



Resolution No. 2026R-337

City of Minneapolis

File No. 2026-00788

Author: Wonsley

Committee: CI

Public Hearing: Aug 20, 2026

Passage: Aug 27, 2026

Publication: SEP 4 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

AUG 31 2026

DATE

Certified an official action of the City Council

ATTEST

CITY CLERK

Presented to Mayor: AUG 27 2026

Received from Mayor: AUG 31 2026

Approving Municipal Consent for improvements to Central Avenue (Trunk Highway 65) from south of 2nd Street Southeast to 37th Avenue Northeast.

Whereas, the Minnesota Department of Transportation (MnDOT) is leading the Central Avenue Reconstruction Project for improvements to Central Avenue (Trunk Highway 65) from south of 2nd Street Southeast to 37th Avenue Northeast; and

Whereas, Metro Transit is leading the METRO F Line Project, to plan, build, and operate an Arterial Bus Rapid Transit (aBRT) line on the Route 10 corridor between downtown Minneapolis and Northtown Transit Center; and

Whereas, the City of Minneapolis' Cooperative Projects program is aimed at facilitating improvements within the city limits on cooperative projects with MnDOT, Metro Transit, 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, MnDOT, Metro Transit, and the project team have led engagement activities on the Planning and Environmental Linkages (PEL) study, the METRO F Line corridor plan, and a concept layout development process from 2020 to 2025 that was designed to equitably inform, consult, and involve area residents, businesses, and stakeholders in selecting a preferred concept layout; and

Whereas, the need to improve pavement condition and multimodal assets of the Central Avenue corridor have been well documented and agreed upon by MnDOT, Metro Transit, Hennepin County, and the City of Minneapolis; and

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

Whereas, Central Avenue is identified as a High Injury Street in the City's Vision Zero Action Plan; and

Whereas, the Central Avenue Reconstruction project includes safety and mobility improvements on the City's Pedestrian Priority Network and All Ages and Abilities Bicycle Network; and

Whereas, the Central Avenue Reconstruction project accommodates freight movements and deliveries on the City's Truck Route Network; and

Whereas, the Northeast Minneapolis Arts District has been consistently named the top arts district in the nation due to the concentration of world-renowned local artists and visionaries; and

Whereas, the City expects that MnDOT will continue to engage with government partners, community groups, and Northeast Minneapolis residents and businesses about public art along Central Avenue in Minneapolis; and

Whereas, the City of Minneapolis strongly supports the Art Walk Concept and requests MnDOT to acknowledge that this part of Central Avenue is not a highway but a dense urban arts district and they will include northeast Minneapolis residents and artist communities in the Corridor-Wide Visual Quality Advisory Committee, to ensure direct input from the Northeast Arts District community in the development of the visual quality manual; and

Whereas, the City expects MnDOT, Metro Transit, Hennepin County, and City project teams will continue to coordinate on construction timing and detours routes as detailed design plans are developed, and to minimize disruptions to adjacent residents and businesses to the greatest extent possible; and

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

Whereas, the Commissioner of Transportation has prepared a final concept layout for State Project 2710-64 on Trunk Highway 65, from south of 2nd Street SE to 37th Avenue NE within the City of Minneapolis for roadway reconstruction; and the portion of State Project 0207-130 to the north of the State Project 2710-64 depicted on the submitted layout within the limits of the City of Minneapolis; and seeks the approval thereof, as described in Minnesota Statutes 161.162 to 161.167; and

Whereas, said final concept layout is on file in the Metro District Minnesota Department of Transportation office, Roseville, Minnesota, dated July, 2026, S.P. 2710-64 and S.P. 0207-130;

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

That said final concept layout for the improvement of said Trunk Highway within the corporate limits be and is hereby approved.

Be It Further Resolved 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:

Central Avenue (Trunk Highway 65), from south of 2nd Street SE to 37th Avenue NE.