

# OPEN HOUSE #2 MATERIALS

Presented, 10/22/2022  
@Phelps Park Gym

**38TH &  
CHICAGO**  
RE-ENVISIONED AT  
**GEORGE PERRY  
FLOYD SQUARE**

## PROJECT BACKGROUND

**Background:** On May 25, 2020, George Floyd was murdered by a Minneapolis police officer at the intersection of 38th and Chicago, now known as George Perry Floyd Square. Since his death, the area has become a gathering space for racial healing and reflection. Minneapolis Public Works will reconstruct the intersection after conducting a community engagement process to re-envision the intersection.

The streets of 38th Street East and Chicago Avenue South were built in phases between 1957 and 1963 and have exceeded their useful life. Residents and businesses have also faced access challenges while traveling in the area given the expansive memorial and artworks. Given the age and condition of the streets, as well as evolving uses within the space, a reconstruction is necessary to support a re-envisioned intersection.

### Project Area



## Design Goals



Redesign Street to Reflect Community Needs



Design Space for Public Gathering



Explore Pedestrian & Transit Friendly Design Options

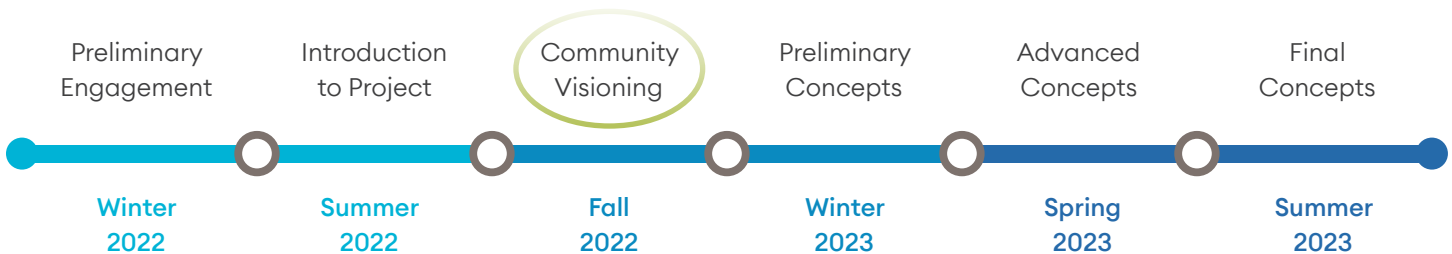


Maintain Access for Residents and Businesses



Include Trees and Native Plants

## Conceptual Design Schedule



### Contact

Alexander Kado, Project Manager - Minneapolis Public Works | 612-916-9045 | 38thandChicago@minneapolismn.gov  
 Sharice McCain, Senior Community Engagement Specialist - NEOO | 651-212-5129 | mccain@neoopartners.com  
 People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.  
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# ENGAGEMENT FRAMEWORK

## Engagement Goals



Support for  
Racial Healing



Honor BIPOC  
Voices



Develop  
Community  
Partnerships



Create with the  
Community



Conduct a Process  
that Promotes  
Learning

## Engagement Methods/Activities

Each event is focused on a specific type of engagement: Informing, Engaging, or Collaborating



COLLABORATE

**Community Visioning**  
Develop design concepts

**Advanced Concepts**  
Refine concepts



ENGAGE

**Preliminary Engagement**  
Refine Project Scope

**Preliminary Concepts**  
Share concepts & gather feedback

**Final Concept**  
Share final concept & gather feedback



INFORM

**Introduction to Project**  
Introduce to the community

WINTER 2022

SUMMER 2022

WINTER 2023

SUMMER 2023

## Engagement Themes

Four themes identified to the right capture the variety of comments collected throughout our community engagement activities. These themes will continue to be explored and elevated in the re-design of George Perry Floyd Square.

SOCIAL JUSTICE

PUBLIC SAFETY

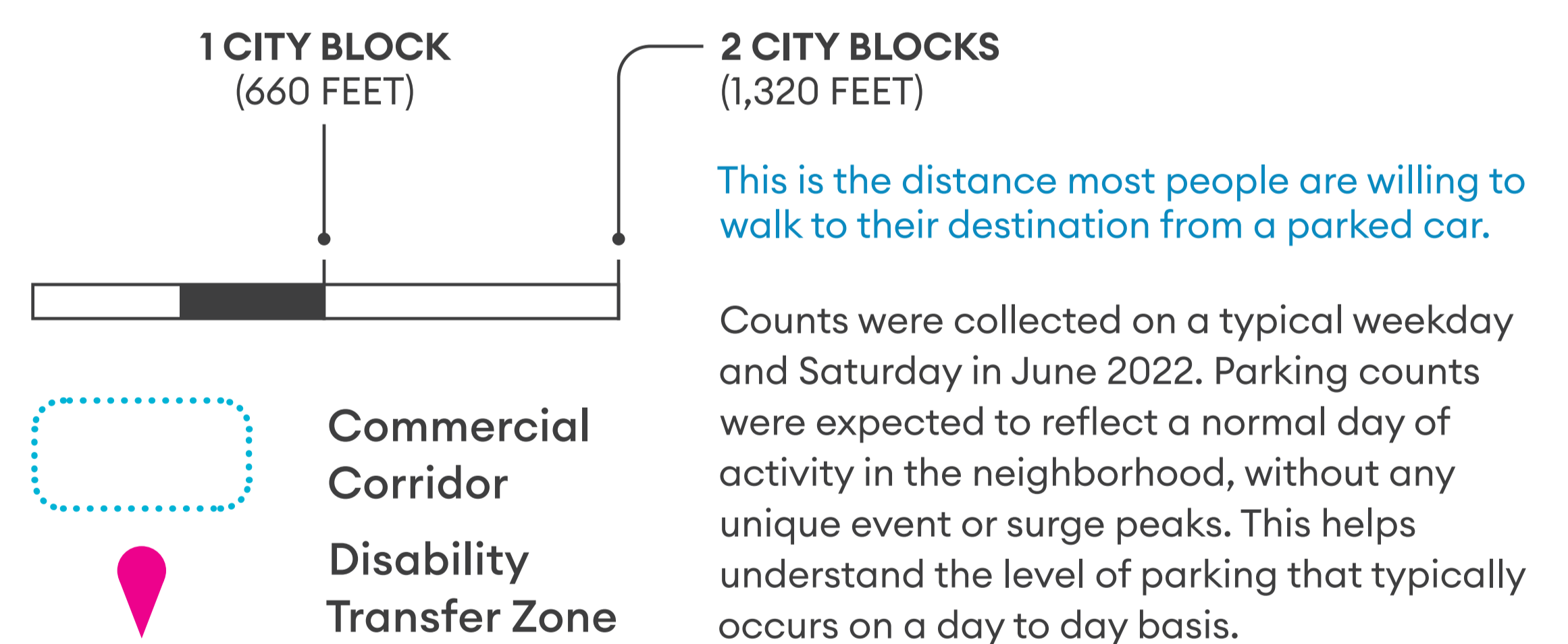
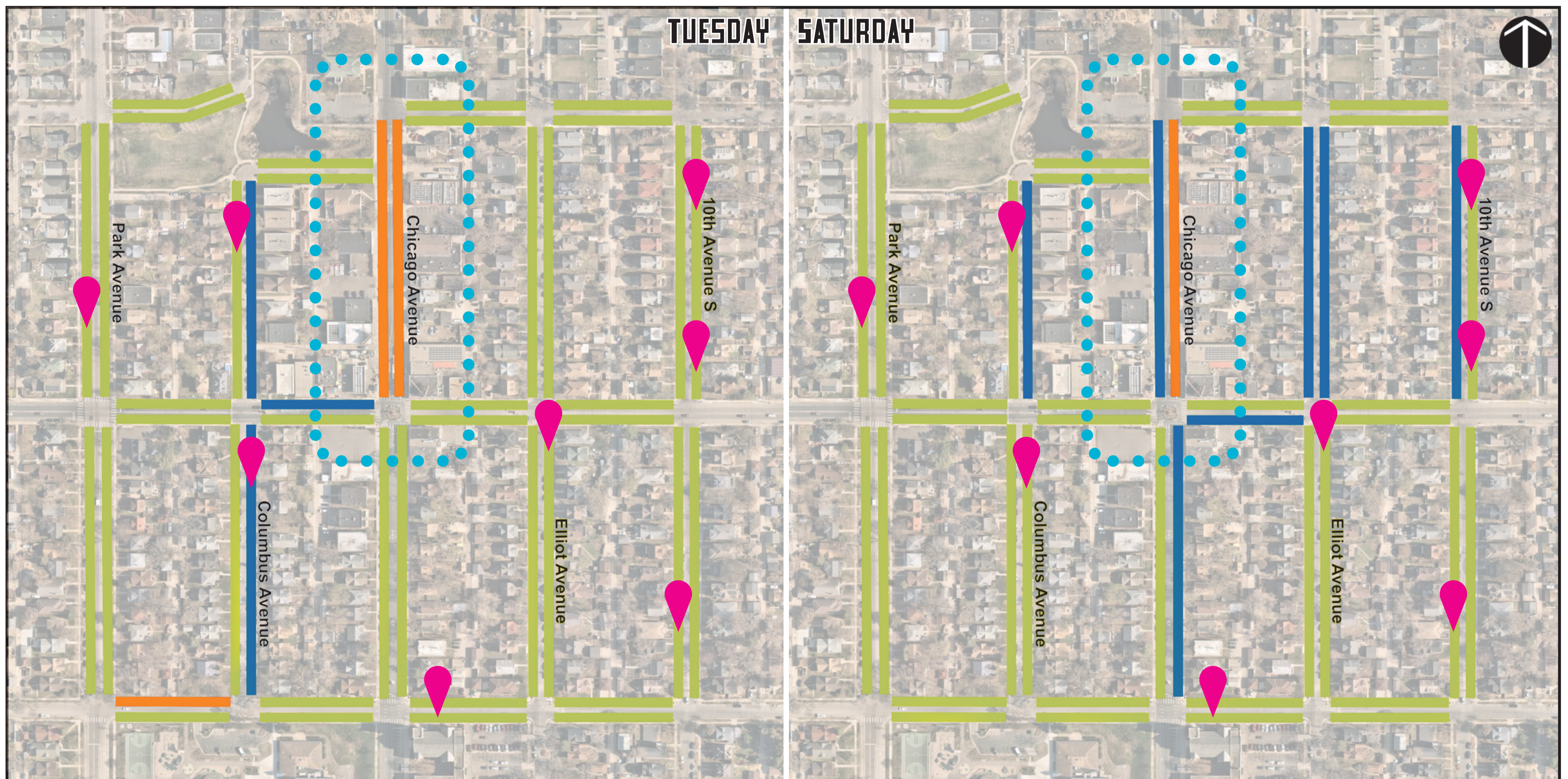
ECONOMIC VITALITY

INFRASTRUCTURE

You can read more about these themes in the Round 1 Engagement Summary available at the entrance and on the project website



# PARKING



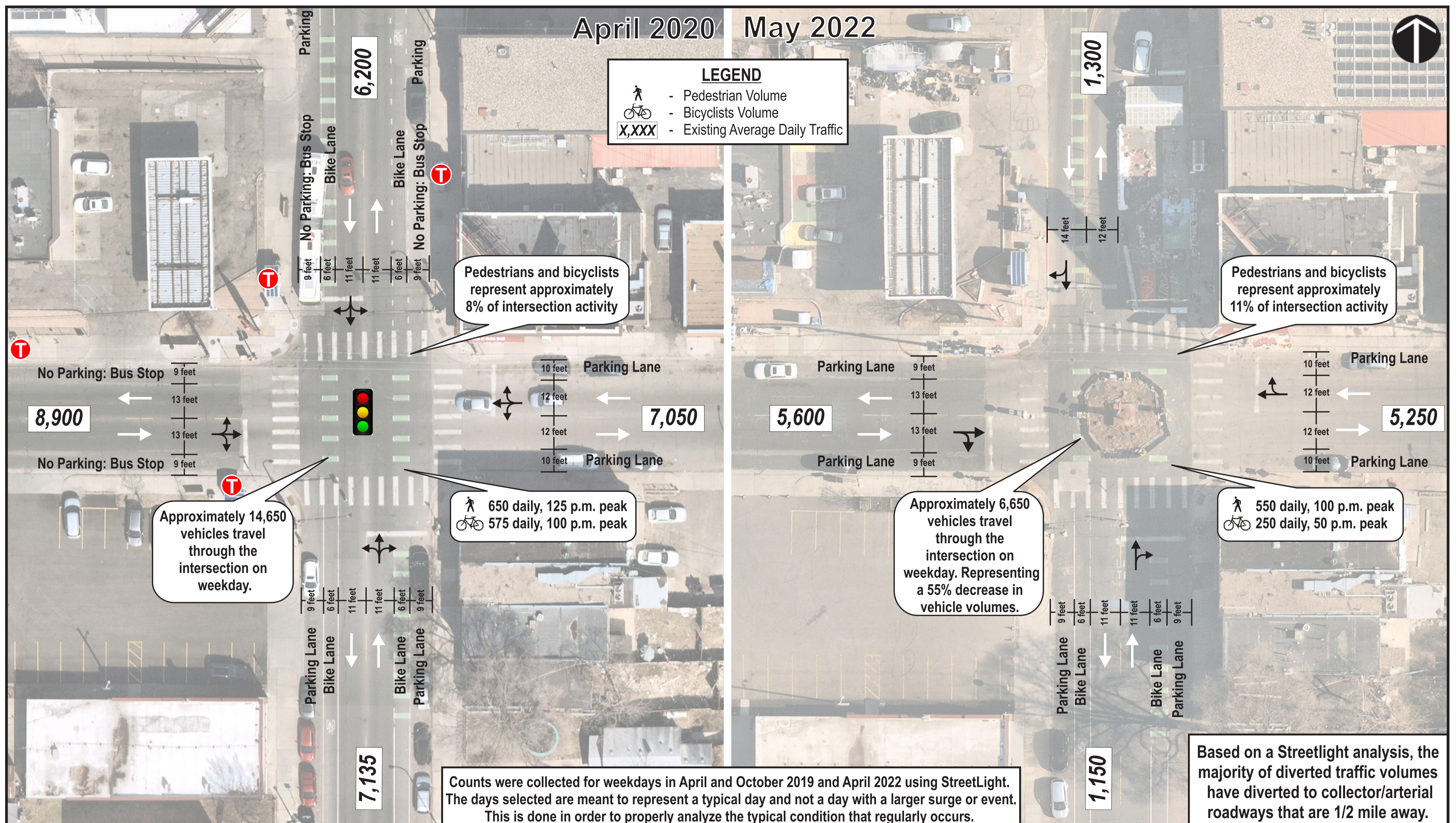
## Weekday Parking

- Data was collected in the late afternoon.
- 72% of streets in the study area have parking available**, while **14% of streets are near capacity of parking availability**.
- Chicago Avenue north of 38th Street has the highest parking usage along the commercial corridor.

## Weekend Parking

- Data was collected in the mid afternoon.
- 64% of streets in the study area have parking available**, while **just one block is near capacity**.
- Chicago Avenue north and south of 38th Street has the highest parking usage, which coincides with the commercial corridor and people visiting George Perry Floyd Square.

# TRAFFIC VOLUMES



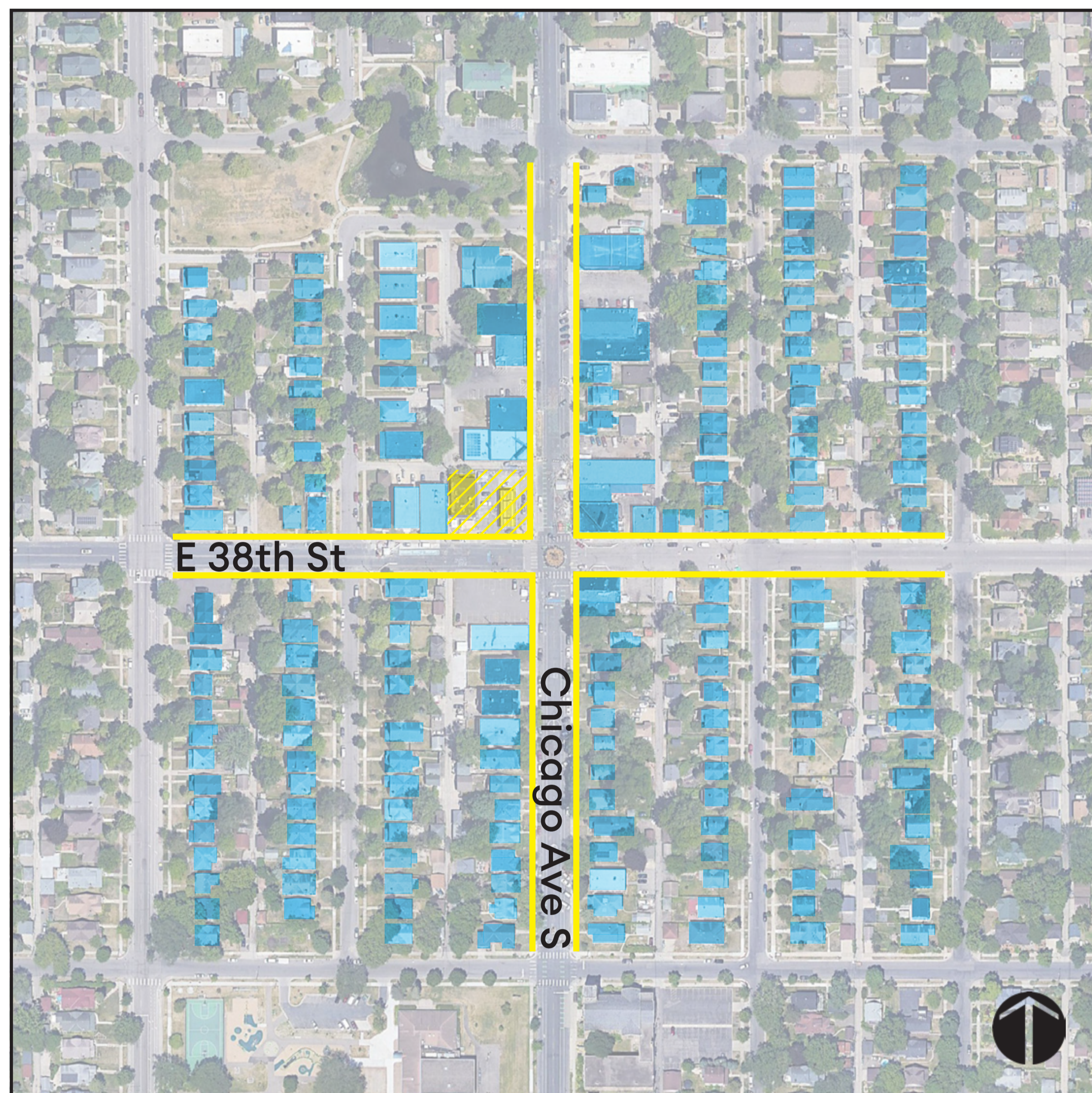
## Traffic Volumes in 2020

- **Chicago Avenue operated as a regional commuter corridor prior to April, 2020** as 46% to 52% of trips have an origin or destination on the regional freeway roadway network.
- **6% of trips on Chicago were 0-2 miles** in length, while **70% of trips were 5 - 30+ miles** in length.
- **10% of trips on 38th St E were 0-2 miles** in length, while **45% of trips were 5 - 30+ miles** in length.
- 2020 conditions reflect the intersection of 38th and Chicago operating more as a **north-south regional commuter route** and an **east-west neighborhood commuter route**.

## Traffic Volumes in 2022

- **Traffic on both streets decreased between 2020 and 2022 by 54%**, representing a significantly large decrease in regional commuters on Chicago Ave S, and a significantly moderate decrease in neighborhood commuters along 38th St E.
- Traffic analysis suggests that from 2020 to 2022 trip patterns reflect the **intersection shifting from a commuters area to a destination area**.
- Bicycle and pedestrian numbers also experienced shifts as the share of **bikes relative to pedestrians and to cars have decreased**, while the **share of pedestrians has increased from 4% to 8%** between 2020 and 2022.



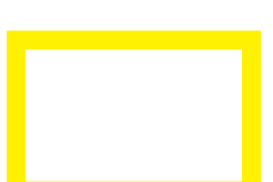
# LAND USE AND RIGHT OF WAY



## SURROUNDING LAND USES

- 81%** Urban Neighborhood
- 13%** Commercial Mixed-Use
- 6%** Green Space

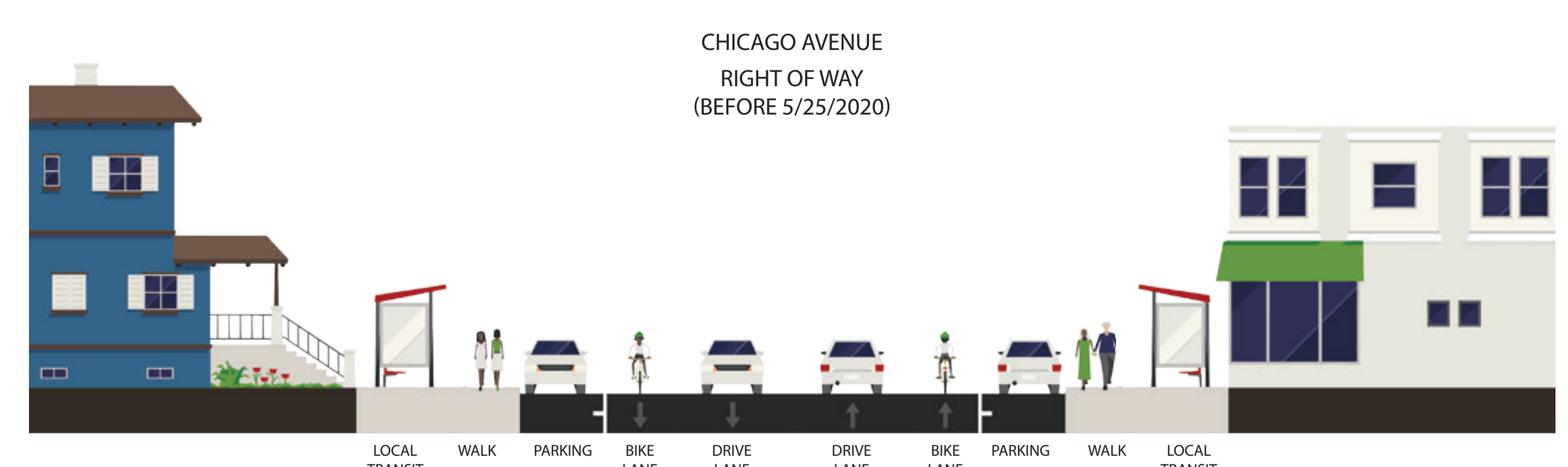
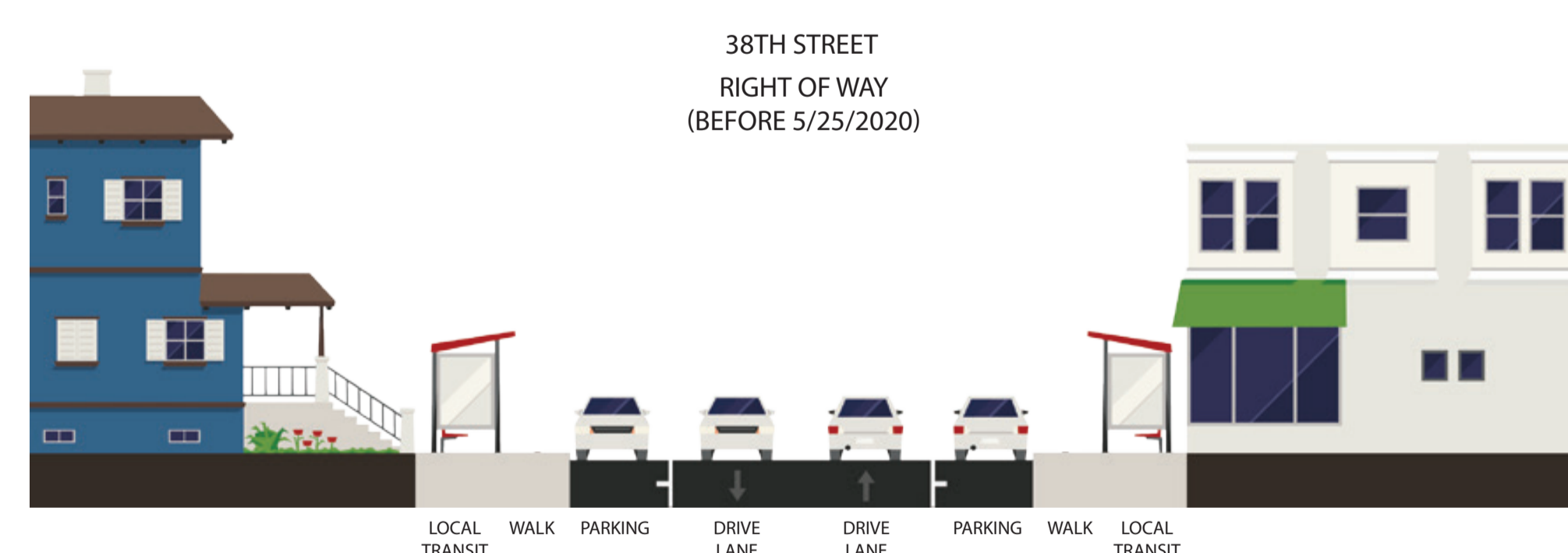
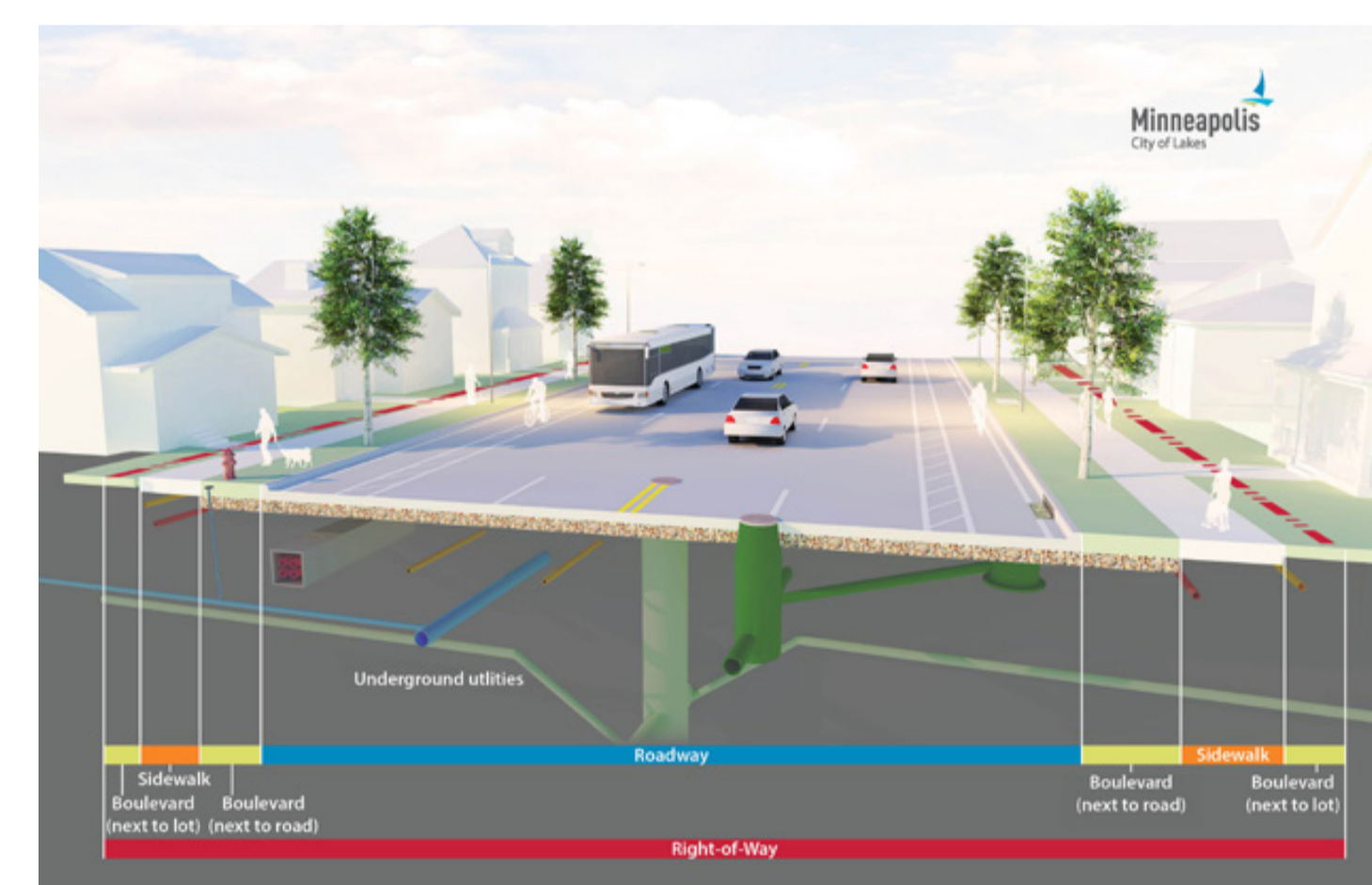
## LEGEND

-  Homes and Businesses
-  Undecided (CPED-led Effort)
-  Right of Way (ROW) (only showing 38th & Chicago)

## What is Right of Way?

Right of way (ROW) is a legal right of passage that allows someone the right to travel across property owned by someone else. Land within the right of way is reserved for public use. This may be used for public streets, sidewalks, alleys, public and private utilities, etc. Right of way width varies by location. A typical residential street has a right of way width of approximately 60 feet. A typical arterial or downtown street has a right of way width of approximately 80 feet. Other widths are less common but not unusual.

Chicago Avenue and 38th Street E are Mixed Use Commercial Connector\* streets with 80-foot and 60-foot right of ways, respectively. The re-envisioning of 38th and Chicago is the communities' greatest opportunity to redesign the full ROW of these streets for the next 60 years.

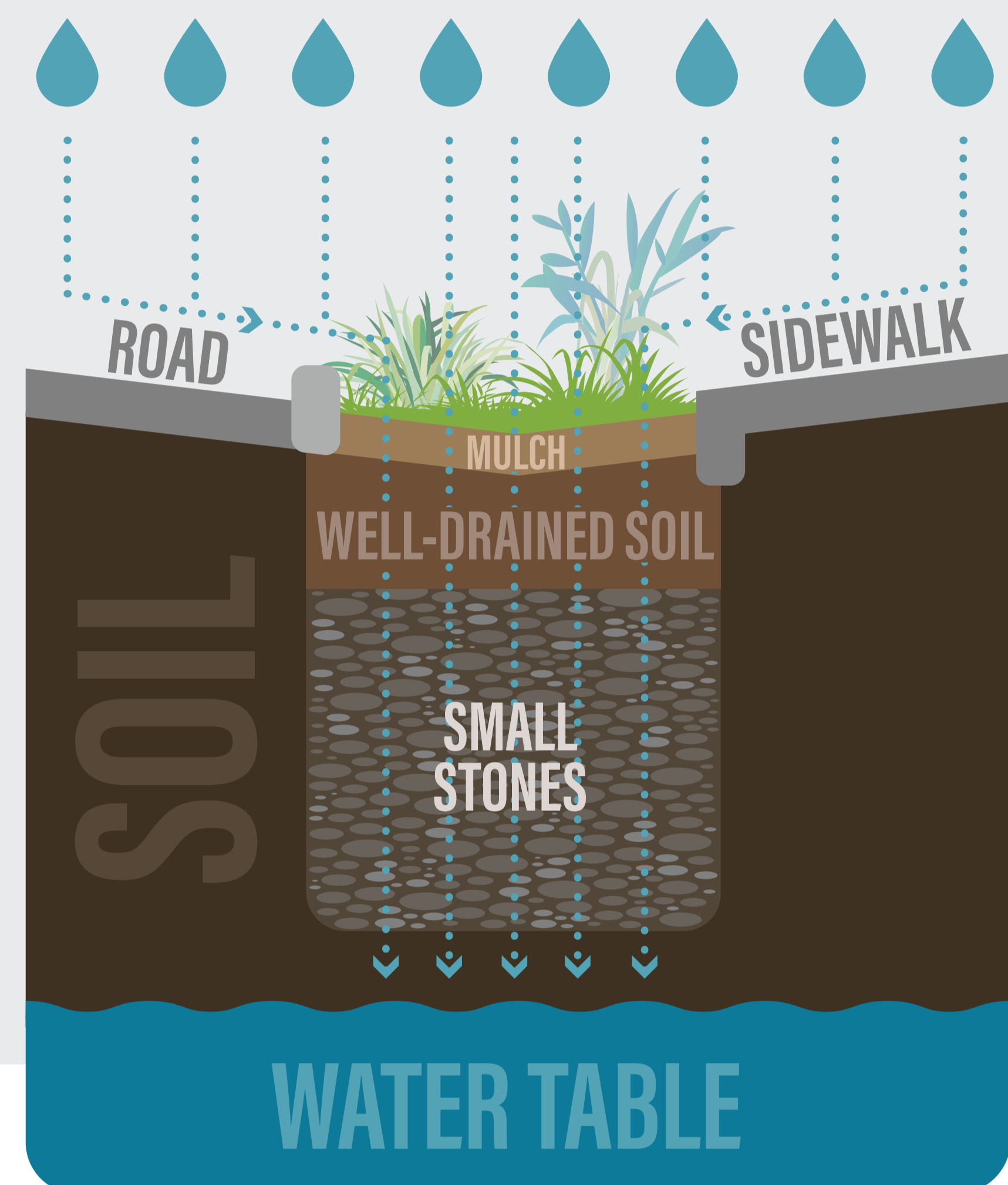


\*City of Minneapolis Street Design Guide: [sdg.minneapolismn.gov](http://sdg.minneapolismn.gov)

# STREETScape AND STORMWATER MANAGEMENT

**Green infrastructure is an approach to stormwater management that helps to reduce untreated stormwater flows to the City's storm sewer system and to lakes, rivers, and ponds.**

In a standard stormwater management system, stormwater drains from streets to a pipe system that eventually drains into lakes and streams. Green infrastructure slows down the flow of stormwater, allowing more stormwater runoff to infiltrate into the ground. This makes the water cycle in an urban environment become closer to the natural water cycle. Green infrastructure can also provide water quality treatment by removing some of the pollutants common in an urban environment such as trash, oil, dirt, leaf litter, nitrogen, and phosphorus.



## EXAMPLES OF GREEN INFRASTRUCTURE:

### Above Ground



**Grass Boulevards** – Grass area between the sidewalk and the road can slow the flow of runoff into the road and stormwater system



**Infiltration Basins/Swales** – Depressions within grass areas designed to store stormwater runoff and allow it to soak into the ground



**Rain Gardens** – Depressed areas with plantings and other features designed to maximize infiltration and use by plants



**Tree Trenches** – Deeper depressions (often with vertical walls) designed to incorporate trees along with other plantings and features to maximize infiltration

### Underground



**Underground Storage Chambers (Concrete or Plastic)** – Underground structures designed to hold stormwater runoff and release it slowly



**Infiltration Trenches/French Drains** – Perforated pipe in an underground gravel trench designed to store stormwater runoff and allow it to infiltrate into the ground

## WHAT ARE THE PROS AND CONS OF ABOVE-GROUND VS. UNDERGROUND GREEN INFRASTRUCTURE?

**Above-ground green infrastructure** is typically **cheaper to install and maintain** than underground green infrastructure. It provides a natural habitat for bees and can beautify the street. Above-ground green infrastructure can also provide comfort and safety for pedestrians, bicyclists, and motorists when used to separate between these different modes of transportation. Above-ground facilities can be easier to maintain, repair, and identify repair or maintenance needs.

**Underground green infrastructure** provides similar water quality treatment to that provided by above-ground green infrastructure, but it can be placed under impervious areas such as parking bays, sidewalks, and bicycle trails. If the underground conditions allow, underground green infrastructure can provide more treatment and storage within the same footprint by increasing the depth. However, underground green infrastructure does not provide the aesthetic, environmental, or health benefits of plants when built under impervious surfaces. As noted above, it can also be more expensive to build and maintain.

# STREETScape AND STORMWATER MANAGEMENT






## 38TH AND CHICAGO DRAINS TO :

Two Major Waterbodies

Two Major Watersheds

Lake Hiawatha	<b>94%</b>	Minnehaha Creek Watershed	<b>75%</b>
Mississippi River	<b>6%</b>	Mississippi River Watershed	<b>25%</b>

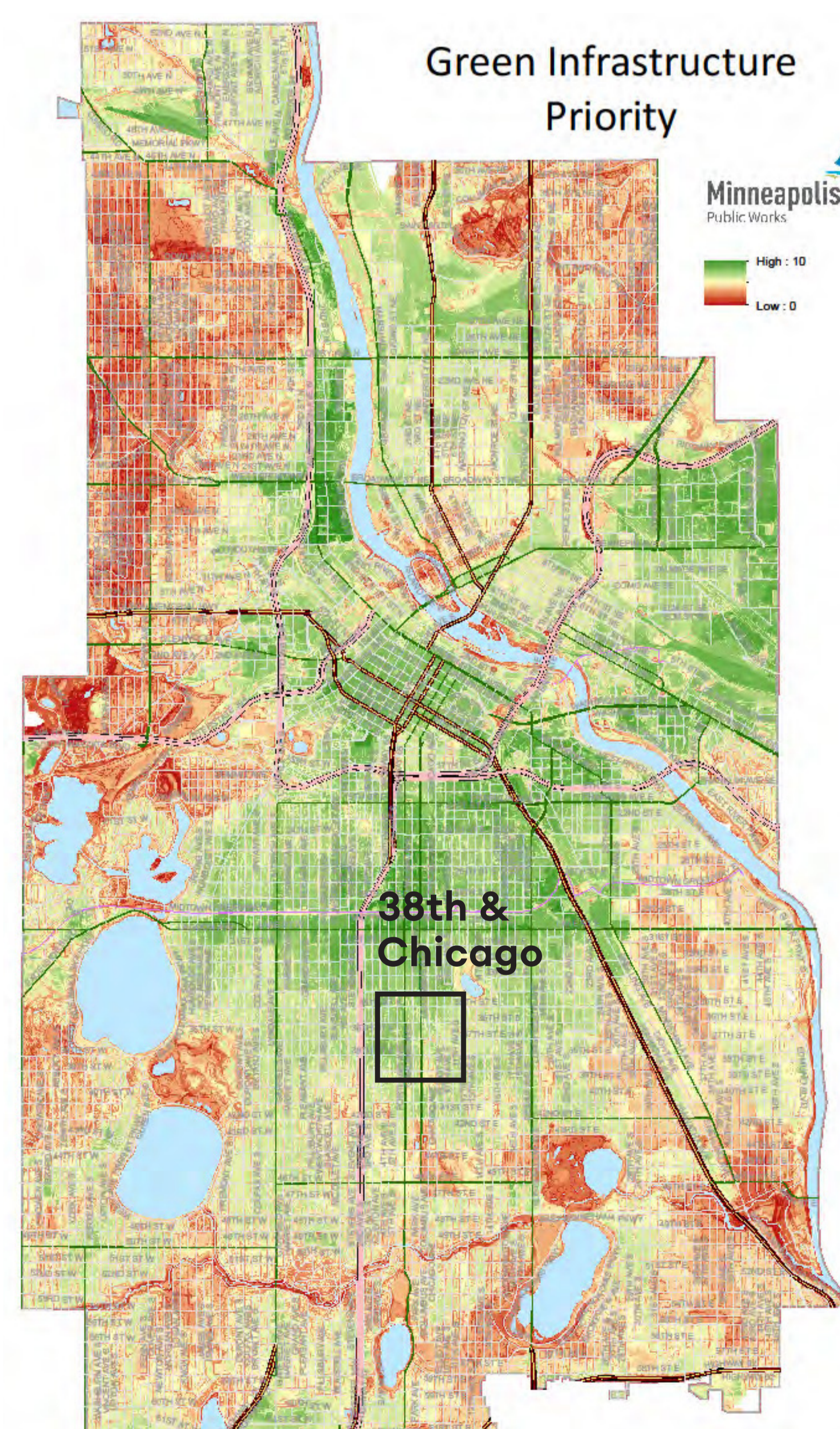
## LEGEND

-  Watershed Boundary
-  Watershed District Boundary
-  Stormwater Analysis Area

## Greening Opportunities at George Perry Floyd Square

A goal of the 38th and Chicago Re-Envision reconstruction is to use green stormwater infrastructure (GSI) to provide space in the right of way (ROW) for trees and native plants. Green infrastructure benefits our environment and our communities by collecting and treating stormwater runoff before it reaches lakes, rivers, and other waterbodies. In future phases the project team will identify locations with high positive impacts. Areas with high positive impacts may include:

- Locations that collect runoff from large impervious areas such as streets and parking lots
- Large, connected areas of green space such as planted boulevards
- Locations where there are high ratios of impervious surfaces in drainage areas



**11%**

Existing tree canopy cover at 38th and Chicago

**7.7**

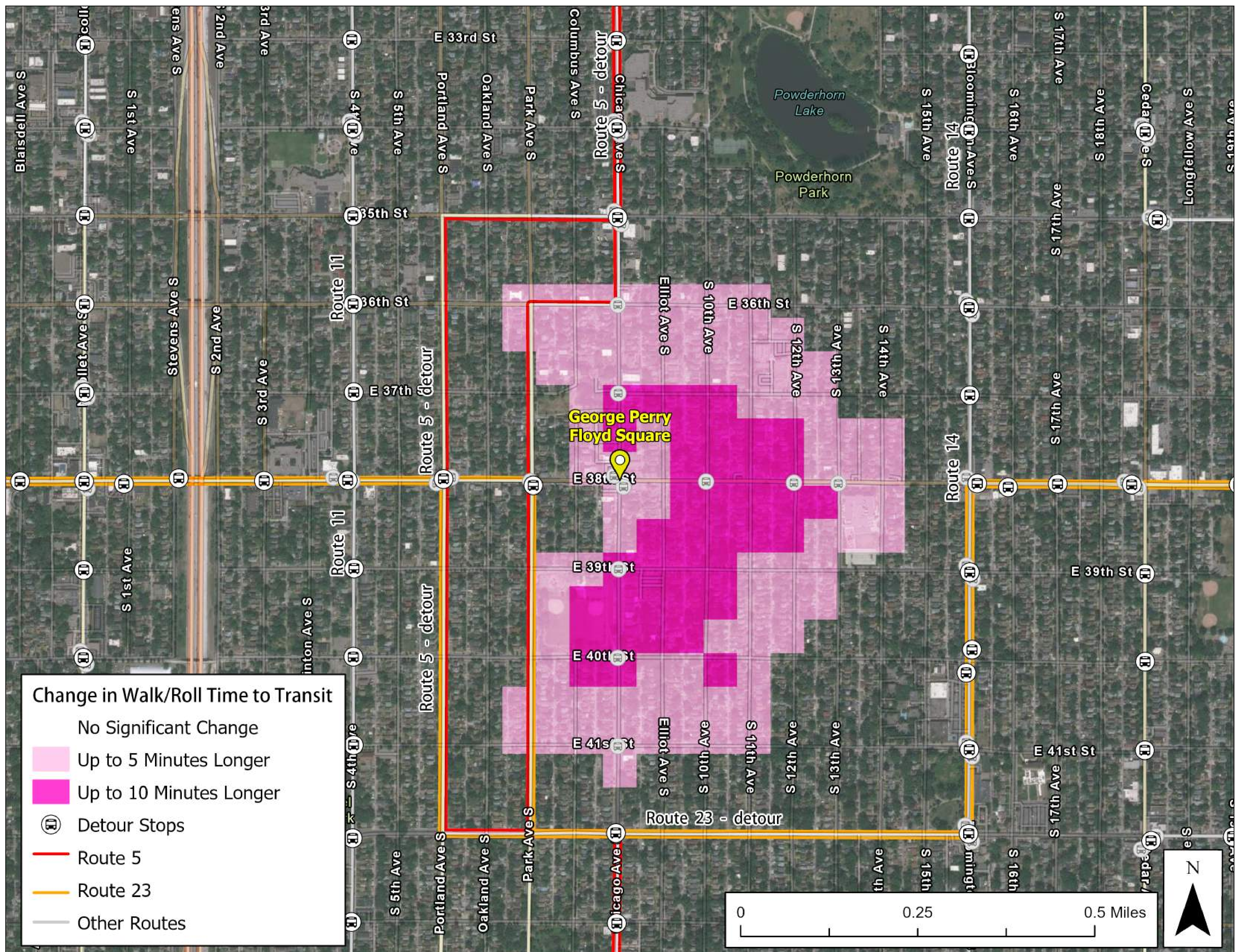
On a scale of 1 to 10, suitability for green stormwater infrastructure at 38th and Chicago

**6.6**

On a scale of 1 to 10, priority for green stormwater infrastructure at 38th and Chicago



# ACCESS TO TRANSIT DURING THE DETOUR



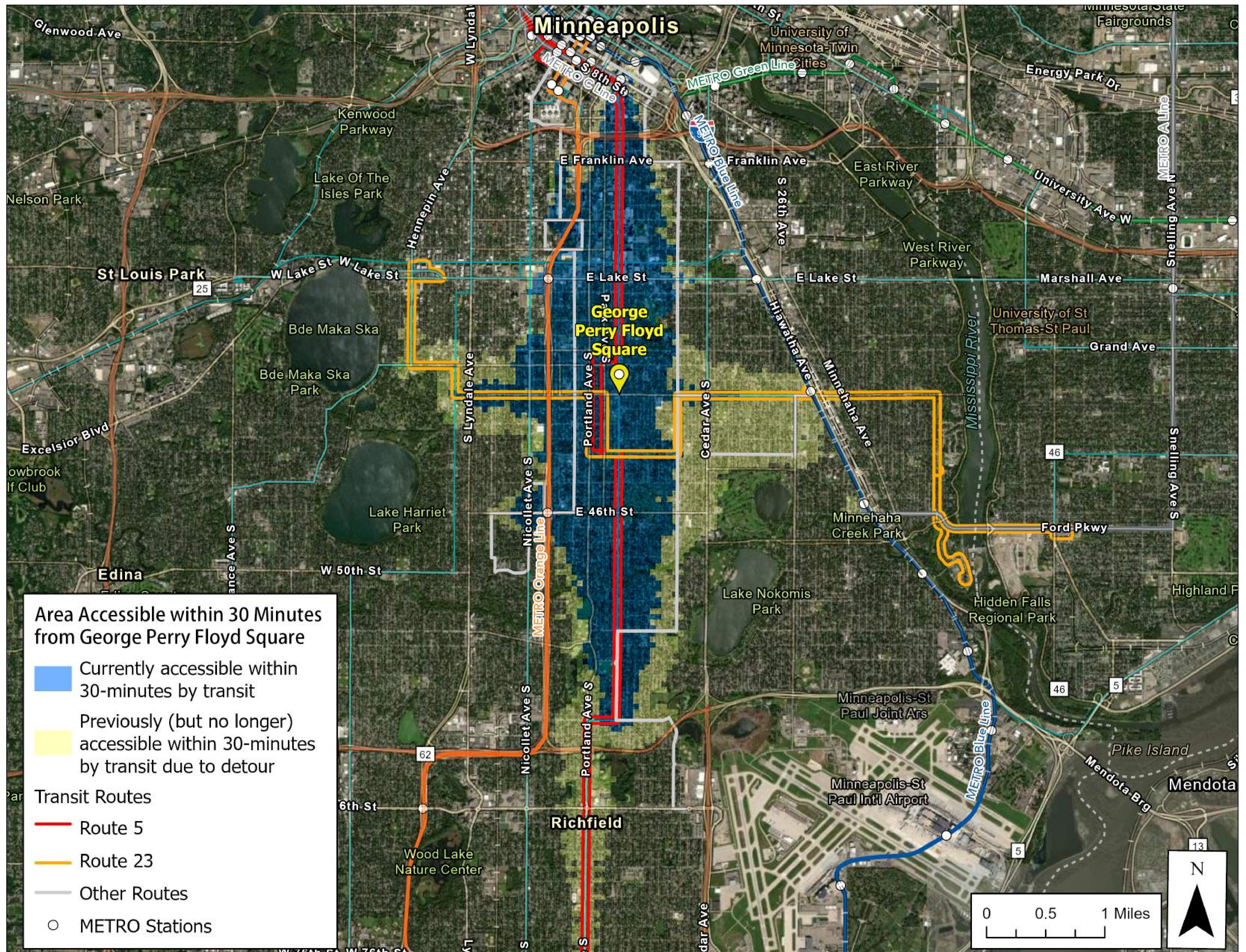
## How have walk and roll times to public transit changed during the detour?

This map shows the change in time it takes for pedestrians to walk or roll to a bus stop in the area around George Perry Floyd Square with the detour in effect.

In the areas shaded in light pink, it takes up to 5 minutes longer to get to the bus stop today than it did before the detour.

In the areas shaded in dark pink, it takes up to 10 minutes longer to get to the bus stop today than it did before the detour.

# ACCESS BY TRANSIT DURING THE DETOUR



## How has the detour changed what is conveniently accessible by transit?

This map shows the areas accessible by public transit within 30 minutes from George Perry Floyd Square before the detour and while the detour is in effect. The area shaded in blue is currently accessible within 30 minutes by transit with the detour in effect. The area shaded in yellow used to be accessible within 30 minutes by transit before the detour was in effect.

Areas no longer accessible within 30 minutes by transit include:

- A large area of south Minneapolis between Bloomington Avenue and Hiawatha Avenue, including 38th Street Station on the Blue Line
- The area along Portland Avenue between 60th 76th Streets in South Minneapolis and Richfield
- The area of South Minneapolis along 36th Street and Hennepin Avenue

# WHAT ABOUT THE D LINE?

## What is the D Line?

- The METRO D Line bus rapid transit (BRT) line is currently under construction and planned to open in December.
- The 18-mile line from Brooklyn Center to Bloomington will substantially replace and upgrade Route 5, Metro Transit's highest-ridership bus route. Transit has served people on the Chicago Avenue corridor for more than 100 years.

## What is planned for when the D Line opens?

- D Line project plans originally included a station at Chicago Ave & 38th Street to serve the high volume of riders who use transit to access east-west connections on Route 23, serving 38th Street.
- In summer 2020, Metro Transit removed the Chicago Ave & 38th Street station from D Line construction plans. While not advancing in current construction, a station serving this area remains in the overall project plan and budget.



## Temporary Stations at Park/Portland Avenues & 38th Street

- Temporary stations will be located at Park/Portland Avenues & 38th Street for customers starting on D Line opening day, which is scheduled for December 3rd.
- Temporary stations would offer more basic improvements needed for BRT (like fare payment machines) until a permanent BRT station is constructed.

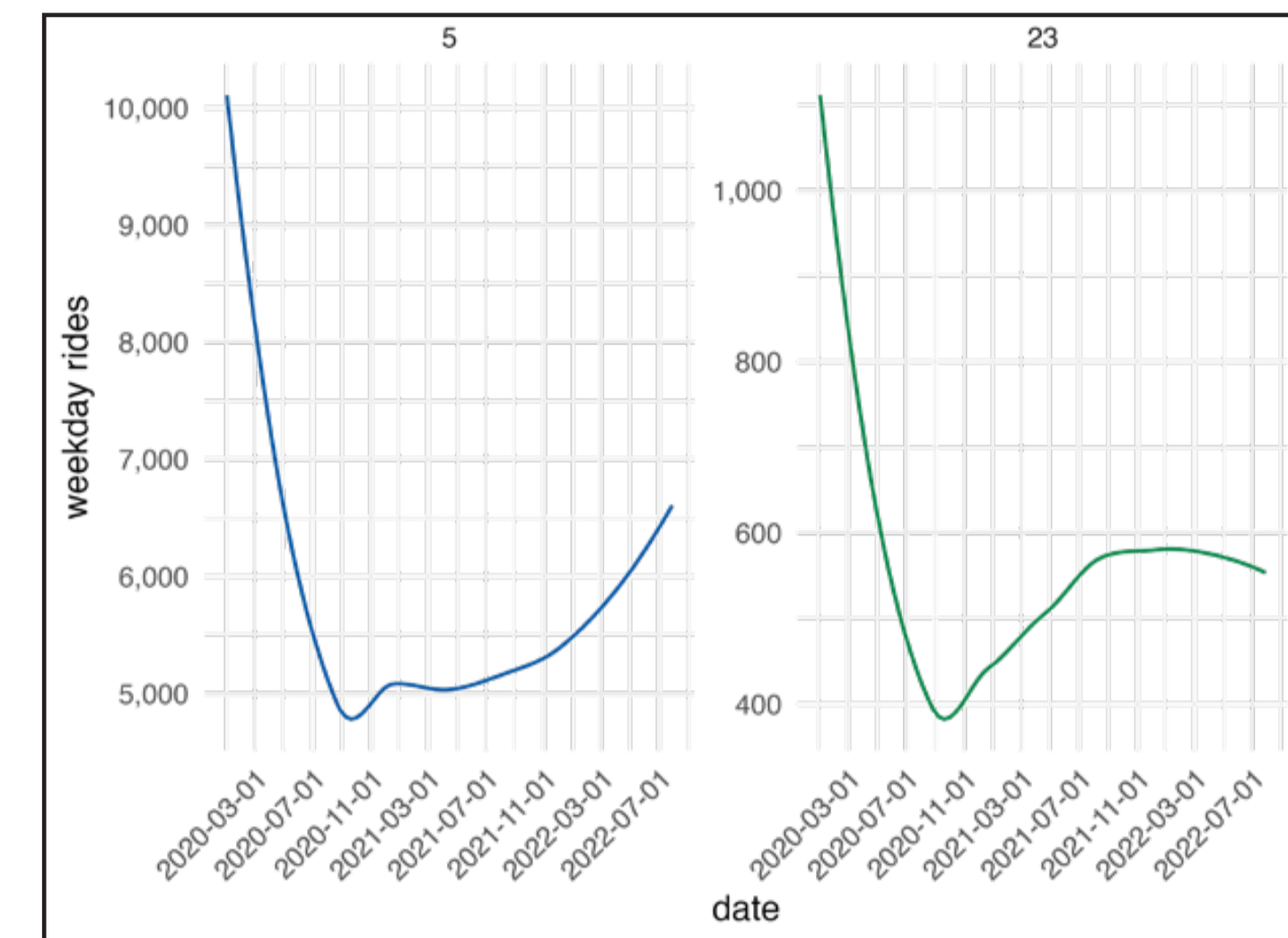


Example temporary station at Olson & Bryant for the C Line BRT route

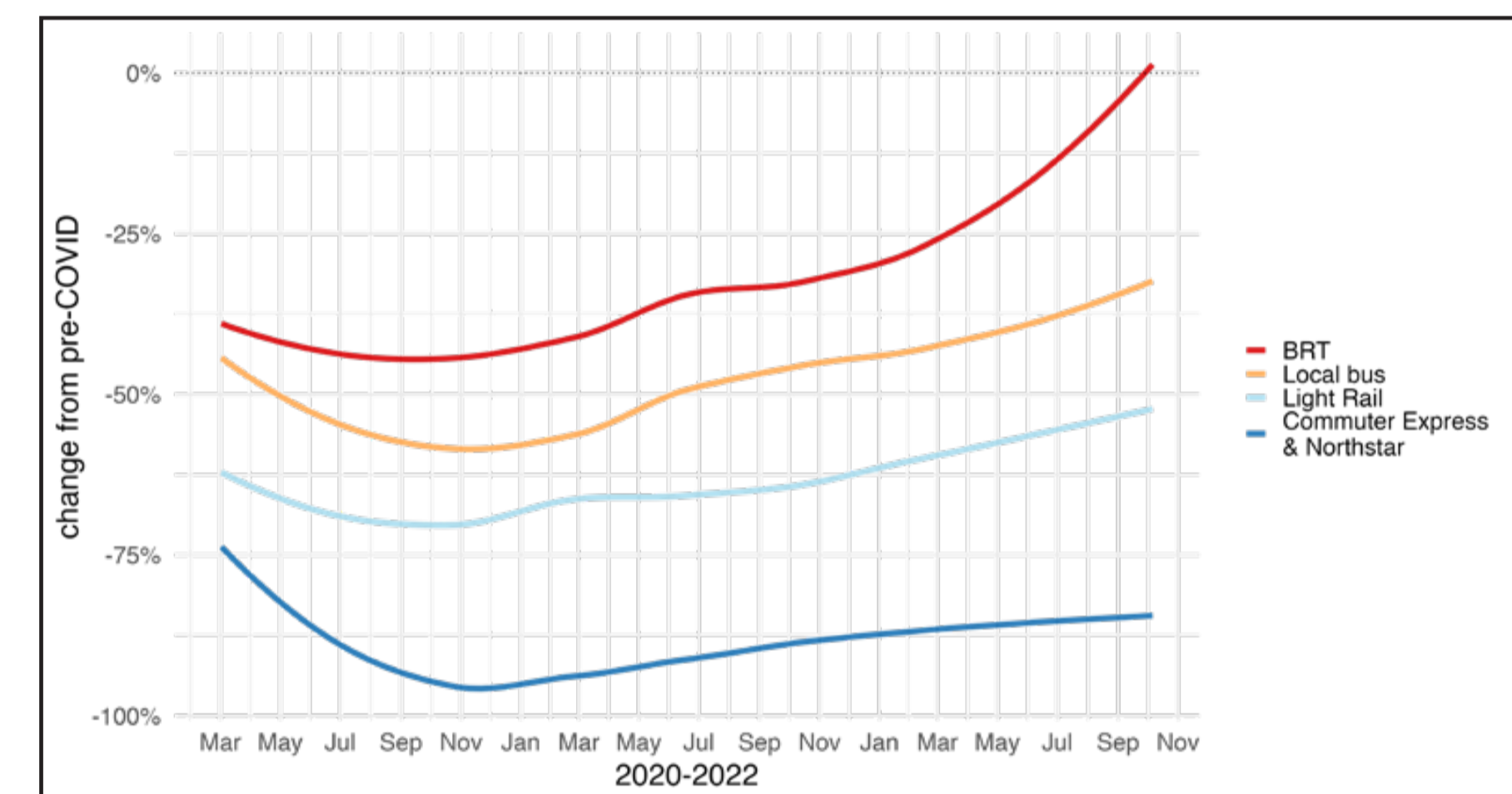
# HOW DOES TRANSIT SERVE THIS AREA?

## Bus Routes Serving the Area are Heavily Used

- Route 5 (Chicago Avenue) and Route 23 (38th Street) are high-ridership routes and provide important connections throughout the region, serving thousands of people every day. More people ride Route 5 than any other bus route in the region.
- Like all transit routes, ridership on Route 5 and Route 23 declined at the start of the pandemic. Compared to other routes, ridership on these routes remained relatively high during the pandemic as riders used them to get to essential work and other destinations. Ridership on Route 5 and Route 23 is continuing to grow as we emerge from the pandemic.
- Ridership on arterial bus rapid transit routes (like the upcoming METRO D Line), remained even higher throughout the pandemic, with close to 80% of the pre-pandemic riders continuing to ride. We expect that trend to continue with the METRO D Line.



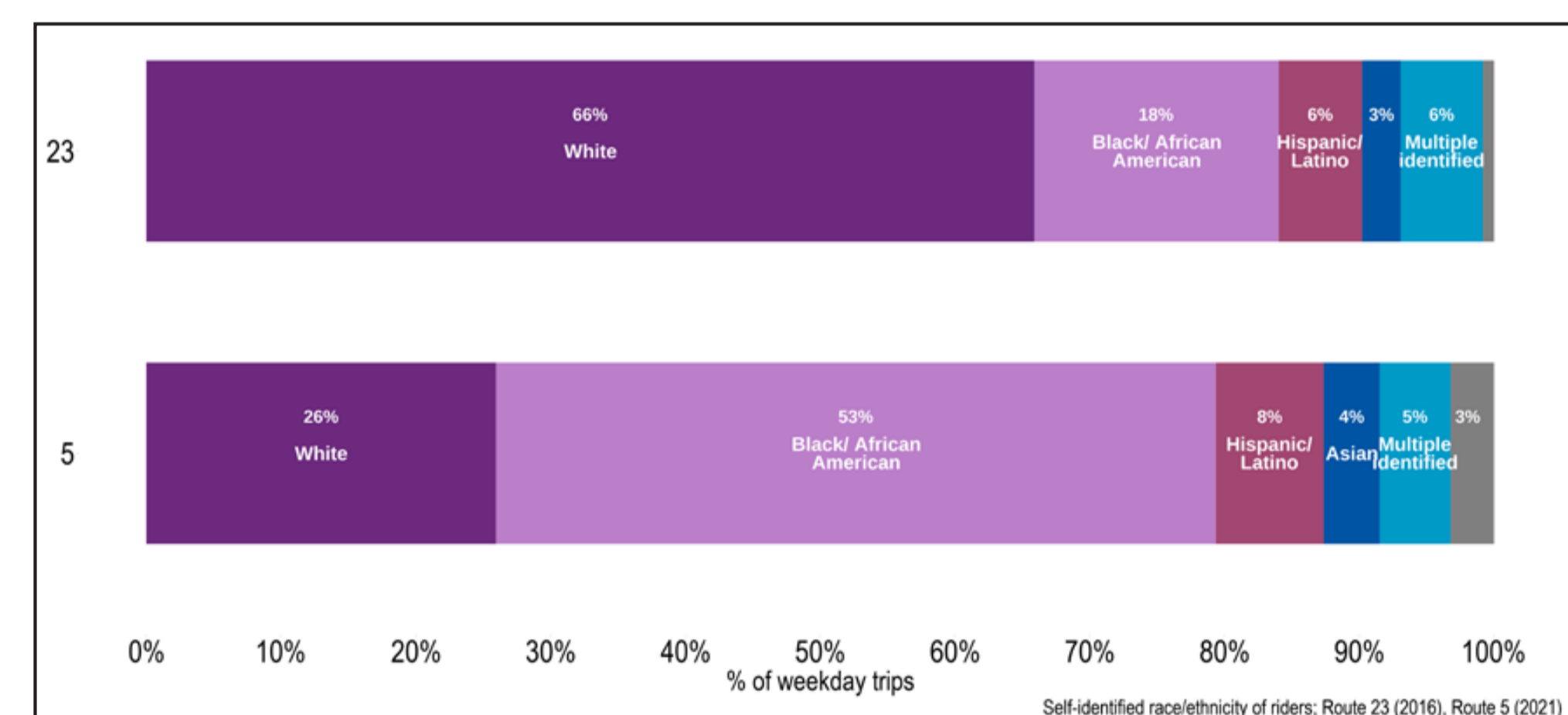
Weekday ridership on Routes 5 and 23



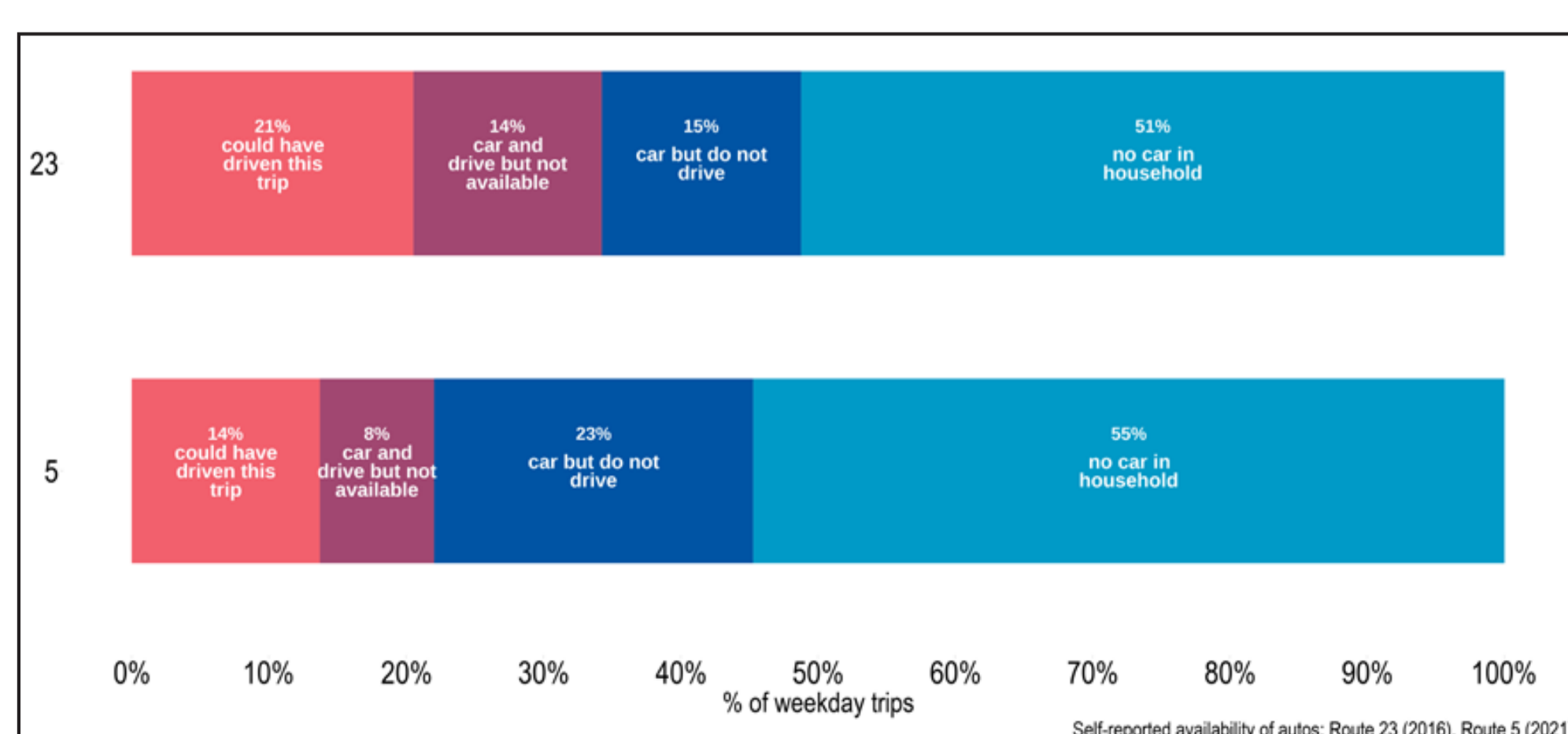
Ridership change from pre-COVID by route type

## Bus Routes Reflect the Local Community

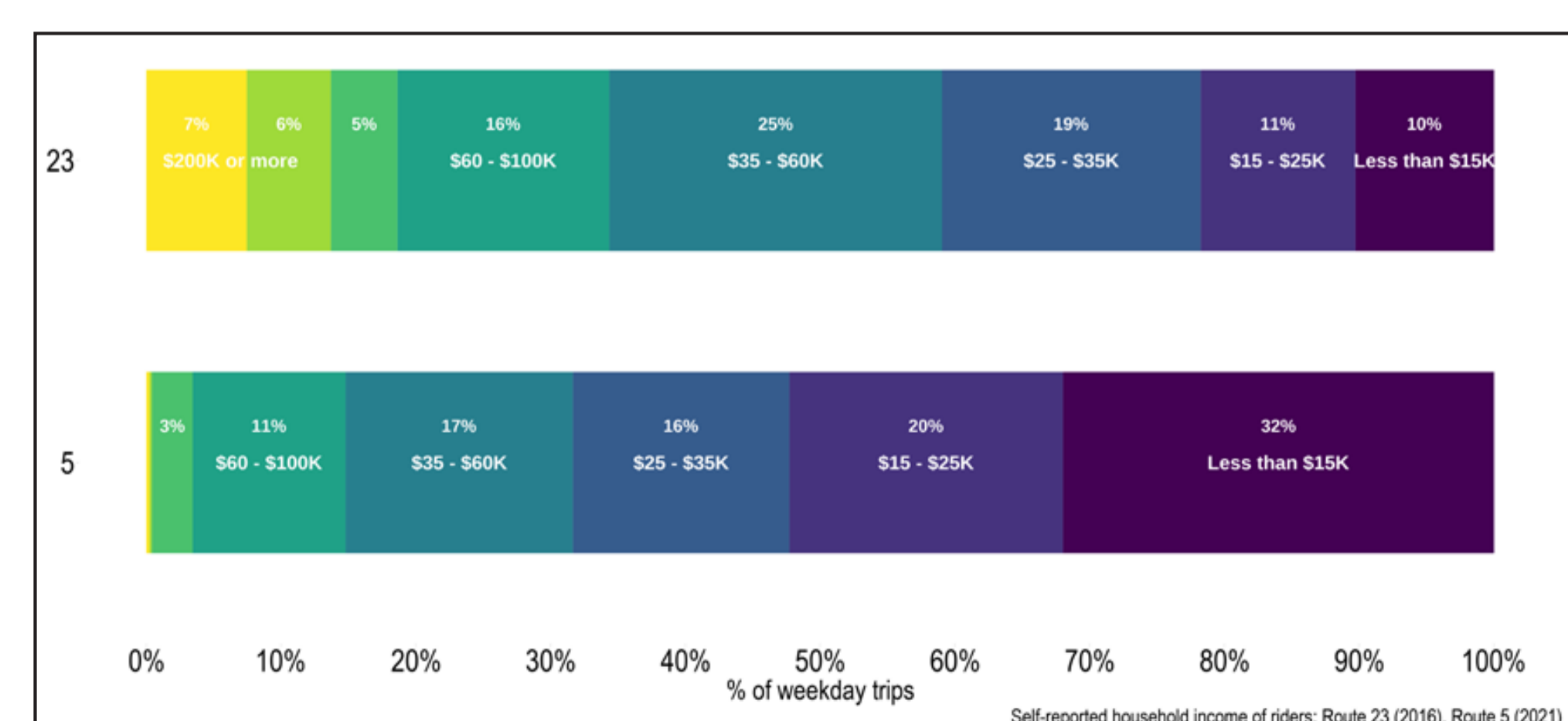
- Routes 5 and 23 provide important benefits to the communities they serve. 74% of Route 5 riders and 34% of Route 23 riders are Black, Indigenous, or People of Color.
- About 52% of Route 5 riders and about 21% of Route 23 riders have incomes less than \$25,000 per year.
- About 50% of Route 5 riders and about 51% of riders live in a household without a personal car.



Self-identified race/ethnicity for Route 5 (2021) and Route 23 (2016)



Self-reported car availability; Route 5 (2021) and Route 23 (2016)



Self-reported household income for Route 5 (2021) and Route 23 (2016)

## PROJECT AREA

### 3D AERIAL VIEW- EXISTING CONDITIONS



1. Fist Sculpture
2. Say Their Names Cemetery
3. Mourning Passage
4. The People's Closet
5. The People's Way
6. Phelps Park

#### Contact

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## PROJECT AREA

### ENLARGED 3D AERIAL VIEW- EXISTING CONDITIONS



- |  |   |
|--|---|
| 1. The People's Way                          | 9. Just Turkey                          |
| 2. Onyx Coffee<br>AKA For Real<br>Coffeeshop | 10. Smoke in the Pit                    |
| 3. Third Place Gallery                       | 11. Chicago Avenue<br>Fire Arts Center  |
| 4. Mill City Auto Body                       | 12. Cup Foods                           |
| 5. Inquilinx Unidxs<br>Por Justicia          | 13. Prestige Cuts<br>Barber Lounge      |
| 6. CTUL                                      | 14. Worldwide<br>Outreach for<br>Christ |
| 7. Giant Express<br>Laundromat               |   |
| 8. Finish Touch<br>Boutique                  |   |

### PLACES



ART AND MEMORIAL



GATHERING- BUSINESS



PUBLIC AMENITY



GATHERING- SOCIAL



ENVIRONMENT AND  
HEALTH

### FLOWS



PEDESTRIANS



TRANSIT



PERSONAL VEHICLES



PARKING



BIKES

## INTERSECTION FUNCTION & FORM EVALUATION

### Tool For Ranking Design



#### CONCEPTUAL DESIGN SCHEDULE



#### EXERCISE OVERVIEW

Ten topics have been selected to understand how people “flow” through the intersection, and “places” for using and enjoying community spaces.

These topics are shown to the right. The intent of this exercise is to understand community’s priority for incorporating the various “flows” and “places”.

#### EXERCISE PURPOSE

During the Community Visioning phase, this exercise was held at various engagement events in community. Input on what infrastructure needs are most important (pedestrian space, transit access, art/memorial, trees, parking, vehicle access, etc.) was gathered and analyzed and will be used to inform design priorities.

## FLOWS



#### PEDESTRIANS

Safe and comfortable walking experience at intersection



#### TRANSIT

Bus service and stops effectively meet community needs



#### VEHICLES

Cars travel at safe speeds and have access to intersection



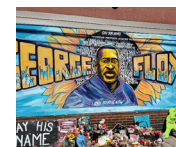
#### PARKING /DELIVERY

Parking effectively meets needs of residents and businesses



#### BICYCLES

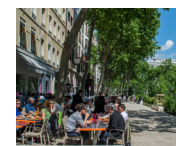
Adequate space for cyclists to travel through space



## PLACES

#### MEMORIAL/ART

Intersection supports artistic expression and memorial space



#### GATHERING-BUSINESS

Intersection design supports local businesses and community access



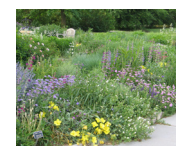
#### PUBLIC AMENITY

Design includes benches, adequate lighting, and waste facilities



#### GATHERING-COMMUNITY

Space for community organization and support networks



#### ENVIRONMENT/HEALTH

Design includes plants, green space, and shading to enhance air quality

#### Contact

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## HOW SHOULD THE FUTURE DESIGN PRIORITIZE SPACE?

Using your marbles, how would you prioritize these ten categories to improve or enhance the intersection and community? You can use your marbles however you like, put them all in one jar or spread them out - its up to you!



### PEDESTRIANS

Safe and comfortable experience walking at intersection



### TRANSIT

Bus service and stops effectively meet community needs



### VEHICLES

Cars travel at safe speeds and have access to intersection



### PARKING AND DELIVERY

Parking effectively meets needs of residents and businesses



### BICYCLES

Adequate space for cyclists to travel through space



### ENVIRONMENT AND HEALTH

Design includes plants, green space, and shading to enhance air quality and reduce excess heat



### GATHERING COMMUNITY

Space for community organization and support networks



### PUBLIC AMENITY

Design includes benches, adequate lighting, and waste facilities



### GATHERING BUSINESS

Intersection design supports local businesses and community access to economic activity



### MEMORIAL AND ART

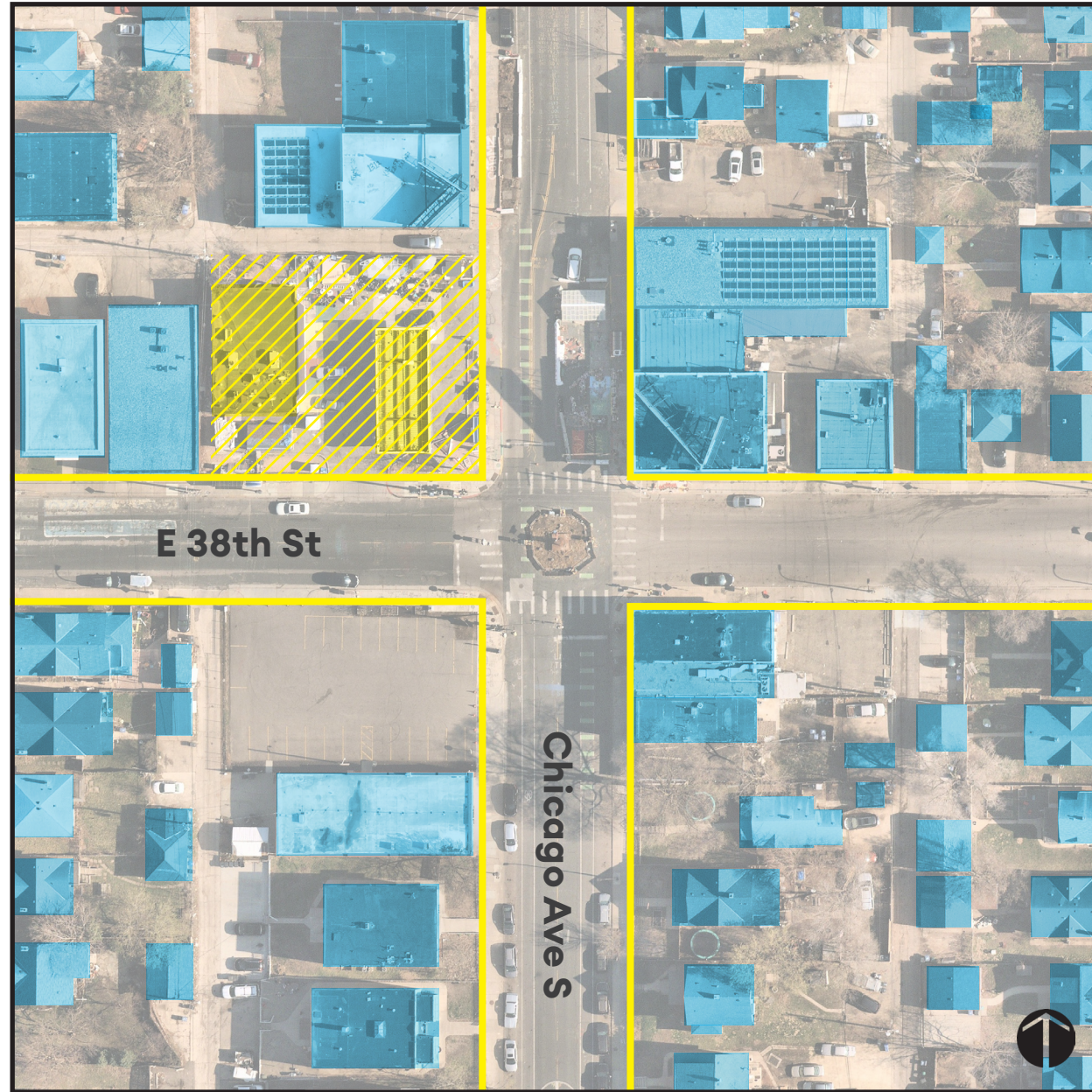
Intersection supports artistic expression and memorial space that enhances the



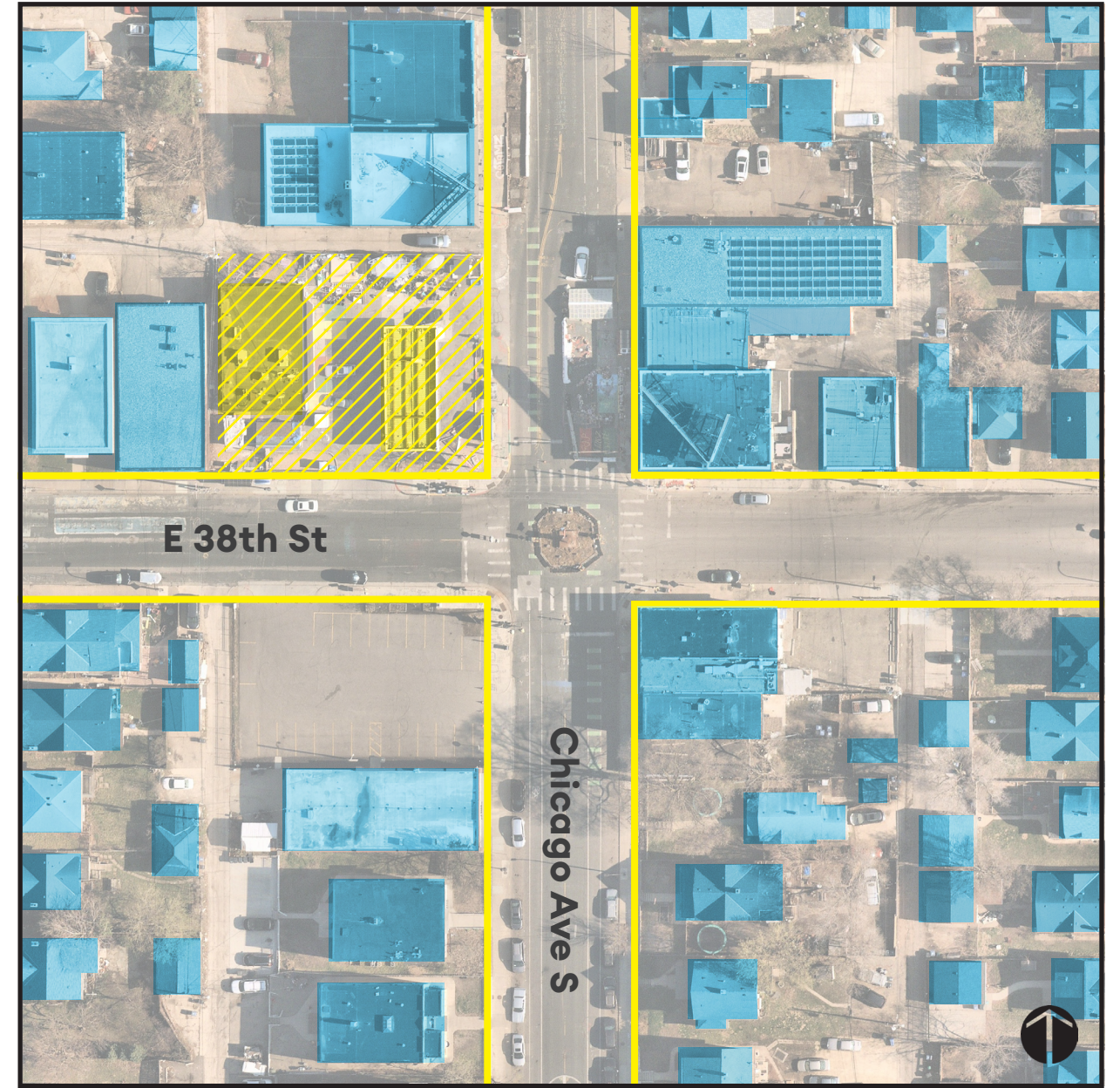
# DRAW YOUR OWN INTERSECTIONS BELOW

## LEGEND

-  Homes and Businesses
-  Undecided (CPED-led Effort)
-  Right of Way (ROW)



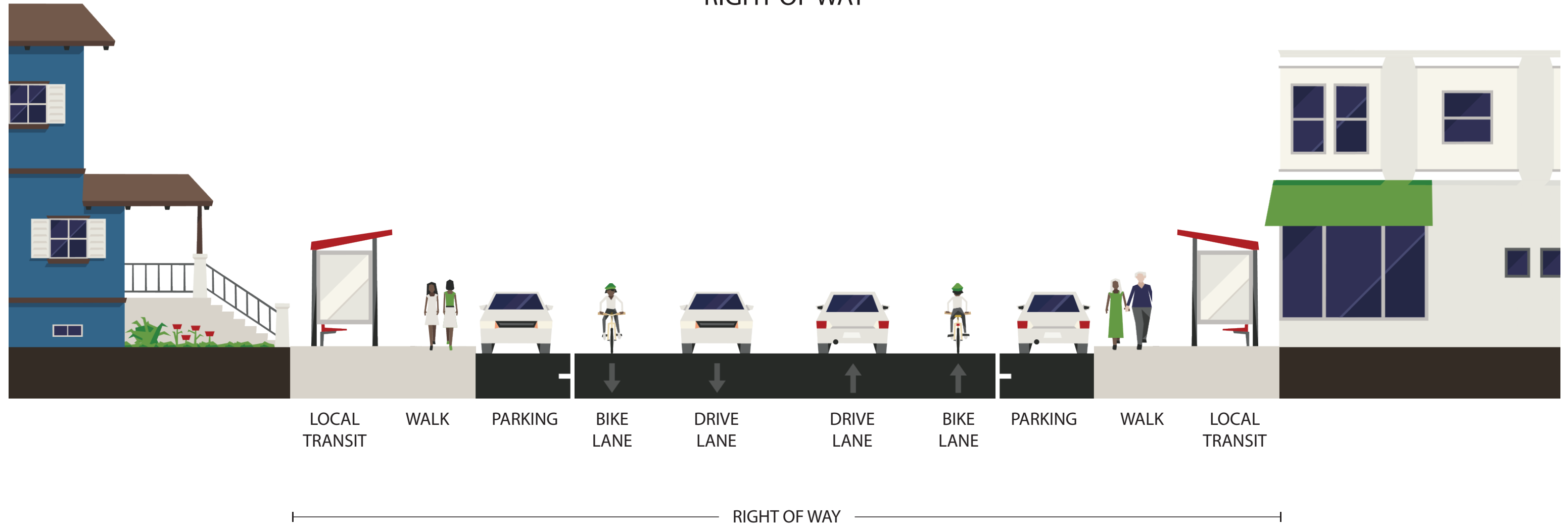
**I IMAGINE...** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**I IMAGINE...** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# STREET PUZZLE

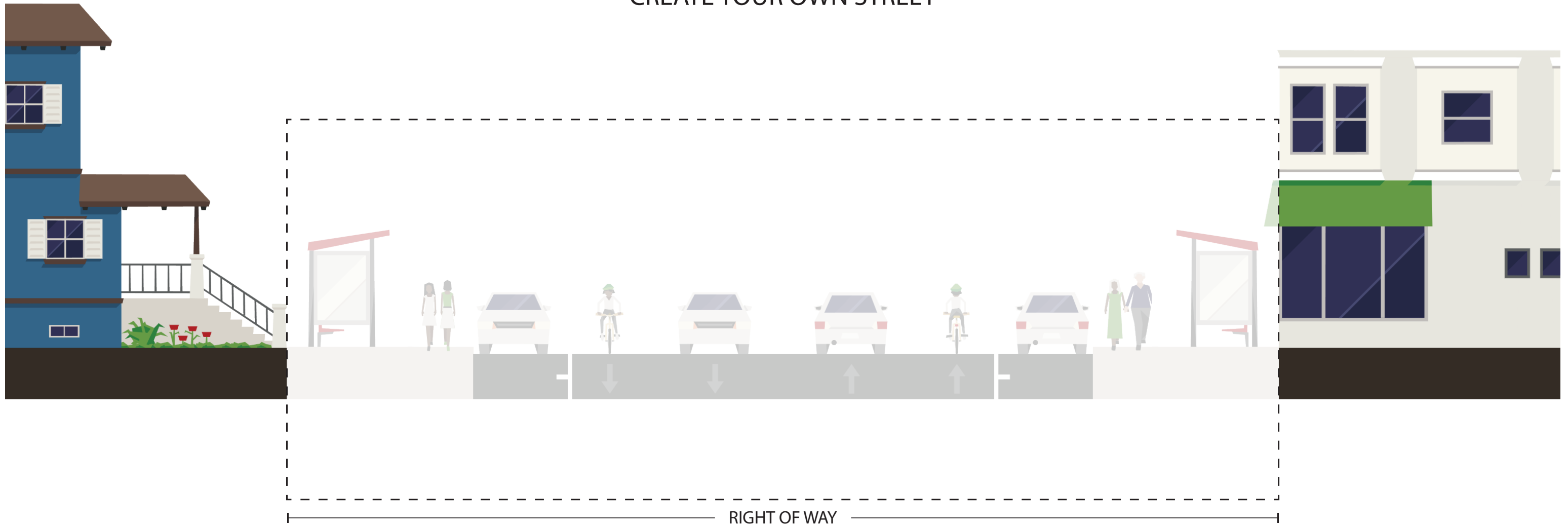
## CHICAGO AVENUE RIGHT OF WAY



This illustration shows a cross section of Chicago Ave S. The purpose of this exercise is to generate ideas about how the street might look and function in the future. Use the provided street puzzle pieces to build your own version of one or both streets.

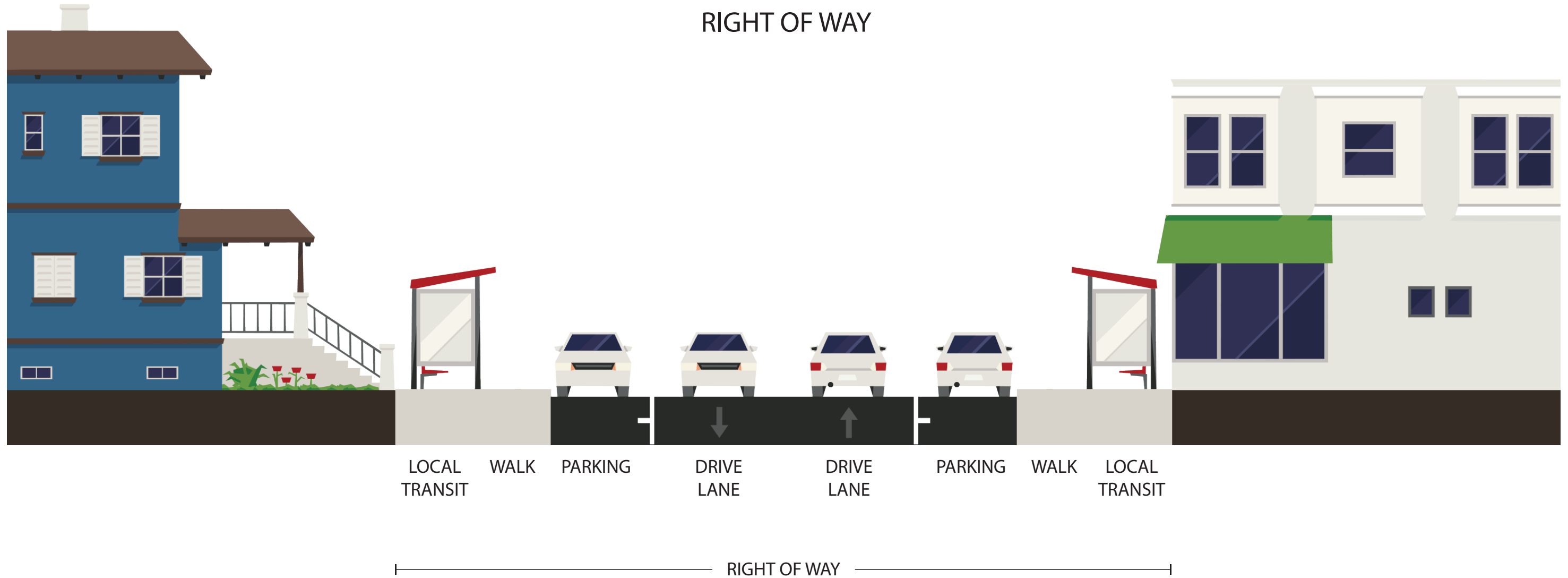
# STREET PUZZLE

CHICAGO AVENUE  
CREATE YOUR OWN STREET



# STREET PUZZLE

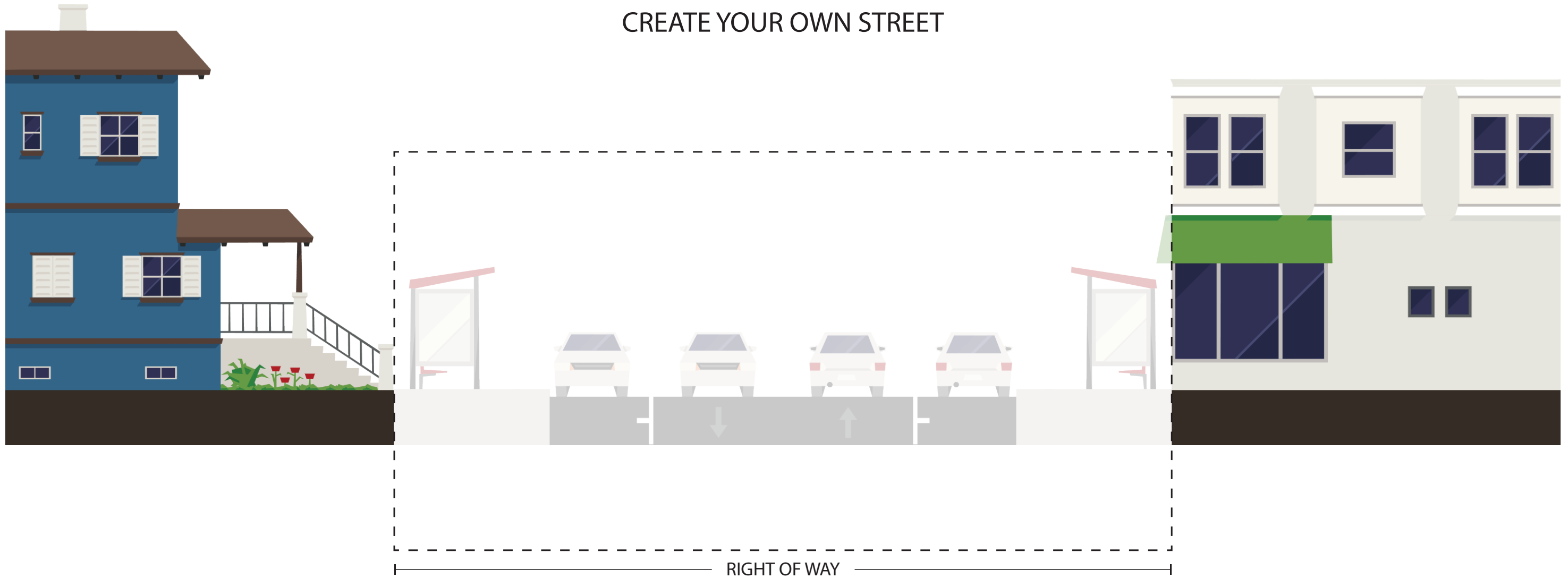
## 38TH STREET RIGHT OF WAY

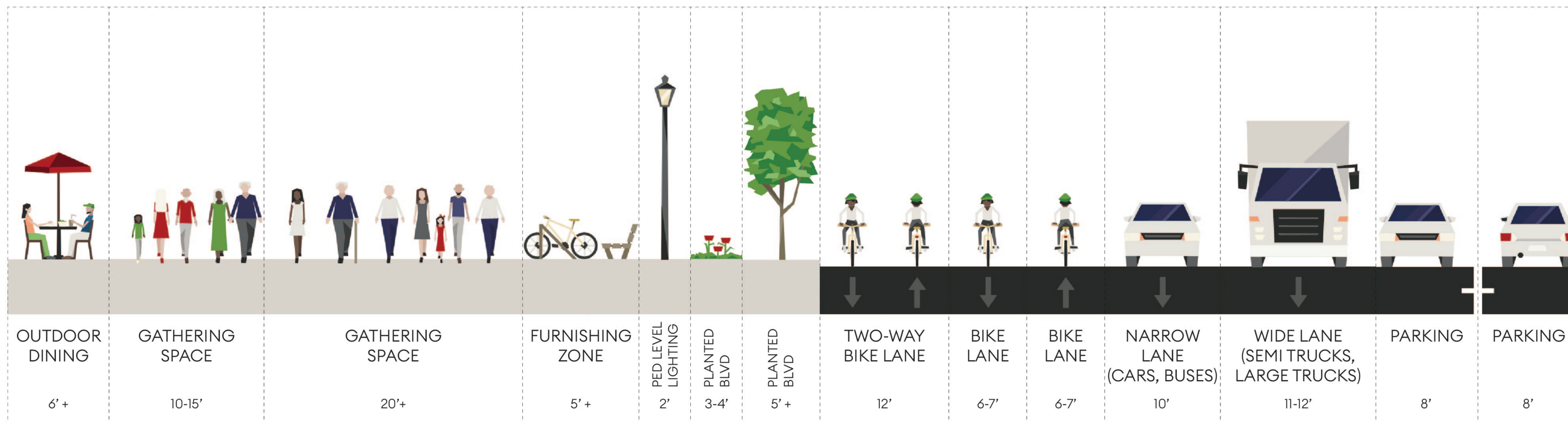
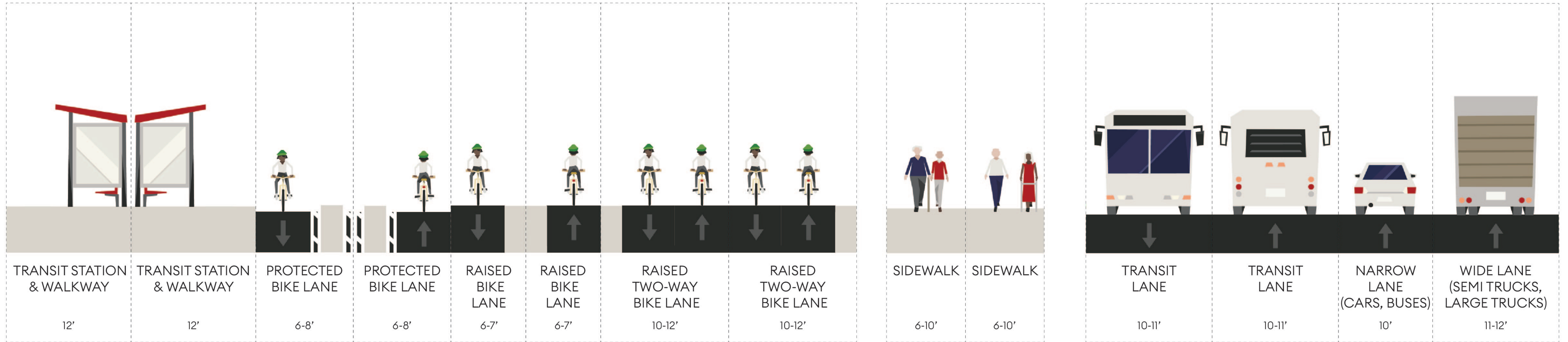


This illustration shows a cross section of 38th St E. The purpose of this exercise is to generate ideas about how the street might look and function in the future. Use the provided street puzzle pieces to build your own version of one or both streets.

# STREET PUZZLE

38TH STREET  
CREATE YOUR OWN STREET





**END**

**38TH &  
CHICAGO**

RE-ENVISIONED AT  
**GEORGE PERRY  
FLOYD SQUARE**