



Resolution No. 2026R-275

City of Minneapolis

File No. 2026-00677

Author: Rainville

Committee: CI

Public Hearing: None

Passage: Jun 25, 2026

Publication:

JUL 07 2026

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Osman	X			
Chughtai	X			
Wonsley	X			
Rainville	X			
Vetaw	X			
Warren	X			
Shaffer	X			
Stevenson	X			
Chavez	X			
Whiting				X
Chowdhury	X			
Palmisano	X			

MAYOR ACTION

☒ APPROVED

☐ VETOED

MAYOR

JUN 30 2026

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: JUN 26 2026

Received from Mayor: JUN 30 2026

Expressing concern about the redesign of Highway 280, and calling on the Minnesota Department of Transportation to publicly engage with businesses, residents, and the Minneapolis Park and Recreation Board regarding this proposal.

Whereas, Minnesota Department of Transportation (MnDOT) recently issued statements to the public that it was closing the left turn lane at the intersection of northbound Highway 280 and Broadway St. NE as part of its reconstruction of Highway 280 from Interstate I-94 to State Highway 36; and

Whereas, the Minneapolis Park and Recreation Board has been seeking for over 100 years to complete the Grand Round Missing Link through Southeast and Northeast communities in the City of Minneapolis to connect to those parts of the city with the entire 54 mile Grand Rounds system to complete the vision of Horace Cleveland of a continuous parkway system; and

Whereas, Highway 280 runs parallel to the proposed Grand Round Missing Link route through Northeast and Southeast Minneapolis and serves tens of thousands of Minneapolis residents and businesses; and

Whereas, Broadway St. NE between Highway 280 and Stinson Boulevard has a daily traffic count of over 14,000 vehicles, and E Hennepin Ave. between Industrial Boulevard and 33rd Ave. SE has a daily vehicle count of over 19,000 vehicles; and

Whereas, the Broadway Street interchange at Highway 280 currently allows for a significant amount of traffic to continue in an east to west direction across Broadway Street to serve important destinations in the Mid City Industrial Park; and

Whereas, the Mid City Industrial area of Minneapolis is the primary and largest contiguous industrial area in the entire city serving businesses throughout the Metropolitan area; and

Whereas, MnDOT's determination to remove the left turn lane on Highway 280 at Broadway Street will increase the eastbound daily traffic count on E Hennepin Avenue from 280 by over 3,000 vehicles, which could also increase the traffic volume on the northbound traffic lane of Industrial Boulevard from East Hennepin to Broadway Street from 2,000 trips a day to up to 9,000 trips a day; and

Whereas, an average segment of the Grand Rounds system has a daily traffic load of approximately 4,000-6,000 which is consistent with the current traffic volume on Industrial Boulevard of 4,500 daily vehicles and that the closure of the left turn lane at Broadway and Highway 280 could quadruple the volume on the northbound lane of Industrial Boulevard between East Hennepin and Broadway, and this change in vehicle volume would be antithetical to the design use of that road as a segment of the Grand Rounds system; and

Whereas, these traffic pattern changes that result because of MnDOT's decision will significantly impact the road and design of the proposed Missing Link connection to the Grand Rounds system; and

Whereas, doubling the flow of traffic off Highway 280 onto Hennepin Avenue will also likely overburden the Southeast Como Neighborhood in Minneapolis and bring unneeded volume of traffic into a community that has always struggled with its industrial neighbors, especially as Hennepin County has recently narrowed Hennepin Avenue from a four-lane road to a two-lane road; and

Whereas, MnDOT did not engage in a public consultation process with neighborhoods, communities, citizens, or governmental units in Hennepin County; and

Whereas, Southeast and Northeast Minneapolis are communities that have been traditionally underserved by parks and the Grand Rounds system for decades, and for over a century;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the Minneapolis City Council hereby requests that MnDOT engage publicly with businesses, residents, and the Minneapolis Park and Recreation Board before making a final decision regarding left turn lane access from Highway 280 onto Broadway Street Northeast and to not interfere with the design of the Missing Link connection to the Grand Rounds system.