

35th and 36th Street Reconstruction Project

Engagement Summary - Phase 1

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 first phase of engagement took place from September 2024 through December 2024. This document provides a summary of feedback received during the Phase 1 as well as a summary of in-person and online engagement opportunities provided to the public.

Phase 1 of engagement was focused on collecting community feedback on people's experiences walking/rolling, biking, using transit, driving in the corridor, and what they want to see improved along the corridor. During this phase:



347 people were reached at **6 in-person engagement events** (3 pop-ups, 3 listening sessions, 1 open house).



257 written comments were received from in-person events.



147 online survey responses and **35 online map comments** were received.



Project staff went **door-knocking twice** to gain feedback on existing conditions and business needs.



2 postcards and 3 GovDelivery emails were sent out to inform community members about upcoming events.




Image above: Nicollet Open Streets pop-up



Image above: Corridor listening session at Hosmer Library

What we heard

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

 Residents feel that the current street design does not reflect the residential nature of the neighborhood, and discourages people traveling through from stopping to enjoy local community amenities.





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

"35th/36th are treated by drivers as a 2-lane highway, not as residential streets."

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


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

What are the key destinations where you travel to on or near 35th & 36th Street?

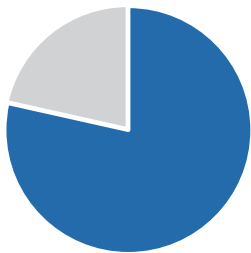
-  52% of online survey respondents mentioned **local businesses** (primarily on Nicollet Avenue).
-  39% of online survey respondents mentioned **their home, or the homes of friends/family**.
-  34% of online survey respondents mentioned **community amenities** (Hosmer Library, the YMCA, Pillsbury Theatre).
-  15% of online survey respondents mentioned nearby **parks** (Green Central, Powderhorn).

Results from an open-ended online survey question.

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 concerns are prevalent throughout the entire corridor, however there are higher concentrations of concerns around Interstate 35W, Green Central Elementary, and Hosmer Library.

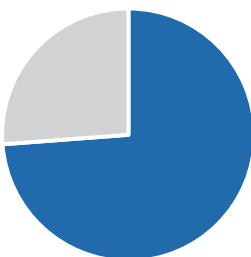
Safety was the second most common comment theme (41% of comments). Some of the comments we heard were:



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

"We need to slow traffic down for kids + families, especially at Green Central school and Hosmer library."

"People driving do not stop reliably, running the red lights multiple cars at a time, and often speeding. It's dangerous to drive & walk near 35W."



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."

"It's difficult to bike safely down 35th- no space + cars are unpredictable."

"I walk to Hosmer Library regularly and I am always so scared because of the speed of the cars. When I bike it is even scarier."

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



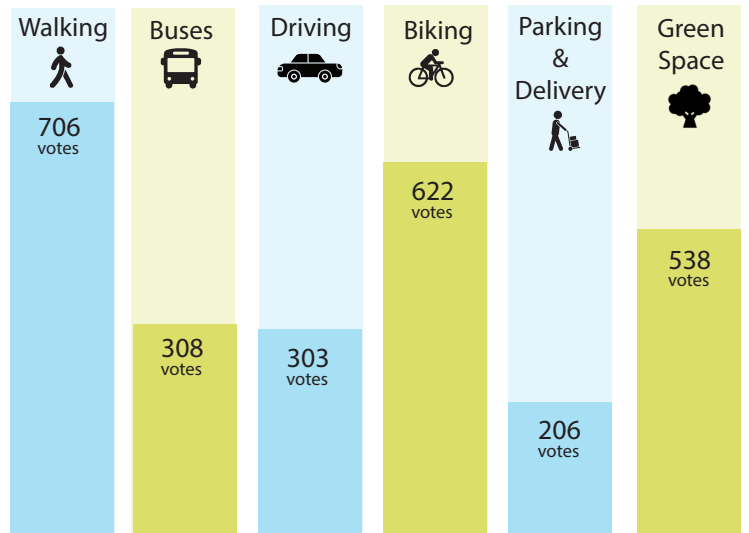
Residents call for the construction of protected bikeways along streets currently designated as All-Ages and Abilities bikeways within the project area. Additionally, they emphasize the need for protected bikeways in other parts of the corridor, particularly near Green Central Elementary School and Hosmer Library.

People bicycling was the third most common comment theme (27%), pedestrians were the fourth (22%). Some of the comments we heard were:

“Make it safer for people walking near the street. Ideas: more space between the street and sidewalk, barrier/green space between pedestrians and traffic.”

“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.”

Modal priorities along 35th and 36th Streets



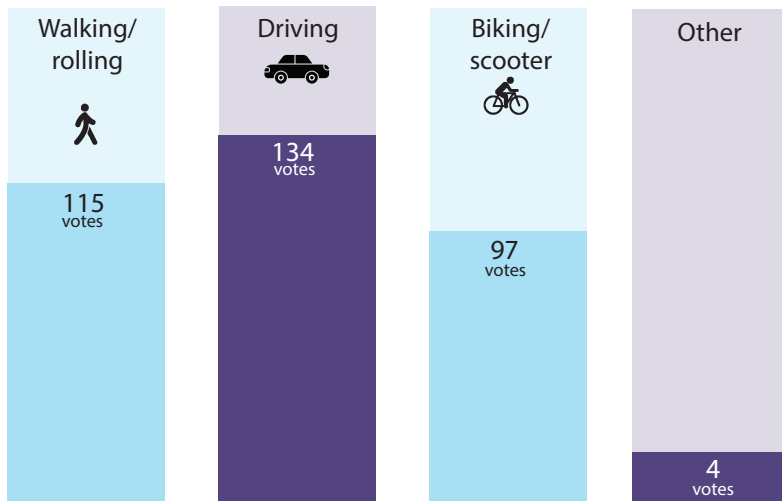
Results from a modal priority voting exercise conducted at all in-person events.

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



On-street parking creates visibility issues at some sections of the corridor, however community members do not believe it should be removed from the entire corridor. There is support for preserving some parking near the businesses by Nicollet Avenue, and on 4th Avenue by Hosmer Library.

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



Results from an online survey question. Respondents selected all modes which apply.

8% of comments received were related to on-street parking. Half were in favor of retaining parking, half were in favor of removal. Some of the comments we heard were:

“People park too close to alleys and intersections, making visibility difficulty for turning and crossing vehicles. Especially on the block of 35th Street right before I-35, I personally think there should be no street parking there.”

“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.”

Contact us

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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.