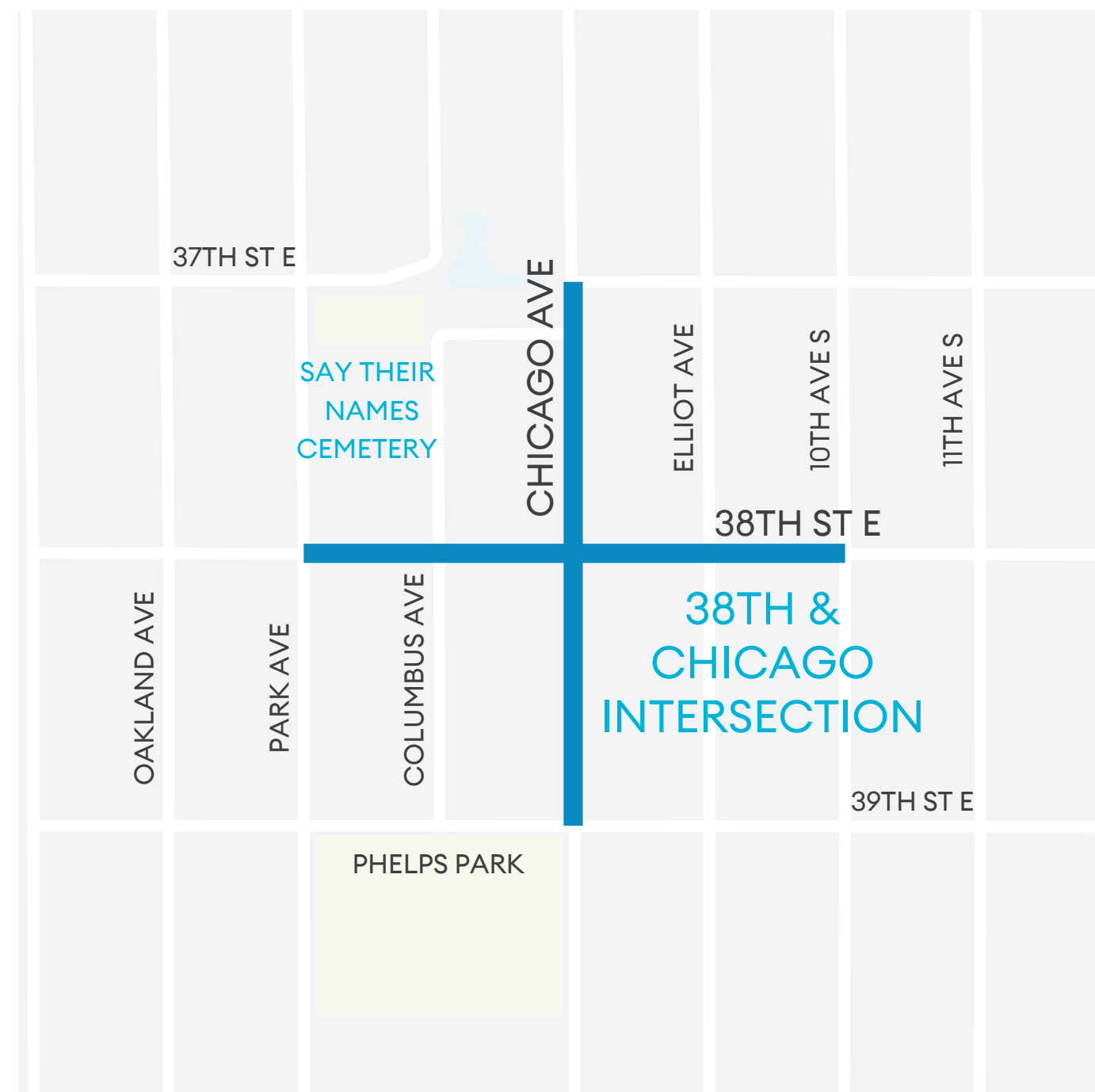
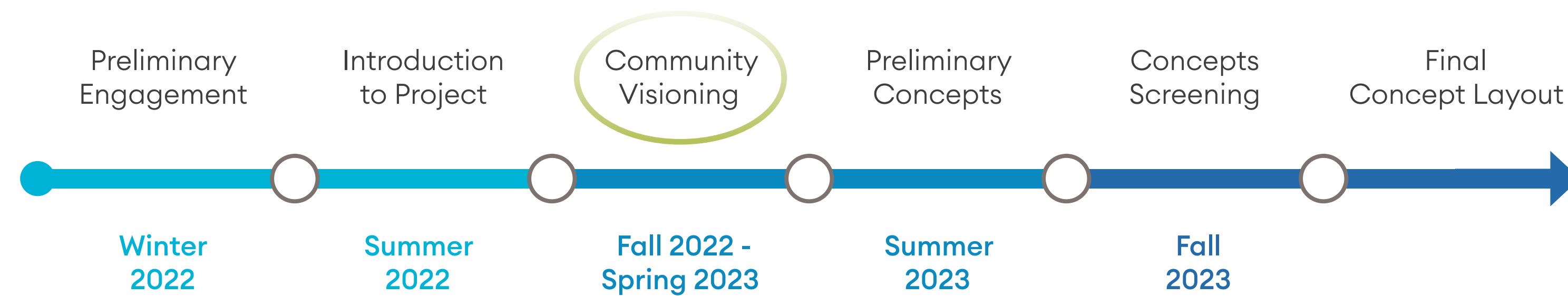


PROJECT BACKGROUND

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.



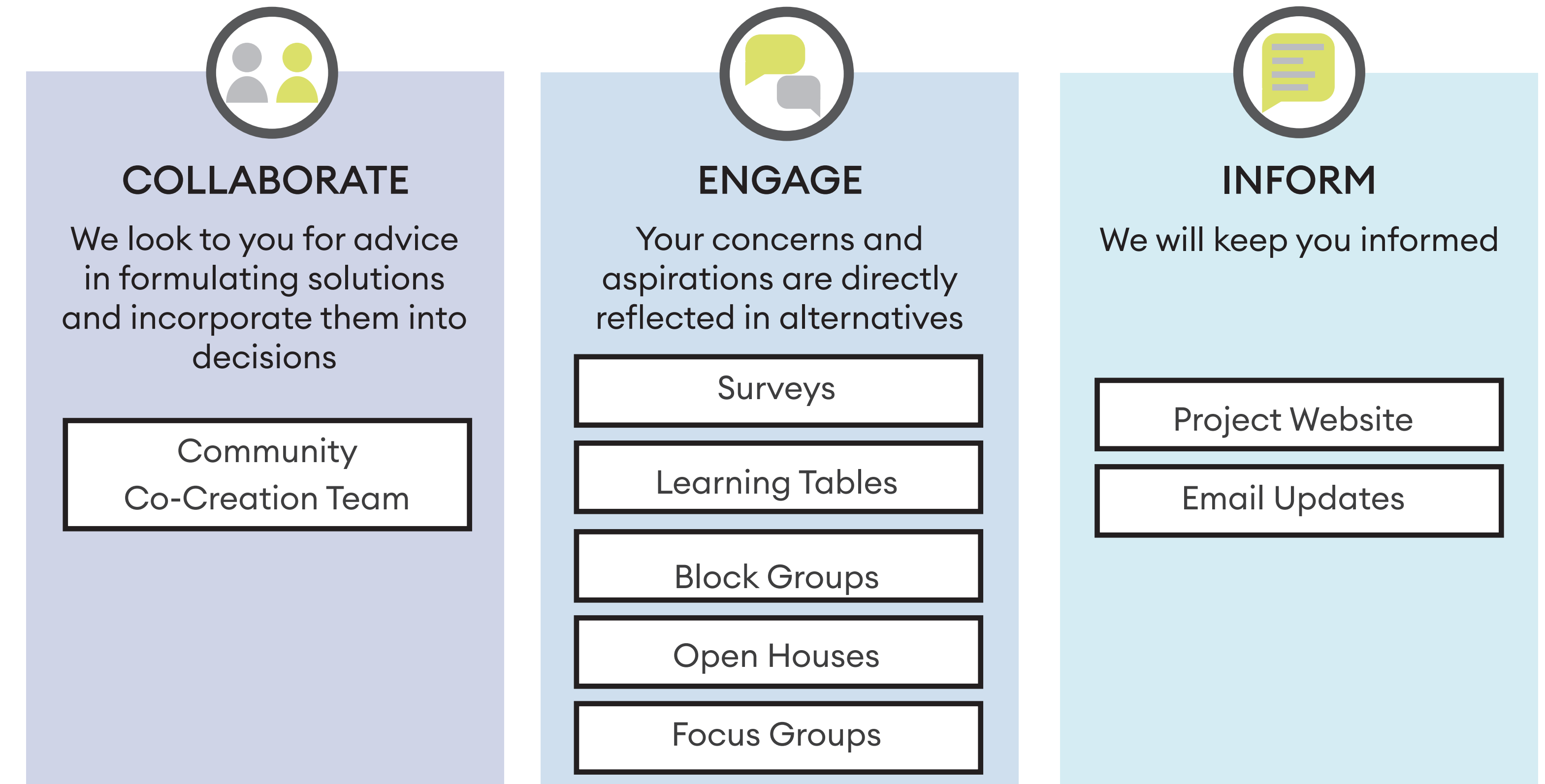
The streets of 38th Street East and Chicago Avenue South were built in phases between 1957 and 1963 and have exceeded their useful life. Residents and businesses have also faced access challenges while traveling in the area given the expansive memorial and artworks. Given the age and condition of the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



ENGAGEMENT FRAMEWORK

Engagement Methods/Activities

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



ENGAGEMENT GOALS



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HOW HAVE WE ENGAGED?

Take a look at the following boards for more information on each engagement opportunity

A variety of engagement strategies are used to gather input from the community and discuss the re-envisioning of the 38th & Chicago GFD Square. These include:

LEARNING TABLES

8 LEARNING TABLES

COMMUNITY CO-CREATION TEAM

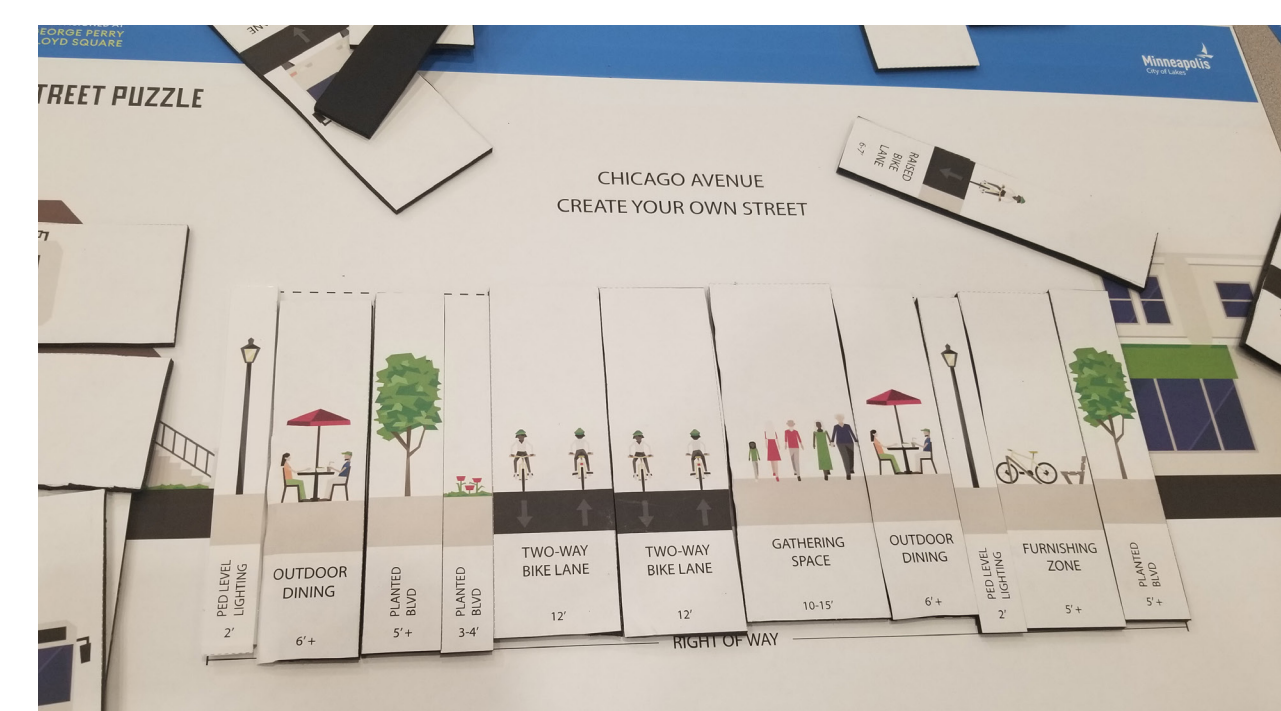
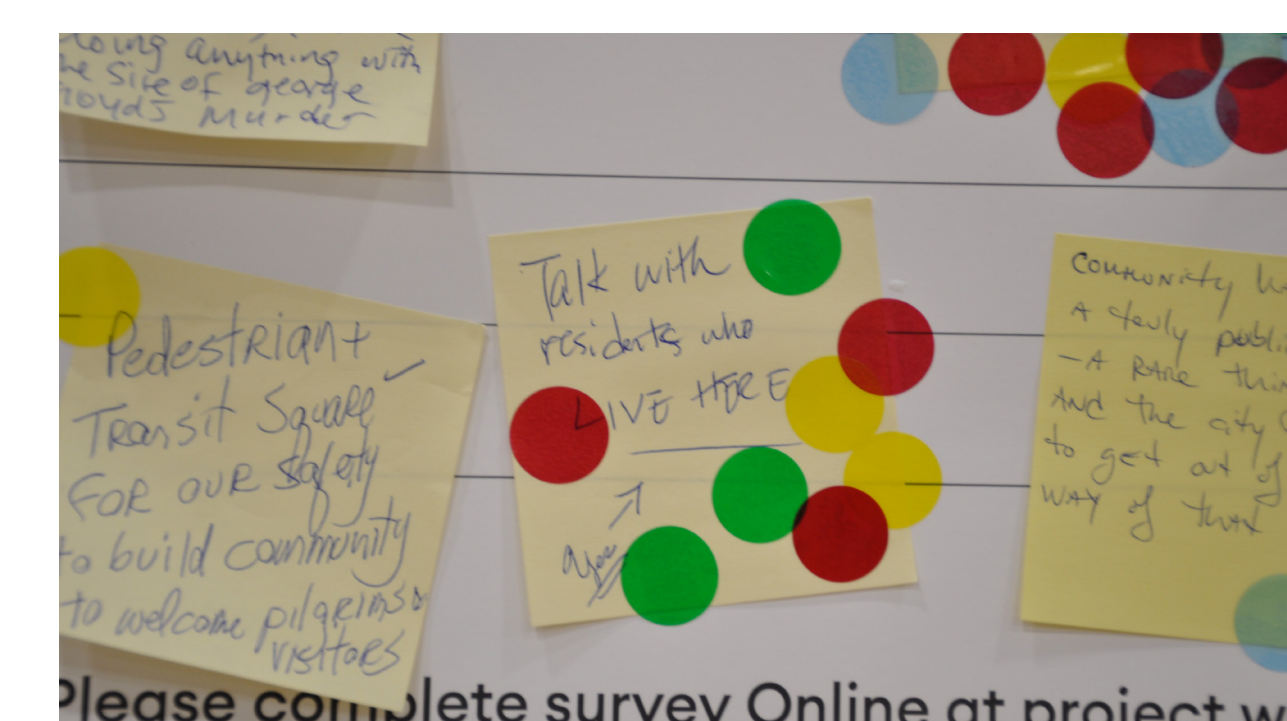
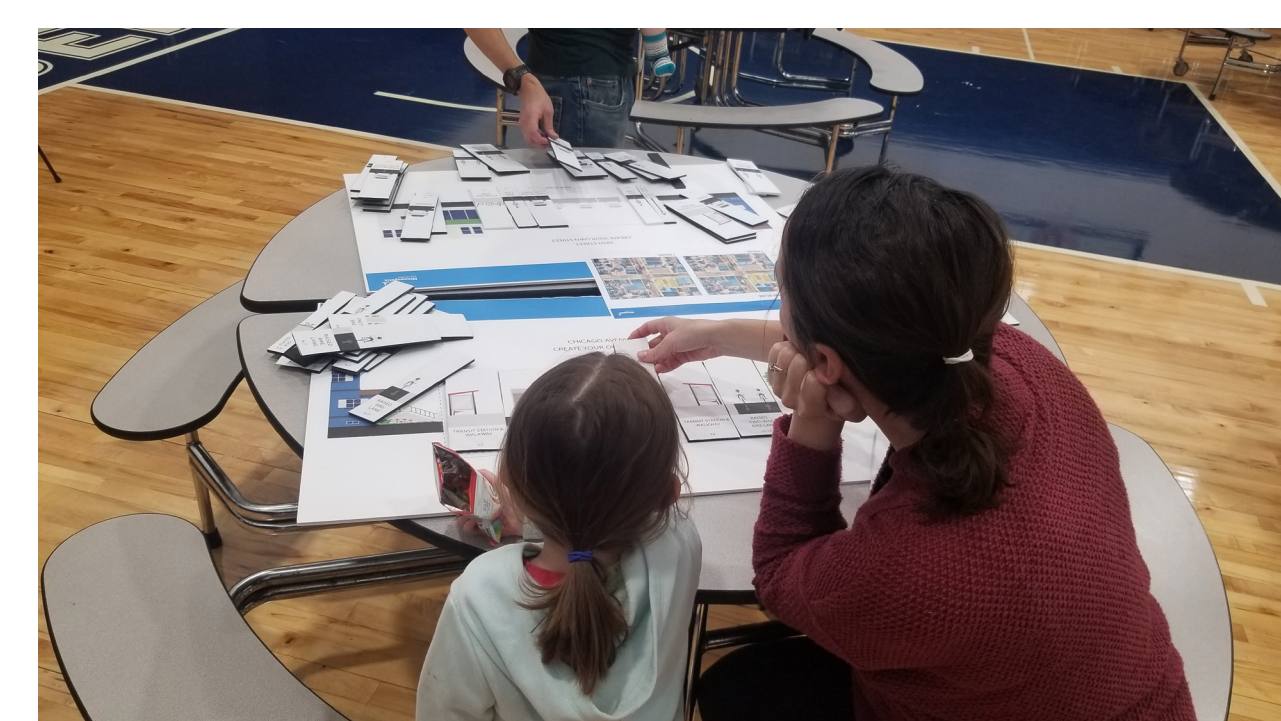
7 CCT MEETINGS **16** MEMBERS

BLOCK GROUPS

10 BLOCK GROUPS **125** PEOPLE ATTENDED

OPEN HOUSES

2 OPEN HOUSES **138** PEOPLE ATTENDED



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LEARNING TABLES

What are Learning Tables?

These events provide an opportunity to ask critical questions, develop relationships, create partnership, share ideas, and make commitments regarding the 38th & Chicago Re-Envisioned Project. These are open to the public, occur monthly, and explore different topics and issues related to the project.

Learning Table #1: Focus on Public Safety



Themes that emerged from the conversation:

SOCIAL JUSTICE: Anti-racist investments, justice, healing and atonement
PUBLIC SAFETY: Explore options to increase the sense of safety and wellbeing
ECONOMIC VITALITY: Businesses that remain struggle due to various events
INFRASTRUCTURE: Discussion surrounding what level of vehicle access should be allowed

Learning Table #2: Focus on History



Themes that emerged from the conversation:

EXTERNAL FORCES: Disinvestment in public spaces such as schools, racial covenants, gentrification
HISTORICAL ASSETS: Good memories and historical features
CURRENT CONDITIONS: Crime elements, lack of unity, poor lighting
CHANGES NEEDED: Commerce space, empty spaces utilized, reconciliation center, community gardens, businesses, and museum

Learning Table #3: Focus on Speedway



Themes that emerged from the conversation:

DISTRUST: Discussion around city accountability and ownership
SAFETY: Public safety is primary concern
GATHERING SPACE: All ages need to be able to gather in this space
INVOLVEMENT: Community must be involved in any plans, need to ensure project is happening with the community not to the community
ECONOMIC DEVELOPMENT: Need for a gas station or other way to solve food desert

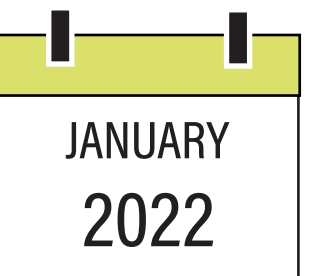
Learning Table #4: Focus on Metro Transit



Themes that emerged from the conversation:

SAFETY: Current roads are not safe
TRANSIT: Community would prefer bus traffic over car traffic, possibly reintroduction of old lines that connected the space, need culturally competent transportation
RESPECT: All traffic plans must be respectful of the place and community

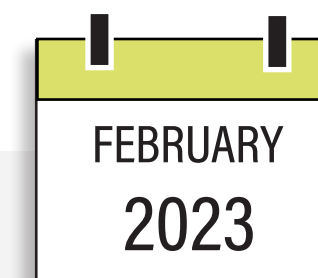
Learning Table #5: General Update



The fifth learning table was a general update for the community. At this meeting, we:

- Summarized previous learning tables
- Shared project schedule

Learning Table #6: Focus on Healing



Themes that emerged from the conversation:

HEALING: There are obstacles to overcome such as distrust, ownership, and learning how to heal, as well as the need for investment in Black excellence
BUILDING: Need for a place for the community, commitment, investment, love and kindness, accountability, and job opportunities

Learning Table #7: How the Pieces Fit



Themes that emerged from the conversation:

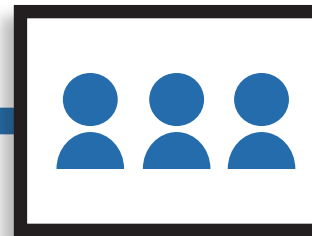
ART AND MEMORIAL: Need a unified vision for a gathering space with space for art, memorial, and history
PROSPERITY: Should have business assistance, funding and support, educational programs, and creation of Black Wall Street
INFRASTRUCTURE: Need faith in the process/city, provide space for caretakers, bring transit back, and controlled by the community
SAFETY: Need more cop training

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COMMUNITY CO-CREATION TEAM



What is the Community Co-Creation Team?

The Community Co-Creation Team (CCT) is a team of community stakeholders who work directly with the Public Works project team. They provide guidance to the project team throughout the process and will work with Public Works to jointly reach a set of recommendations for the intersection of 38th & Chicago.

CCT Members

The CCT includes community stakeholders that live or work within the 38th & Chicago area. The team includes homeowners, renters, faith leaders, community leaders, business and property owners, and elders:

Name	Affiliation
Angela Harrelson	George Floyd Global Memorial
Art Serotoff	Resident, Bryant Neighborhood Organization, CANDO
Billy Jones	Resident, Local Business Owner
Bridgette Stewart	Local Business Owner, Agape Management
Holly Marshall	Resident
John Bly	Resident
Katie Dillon	Resident
Keith Beyer	Resident
Marika Reese	CCT Co-Chair, Resident, Local Business Owner
Mikki VanEpps	Communications Facilitator, Resident
Richard Boswell	Resident
Satish Desai	Resident, Bancroft Neighborhood Association
Susan Heineman	Resident, Bancroft Neighborhood Association
Tom Lee	Resident, Local Business Owner
Derek Armstrong	Resident, AGAPE Movement
Jeanelle Austin	CCT Co-Chair, George Floyd Global Memorial

All CCT meetings are open to the public for observation

BLOCK GROUP MEETINGS

What are Block Groups?

The Community Co-Creation and project team met with community stakeholders identified by various block groupings (Portland, Oakland, and Park Avenues, Columbus, Chicago and Elliot Avenues, 10th, 11th, and 12th Avenues, Extended Neighbors and Former Residents, and Open Sessions). These focused on understanding stakeholders' vision, experiences, and desires for the intersection of 38th & Chicago.

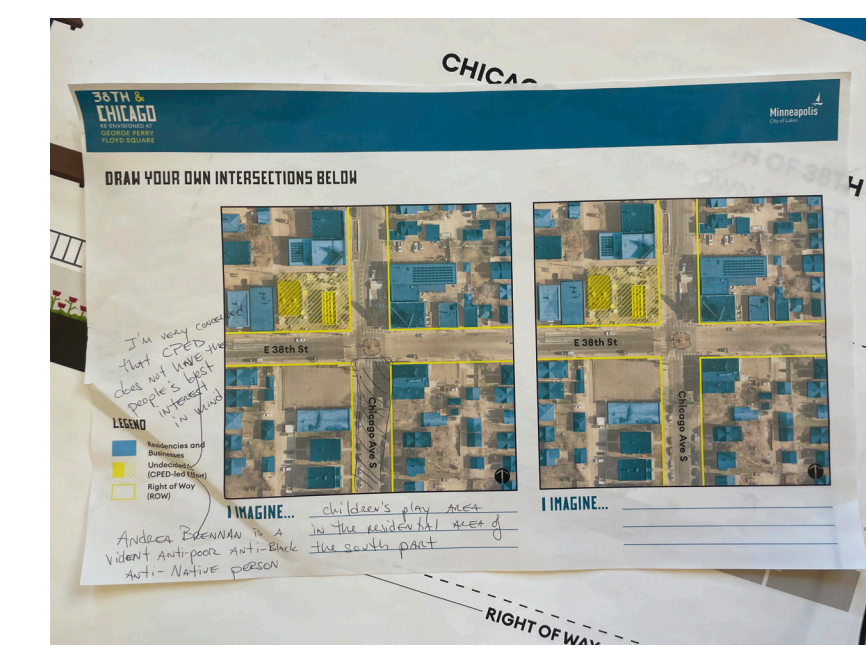
Below are the main themes that emerged from these Block Group Meetings:

POSITIVE PLACE FOR THE YOUTH: Through the creation of a community center and after school programming, through increasing safety (more lighting) and decreasing violence in the area, the continuation of mutual aid and support, and support for new businesses to open in the neighborhood

CELEBRATING, PRESERVING, AND HONORING THE HISTORY OF THE PLACE, COMMUNITY, AND GEORGE FLOYD: Include art and recreational programming, a community center, green space, or outdoor seating, preserve the art that exists in the place, and ensure design does not displace the George Floyd memorial or community

TRAFFIC, TRANSPORTATION, AND ACCESS: Need public bathrooms, a mix between opening the area (to transit) while keeping it closed, and ideas about how to re-route traffic

FOOD DESERT: Need for a grocery store, restaurants, or community meals



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OPEN HOUSES

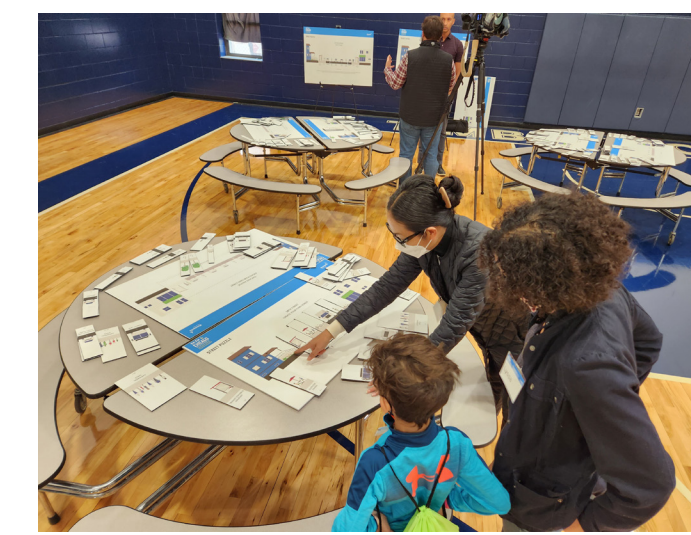
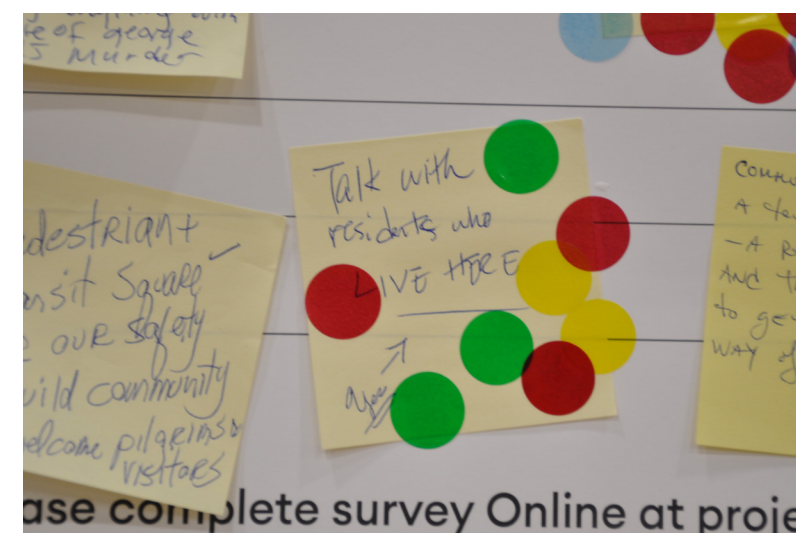
Open House #1

The project team held the first Open House in April of 2022. The first open house focused on introducing the project to the community and hearing their perspectives.



Open House #2

The project team held the second Open House in October of 2022. This open house continued the conversation around specific re-envisioning topics.



What we heard

The common themes below summarize the variety of comments collected through the public meetings and online survey. Key themes from the open houses included social justice, economic, public safety, infrastructure, community gathering, and design that enables growth.

SOCIAL JUSTICE

- "My vision is that the space itself would promote and be inviting for all community to visit, reflect, patronize businesses and be a living, vibrant memorial but still recognizing that it is a neighborhood of families within south Minneapolis. A separate community space would seem out of place." - Comment from online survey respondent
- "No justice, no streets!" - Comment from online survey respondent
- "This community needs a major focus on healing from the tremendous pain and trauma it has been through. This can't happen without addressing the core issue of MPD and lack of community trust/safety." - Comment from attendee of 4/23 Open House

ECONOMIC VITALITY

- "My primary concern is to focus on support for businesses located in the square." - Comment from attendee of 4/23 Open House
- "Create a functional road, and space that's conducive to economic activity." - Comment from online survey respondent
- "Businesses need to be able to prosper here. They don't currently, but they need to." - Comment from online survey respondent

PUBLIC SAFETY

- "Please include public safety into these events. Pretty design does not make safe streets." - Comment from attendee of 4/23 Open House
- "Safety for residents, businesses, business customers, and other visitors has to be the number one priority for this project." - Comment from online survey
- "Safety, safety, safety - for people who live and /or work in the community. A sense of safety for community members and visitors must happen first before any other plans are made; address all other concerns and plans!" - Comment from online survey respondent

INFRASTRUCTURE

- "Start off with a safety plan." - Comment from attendee of Oct. Open House
- "I would appreciate the mayor and city council cleaning up the crime on this corner. Our neighborhood has deteriorated, everyone is moving away." - Comment from attendee of Oct. Open House
- "Safety is the biggest concern: traffic from visitors looking at the memorial conflicting with cars and trucks. Pedestrian and vehicle safety. Dangerous with high speeds and blind spots." - Comment from attendee of Oct. Open House

GATHERING

- "I imagine 38th & Chicago as a destination area that is dedicated to community." - Comment from attendee of Oct. Open House
- "We need space for gathering... preserving 38th & Chicago as a memorial forever." - Comment from attendee of Oct. Open House
- "The design should [...] provide space for anti-racist organizing offices, low-income housing, and a racial healing conference." - Comment from attendee of Oct. Open House

ENABLING GROWTH

- "Safe comfortable spaces with businesses given support to find success would not only improve the area, but make it safer." - Comment from attendee of Oct. Open House
- "How to honor George? Support the people & their needs. Obviously access to transit is of huge importance to the community. Access to healthy food. Safety. Affordable housing." - Comment from attendee of Oct. Open House
- "How can we deliver a message of hope for the future?" - Comment from attendee of Oct. Open House

TRANSPORTATION

- "Space for gathering, slowness, pedestrians, and greenery are the highest priority to me preserving the 38th and Chicago as a memorial forever. Through traffic can be detoured." - Comment from attendee of Oct. Open House
- "Open the street - get the bus routes back to normal." - Comment from attendee of Oct. Open House
- "Intersection should be fully opened to traffic." - Comment from attendee of Oct. Open House
- "Clean up intersection, provide an environment attractive to pedestrian, traffic, and business patrons." - Comment from attendee of Oct. Open House

FUNCTION & RESPECT

- "An appropriate memorial should be placed, but that doesn't mean the neighborhood quality should be negatively impacted by security, business, pedestrian or vital traffic." - Comment from attendee of Oct. Open House
- "In and around all logistics, I want to make sure that the intersection of 38th and Chicago retains the element of the sacred - the spiritual nature of remembering and honoring George Floyd and all who have died at the hands of the police." - Comment from attendee of Oct. Open House

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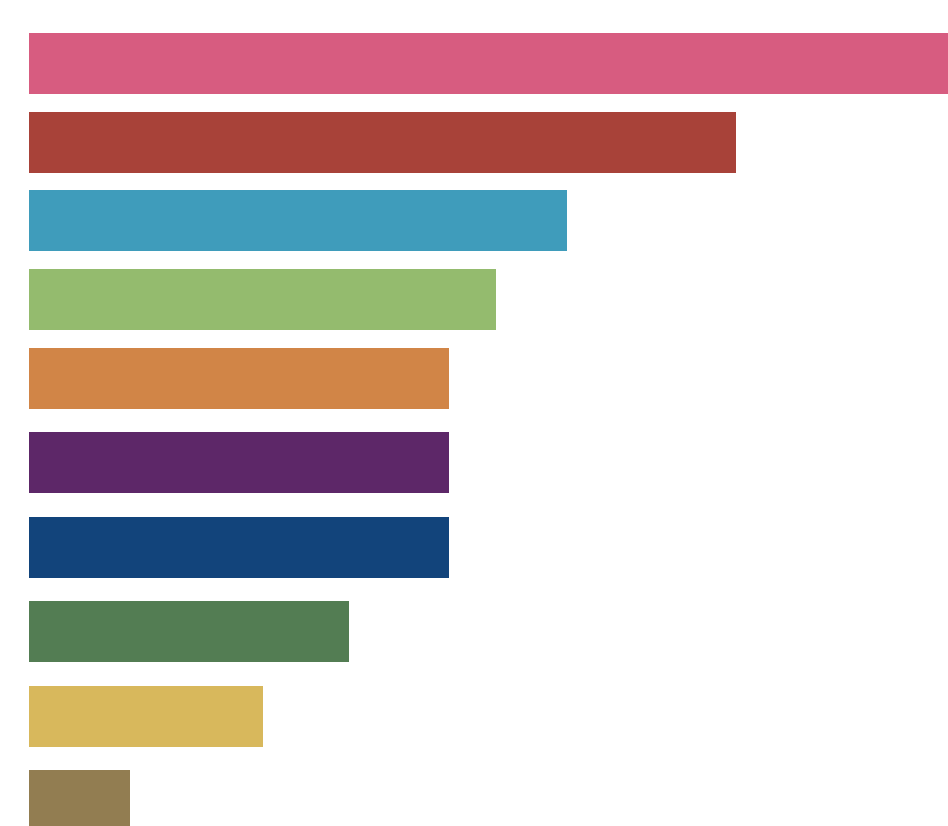
ENGAGEMENT OUTCOMES

Prioritization

A marble exercise was used to determine which design elements the community would like to see prioritized. Attendees at various events were asked, "Using your marbles, how would you prioritize these ten categories to improve or enhance the intersection and community?"



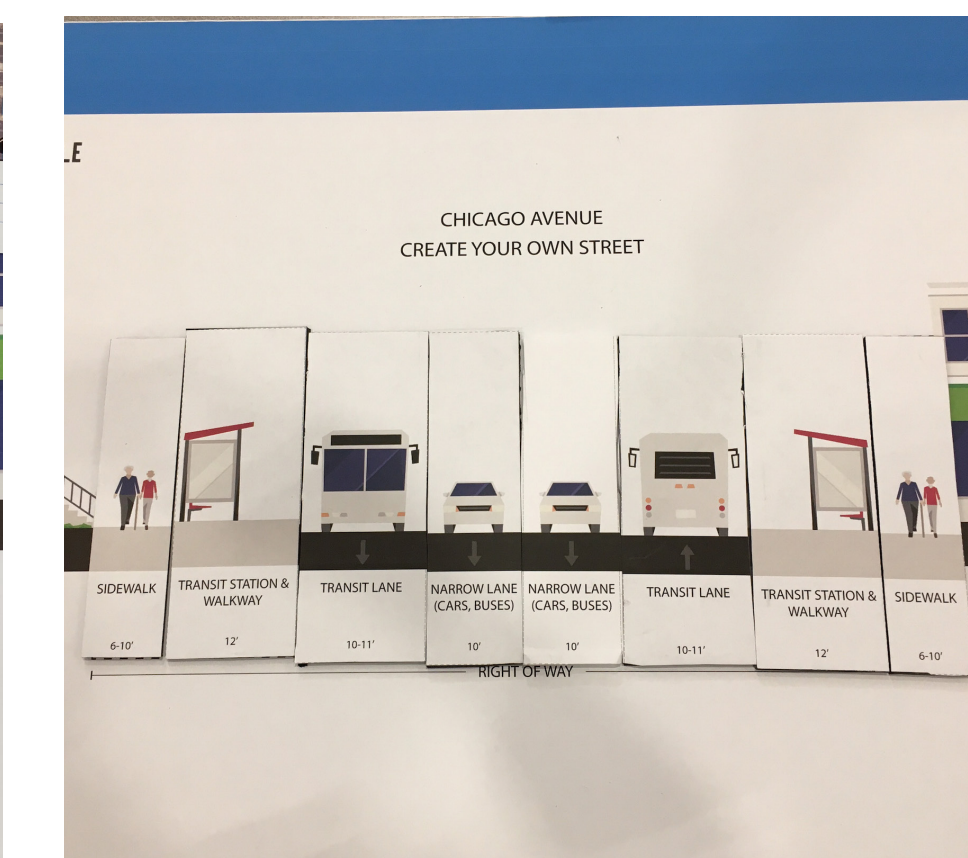
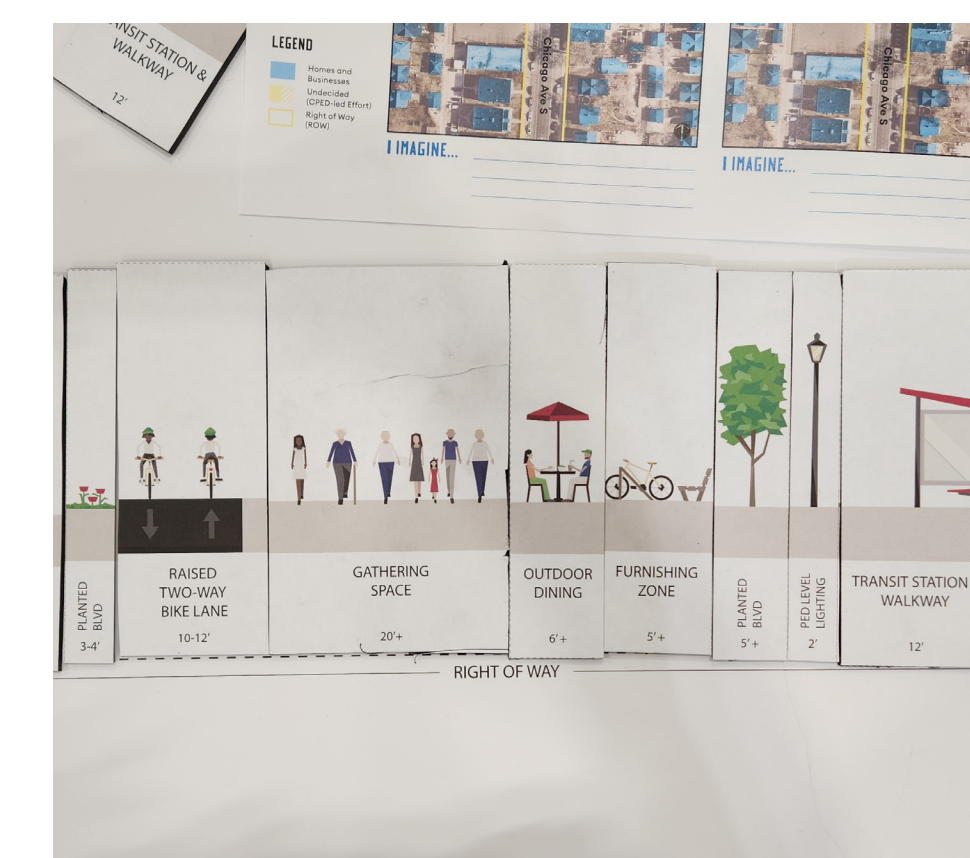
- Memorial and Art (21%)
- Pedestrians (16%)
- Gathering Community (12%)
- Environment and Health (10%)
- Transit (9%)
- Gathering Business (9%)
- Public Amenity (9%)
- Bicycles (7%)
- Vehicles (5%)
- Parking and Delivery (2%)



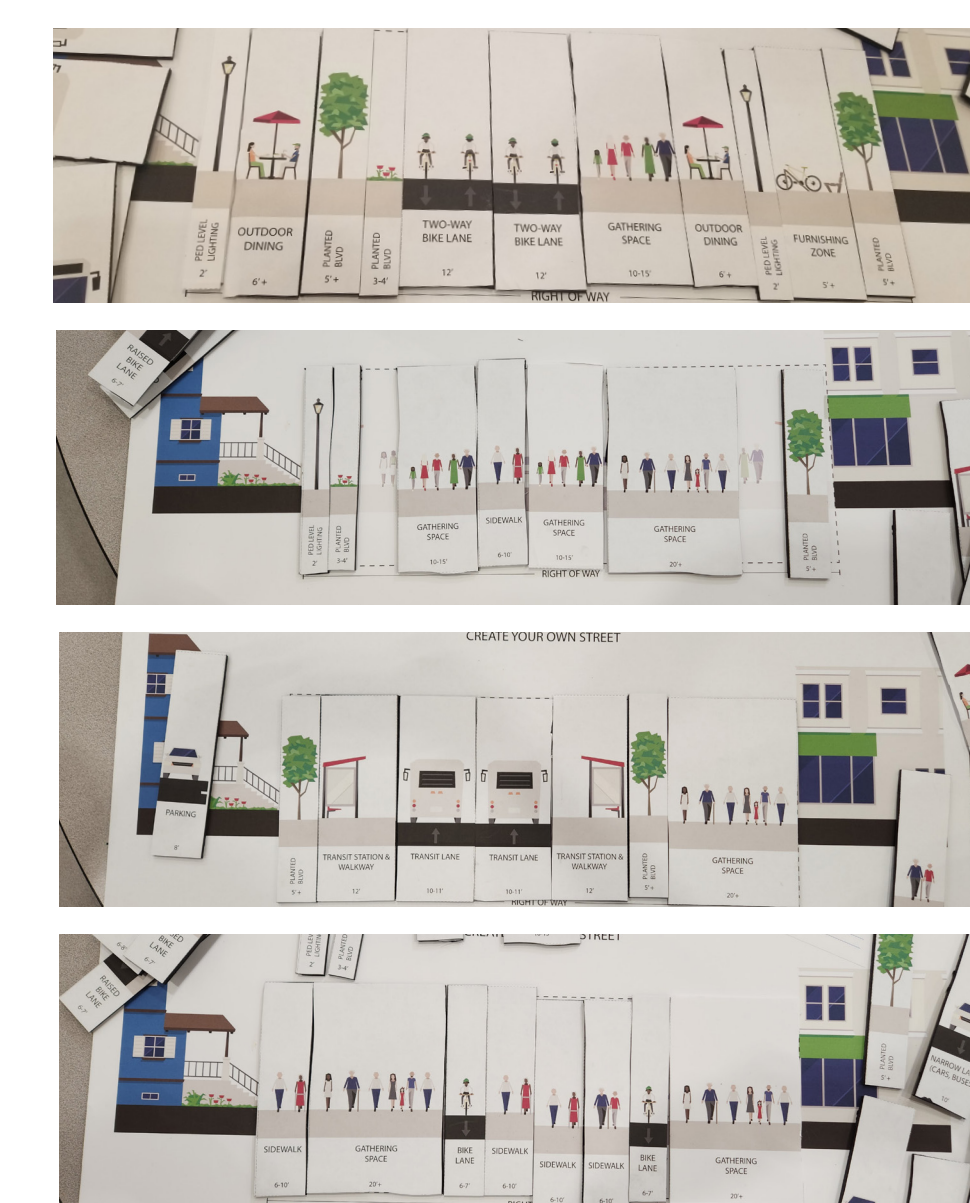
Street Puzzle

Using interchangeable "puzzle pieces", community members were asked to design their ideal street at various engagement events. Options included sidewalks, gathering space, bicycle lanes, furnishing zones, street lighting, planting, trees, car travel lanes, transit travel lanes, transit shelters, and outdoor dining.

REPRESENTATIVE EXAMPLE



VARIATIONS



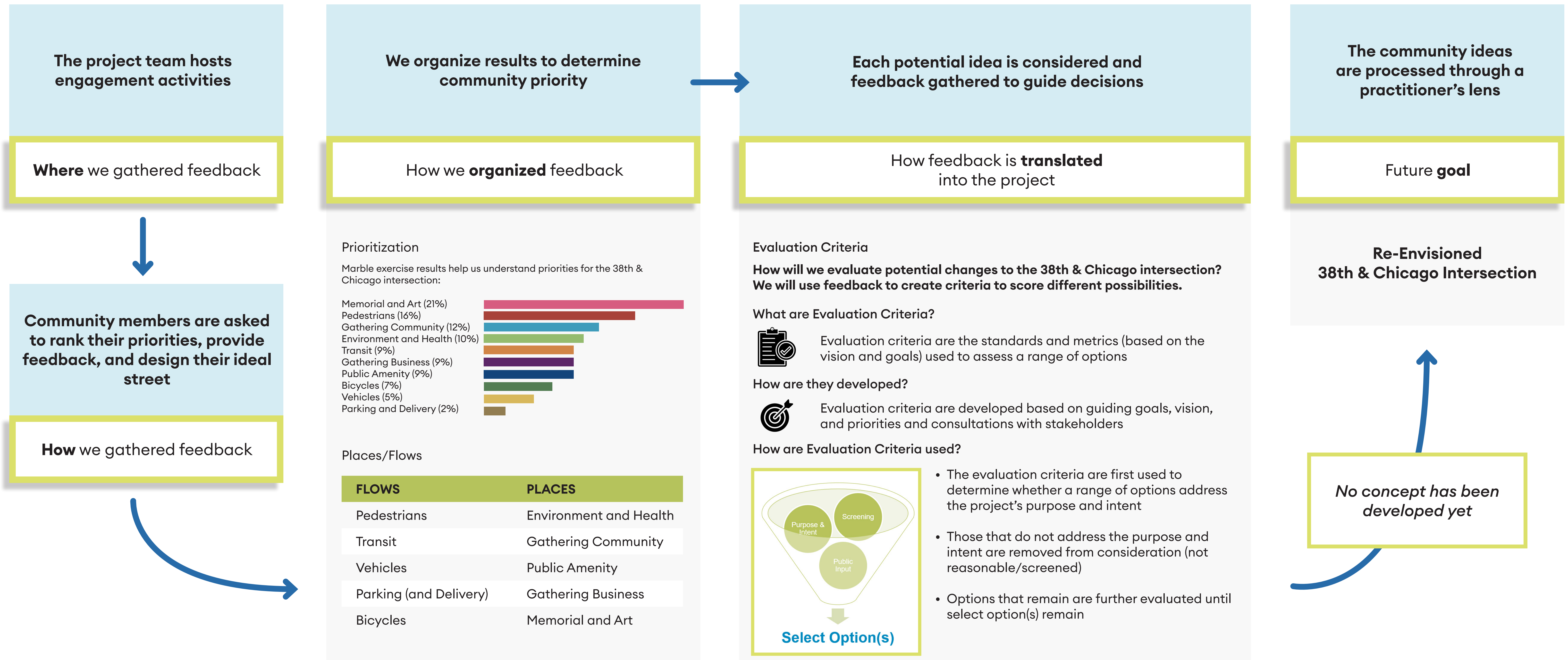
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WHAT'S NEXT?

The feedback received from the community will be used to shape what comes next:

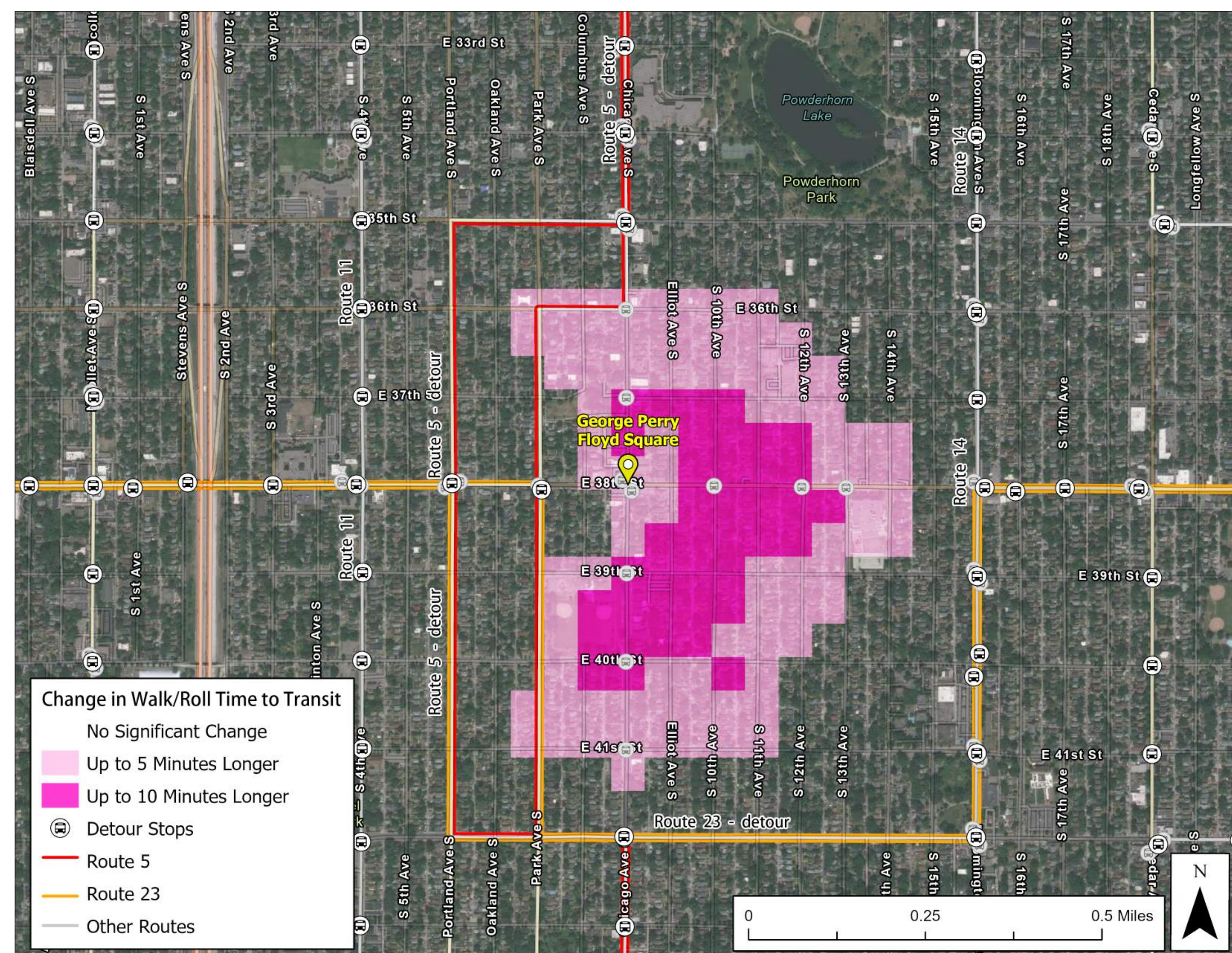


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ACCESS TO TRANSIT DURING THE DETOUR



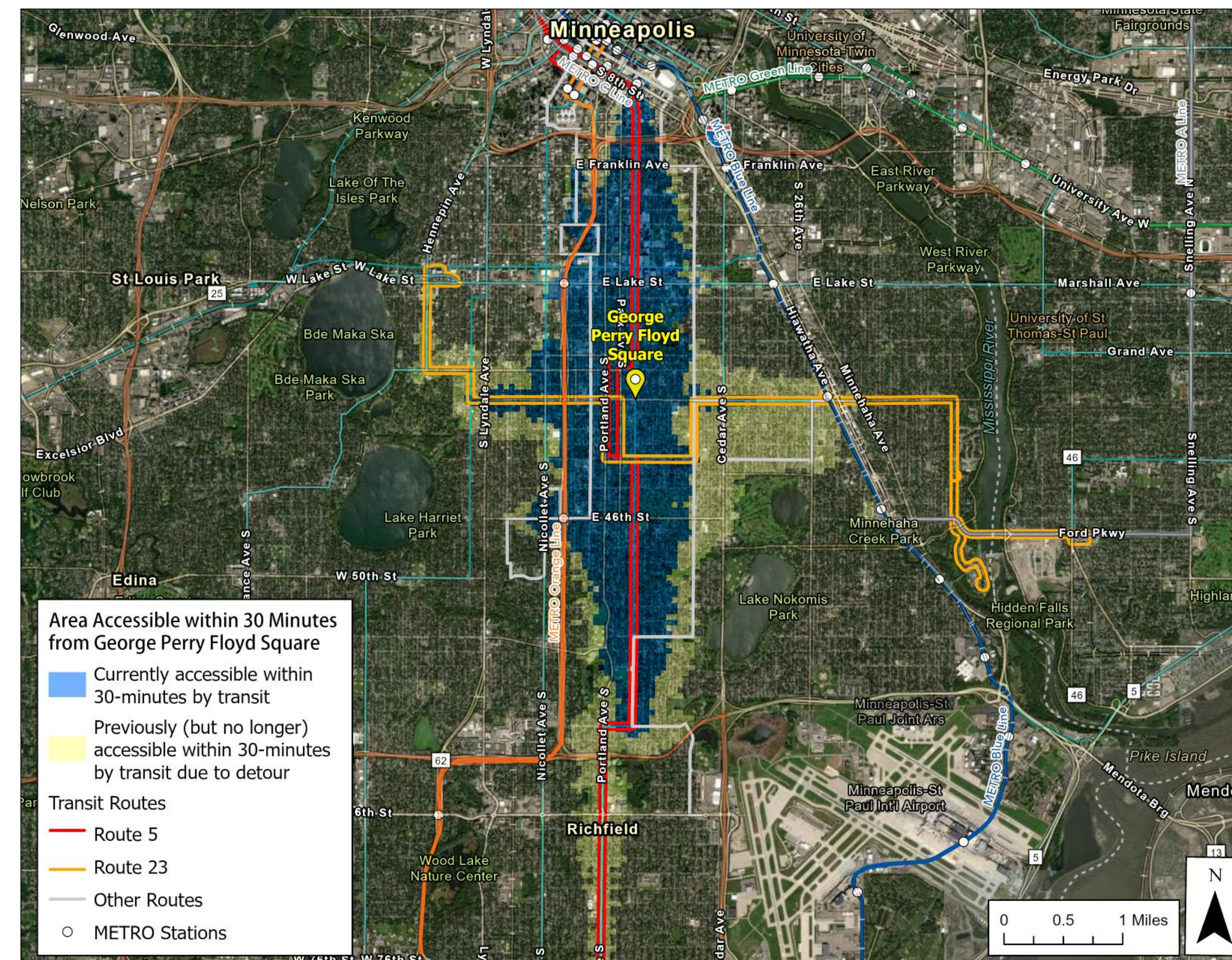
How have walk and roll times to public transit changed during the detour?

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

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

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WHAT ABOUT THE D LINE?

What is the D Line?

- The METRO D Line bus rapid transit (BRT) opened in December 2022.
- The D Line replaced Route 5. The D Line is the highest ridership BRT route. It serves destinations from Brooklyn Center Transit Center to the Mall of America in Bloomington.

What was originally planned at this location?

- D Line plans originally included a station at Chicago Ave & 38th Street. There are a lot of riders who use transit to access destinations at this intersection. Many transit riders transfer between the D Line and Route 23.
- In summer 2020, Metro Transit removed the Chicago Ave & 38th Street station from D Line construction plans. A permanent station serving this area is still in the project plan and budget. The D Line will continue to serve the neighborhood at Park/Portland Avenues until a decision is made about the intersection.

Temporary Stations at Park/Portland Avenues & 38th Street

- Temporary D Line stations are located at Park/Portland Avenues & 38th Street. Temporary stations have basic BRT improvements, like fare payment machines. When a permanent BRT station is constructed, all amenities will be included.



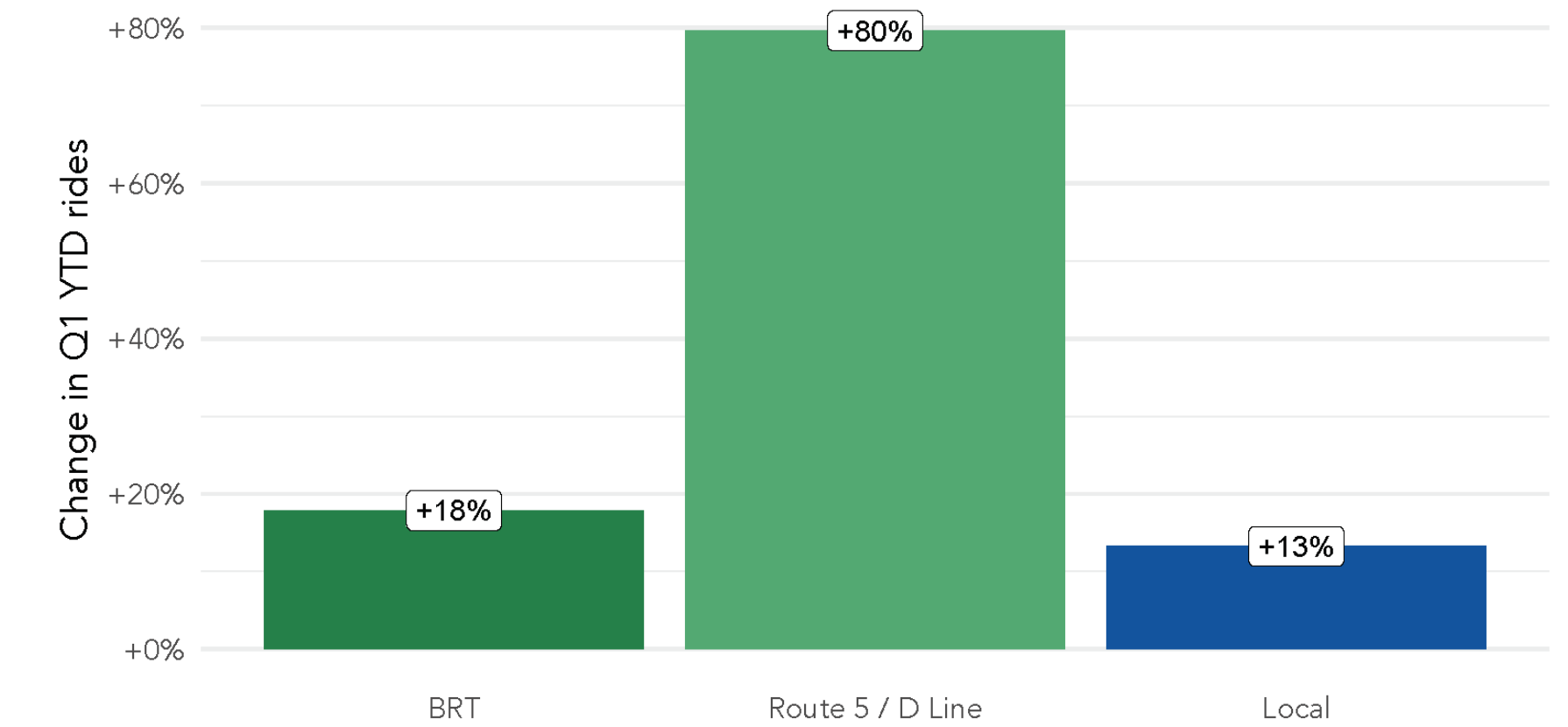
Example temporary station at Olson & Bryant for the C Line BRT route



HOW DOES TRANSIT SERVE THIS AREA?

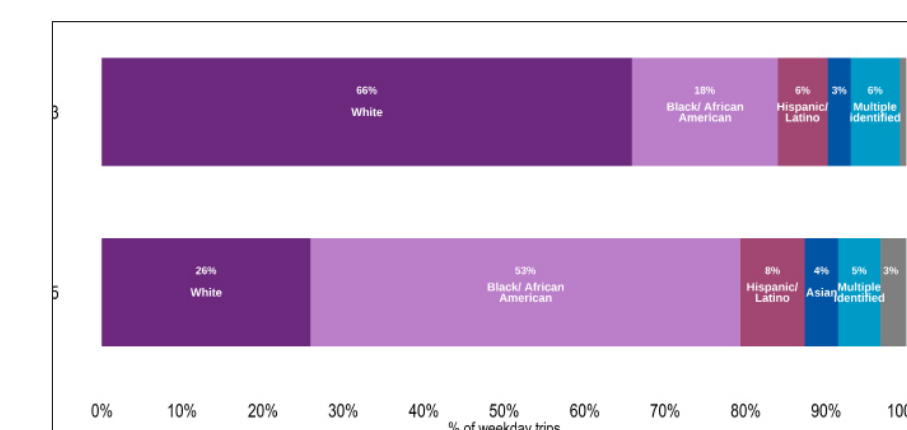
Bus Routes Serving the Area are Heavily Used

- The D Line (Chicago Avenue) and Route 23 (38th Street) are high-ridership routes and provide important connections throughout the region, serving thousands of people every day.
- Since the opening of the D Line, ridership on the D Line/Route 5 corridor has grown by 80%.



Bus Routes Reflect the Local Community

- The D Line replaced Route 5 in December 2022. Metro Transit does not have demographic information on D Line riders yet. It is expected that D Line ridership will include the same riders that used Route 5.
- 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)

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PROJECT AREA

3D AERIAL VIEW- EXISTING CONDITIONS



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

PROJECT AREA

ENLARGED 3D AERIAL VIEW- EXISTING CONDITIONS



- | | |
|----------------------------------|-------------------------------------|
| 1. The People's Way | 11. Finish Touch Boutique |
| 2. Onyx Coffee | 12. Just Turkey |
| 3. Third Place Gallery | 13. Smoke in the Pit |
| 4. Chell's Kitchen | 14. Chicago Avenue Fire Arts Center |
| 5. Junita's Jar | 15. Unity Foods |
| 6. Ricky's Bakery Goods, LLC | 16. Prestige Cuts Barber Lounge |
| 7. Mill City Auto Body | 17. Axis Home PCA Agency |
| 8. Inquilinx Unidxs Por Justicia | 18. Worldwide Outreach for Christ |
| 9. CTUL | 19. MOTHERS |
| 10. Giant Express Laundromat | |

PLACES

-  ART AND MEMORIAL
-  GATHERING- BUSINESS
-  PUBLIC AMENITY
-  GATHERING- SOCIAL
-  ENVIRONMENT AND HEALTH

FLOWS

-  PEDESTRIANS
-  TRANSIT
-  PERSONAL VEHICLES
-  PARKING
-  BIKES

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