greener, safer for walkers and bikers, and foster a sense of community and belonging.**



Image above: field walk



Images above (left to right, top to bottom): students learning about street design, students drawing street improvements, students building 3-D models of buildings, students 3-D model of a safe street, students on a field walk, student drawing of their ideal safe street.

Next steps

Draft concept feedback received during Phase 2 engagement will be used, along with city plans and policies, technical needs and feasibility, to help inform the preferred design concept for 35th and 36th streets, which will be shared during Phase 3 later this year. There will be in-person and online opportunities to view the preferred concept and provide final comments.

Contact us

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