



Resolution No. 2026R-297

City of Minneapolis

File No. 2026-00625

Author: Wonsley

Committee: CI

Public Hearing: None

Passage: Jul 16, 2026

Publication: JUL 25 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

Mayor did not sign this action within the time specified by City Charter.

This action is valid and effective as if approved by the Mayor.

DATE

Certified an official action of the City Council

ATTEST:


CITY CLERK

Presented to Mayor: JUL 17 2026

Received from Mayor: JUL 23 2026

Expressing the City's support for Hennepin County's Lyndale Avenue Reconstruction Project.

Whereas, Hennepin County is leading the Lyndale Avenue Reconstruction Project to develop a concept layout that would improve Lyndale Avenue South (County Road 22) from West 31st Street to the I-94 on-ramp; and

Whereas, the City of Minneapolis' Cooperative Projects program is aimed to facilitate improvements within the city limits on cooperative projects with Hennepin County and other agencies that provide benefit to the traveling public, adjacent property owners, and the City in general by contributing through a cooperative agreement to improvements on the street; and

Whereas, the project presents an opportunity to make meaningful safety and mobility improvements, to advance mode shift goals, reduce greenhouse gas emissions and vehicle miles traveled – all goals of the City’s Transportation Action Plan; and

Whereas, the evaluation of Hennepin County’s completed pilot project on Lyndale Avenue in 2022 found improvements to safety, accessibility, and comfort for all users, helping to inform roadway cross-sections to consider in a future reconstruction; and

Whereas, Hennepin County led a five-phased engagement process from 2023 to 2026 that was designed to equitably inform, consult, and involve area residents, businesses, and stakeholders in selecting a preferred concept layout; and

Whereas, Hennepin County performed additional small group business engagement from December 2025 to January 2026, from West 31st Street to Franklin Avenue; and

Whereas, the need to improve pavement condition and multimodal assets of the Lyndale Avenue corridor have been well documented and agreed upon by Hennepin County, City of Minneapolis, and Minnesota Department of Transportation; and

Whereas, the Lyndale Avenue Reconstruction project and its proposed design is well- suited to deliver corridor improvements to support businesses, future development, residents; and

Whereas, Lyndale Avenue is identified as a High Injury Street Network Segment in Hennepin County’s Towards Zero Deaths Action Plan and High Injury Street in the City’s Vision Zero Action Plan; and

Whereas, Lyndale Avenue is identified in Metro Transit’s Arterial BRT Plan Update for future Bus Rapid Transit; and

Whereas, the Lyndale Avenue Reconstruction project includes safety and mobility improvements on the Pedestrian Priority Network, proposed safety improvements on an existing High Injury Network Segment/High Injury Street and supports Metro Transit’s Route 2, Route 4, Route 38, Route 113, and future Bus Rapid Transit, all of which will support more people making the choice to walk, bike and take transit more often; and

Whereas, the City expected Hennepin County to continue coordinating with city staff and corridor stakeholders as design progresses on the following elements, included but not limited to:

1. Prioritize the preservation of existing healthy mature trees along Lyndale Avenue.
2. Work with city staff and corridor stakeholders to determine a construction phasing plan that minimizes disruptions to businesses and ensures access during construction to the extent possible.
3. Prioritize shortening the ultimate duration of the project that may include extended construction work hours as permitted by the Minneapolis Department of Health; and

Whereas, the City encourages collaboration with the County to minimize disruption by increasing activation during street closures by supporting development of programming such as but not limited to

daytime events and activities, performances, seating areas, food stalls, interim plazas, and similar uses; and

Whereas, this approach is recommended by the National Association of City Transportation Officials for temporary street closures, allowing cities to make better use of their roadways, particularly during off-peak hours and weekends, and creating opportunities to draw attention to neighborhood businesses and destinations while increasing foot traffic on designated corridors; and

Whereas, the City of Minneapolis wishes to express its support for projects submitted by partner agencies; and

Whereas, the City of Minneapolis supports the County in accessing the Federal funds for this project and the timeline that is required to get those funds;

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

That the City of Minneapolis expresses support for the following project:

Lyndale Avenue Reconstruction Project; and

That the following existing street within the City of Minneapolis is hereby designated to be improved, pursuant to the provisions of Minneapolis City Charter, Article IX, Section 9.6(c), by full removal of the existing road, sidewalk, new pavement, new curb and gutter, utility improvements, trees, new signage, and new pavement markings:

Lyndale Avenue South (County Road 22) from West 31st Avenue South to the I-94 on-ramp.