

# Welcome

## 38TH & CHICAGO

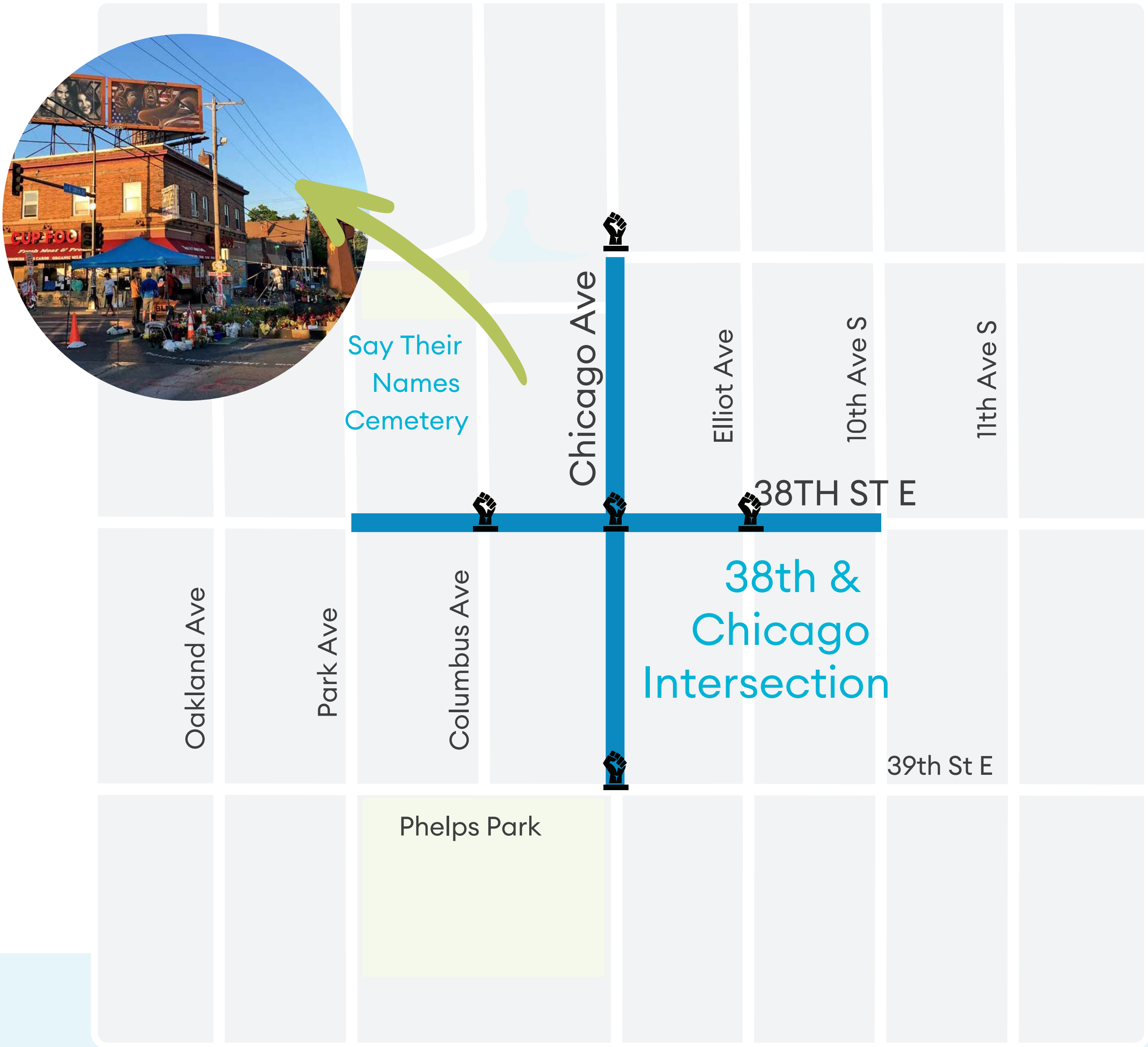
### Re-Envisioned

# Open House

# 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**.



# Project Schedule












# Pedestrian Mall Legislative Directive



Public Works is evaluating the feasibility of a pedestrian mall concept layout. This work is guided by the Legislative Directive that was approved by City Council on February 27, 2025.

As part of this evaluation, Public Works is compiling information required to establish a new ordinance per state statute.

The evaluation includes analysis of:

- |  |   |
|--|---|
|  Emergency vehicle access   |  Delivery access |
|  Alternate traffic routes   |  Transit routes  |
|  Pedestrian safety          |  Maintenance     |
|  Pedestrian mall operations |   |

## Engagement

- Gather delivery and access needs from adjacent property owners and businesses
- Share pedestrian mall evaluation
- Identify any missing or additional information needed for the pedestrian mall evaluation

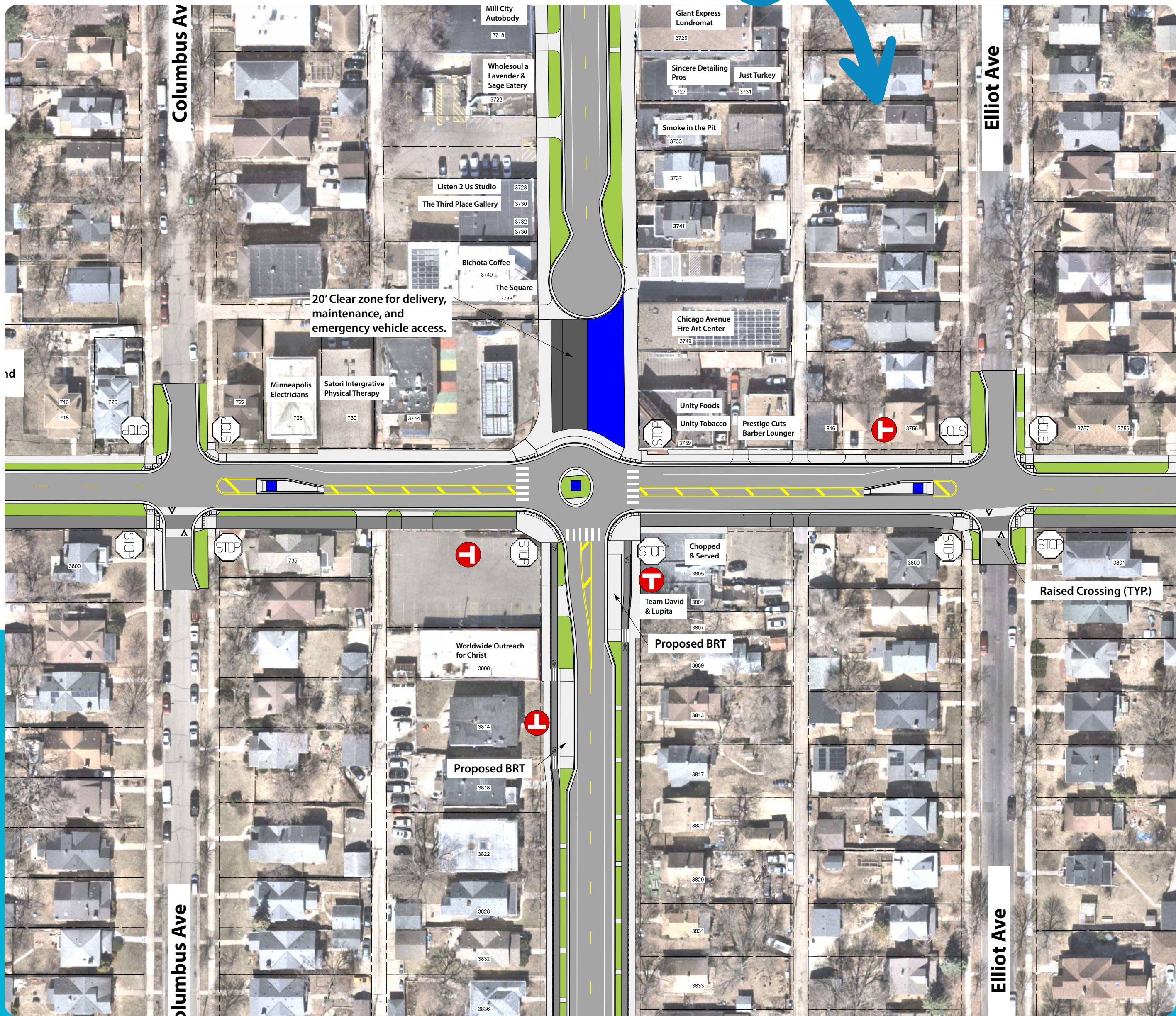


For resources on the People's Way, art, memorials, and community engagement see the city website

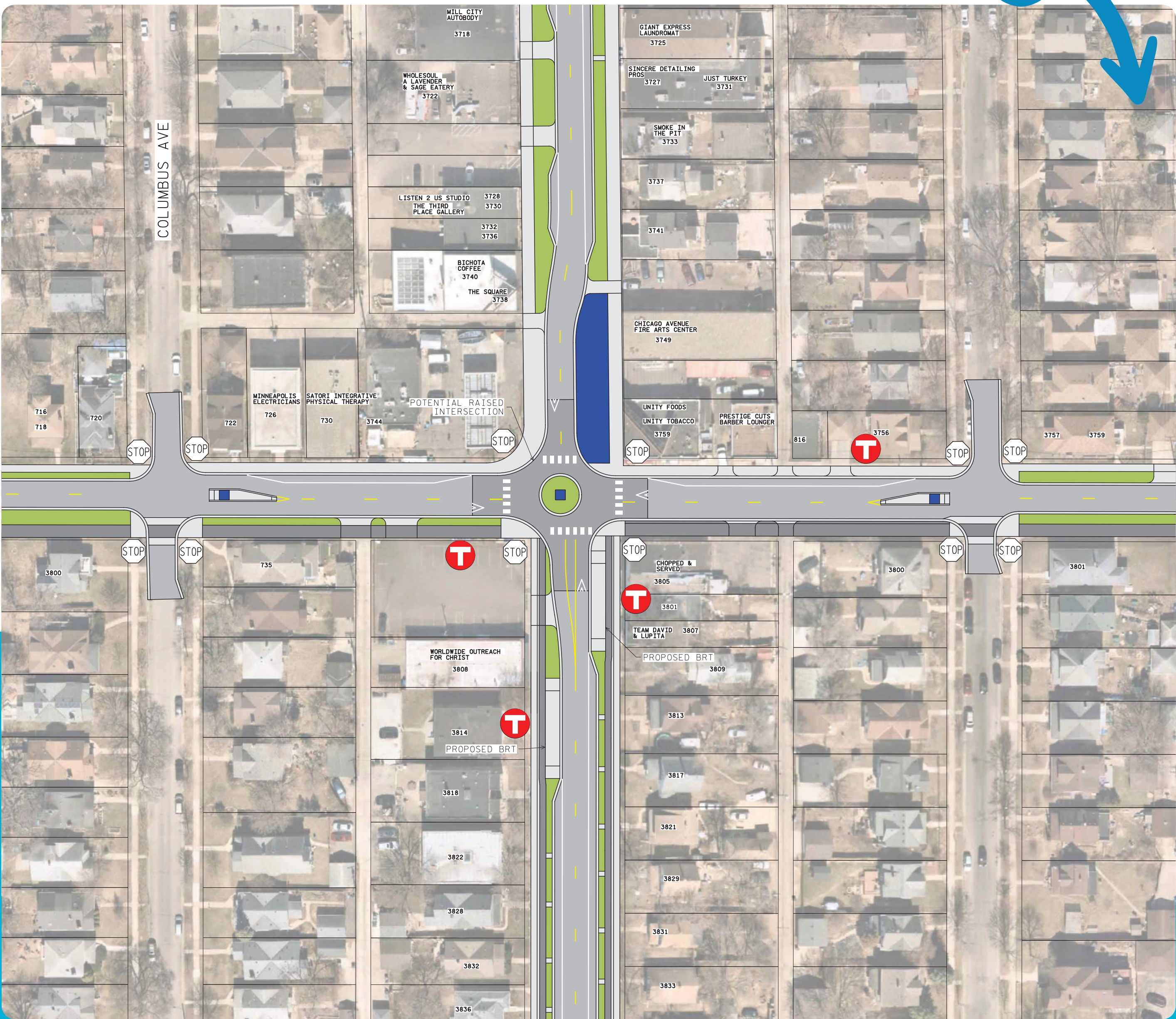


# Concept Layouts

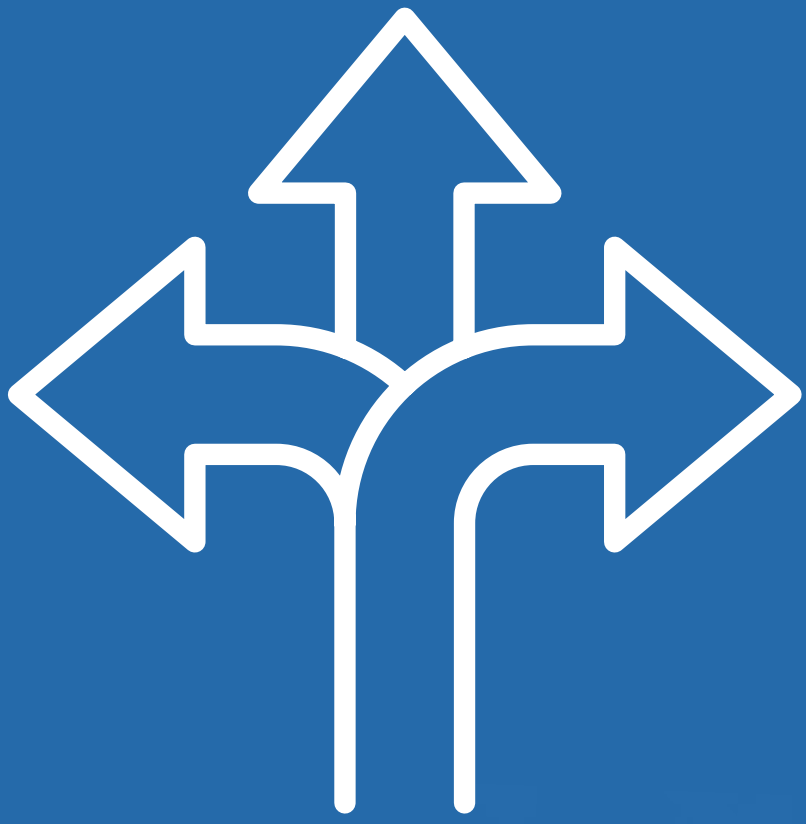
## Pedestrian Mall Layout



## Flexible\Open Layout October 2024







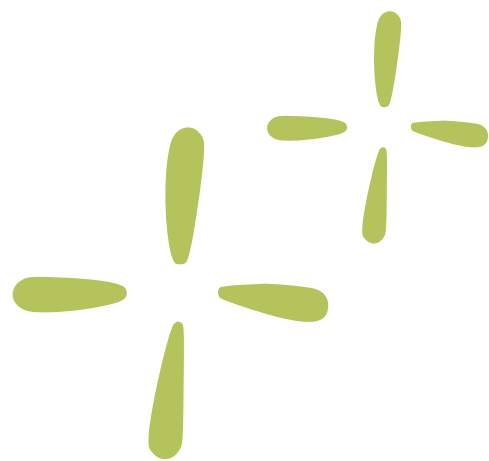
# Alternate Traffic Routes



	Daily Traffic Volume – vehicles/day	Heavy Vehicles – vehicles/day (% of traffic)
Chicago Avenue	2,900	70 (2.4%)
38th Street	5,900	240 (4.1%)
Columbus Avenue	210	11 (5.2%)
Elliot Avenue	360	25 (7.0%)
37th Street	620	24 (3.9%)

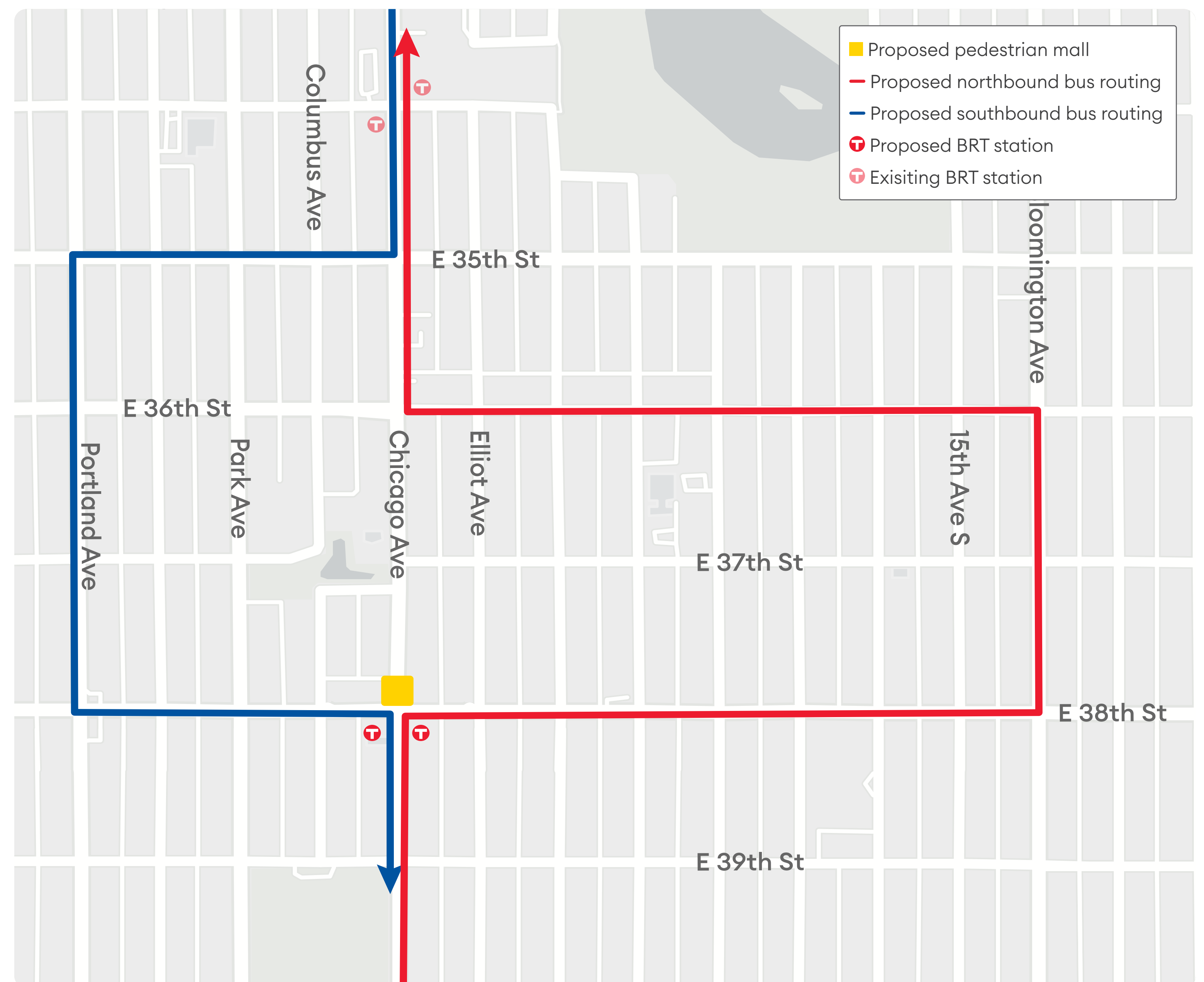
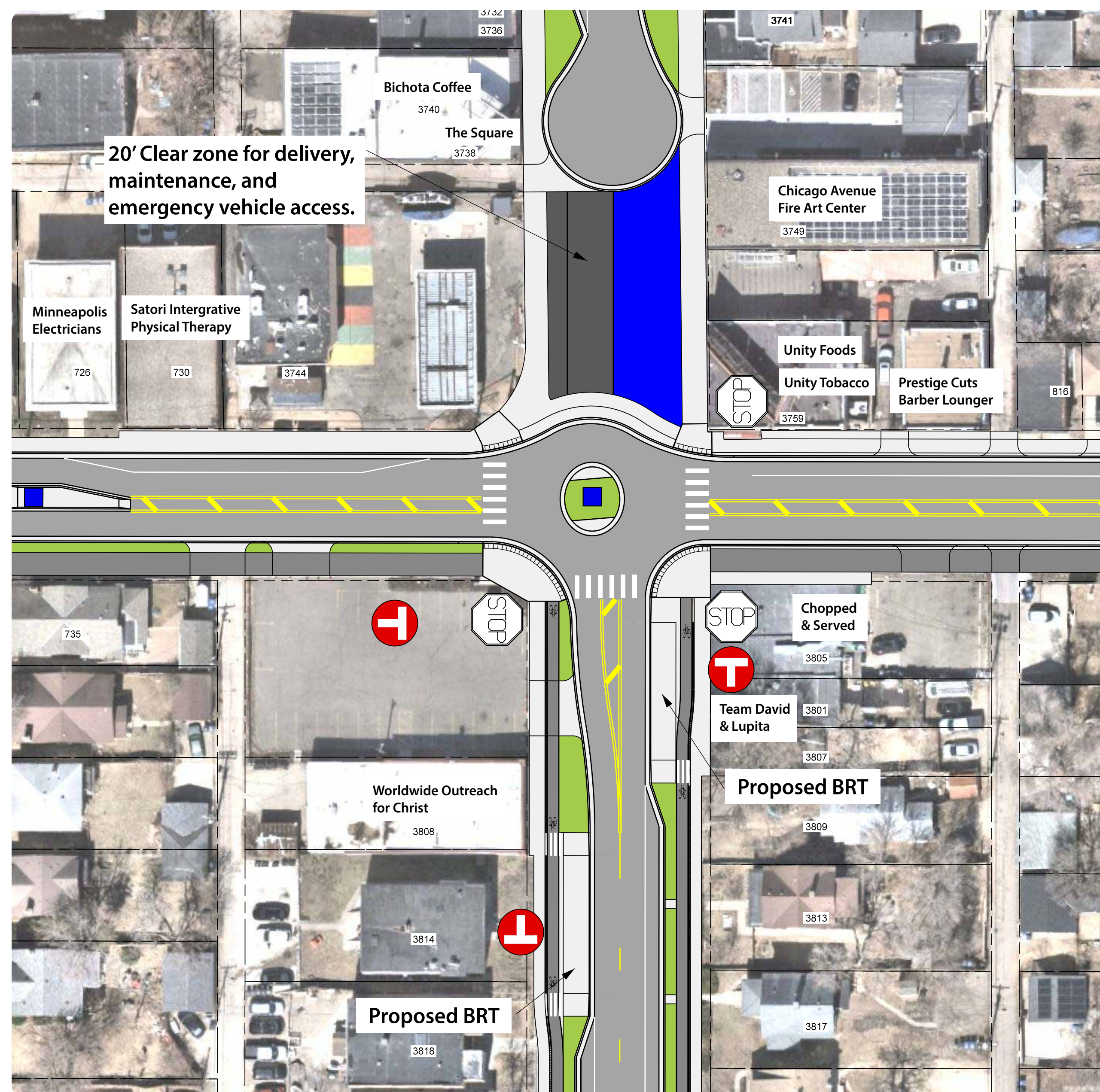
## With a Pedestrian Mall:

- About 550 vehicles/day would be expected to divert to local streets near 38th & Chicago: Columbus Ave, Elliot Ave, and 37th St
- Other traffic would be expected to divert to nearby collectors/arterial streets: Bloomington Ave, Park Ave, Portland Ave, etc.
- Buses would not be able to continue on Chicago Avenue through the intersection





# Transit Service



D Line stations are included on Chicago Avenue south of 38th Street in this concept

The Chicago Avenue & 38th Street intersection is designed to allow for buses turning between Chicago Avenue and 38th Street

D Line and Route 5 transit stops could return to Chicago Avenue at 38th Street

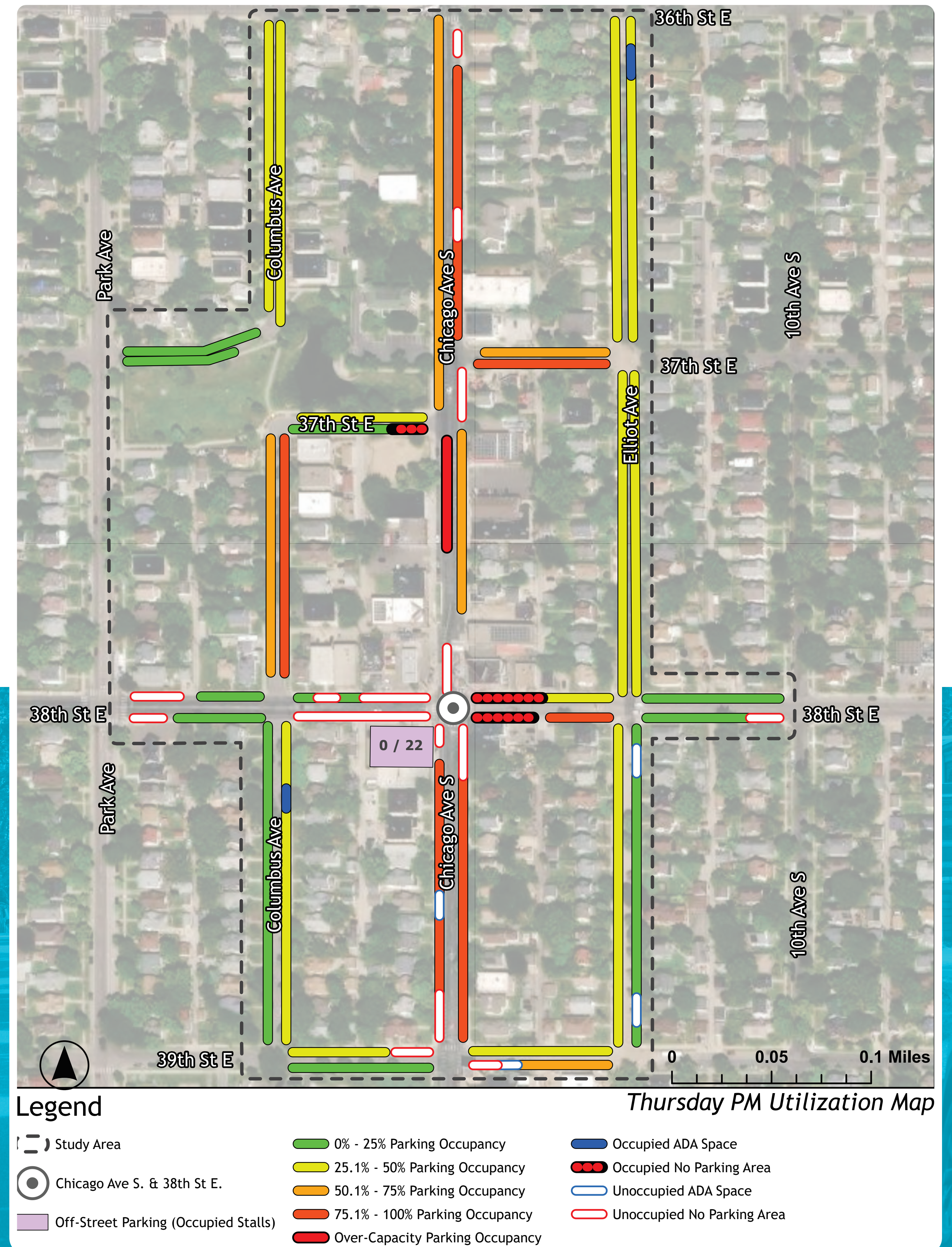
Transit routing could use Bloomington Avenue, Park Avenue, and 35th/36th Streets around the pedestrian mall, potentially adding 1-2 minutes of travel time from today's routing



# Parking

Parking utilization studied weekday AM, midday, PM and weekend midday

- Highest parking utilization during weekday PM and Saturday midday
- 3700 and 3800 blocks of Chicago Ave and 3700 block of Columbus Ave have highest parking utilization





# Emergency Response, Maintenance and Deliveries



Cul-de-sac on Chicago Avenue allows smaller delivery and maintenance vehicles to turn around:

- Passenger cars and trucks
- Small delivery vehicles
- Tow trucks
- Maintenance vehicles – garbage trucks and snow plows



4" mountable curb design would provide fire truck and maintenance access into the pedestrian mall



Large delivery vehicles also need to travel through the pedestrian mall:





- 30-foot single unit trucks
- 40-foot to 62-foot truck-trailer combinations



About 20 trucks per week estimated to use the pedestrian mall



# Findings

-  Local streets around George Floyd Square are 26-29 feet wide
  - Narrower than typical local streets in Minneapolis
-  +550 vehicles per day expected to shift from Chicago Ave to local streets near George Floyd Square
-  Buses cannot continue on Chicago Avenue through intersection
-  All snow will need to be removed from the pedestrian mall and cul-de-sac
-  Existing on-street parking heavily utilized
  - No parking permitted in cul-de-sac to provide access for maintenance and delivery vehicles
  - Additional parking expected to shift to local streets near George Floyd Square

# Recommendations

-  Cul-de-sac sized to allow maintenance vehicles and small delivery vehicles to turn around
-  Mountable curb and 20-foot clear zone needed through pedestrian mall to provide access for large delivery, maintenance, and emergency vehicles
  - About 20 trucks per week estimated to use the pedestrian mall
-  Parking restrictions recommended on one side of 37th Street between Columbus Ave and Chicago Ave
  - Parking restrictions needed to maintain access for delivery, maintenance, and emergency vehicles
  - Parking and access on Columbus Avenue and Elliot Avenue to be monitored to determine if additional parking restrictions are needed
-  Additional parking and loading spaces recommended on Chicago Ave and 38th Street





# Pedestrian Mall Renderings

38th & Chicago  
View south towards George Floyd Square  
Pedestrian mall concept



38th & Chicago  
View north towards George Floyd Square  
Pedestrian mall concept





# Pedestrian Mall Renderings





# Flexible\Open Renderings

38th & Chicago  
View south towards George Floyd Square  
Flexible/open concept



38th & Chicago  
View north towards George Floyd Square  
Flexible/open concept





# Flexible\Open Renderings

