

# Right-of-Way Concept Development Vision Workshop #5, September 24th 2024

## Concept Development

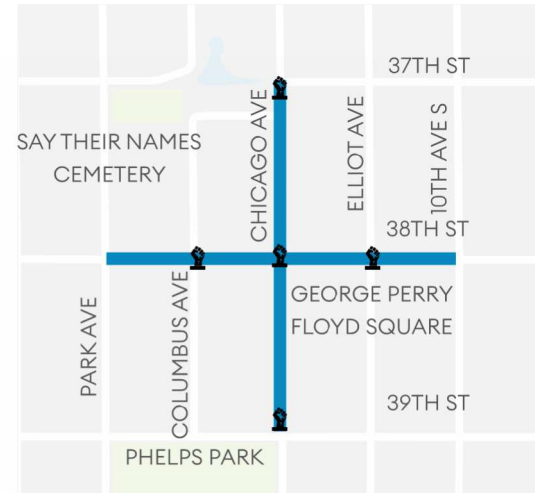
Public Works developed three concepts guided by the project's Design Goals, Engagement Themes, and Design Principles that were outlined in the Design Framework. Each of the concepts maintains the same design along 38th Street and Chicago Avenue south of 38th Street, with the three concepts representing different options for Chicago Avenue north of 38th Street.

These concepts are guided by ongoing conversations with stakeholders and technical analysis. Many detailed design elements are still being analyzed and are not yet shown in the concept layout graphics. Public Works is seeking input from stakeholders on the three concepts to guide the technical analysis to inform the evaluation and recommendations.

## Project Intent

- This project will seek to balance traditional asset management needs with the intersectionality of justice, healing, placemaking and culture.
- Public Works and community stakeholders will evaluate a range of options that represent transportation, utility, and community-centered public realm needs.
- The reconstruction project will involve the entire public right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, lighting, and utility improvements.
- This work will also thoroughly consider and explore the integration of METRO D Line bus rapid transit and local bus service on Routes 5 and 23.

## Project Area



## Existing Photos



## Street Design Priorities

**Center the needs of the people and the community of GFS:**

- Design streets with the neighborhood in mind.
- Ensure access for residents and businesses.

**Honor the life and death of George Floyd:**

- Create welcoming spaces for community gatherings and visitors.

**Respect George Floyd Square as an active memorial space:**

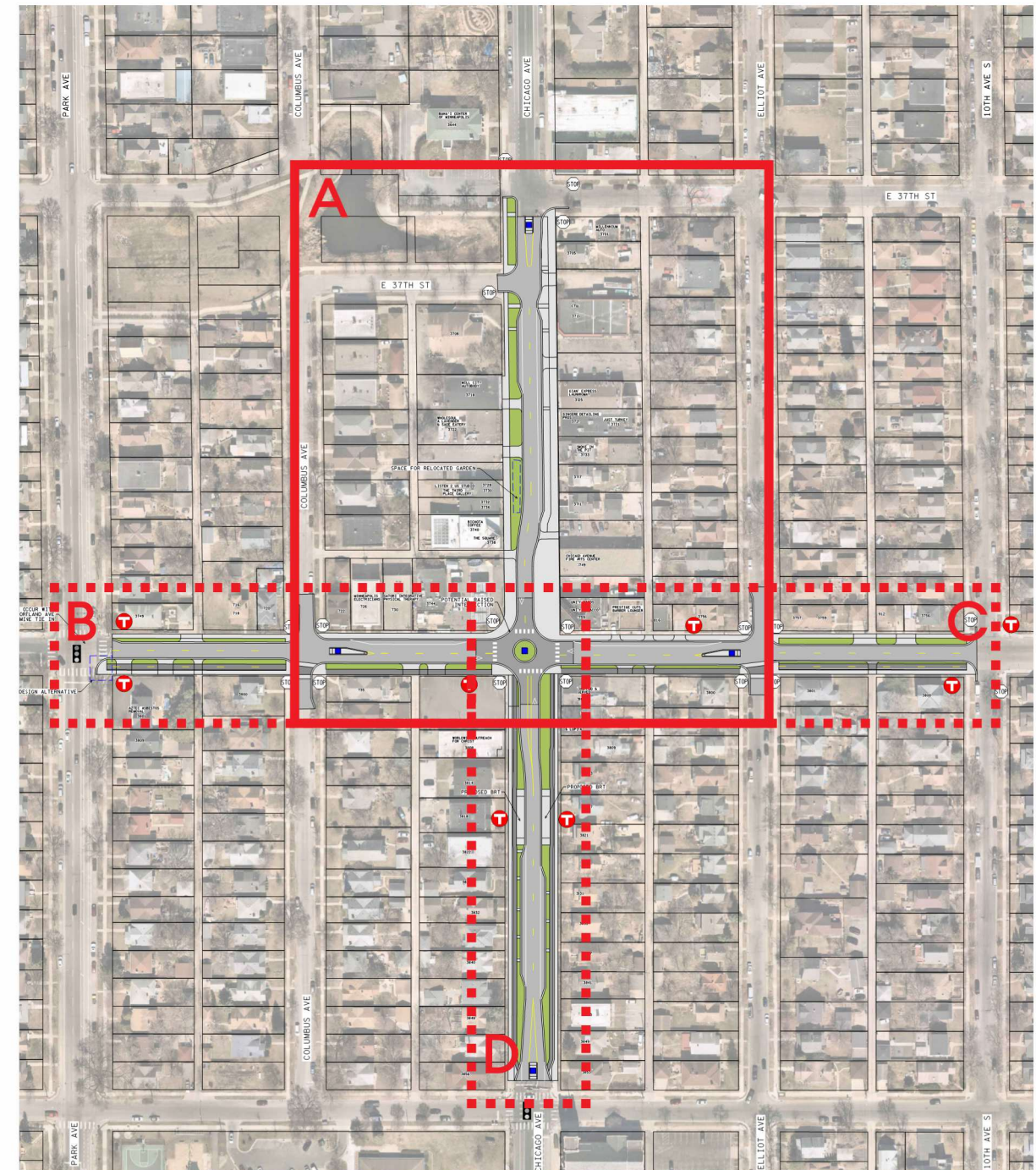
- Allocate spaces for art and memorials.
- Prioritize pedestrian safety and comfort.

**Repair the collective harms of racism and its impact on our society:**

- Address environmental injustices and disparities.
- Enhance transit service and accessibility.
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## Design Features

- Widened sidewalks and new boulevards with new ADA ramps and space for pedestrian street lighting, trees, stormwater treatment, and plantings.
- New and upgraded low stress bikeways.
- Traffic calming and safety features, such as bumpouts, medians, chicanes, and narrower travel lanes for shorter street crossings
- The Open and Transit Mall Concepts return D Line and Route 5 transit service along Chicago Avenue. In the Pedestrian Plaza Concept, the D Line and Route 5 will not return to Chicago Avenue through the project area. All concepts keep Route 23 transit service on 38th Street.
- On street parking for residents, businesses, visitors, loading, and deliveries.



Segment A: Chicago Ave, 37th St to 38th St, Segment B: 38th E, Park Ave to Chicago Ave, Segment C: 38th E, Chicago Ave to 10th Ave, Segment D: Chicago Ave, 38th St to 39th St

# Right-of-Way Concept Options - Segment A: Chicago Ave, 37th St to 38th St

## Flexible-Open

Maintains vehicular access, while also restoring access for Metro Transit's D Line and Route 5 service.

- Preserves and expands community uses for gathering, art, and memorials.
- Provides wider sidewalks, boulevards, and allows for some on-street parking.
- Stops for the D Line and Route 5 would be located south of 38th Street. Route 23 bus stops would be added on 38th Street near Chicago Avenue.

## Transit Mall

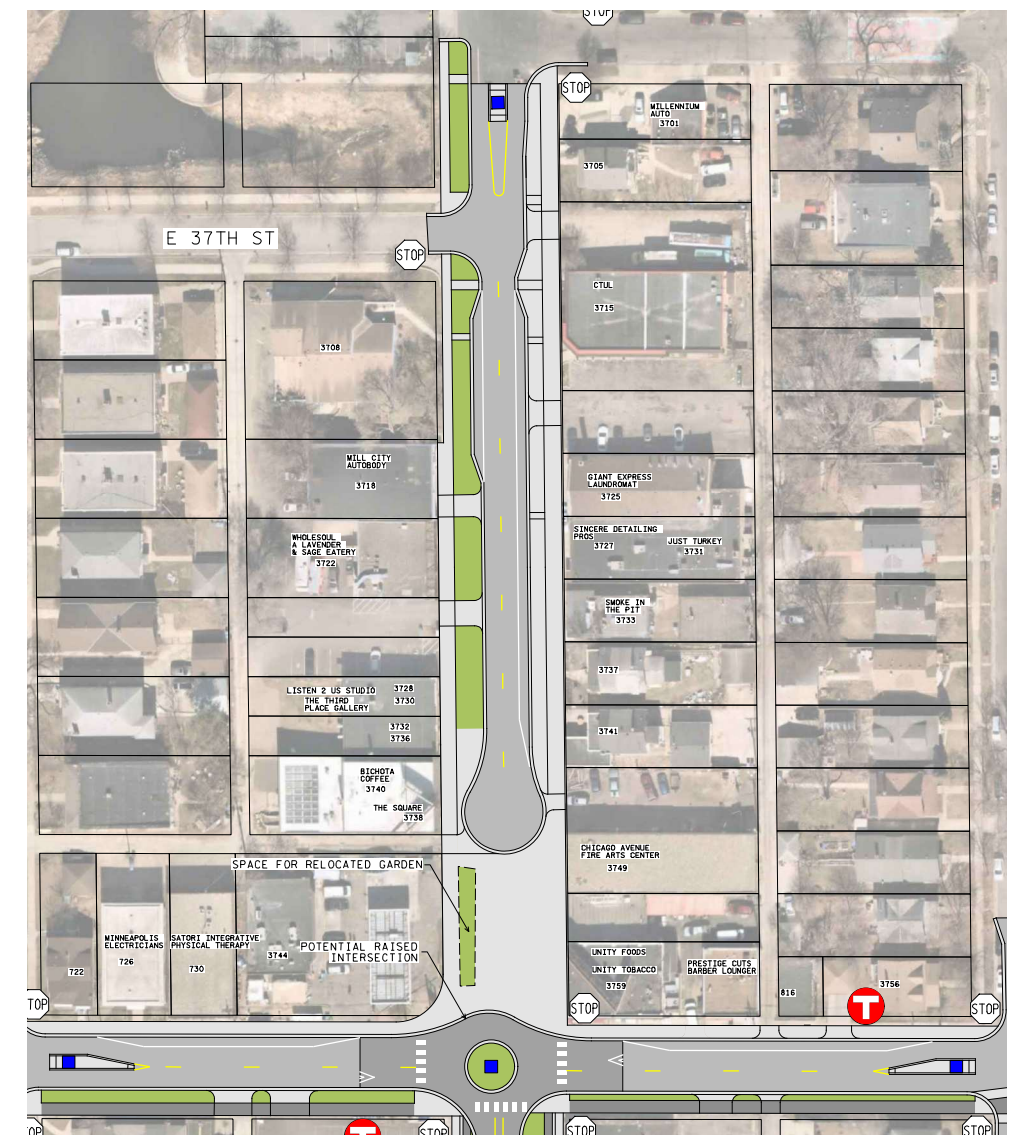
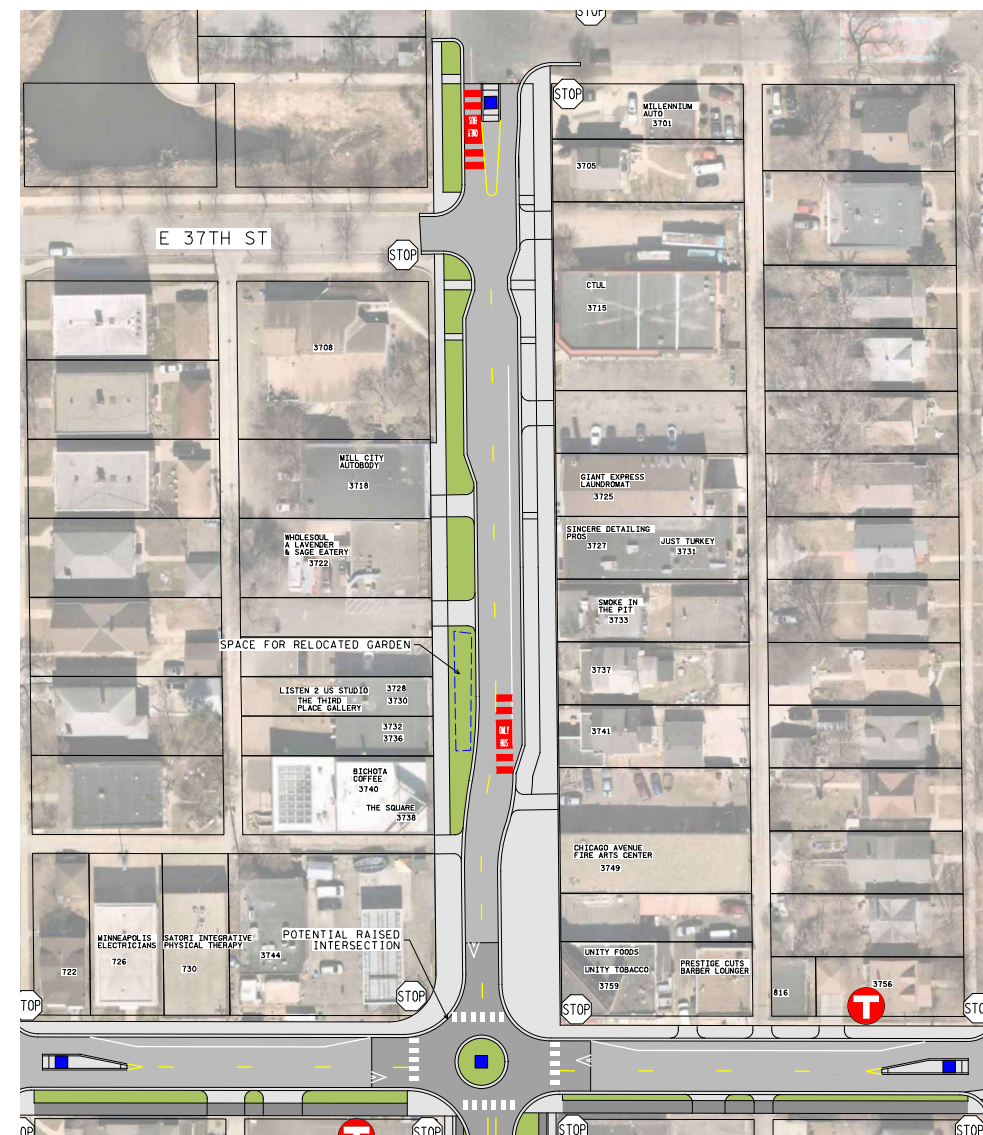
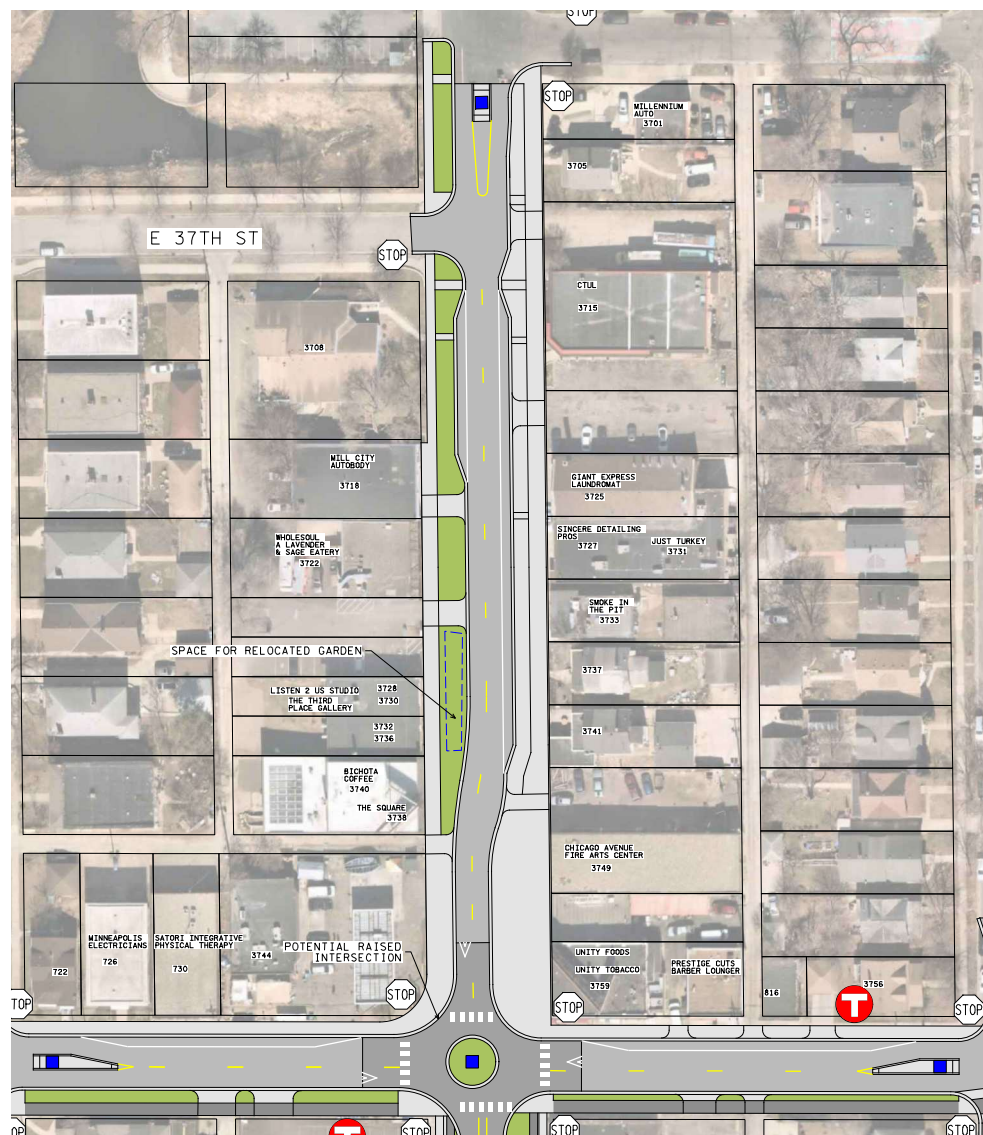
Limits vehicular access to local residents and businesses only, while maintaining access for emergency vehicles and restoring Metro Transit's D Line and Route 5 service.

- Preserves and expands community uses for gathering, art, and memorials.
- Provides wider sidewalks, boulevards, and allows for limited on-street parking to accommodate access, loading, and deliveries.
- Through access will be restricted and discouraged for non-local traffic.
- Stops for the D Line and Route 5 would be located south of 38th Street. Route 23 bus stops would be added on 38th Street near Chicago Avenue.

## Pedestrian Plaza

Restricts vehicular access to local residents and businesses only, while maintaining access for emergency vehicles.

- Preserves and expands community uses for gathering, art, and memorials.
- Provides wider sidewalks, boulevards, and allows for limited on-street parking to accommodate access, loading, and deliveries.
- Through access will be restricted and discouraged for non-local traffic.
- D Line and Route 5 transit service will not return to Chicago Avenue through the project area. Route 23 will continue to serve 38th Street, with bus stops added near Chicago Avenue.



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## Right-of-Way Concept Options - Segments B, C, D

### Schedule and Upcoming Engagement

March 2024 - November 2024

- Develop Priorities and Vision: Preferred concept layout recommendation to the City Council November 2024.
- Monthly Visioning Workshops - 4th Tuesday of the month 5:30-8:00 pm at the Square at Chicago Ave Shops, 3736 Chicago Ave
- Community Focus Groups - July through September with businesses, residents and other community groups.
- City staff will be conducting door knocking to engage directly with businesses, residents, and other community stakeholders in the immediate area around the intersection.
- Dinner Dialog October 2024

Fall 2024 - Winter 2025

- Advance Final Design and Construction Plans

Beyond 2025

- Initiate construction for underground utilities and the street

### Contacts

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For reasonable accommodations or alternative formats please contact Public Works, Nathan Koster, [nathan.koster@minneapolismn.gov](mailto:nathan.koster@minneapolismn.gov), 612-673-3638. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-263-6850.

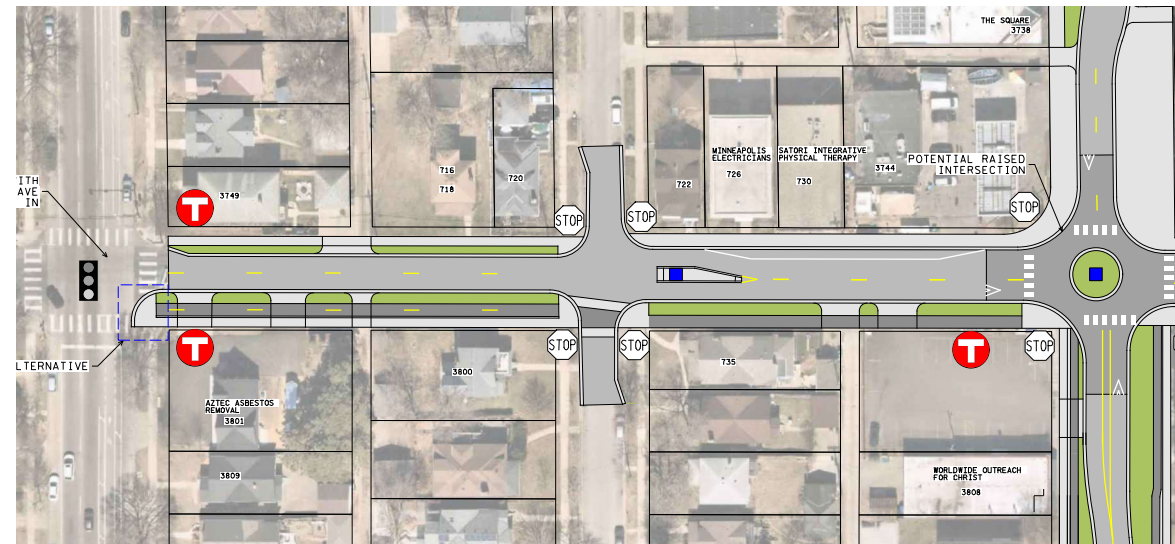
Sign up for project updates



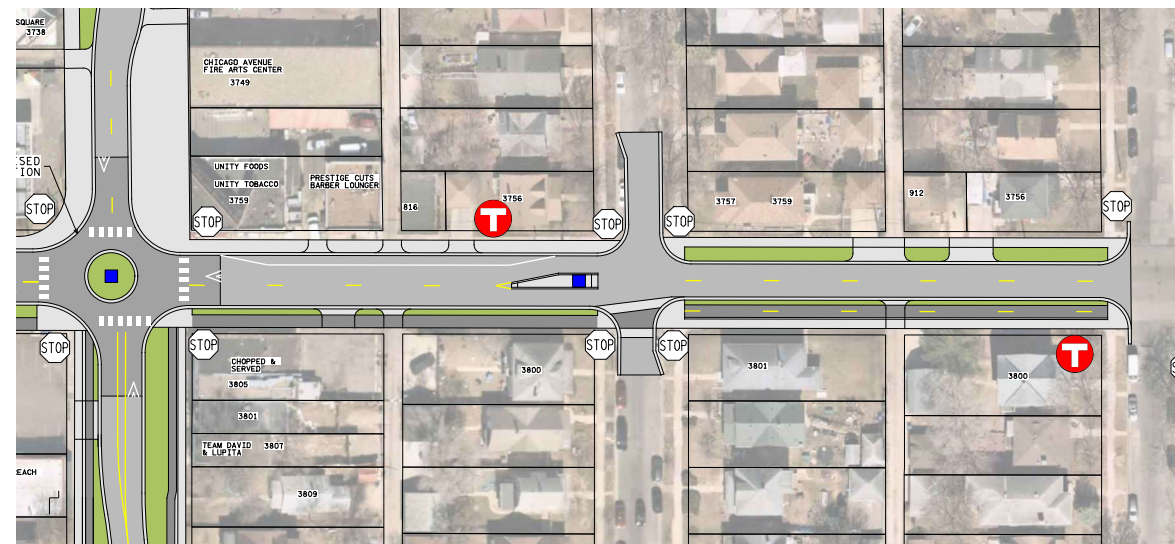
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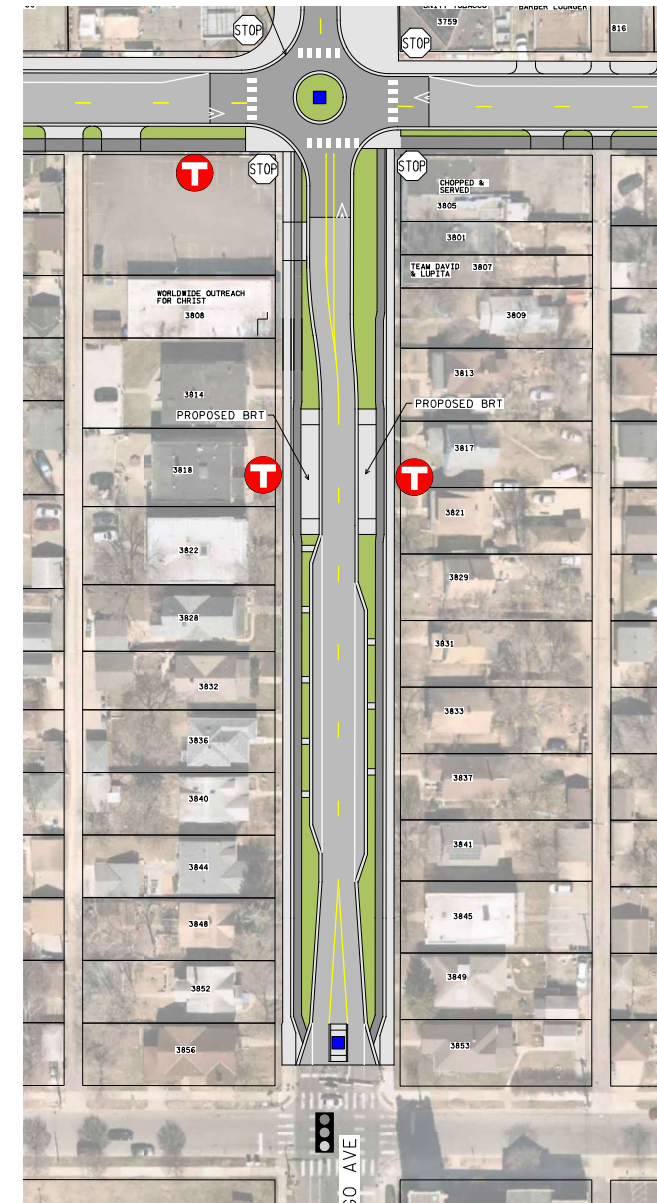
### Segment B: 38th E, Park Ave to Chicago Ave



### Segment C: 38th E, Chicago Ave to 10th Ave S



### Segment D: Chicago Ave, 38th St to 39th St



Concept Evaluation Matrix

Project Priority	Metric	Flexible-Open	Transit Mall	Pedestrian Plaza
<b>Center the needs of the people and the community of GFS.</b>				
Design streets with the neighborhood in mind	Prioritize the needs and daily experiences of residents and workers, while recognizing the area as a tourist destination.	<ul style="list-style-type: none"> <li>- Restores access for all transportation modes, including transit, to Chicago Ave and provides greater accessibility to transit near the businesses.</li> <li>- The expanded accessibility will increase multimodal activity within GFS and offer an opportunity to revitalize some of the vacant storefront and existing businesses.</li> </ul>	<ul style="list-style-type: none"> <li>- Restores access for all transportation modes, including transit, to Chicago Ave and provides greater accessibility to transit near the businesses.</li> <li>- This design will increase non-motorized and transit activity within GFS, but discouraging non-local traffic could limit the ability to revitalize vacant storefronts and existing businesses.</li> </ul>	<ul style="list-style-type: none"> <li>- Further restricts vehicular traffic along Chicago Ave, which would further disrupt economic recovery for businesses in the area.</li> <li>- Vehicle traffic would be displaced to nearby residential streets and increase traffic safety concerns throughout the neighborhood.</li> <li>- The plaza would further limit vehicular routing for emergency responders due to the nearby disruptions in the street grid.</li> </ul>
Ensure access for residents and businesses	Maintain clear and reliable access for residents to their homes, enable businesses to receive deliveries and attract customers, and ensure emergency vehicles can navigate the area efficiently.	<ul style="list-style-type: none"> <li>- Allows full access for vehicles, transit, emergency vehicles, and deliveries without restrictions to driveways or alleys.</li> </ul>	<ul style="list-style-type: none"> <li>- Allows access for vehicles, transit, emergency vehicles, and deliveries without restrictions to driveways or alleys.</li> <li>- Discourages non-local traffic and limits on-street parking to prioritize local traffic and transit operations.</li> </ul>	<ul style="list-style-type: none"> <li>- Allows access for vehicles, emergency vehicles, and deliveries.</li> <li>- Cul de sac requires more traffic in alleys for loading, deliveries, and access, while also limiting through movements at 38th Street.</li> <li>- Results in more vehicles circulating the area on nearby streets due to lack of a continuous grid network due to storm pond, Phelps Park, and one-way streets.</li> </ul>
<b>Honor the life and death of George Floyd.</b>				
Create welcoming spaces for community gatherings and visitors	Acknowledge the significance of GFS as a sacred space visited by nearby residents and people from around the world by designing areas that support daily living, gatherings, and communal activities and celebrations.	<ul style="list-style-type: none"> <li>- Incorporates traffic calming, safety, and accessibility improvements, while physically delineating space for gathering, visitors, and art/memorial spaces. Designed to better accommodate closures for events and celebrations.</li> </ul>		<ul style="list-style-type: none"> <li>- Incorporates traffic calming, safety, and accessibility improvements, while physically delineating space for gathering, visitors, and art/memorial spaces.</li> <li>- The plaza area will allow for additional gathering space but will need to accommodate emergency vehicle access to ensure adequate services.</li> </ul>
<b>Respect George Floyd Square as an active memorial space.</b>				
Allocate spaces for art and memorials	Integrate art and memorials into design, creating a cohesive vision that educates people about what happened here and the spirit of the community coming together.	<ul style="list-style-type: none"> <li>- Accommodates space in the right-of-way for the existing art and memorials, while also providing space for new art and memorials.</li> <li>- Preserves the area where George Floyd was murdered for a future Floyd Family memorial.</li> <li>- Provides intersection gateway treatments in the form of medians and a traffic circle where the existing fist sculptures reside.</li> <li>- Boulevards are sized to accommodate future gardens within the right-of-way, where they do not serve stormwater treatment purposes.</li> </ul>		<ul style="list-style-type: none"> <li>- Accommodates space in the right-of-way for the existing art and memorials, while also providing space for new art and memorials.</li> <li>- Preserves the area where George Floyd was murdered for a future Floyd Family memorial.</li> <li>- Provides intersection gateway treatments in the form of medians and a traffic circle where the existing fist sculptures reside.</li> <li>- Boulevards are sized to accommodate future gardens within the right-of-way, where they do not serve stormwater treatment purposes.</li> <li>- The plaza area needs to accommodate emergency vehicles to ensure adequate services and must provide an unobstructed path.</li> </ul>
Prioritize pedestrian safety and comfort	Ensure safe, comfortable, and protected areas for people to walk, roll, gather, heal, mourn, and celebrate within GFS, emphasizing pedestrian safety in all aspects of the design.	<ul style="list-style-type: none"> <li>- Design provides wider sidewalks, new boulevards, pedestrian level street lighting, ADA ramps, traffic calming features, medians, chicanes, raised trail crossings, consideration of a raised intersection, and new protected bikeways.</li> </ul>		<ul style="list-style-type: none"> <li>- Design provides wider sidewalks, new boulevards, pedestrian level street lighting, ADA ramps, traffic calming features, medians, chicanes, raised trail crossings, consideration of a raised intersection, and new protected bikeways.</li> <li>- Transit service will not return to Chicago Ave, resulting in longer walk/roll time to reach D Line and Route 5 transit service on nearby streets.</li> </ul>
<b>Repair the collective harms of racism and its impact on our society.</b>				
Address environmental injustices and disparities	Remedy the long-standing environmental impacts of historical street design decisions by creating green spaces for trees and plantings, mitigating urban heat island effects, and improving stormwater management to enhance water quality.		<ul style="list-style-type: none"> <li>- Design provides generous boulevard spaces that will allow for plantings, trees, and stormwater treatment areas.</li> </ul>	
Enhance transit service and accessibility	Improve access to high-quality transportation options, such as local and bus rapid transit services, to benefit residents, businesses, and visitors, reducing existing disparities in transportation access.	<ul style="list-style-type: none"> <li>- Design maintains Route 23 service along 38th Street with stops closer to Chicago Ave, while also returning D Line and Route 5 service along Chicago Ave with stops just south of 38th Street.</li> </ul>		<ul style="list-style-type: none"> <li>- Design maintains Route 23 service along 38th Street with stops closer to Chicago Ave.</li> <li>- D Line and Route 5 service will be permanently re-routed from Chicago Ave south of 39th Street that will result in longer walk/roll times to reach transit stops provided on Park Ave and Portland Ave.</li> </ul>