

35th & 36th Street Reconstruction Project



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¡BIENVENIDO!



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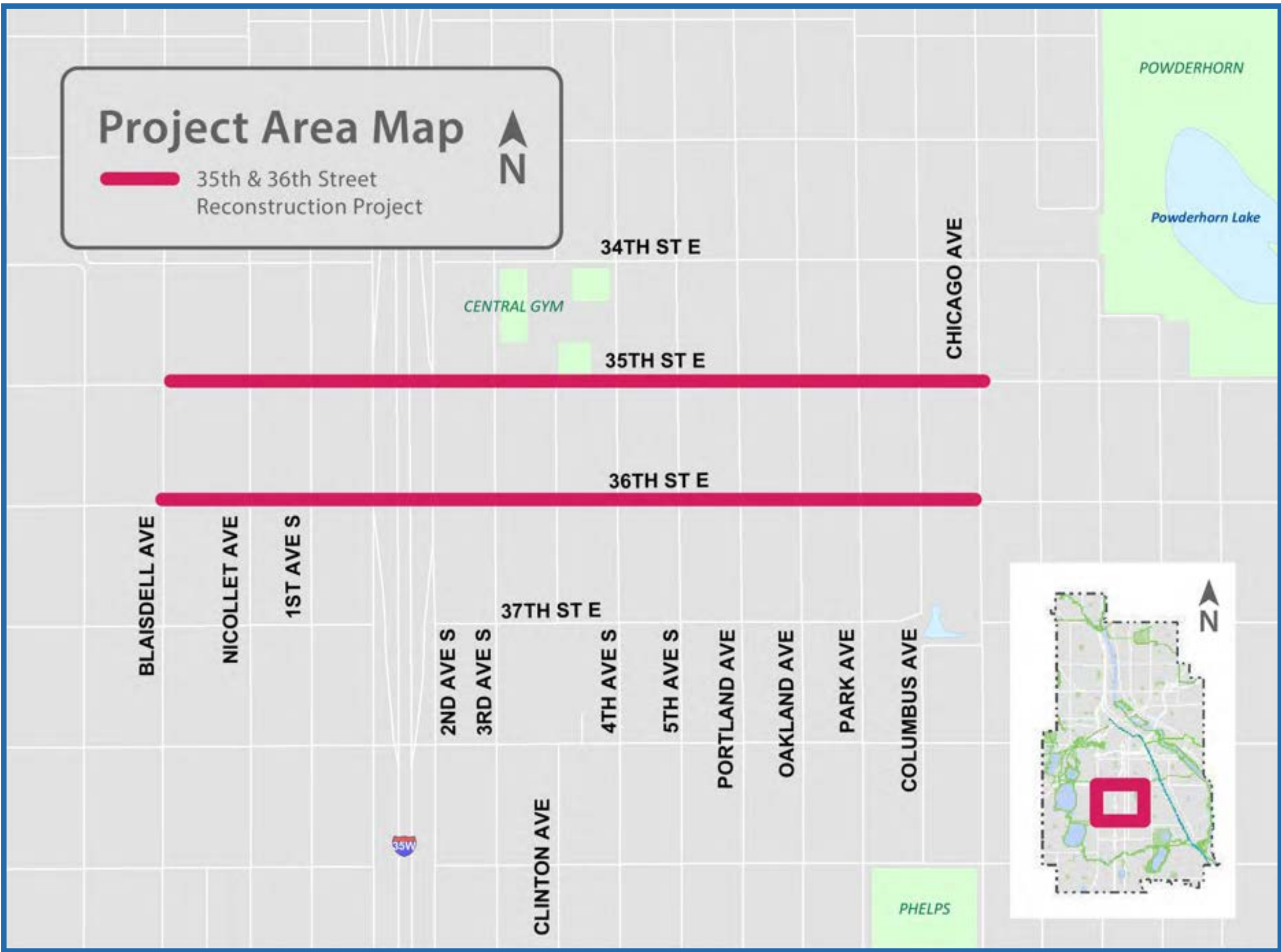
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35th & 36th Street Reconstruction Project

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



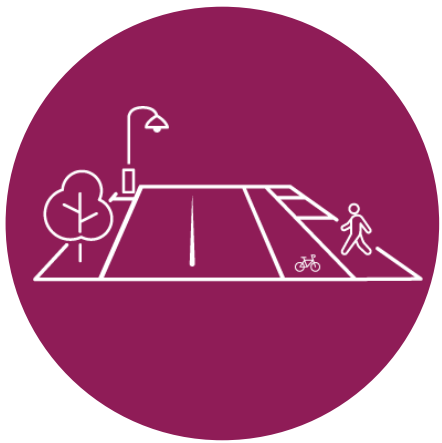
Build streets that reflect the community's priorities and needs



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.

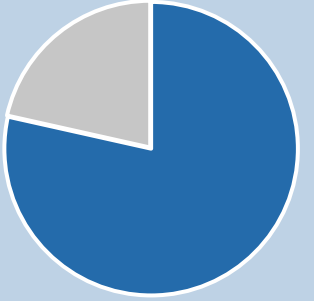
Of the overall comments we received during Phase 1, context-specific road design was the most common comment theme (49% of comments).

Destinations traveled to along 35th and 36th streets:

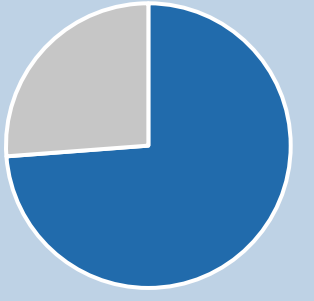
 Local businesses (52% of online survey respondents)  Home (39%)  Community amenities (Library, YMCA) (34%)  Parks (15%)

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.”

Phase 2 Engagement: What We Heard

Phase 2 of public engagement took place between April 2025 and May 2025. Community feedback was collected in-person and online, and focused on the draft alternative concept designs for the project.

Section A: 35th Street (Blaisdell Ave to 3rd Ave)



Two-way, off-street bikeway (no parking)

Community members said they preferred the two-way, off-street bikeway (no parking) design because...

- It meets the project goal of “designing safer, calmer, and more resilient streets” extremely well.
- It meets the project goal of “improving pedestrian comfort” extremely well.
- It meets the project goal of “providing dedicated space for people biking” extremely well.
- It allows for more space for trees, greenery and green stormwater infrastructure.
- It allows for more protection for pedestrians and bicyclists from on-street traffic.

“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.”

“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!”

Community feedback received during Phase 2 Engagement

Section B: 35th Street (3rd Ave to Chicago Ave)



Shared use path (one lane of parking)

Community members said they preferred the shared use path (one lane of parking) design because...

- It meets the project goal of “designing safer, calmer, and more resilient streets” somewhat well.
- It meets the project goal of “improving pedestrian comfort” somewhat well.
- It meets the project goal of “providing dedicated space for people biking” somewhat well.
- It allows for trees on both sides of the street.
- It allows for a bike connection to the two-way bikeway in Section A, whereas the “sidewalk (one lane of parking)” design does not.

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.”

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

Community feedback received during Phase 2 Engagement

Section C: 36th Street (Blaisdell Ave to Chicago Ave)



Shared use path (two/one lane of parking)

Community members said they preferred the shared use path (two/one lane of parking) design because...

- It meets the project goal of “designing safer, calmer, and more resilient streets” somewhat well.
- It meets the project goal of “improving pedestrian comfort” somewhat well.
- The “shared use path (one lane of parking)” design allows for trees on both sides of the road.
- It allows for more protection for pedestrians and bicyclists from on-street traffic, whereas the “sidewalk two/one lane of parking” design does not.

Residents expressed concerns about conflicts between pedestrians and bicyclists on a shared use path.

“A shared use path is not an effective way to encourage lots of people to walk and to bike.”

“A narrower street will force drivers to slow down, and even if it’s just a bit, it will make a big difference.”

Community feedback received during Phase 2 Engagement

Two-way Conversion

After seeing the two-way conversion layouts, community members were less supportive of the conversion if it meant less space for walking, biking, greenery and parking.

“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.”

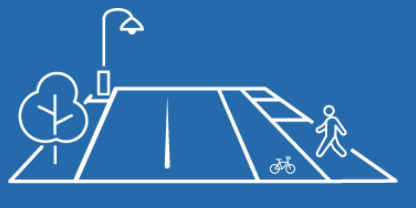
“Not sure about the two-way if the cost is less parking for apartment dwellers and less pedestrian facilities.”

Community feedback received during Phase 2 Engagement

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).



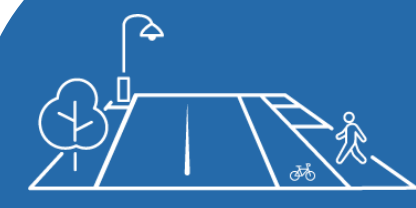
Pillsbury Avenue to Clinton Avenue

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



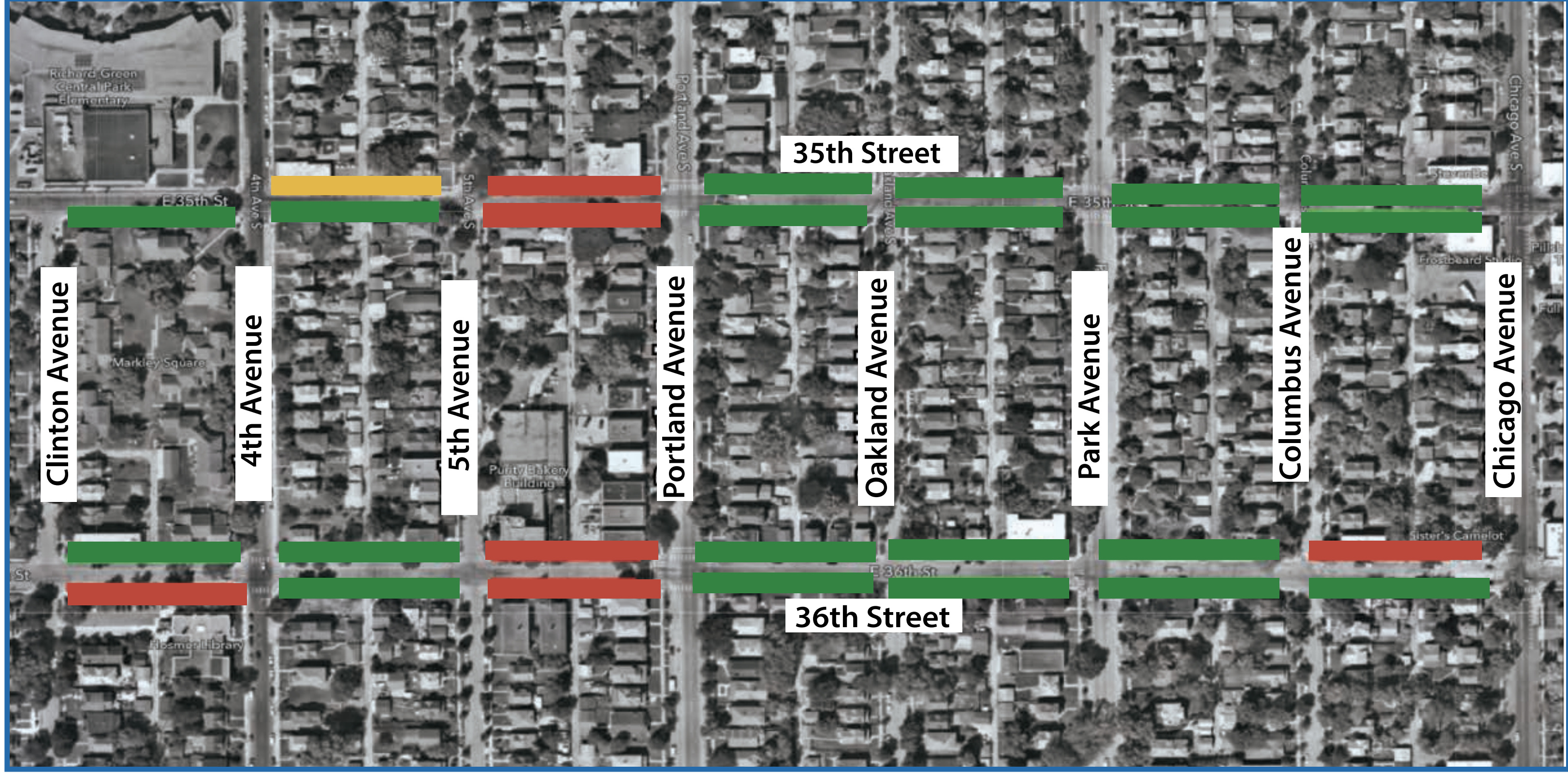
Observed on-street parking usage: low to medium.

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



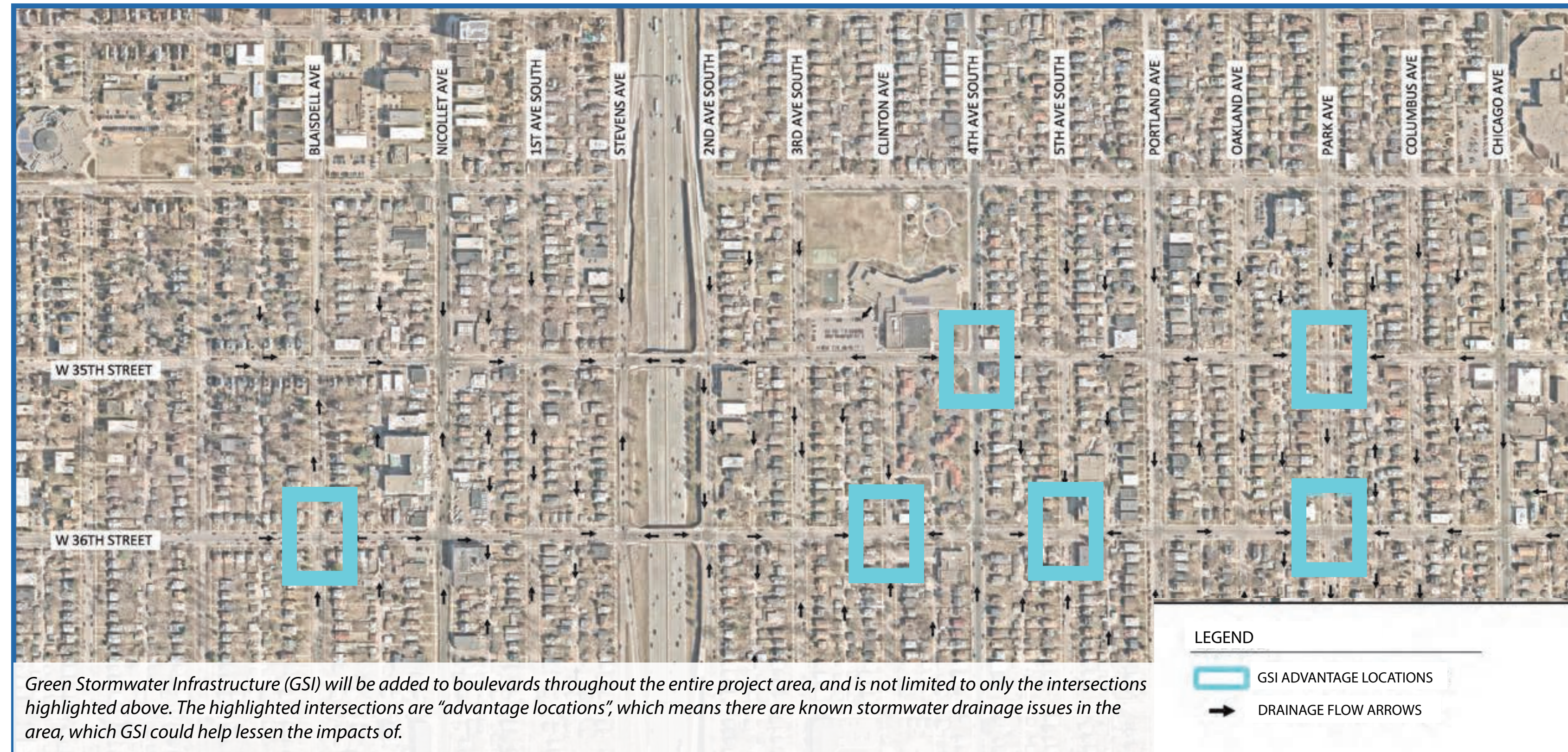
Green Stormwater Infrastructure (GSI)

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 surfaces where water cannot soak through, 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, such as permeable pavers, grass or rain gardens, 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



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.



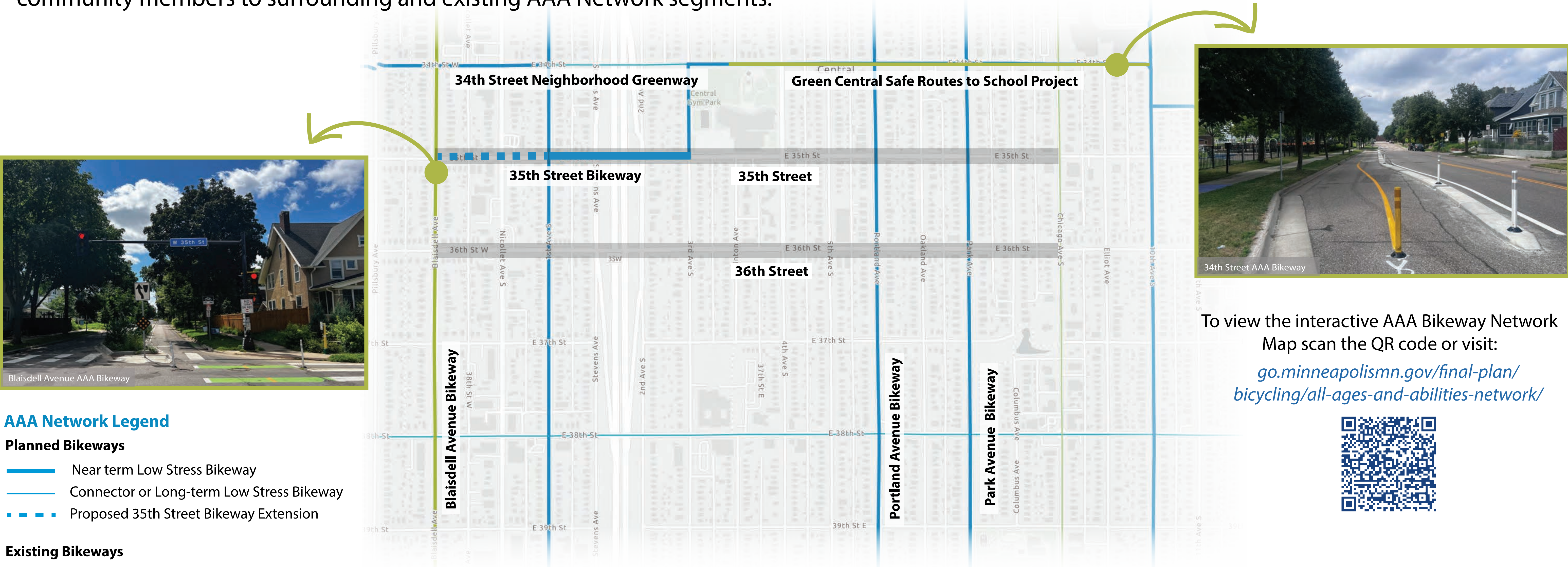
All Ages and Abilities (AAA) Bikeway Network

The All Ages and Abilities (AAA) Bikeway Network was developed by the City of Minneapolis as part of its 2020 Transportation Action Plan. The goal of the AAA Network is to build bikeway connections that make biking throughout the city easier, safer, and more comfortable for riders of all ages and abilities.

35th Street, between 1st Avenue and 3rd Avenue, is identified as a part of the AAA network. During Phase 1 and 2 of engagement, community members expressed a strong interest in having the AAA connection **extend beyond 1st Avenue, to Blaisdell Avenue.** Recognizing that this extension would **improve connectivity to the AAA Network** for community members, the city is moving forward with extending the bikeway to Blaisdell Avenue.

AAA Bikeway Network Map

The AAA bikeway on 35th Street from Blaisdell Avenue to 3rd Avenue will connect community members to surrounding and existing AAA Network segments.



To view the interactive AAA Bikeway Network Map scan the QR code or visit:

go.minneapolismn.gov/final-plan/bicycling/all-ages-and-abilities-network/



Given the extent of **existing and planned connections to the AAA Bikeway Network**, as well as a **need for sidewalk, tree canopy and GSI space along 35th and 36th Streets**, there are currently no plans to extend the proposed 35th Street bikeway east past 3rd Avenue, or onto 36th Street at this time.

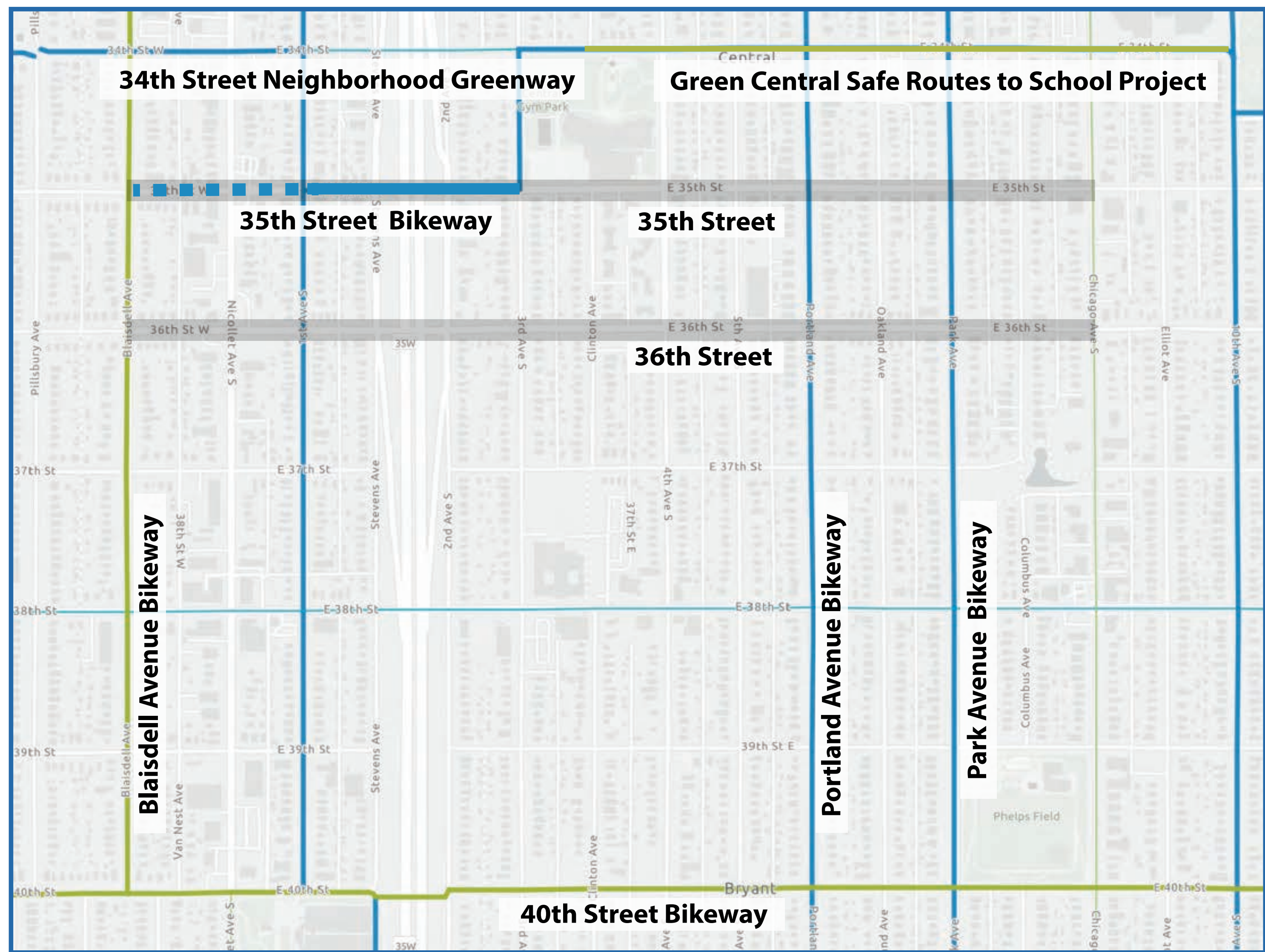
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AAA Bikeway Network Map



AAA Network Legend

Planned Bikeways

- Near term Low Stress Bikeway
- Connector or Long-term Low Stress Bikeway
- Proposed 35th Street Bikeway Extension

Existing Bikeways

- Low Stress Bikeway
- Connector Bikeway

Other

- Project area

The AAA bikeway on 35th Street from Blaisdell Avenue to 3rd Avenue will connect community members to surrounding and existing AAA Network segments including:

- Blaisdell Avenue Bikeway (completed, 2022)
- Green Central Safe Routes to School Project (completed, 2024)
- Hennepin County Park and Portland Avenues Safety Improvement Project (upcoming, 2027)
- 34th Street Neighborhood Greenway Project (upcoming, 2029)



Green Central Safe Routes to School Project



Blaisdell Avenue Bikeway

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Demographic questions (optional)

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 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	☐

What is your zip code?

☐	55407	☐	55408
☐	55409	☐	Other