

Project Background

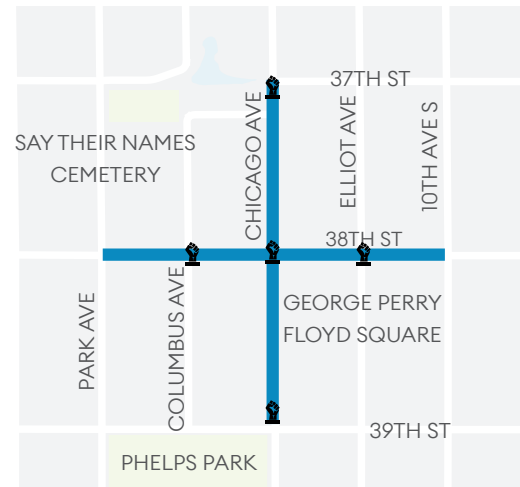
On May 25, 2020, George Floyd was murdered by a Minneapolis police officer at the intersection of 38th and Chicago, now known as George Perry Floyd Square. Since his death, the area has become a gathering space for racial healing and reflection. Minneapolis Public Works plans to reconstruct the intersection 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 memorials 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 Intent

- This project sought to balance transportation needs with the intersectionality of justice, healing, place making and culture.
- Public Works and community stakeholders evaluated a range of options that represent transportation, utility, and community-centered public realm needs.
- The reconstruction project includes the entire public right-of-way, new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, lighting, and utility improvements.
- This work considered and explored the integration of METRO D Line bus rapid transit, and other transit routes.

Project Area



Existing Photos



Engagement and Design Goals

Engagement Process

The engagement process recognized a strong desire for an intentional, robust, and honest community engagement. The initial engagement goals established a need for community stakeholders to provide input and influence the development of the design concepts for 38th and Chicago.

Engagement Goals



Support for Racial Healing



Honor BIPOC Voices



Develop Community Partnerships



Create with the Community



Conduct a Process that Promotes Learning

Design Process

Design concepts are used to spatially allocate the public Right of Way (ROW) for people who may be traveling by foot, bike, vehicle, or transit and incorporate how people access homes, businesses, and public spaces such as parks. The community engagement and design process produced a framework for consideration of multiple concepts of how the roadways of 38th and Chicago can be designed.

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

Design Themes that Emerged from Engagement

- 1. Community Safety:** Community Safety continues to be a critical concern expressed among community stakeholders. There are differing perspectives regarding what public safety means, but there is consensus that community stakeholders want to explore options for improving safety.
- 2. Social Justice:** Justice, anti-racist investments, atonement, and healing are common comments expressed by community stakeholders. The murder of George Floyd ignited a global awakening of the inequalities that exist in this country and world, and the intersection of 38th and Chicago continues to be an important place for the voices of community stakeholders who want continued social justice improvements.
- 3. Respect & Memorial:** Although stated in a variety of ways, one of the most recurring comments included ensuring the future George Perry Floyd Square functioned well for users while still respecting the social movement and pain that occurred there.
- 4. Community Gathering:** Feedback from the community included prioritizing community gathering space within George Perry Floyd Square.
- 5. Economic Vitality:** The economic health of businesses within the 38th & Chicago area continues to be a common concern raised by community stakeholders. The pandemic, murder of George Floyd, subsequent civil unrest and the closing and reopening of the intersection have all severely impacted local businesses.
- 6. Safe Spaces for All Transportation:** There are still many different viewpoints as to what types of transportation should be allowed within George Perry Floyd Square, ranging from a pedestrian-only mall to a fully re-opened intersection with full vehicle access.
- 7. Design that Promotes Healing:** Community members asked for a design that promotes healing. The square should promote healing from the murder of George Floyd, the impact to the immediate community, and the larger social implications of police violence and racism.

Draft Design Principles For Future Concept Development

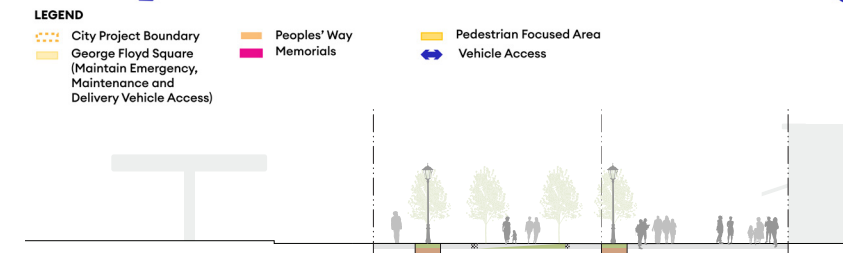
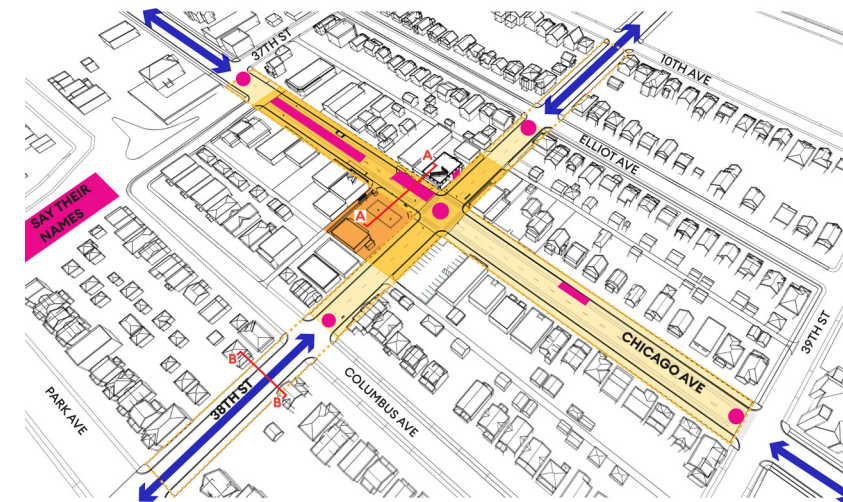
Development of the design for the public realm right of way will continue into 2024 and 2025. Out of the previous work, a design framework has been established that will allow greater exploration of design options. Below are draft design principles that will be further refined during the George Floyd Visioning work in 2024.

- The concept layout for the right-of-way design (street infrastructure) should be a part of a cohesive vision for George Floyd Square.
- Acknowledge that George Floyd Square is a sacred place - no vehicular and transit access will be constructed on the place where George Floyd was murdered.

- The public realm will be an inclusive place for people to gather safely.
- Maintain access for businesses and residents within the square to allow for delivery, maintenance, and emergency response vehicles.

Note: Expanding the authority for cities to create pedestrian malls was included in the City's Legislative Agenda and Policy Position for the 2024 legislative session. The final omnibus bill for the 2024 legislative session included the revised pedestrian mall provisions that were introduced and supported by the city.

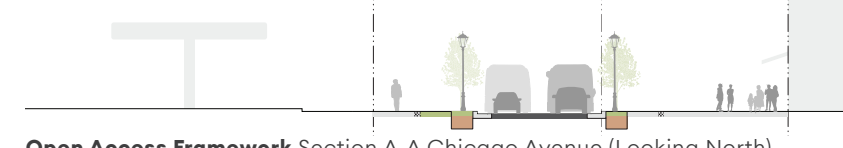
Design Framework



Closed Access Framework Section A-A Chicago Avenue (Looking North)
Pedestrian mall, with access for emergency, maintenance and delivery vehicles.



Limited Access Framework Section A-A Chicago Avenue (Looking North)
Pedestrian, bicycle and transit mall, with access for emergency, maintenance and delivery vehicles.



Open Access Framework Section A-A Chicago Avenue (Looking North)
Open to all modes, safe and accessible gathering spaces for pedestrians will be integrated.



Typical Section B-B 38th St (Looking West)
Section west of GFS, will be refined to integrate into existing network and the intersection at Chicago Ave.

Based on the design themes that emerged from previous community engagement, three different right-of-way frameworks were developed for consideration and future design development. The frameworks will be explored for technical viability to align with the George Floyd Visioning work that will be conducted in 2024.

Design Considerations

- Community Gathering locations
- Integration with the vision for the Peoples' Way site and memorials
- Vehicular access and routing
- Transit access and routing
- Bikeway accommodations
- Extent of pedestrian only zone
- On-street parking locations
- Streetscape enhancements
- Landscape design and locations
- Traffic calming and safety treatments

Design Requirements

- No vehicular or transit vehicles on the location where George Floyd was murdered
- Provide access for emergency response, maintenance, and delivery vehicles
- Provide access for business and residential properties
- Meet Stormwater Management requirements
- Meet American with Disabilities Act (ADA) and Public Rights-of-Way Access Guidelines (PROWAG) design requirements