35th & 36th Street
Reconstruction Project

Minneapolis
City of Lakes

WELCOME!
¡BIENVENIDO!

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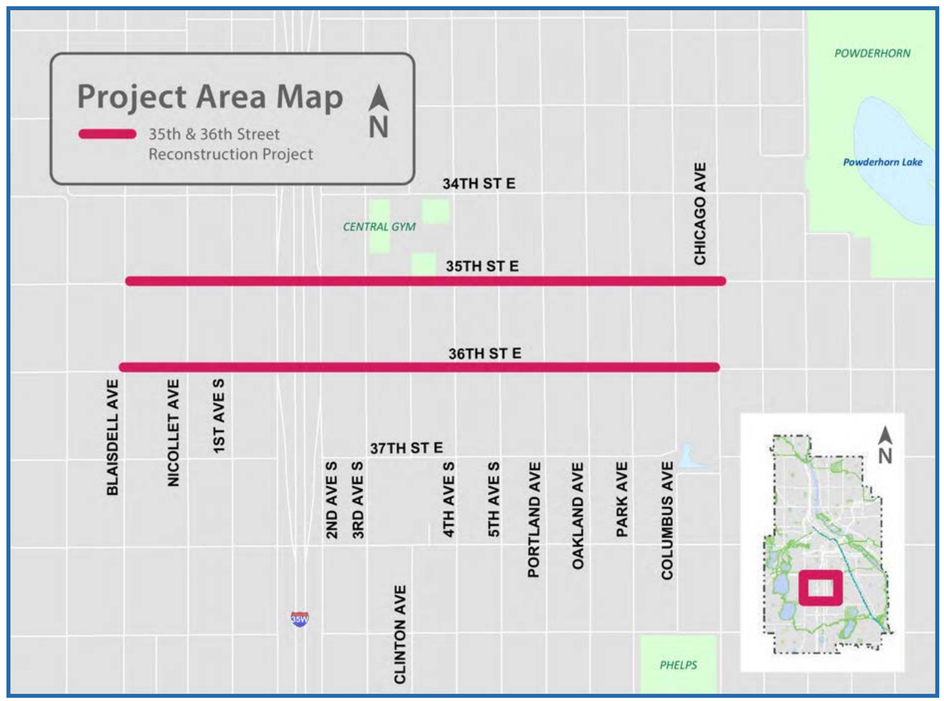
For reasonable accommodations or alternative formats please contact Fontaine Burruss at 612-673-3614. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call

612-263-6850. Para ayuda, llame al 311. Rau kev pab, hu 311. Hadii aad caawimaad u baahantahay, wac 311.

35th & 36th Street Reconstruction Project

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.



Project goals

- Design safer, calmer and more resilient streets
- Build streets that reflect the community's priorities and needs
- Make sure people can walk, bike, roll and access transit safely and comfortably
- Use green infrastructure to collect and treat stormwater
- Replace and upgrade old streets, sidewalks and other public infrastructure
- Include more green space and support healthy trees

Project schedule

2024/2025	2025/2026	2027/2028	2028

Planning > Design > Construction > Completion

Contact us

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Learn more

Scan the QR code or visit the link below to access the project website:

Minneapolismn.gov/government/projects/36th-st-blaisdell-ave-chicago-ave/

Phase 1 Engagement: What We Heard

Phase 1 of Engagement took place from September 2024 to December 2024. Engagement during this phase was focused on collecting community feedback related to people's experiences walking/rolling, biking, using transit and driving in the corridor, as well as what they wanted to see improved along the corridor.

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

Residents say they want 35th and 36th Streets to feel like peaceful neighborhood streets, not an extension of the highway.

Of the overall comments we received during Phase 1, context-specific road design was the most common comment theme (49% of comments).

Destinations traveled to along 35th and 36th streets:

- Local businesses (52% of online survey respondents)
- Home (39%)
- Community amenities (Library, YMCA) (34%)
- Parks (15%)

Travel on and along the corridor feels unsafe due to high vehicle speeds, reckless driving behavior, and a lack of safe, protected space for walking and biking.

Safety was the second most common comment theme (41% of comments).

79% of online survey respondents said drivers travel too fast along 36th Street.

73% of online survey respondents said drivers turn unsafely along 35th Street.

"I will go out of my way to take a longer route when I walk to avoid 35th and 36th because of how unsafe I feel as a pedestrian on those streets."

"A separate bike path is needed for the safety of riders in this area. Having a designated path separated by a curb would encourage more riders and keep all riders more safe."

Community members want more space for walking, biking and greenery along 35th and 36th Streets.

People bicycling was the third most common comment theme (27% of comments) and pedestrians were the fourth (22% of comments).

Modal priorities along 35th and 36th Streets:

- Walking (706 votes)
- Biking (622 votes)
- Green space (538 votes)
- Buses (308 votes)
- Driving (303 votes)
- Parking & Delivery (206 votes)

While many community members express a desire to walk and bike more in the neighborhood, many still rely on a car for travel.

8% of comments related to parking- half were in favor of removing some parking, half were in favor of retaining all existing parking.

What mode do you use to travel along 35th and 36th Streets?

- Driving (134 votes)
- Walking / rolling (115 votes)
- Biking / scooter (97 votes)

"Limited parking is not good, especially in winter months, parking and driving lanes are TOO narrow already - with snow it will be even more horrible."

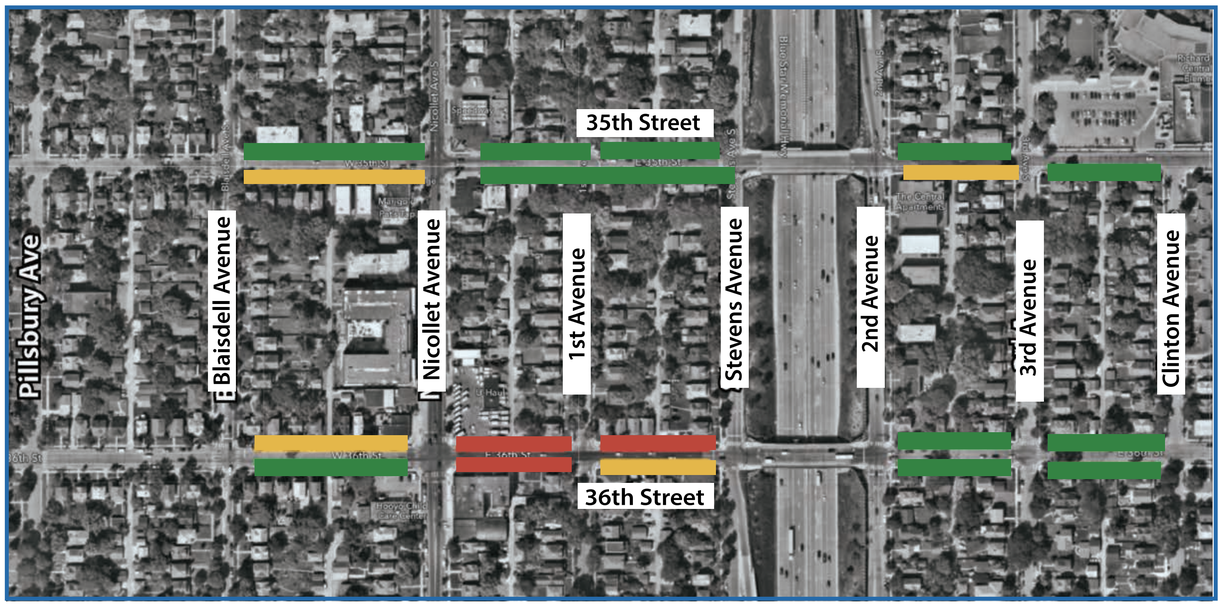
Parking Study

Parking observations were conducted on weekdays and weekends in 2024 at varying times throughout the day/evening. Currently, there are 184 parking spaces on 35th Street between Blaisdell Avenue and Chicago Avenue, and 180 parking spaces on 36th Street between Blaisdell Avenue and Chicago Avenue.

Parking demand varies across different portions of the corridors at different times of the day. **The maps below illustrate parking utilization when the demand for parking is the highest (weekday afternoons).**

Pillsbury Avenue to Clinton Avenue

Average parking utilization during weekday afternoon (2:00pm-3:30pm)



Observed on-street parking usage: low to medium.

The western portion of the two corridors has a low to medium on-street parking demand, with higher parking demands near high-density residental and commercial land uses.

Clinton Avenue to Chicago Avenue

Average parking utilization during weekday afternoon (2:00pm-3:30pm)

Observed on-street parking usage: low to medium.

The eastern portion of the two corridors has a low to medium on-street parking demand, with higher parking demands near high-density residental land uses.

Observed on-street parking usage

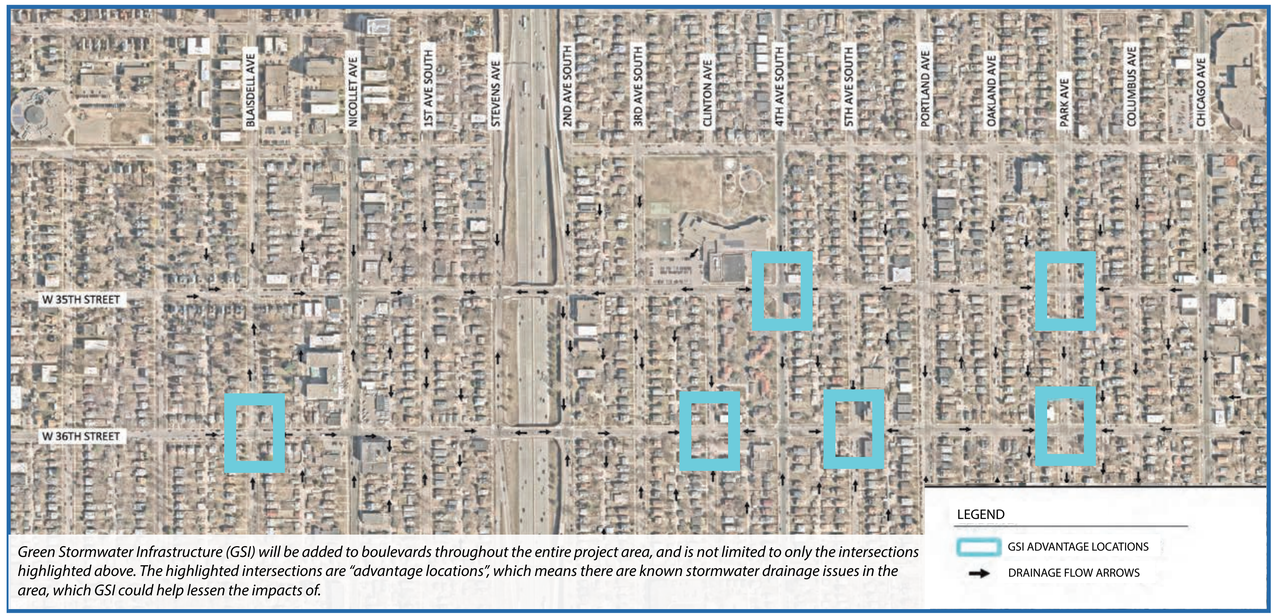
Low usage (0-50%) | Medium usage (>50%-75%) | High usage (>75%)

Green Stormwater Infrastructure (GSI)

In urban areas, such as Minneapolis, much of the landscape is covered in impervious surfaces (i.e. roads, sidewalks)- surfaces which water cannot filter through. As a result, when it rains, it is harder for water to make its way into the ground, as well as lakes, rivers and streams. This can cause flooding issues for neighborhoods. Additionally, the longer water sits on and travels along impervious surfaces, the more pollutants it picks up. The pollutants picked up by rainwater eventually make it into our lakes, rivers, streams and groundwater supply, contaminating our water.

Green Stormwater Infrastructure (GSI) projects add vegetation and pervious surfaces (i.e. permeable pavers, grass) to our roads, boulevards and bikeways. This provides a way for stormwater to filter into the ground quicker and helps to manage stormwater and improve water quality, among other benefits.

GSI Advantage Locations



Green Stormwater Infrastructure (GSI) will be added to boulevards throughout the entire project area, and is not limited to only the intersections highlighted above. The highlighted intersections are "advantage locations", which means there are known stormwater drainage issues in the area, which GSI could help lessen the impacts of.

GSI Benefits

Clean Water: GSI gets rainwater into the ground quicker, and with fewer pollutants. This provides us with cleaner and safer water for drinking, sanitation, agriculture, industry, energy production, and recreation. Clean water also helps to support healthy fish, animal and plant populations.

Reduced Flood Risks: When GSI filters water into the ground, this decreases the volume of water that enters our storm drains, which helps to reduce the intensity of flooding.

Reduced Urban Heat Island Effect: GSI helps reduce urban heat island effects by protecting existing, and adding new, green space and trees, which provide shade and absorb heat, cooling the surrounding area.

Clean Air: GSI brings more trees and plants to an area, which helps to filter harmful pollutants out of the air, improving air quality.

Examples of GSI

Native plants are commonly used in GSI projects because they require less water and maintenance, create less waste, soak up more water and provide habitat for pollinators.




35th & 36th Street Reconstruction Project

Roadway Treatments

Minneapolis
City of Lakes

Intersections along 35th and 36th Streets...

may have raised crossings, marked crossings, curb extensions, accessible curb ramps, green stormwater infrastructure, and enhanced greening. These features help to make travel on and along the street safer, easier and more comfortable for walkers/rollers, bikers, and drivers.

Raised crossing

Marked crossing

Greening

Curb extension and accessible curb ramps

Green stormwater infrastructure

Bikeway considerations

A bikeway on 35th Street from Blaisdell Avenue to 3rd Avenue could look like....

Sidewalk level bikeway

A bikeway on 35th Street from Blaisdell Avenue to 3rd Avenue could also look like....

Shared use path

Concept Options: 35th Street, Blaisdell Avenue to 3rd Avenue

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

35th Street, Blaisdell Avenue to 3rd Avenue

Benefits:
- Separation between people who walk and bike
- Provides a reduced crossing distance

Tradeoffs:
- Not enough room for boulevard trees and green stormwater infrastructure (GSI)
- One lane of parking

Two-way off-street bikeway (no parking)

35th Street, Blaisdell Avenue to 3rd Avenue

Benefits:
- Separation between people who walk and bike
- Space for large trees in the boulevard and green stormwater infrastructure (GSI)
- Provides a reduced crossing distance

Tradeoffs:
- No on-street parking

Shared use path (one lane of parking)

35th Street, Blaisdell Avenue to 3rd Avenue

Benefits:
- Space for trees in the boulevard and green stormwater infrastructure (GSI)
- Off-street shared space for people who walk or bike

Tradeoffs:
- No separated path for people who bike

Section A is part of the City of Minneapolis All Ages and Abilities (AAA) Bicycle Network which is looking to build a safe bikeway network throughout entire city, making bicycling an option for more people.

Concept Options: 35th Street, 3rd to Chicago Avenue

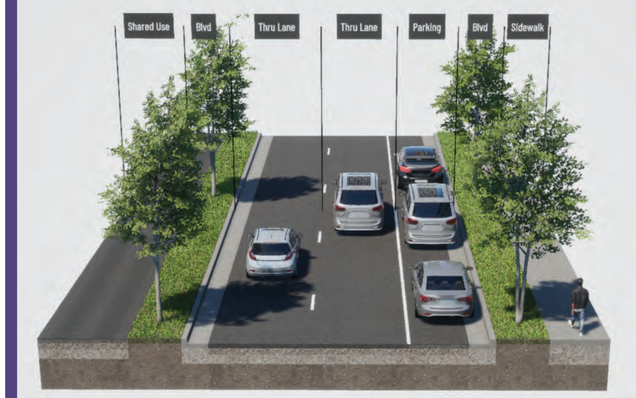
Sidewalk (one lane of parking)

35th Street, 3rd Avenue to Chicago Avenue

Benefits:
- Space for large trees in the boulevard and green stormwater infrastructure (GSI)

Tradeoffs:
- No dedicated space for people who bike

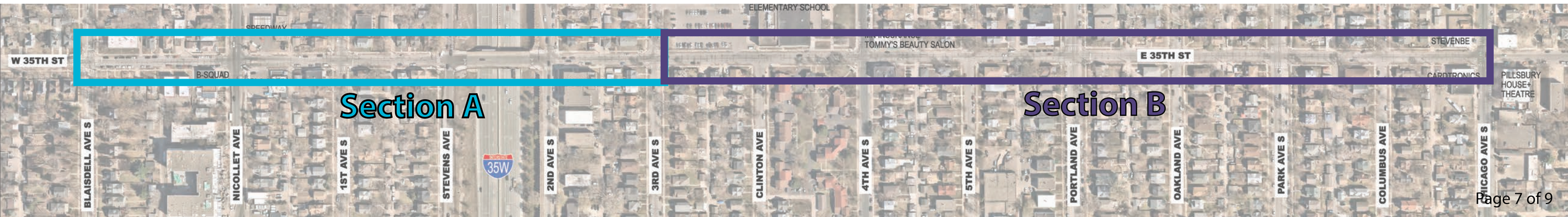
Shared use path (one lane of parking)



35th Street, 3rd Avenue to Chicago Avenue

Benefits:
- Off-street shared space for people who walk or bike
- Space for large trees in the boulevard and green stormwater infrastructure (GSI)

Tradeoffs:
- No separated path for people who bike
- One lane of parking



Concept Options: 36th Street, Blaisdell Avenue to Chicago Avenue

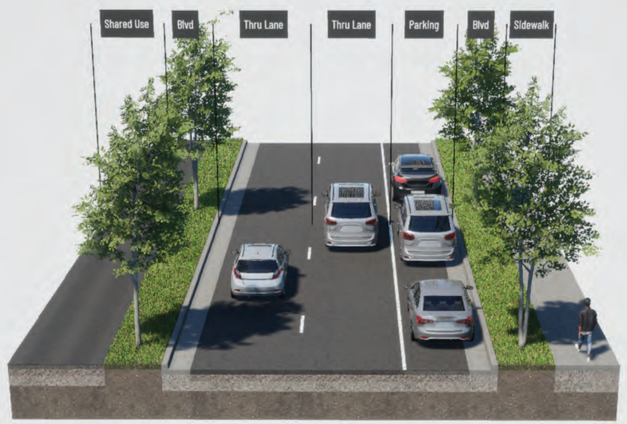
Concept 1A- Shared use path (two lanes of parking)

36th Street, Blaisdell Avenue to 1st Avenue

Benefits:
- Off-street shared space for people who walk or bike
- Two lanes of parking

Tradeoffs:
- No separated path for people who bike
- No room for trees in the boulevard

Concept 1B- Shared use path (one lane of parking)



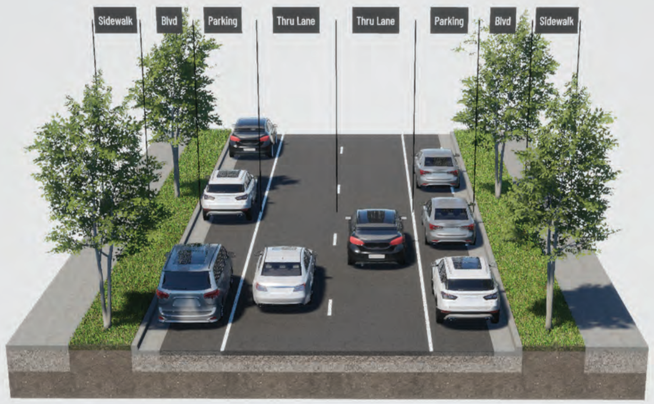
36th Street, 1st Avenue to Chicago Avenue

Benefits:
- Off-street shared space for people who walk or bike
- Space for large trees in the boulevard and green stormwater infrastructure (GSI)

Tradeoffs:
- No separated path for people who bike
- One lane of parking

Both images to the left are part of one complete concept. Due to changes in the right-of-way, this concept changes as you move east along the corridor and the right-of-way narrows.

Concept 2A- Sidewalk (two lanes of parking)



36th Street, Blaisdell Avenue to 1st Avenue

Benefits:
- Space for large trees in the boulevard and green stormwater infrastructure (GSI)
- Two lanes of parking

Tradeoffs:
- No dedicated space for people who bike

Concept 2B- Sidewalk (one lane of parking)

36th Street, 1st Avenue to Chicago Avenue

Benefits:
- Space for large trees in the boulevard and green stormwater infrastructure (GSI)

Tradeoffs:
- No dedicated space for people who bike
- One lane of parking

Both images to the left are part of one complete concept. Due to changes in the right-of-way, this concept changes as you move east along the corridor and the right-of-way gets narrows.

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
- Middle Eastern; North African and or MENA descent or the MENA diaspora
- 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?

- 55407
- 55408
- 55409
- Other

What is your relationship to 35th & 36th Streets?

- 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