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## **S.F. No. 3526 – All cities designation of lands for pedestrian malls on city rights-of-way authorization**

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**Sections 1 and 2** amend the transportation chapter of law related to state-aid road systems.

**Sections 1 and 2** amend the county state-aid highway system and the municipal state-aid street system, respectively, by adding a subdivision that states that a state-aid highway or street must not include a segment of a highway or street that is designated as a pedestrian mall under section 3.

**Sections 3 to 11** amend chapter 430, which provides local authority related to land for streets and parks. Current law limits these provisions to cities of the first class. This bill removes that limitation, authorizing all cities to designate land for pedestrian malls. Further, current law allows for pedestrian malls “in central business districts”; this reference is stricken and replaced with property within “a city right-of-way”.

**Section 3** defines the terms “city” and “city council.” The term “system of streets, parks, and parkways” is also defined, which is in existing law, but moved into this section. The existing definition is repealed in section 12.

**Section 4** requires the resolution adopted by either the council or board to acquire land for a system of streets, parks, and parkways to designate which part of the land is for streets, which part is for parks, and which part is for parkways.

**Section 5** allows a council by ordinance to designate any property within a city right-of-way to be improved for pedestrian uses.

**Section 6** updates the legislative findings so the findings apply to all cities. **Sections 6 and 7** strike the restriction that pedestrian malls be in central business districts of cities.

**Section 8** allows a pedestrian mall ordinance to be adopted relating to property that is part of a highway only if the commissioner of transportation approves the use of the property for a pedestrian mall. Also, a city must receive approval of the county to use part of a county road as a pedestrian mall and must collaborate with all relevant state and local governments in the pedestrian mall planning process.

**Sections 9 to 11** make conforming changes; strike references to cities of the first class.

**Section 12** repeals a term defined in section 3.