

Frequently Asked Questions

Updated: April 22, 2022

1.0 PROJECT BACKGROUND & PURPOSE

Purpose

This document is intended to answer a variety of questions in relation to the 38th & Chicago Re-Envisioned project, which is a project to engage with community stakeholders to redesign the intersection of 38th & Chicago. There are other efforts included in this document that the City of Minneapolis is leading or involved with that are outside of the scope of the 38th & Chicago Re-Envisioned project.

Background

On May 25, 2020, George Floyd was murdered by a Minneapolis police officer at the intersection of 38th and Chicago. Since his murder, the area has become a gathering space for racial healing and reflection. However, how the space operates from a transportation and public space perspective has changed from the intersection's original street design, which was built in the 1960s. Minneapolis Public Works will reconstruct the intersection after conducting a community engagement process to re-envision the intersection.

2.0 FAQ

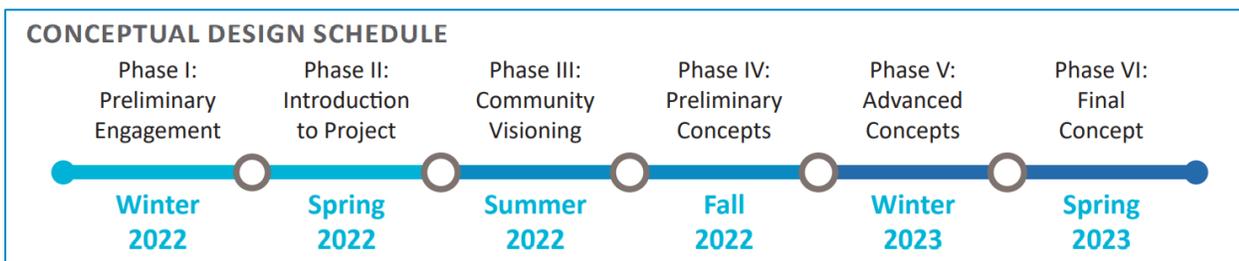
General Background

1. Why is this project occurring and what is the scope of the work?

- a. Since Mr. Floyd's murder the intersection of 38th & Chicago has become a global/national destination, but residents and businesses have also faced challenges while traveling and conducting business within the area given the expansive memorial and artworks. This intersection also has aging infrastructure, 38th Street East and Chicago Avenue South were built in the early 1960s and have exceeded their useful life. Minneapolis Public Works will reconstruct the intersection after conducting a community engagement process to re-envision the intersection.
 - i. This project will seek to balance traditional asset management needs with the intersectionality of justice, healing, placemaking and culture.

- ii. Public Works and community stakeholders will evaluate a range of options that represent transportation, utility, and community-centered public realm needs.
- iii. The 38th & Chicago Re-Envisioned project will include the reconstruction of the entire public right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, lighting, and utility improvements.
- iv. 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.

2. What is the timeline and process?



- a. The City of Minneapolis is hosting two open houses this month to share information about the 38th and Chicago Re-Envisioned project – an opportunity for the community to partner with the City to redesign the intersection. The project team will share project goals, the engagement approach and feedback gathered during recent listening sessions with community stakeholders.
 - i. **In-person open house: Noon-3 p.m. Saturday, April 23, 3740 Chicago Ave.**
 - ii. **Online open house: 5-7 p.m. Tuesday, April 26.**
- b. The engagement process will include six phases during which the community and the project team will collaborate to understand the needs and define the vision of the space and then begin to develop preliminary design concepts. Public Works has planned the six phases to occur across 2022 and 2023 but understands that the timeline will have to include flexibility to allow for each engagement phase to be completed before advancing to the next.
 - i. Design concepts are used to spatially allocate the public right-of-way 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 will produce multiple concepts which will convey how the streets of 38th and Chicago can be redesigned.
- c. The design process will also incorporate existing City of Minneapolis policies:
 - i. 38th Street Thrive
 - ii. Climate Action Plan
 - iii. Complete Streets Policy
 - iv. Minneapolis 2040 Comprehensive Plan

- v. Street Design Guide
- vi. Transportation Action Plan
- vii. Vision Zero

3. What are the project goals?

a. Engagement Goals:

- i. **Support racial healing:** The murder of George Floyd initiated a global awakening of the racial inequalities within our country and world. As this project progresses it is important that we acknowledge the trauma that many community stakeholders have and continue to experience. It is also important that we structure engagement activities to provide space for healing and support.
- ii. **Honor BIPOC voices:** Historically, engagement efforts do not effectively reach non-white residents of Minneapolis. For this project, we will focus on reaching the Black, Indigenous and people of color (BIPOC) communities.
- iii. **Develop community partnerships:** As this project progresses, we would like to partner with community stakeholders to conduct engagement events.
- iv. **Create with community:** Engagement activities will allow community stakeholders to provide ideas for how the intersection should be redesigned. We will gather those ideas and translate them into design concepts.
- v. **Conduct a process that promotes learning:** The process of designing roadway infrastructure is very complex and technical. We will work with community stakeholders to explain the nuances of these processes and how design options are impacted.

b. Design Goals:

- i. **Redesign street to reflect community needs:** The intersection will be redesigned in a manner that reflects community needs for traveling through the intersection and gathering within the intersection.
- ii. **Identify space for community use:** Since the murder of George Floyd, the intersection has been transformed. Design options will explore how the intersection can accommodate public space for community use.
- iii. **Explore pedestrian-friendly and transit-friendly design options:** Design options will explore how to accommodate pedestrians and transit.
- iv. **Maintain access for residents and businesses:** Design options will maintain transportation access for residents and businesses.
- v. **Include trees and native plants:** The intersection currently has no trees or green stormwater infrastructure. Design options will explore how to integrate these elements.

Memorial, Pedestrian Plaza

4. Will this project include the creation of a memorial(s)?

- a. This project will not be designing a memorial but will reorganize the street and surrounding public space within the right-of-way to accommodate a future memorial(s).

5. Will there be a pedestrian plaza? Will 38th St and/or Chicago Ave be closed to vehicle traffic?

- a. No design plans have been drafted; this will occur later this year through a community engagement process during which many ideas will be explored. Without further community engagement, we cannot definitively say at this point, what a final design for this intersection will look like.
- b. Since the emergence of George Floyd Square, the City has received many community comments requesting many different ideas for the future of the area. Some comments indicated a desire to restrict vehicles and to provide enhanced pedestrian facilities (pedestrian plaza, etc.). The community engagement process will be a collaborative effort in which the City and the community will be able to co-create different design options that are reflective of community needs.
- c. The original street design of 38th & Chicago has changed since the murder of George Floyd. Various City policies (38th Street Thrive, Climate Action Plan, Complete Streets Policy, Minneapolis 2040, Street Design Guide, Transportation Acton Plan and Vision Zero) support providing safe and attractive pedestrian spaces. The intersection of 38th & Chicago presents a unique opportunity for the City of Minneapolis and the community to collaboratively redesign the intersection to best accommodate pedestrians as well as other transportation modes and users and provide enhanced greening and community space.

D Line

6. What about the D Line? What is currently planned for when the D Line opens?

- a. In summer 2020, Metro Transit removed the Chicago & 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.
- b. Route 5 buses have been on detour on Park/Portland Avenues between 35th/36th Street and 42nd Street since May 2020.
- c. Metro Transit is making plans to add temporary stations for customers starting on D Line opening day, which is scheduled for later this year. Temporary stations would offer more basic improvements needed for BRT (like fare payment machines) until a permanent BRT station is constructed.

7. Why was the D Line originally planned at this location?

- a. The D Line bus rapid transit (BRT) line is currently under construction and planned to open in late 2022. 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 Chicago Avenue corridor for more than 100 years.
- b. Planning for BRT on Route 5 began in 2011, building on this important corridor in the transit network.
 - i. 53% of people who ride Route 5 are Black
 - ii. Another 20% of Route 5 riders are Indigenous or other People of Color
 - iii. More than 120,000 people live within 1/2 mile of the D Line
 - iv. 1 of 4 households living near the D Line do not have a vehicle available
- c. The goal of BRT and the D Line is to make service faster and more reliable and improve the experience on board and at stations. This is done by cutting out small amounts of time at many points along the line--reducing how many times the bus stops, the amount of time it takes to get on and off and keeping the bus moving with traffic more of the time. This adds up to a trip that’s several minutes faster for each person on the bus, reducing the time spent getting places and giving transit riders time back in their day.
- d. Stations on the D Line are located roughly every ½ mile.
- e. D Line project plans originally included a station at Chicago & 38th Street to serve the high volume of riders who use transit to access destinations at this intersection and access east-west connections on Route 23, serving 38th Street. These stations have been removed from the construction of the D Line. As the City works with the community to advance plans for the future of the 38th & Chicago intersection, Metro Transit will coordinate with these efforts to plan for the permanent station location. A future station would be built as part of a coordinated future construction project.

Listening Session

8. Tell us about some of the preliminary engagement you have done to introduce this project?

- a. Minneapolis Public Works, Public Policy Project and NEOO Partners conducted a series of listening sessions with thirty community stakeholders (residents, community leaders, business owners). These activities occurred in the form of interviews and focused on understanding stakeholders’ experiences and desires for the intersection of 38th & Chicago. The goal of these interviews was to aid in refining alignment with the project goals, vision, and future public engagement efforts, which are planned to occur in 2022. This document summarizes the feedback received from these interviews which occurred from December 2021 to March 2022.
- b. Project Desires:
 - i. **Support & hope:** There is general support for this project to begin and a hope that it can help the community move forward in a positive manner.

- ii. **Community influence:** Engagement opportunities should allow community stakeholders to influence project decisions.
- iii. **Clear communications:** Communications should be clear and frequent throughout the duration of the project.
- c. **Intersection Design Perspectives:**
 - i. **George Floyd Square, a sacred space:** George Floyd Square is a sacred place that should be respected and preserved for future generations.
 - ii. **Intersection redesign:** Despite varying perspectives on how the intersection should be redesigned, there is a common and consistent desire to allow all community stakeholders to provide input on design options.
 - iii. **Reduced vehicle traffic:** There is a common desire for reduced vehicle traffic/access in the area.
 - iv. **Public space:** Preserving public space for gathering within George Floyd Square is important to many community stakeholders.
- d. **Additional Needs:**
 - i. **Trauma & healing:** Many community stakeholders continue to experience trauma from the reverberations of the murder of George Floyd. The project team understands that it is imperative to integrate healing components into this project.
 - ii. **24 demands for justice:** There are varying perspectives on how well the City of Minneapolis has accommodated the 24 Demands for Justice. Some think the City has done enough, others think the City should be doing more.
 - iii. **Protecting local businesses:** Concerns have been expressed about the impact on businesses, especially Black owned businesses. Many of these businesses have closed and the few that remain open are struggling. They need resources to help them survive through these challenging economic times.
 - iv. **Public safety is an issue:** Many community members have expressed safety concerns from a crime and transportation perspective. Crime has been a historic issue in the area, but transportation safety concerns (reckless driving and impacts to pedestrian safety) have become more prevalent in the area since the murder of George Floyd.
 - v. **Investments:** There is a need for investment in the improvement of the overall appearance of the intersection which includes improved lighting, transportation services, street cleaning, building façades and greenspace (trees, grass, flowers).

9. The Listening Sessions center on a smaller stakeholder group, how was this group selected? How/when will others be engaged for this project?

- a. Listening Session participants include community leaders, residents, artists, activists, faith leaders, and business owners. The participants were identified for the following reasons:
 - i. Have been affected by the changes in the community because of the murder of George Floyd.

- ii. Have been active in the community, whether around the area of 38th and Chicago or active on issues impacting BIPOC communities.
- iii. Will help identify issues and opportunities impacting the community of 38th and Chicago.
- b. There will be many more engagement opportunities as the project begins in the spring of 2022.

Future Engagement

10. What will future engagement activities look like?

- a. **Open House** - The City of Minneapolis is hosting two open houses this month to share information about the 38th and Chicago Re-Envisioned project – an opportunity for the community to partner with the City on redesigning and reconstructing the intersection. The project team will share project goals, the engagement approach and feedback gathered during recent listening sessions with community stakeholders.
 - i. **In-person open house: Noon-3 p.m. Saturday, April 23, 3740 Chicago Ave.**
 - ii. **Online open house: 5-7 p.m. Tuesday, April 26.**
- b. **Focus Groups** - Small group discussions (5-10 community stakeholders) that occur every 2-3 months with the project team. These groups will provide their various perspectives about the 38th and Chicago Re-Envisioned project. The project team will use the information to further inform the project approach and potential intersection/area design ideas.
- c. **Learning Tables** - A place where community stakeholders and the project team can work in partnership to redesign the 38th and Chicago intersection to ensure community benefits. Learning Tables will occur throughout the life of the project (monthly) and will be focused on providing attendees with in-depth information about various topics concerning the project such as public space opportunities, green infrastructure, pedestrian-friendly design options, and other considerations the community feels are important.
- d. **Community Co-creation Team (CCT)** - A group of community stakeholders that would meet monthly with the project team to provide input throughout the duration of the project and provide recommendations as design concepts are developed.

Interim Design Overview

11. What engagement has already occurred?

a. 2020 Engagement

- i. In mid-June of 2020, City of Minneapolis staff from Neighborhood and Community Relations, Public Works, Community Planning and Economic Development, and the Division of Race and Equity developed a basic engagement framework for the area with input from (then) Council Vice President Andrea Jenkins and Council Member Alondra Cano. The engagement approach started with taking the time to listen to community and evolved into supporting the community in a variety of ways.
- ii. In September 2020, Public Works launched a questionnaire to gather public feedback on interim winter design options for the intersection of 38th & Chicago. These options were explored to ensure that essential access was retained through the winter of 2020. This was the first formal feedback mechanism from the City of Minneapolis in which the public could comment on specific design options at the intersection of 38th & Chicago. A full summary is available [here](#).

b. 2021 Engagement

- i. In March 2021, Public Works launched a survey to gather public feedback on two interim design options for reopening the intersection of 38th and Chicago. In total just under 4,000 surveys were administered in three languages (English, Spanish, Somali) with the goal of reaching all residents and businesses within a half mile radius of the intersection of 38th and Chicago. A full summary is available [here](#).

12. Why did Public Works reopen the intersection in June 2021?

- a. On June 3rd, 2021, the Agape Movement, with City of Minneapolis support, started a phased reconnection of 38th and Chicago. This was an important next step to support the needs of residents and businesses in the area. At the same time, it honors the intersection as an enduring space for racial healing. Artwork, memorials, and plantings have been preserved.
- b. The City continues to refine the interim design of the street facilitating access for the public, emergency vehicles, and transit. Preparing for winter is a priority and we will continue working with the community to respectfully maintain access and ensure snowplows can consistently clear the streets.
- c. **Reconnection Guiding Principles**
 - i. Community safety
 - ii. Racial healing
 - iii. Economic stability and development for Black, Indigenous, Latinx, Asian and other communities of color

13. Why was a third option to keep the intersection closed not included in the original survey from March 2021?

- a. The City of Minneapolis did not support an option to keep the intersection closed. The survey provided two options to reopen the intersection. The survey postcard responses (see summary [here](#)) were used to inform the decision to reopen the intersection on June 3, 2021.
- b. Survey response summary also highlighted below:
 - i. In total, 685 responses were received, which accounts for a response rate of 18%.
 - ii. 40% (275) of the responses supported option 1 (Fist Sculpture Relocation).
 - iii. 41% (279) of the responses supported option 2 (Fist Sculpture Roundabout).
 - iv. 16% (112) of the responses did not support either option, instead indicating a desire for justice before any design changes be implemented to the intersection.
 - v. 3% (19) of the responses requested that all existing barricades, art, and other community installments be removed and that the intersection be reopened to vehicle traffic and in a manner like how the area was before the murder of George Floyd.

Speedway Gas Station

14. What will happen to the Speedway Gas Station? Will the City of Minneapolis purchase it?

- a. The Speedway site is owned by a separate party than the operator of the former gas station. The City engaged with the property owner last year and is reconnecting with them this spring with the intention to evaluate options to possibly purchase the site. No decision has been made.

24 Demands for Justice

15. What is the status of the 24 Demands for Justice?

- a. The City has met the 24 Demands for Justice that we have the legal authority to meet, and we agree to advocate for those that we are not able to meet.

38th St Thrive

16. What is the status of 38th Street Thrive, Strategic Development Plan?

- b. A partnership between Central Area Neighborhood Development Organization, Corcoran Neighborhood Organization, Powderhorn Park Neighborhood Association, Council President Jenkins, community members, and business owners have created 38th Street United. 38th Street United is a new Community Development Corporation (CDC) that is also the implementation strategy from the 38th Street Thrive, Strategic Development Plan. The CDC is in its organizational development phase. While

this work occurs, the City is sponsoring a \$2 million request for Federal government support for the CDC and will be funding additional planning work with community for later this year.

Public Art

17. What will happen to the existing art in the intersection and surrounding area of 38th & Chicago?

- a. The future of the existing art in the street and the sidewalks (in the Right of Way) will be determined as part of this planning process and through conversations with the artists, other community stakeholders and the family of George Floyd.

18. Is there funding to move or reinstall the existing art?

- a. The 38th & Chicago Re-Envisioned Project will support attempts at moving the existing art off site by City contractors if needed and if removable.
- b. If artists want to display their existing works at the site in the ROW after the 38th & Chicago Re-Envisioned Project, they would need to go through the process for [permits for art on City property](#).
- c. The City has a dedicated fund for public art, Art in Public Places, that supports art commissioned by the City. New art proposed by community groups would need to be funded by other sources.

19. What about new art?

- a. New art may be commissioned by the City as part of the 38th & Chicago Re-Envisioned Project. This will be determined as part of the planning and community engagement for the project. New art proposed by community groups would need to through the process for [permits for art on City property](#).