

# LEARNING TABLE #10: METRO TRANSIT- NOTES

Minneapolis Public Works plans to reconstruct the intersection of 38th & Chicago (George Perry Floyd Square) and will begin this effort by engaging with the community. Engagement throughout the project is intended to help redesign the area in a way that reflects community needs.

## Learning Table #10: Metro Transit



Learning Table Topic: Metro Transit; July 24, 2023



Upcoming Learning Table: Community Engagement Review: What have we heard from the community about 38th and Chicago? August 28, 2023 ; 6pm; Sabathani Community Center

Created by Public Policy Project, The Learning Table provides the “learning water”; a place to ask critical questions and develop the “learning glue”; a place to develop relationships, create partnership, share ideas, and make commitments, to explore for incorporation in the 38th & Chicago Re-Envisioned Project. At the Learning Table, we Learn Together; Create a Shared Approach; Coordinate Efforts; and Ensure Community Benefit.

In their second presentation, the **tenth learning table** hosted representatives from Metro Transit where they shared current detours, ridership patterns and explored community needs in transit accessibility near 38th and Chicago.

The session was co-facilitated by Sharice McCain, NEOO Partners. Following the presentation attendees were given question prompts to explore at their tables in small groups. The notes below provide the raw transcription of the public response to the prompts.

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## What We Heard

The 31 attendees of the tenth Learning Table were presented with questions to discuss and answer in small groups.

### How often do you use transit in the area?

- Daily bus rider
- current school bus driver (15 years)
- 4x/week -->
- 2-3x/week
- Alot
- unpredictable-use buses, bicycles, walk etc..
- 8x's weekly
- Metro mobility-use it for shopping; use metro transit for the rest
- 6x's/year
- taking the bus less after 2020- detours influence this
- no lots of bike rides. Movement around bus + cars is important
- Periodically. I would use it more if the stops were where they used to be.



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## Have the transit detours impacted you personally? If so, how?

- Library visits-only walk-it has made service bad
- no impact
- yes-delay
- really more of a re-route, 5 blocks a week
- winter-it's more work to get to some destinations/might walk , no changes
- walk further (don't mind)95)
- Quieter,mellower stops at park and portland
- Longer Bloomington --> Nicollet + West
- Like the detours
- Yes. We can't get to the airport easily by bus anymore. It's a long walk early in the morning. Also, the increased distance + unpredictability to the D line stops prevents me from taking transit w/my 3 year old son. It's an additional 8-10 minute walk for me as an adult + not feasible for her.

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## Is providing transit service to access George Floyd Square important to you??

- Transit to GFS imp.-- yes (to? near?)
- Yes
- Not through the square
- Who are we asking this question too?
- Bryant/CANDO-anti racism training-no discussion from the City (feb 2021)
- feel like City is ignoring these principles
- Have an opportunity for the People's way to lead discussion on what the intersection looks like. Need to all be apart of the process
- Devised the process to fractionalize so that these end goals could not be met
- Division is a reflection on how divided we are. People need to speak up for those marginalized. This can't happen again. Did not need to stay involved. CCT gives people a say around a (limited ?) scope. Opportunity of a lifetime-take advantage!
- Temporary items have been ossified. Until the process adapts the principles, could do temporary with a vision. 3rd precinct still exists.Eventually that corner will have to transform.
- Transit in GFS is important to us
- Keeping the space car + bus free is important. Ped + bike/motor free
- Absolutely. An actual bus shelter would do so much more for racial justice and serve so many more people(thousands) than the people's closet.



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## How would you feel about transit returning to the intersection permanently?

- Not safe-buses need room to turn
- cars park in places they are not supposed to (past/present)
- pedestrian safety is important too
- could return w/out the center east to west route) garden there
- move route to Elliot and 38th (East to West route)
- Open intersection-people with disabilities and walkers have to have access
- if fist is not moved
- east-West 23 ok
- prefer no thru cars/trucks
- no fossil fuels
- North-South 5
- No → end systemic racism
- first, then talk
- no to driving over memorials
- Good accessibility-mobility
- sidewalk + street safety-no matter what
- Would like busses to return
- would like bus/car traffic back on 38th & Chicago ave
- never- transit being a block or 2 away
- Great(2x's)

### Best Version:

- Easy access for workers who use CTUL space for service+ space for growth of orgs+ businesses
- Move stops to south side of 38th
- If no cars in square- detour to 39th & Elliot Ave
- something that makes bus, pedestrian, vehicle traffic more predictable busses can go through
- A memorial stop or stops that are different than others, that are at 39th + Chicago or 38th & Chicago or in front of former Dragon Wok. Accessible D line + 23 going through Chicago
- I'm open to no personal to no personal vehicles + only buses on the 3700 block of Chicago, but worried about increased traffic on Elliot Ave
- My friend painted "Mourning Passage". I gave her our leftover paint samples to do it. I still think it's important that we can use the street for transit in particular.

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How would you feel about transit not returning to the intersection permanently? What would the best version of that situation look like to you?

- Transit only if the garden (roundabout) is moved
- No matter what, Transit should be back through the intersection
- There are other intersections, daily life would be harder
- Just fine if within a 10 min walk
- Should return
- Good-the intersection should be touched by public transportation
- If no transit in GFS the detour Elliot & 38th
- It would be great if cars + transit never returns

### Best Version

- Circulator or shuttle on stretch of 38th or thru immediate
- start seeing options how the space will look 3-4 options would be nice)
- Group prefers transit on the square
- cars on square then buses
- bus would be preferable if that what happens- would definitely be happier if it was only transit, no cars
- Park and Portland are faster than Chicago- why won't the D line and 5 use these roads instead?



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## Other Ideas?

- Move the garden and roundabout, first to Peoples Way, don't get rid of it.
- visual plans for the speedway
- possible use of empty storefronts
- The visual plans impact every other aspect of the project
- numbers advertised to the public and bid winners, nominees disclosed to the public for transparency
- Polling station at the square
- Cars suck- further discussion including all forms of motor traffic (transit) + keeping them out of GFS

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