

PREPARED BY



Assessment of Effects Report for the D Line Bus Rapid Transit Project

D LINE BUS RAPID TRANSIT PROJECT
CHICAGO AVENUE AND 38TH STREET STATIONS

METROPOLITAN COUNCIL METRO TRANSIT
DIVISION, ARTERIAL BUS RAPID TRANSIT
DEPARTMENT

September 2026

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1. Description of the Undertaking

The Metro Transit Division of the Metropolitan Council (Council) is proposing the construction of two new Bus Rapid Transit (BRT) platforms at the intersection of Chicago Avenue South and 38th Street East in Minneapolis as part of the D Line BRT corridor. The D Line is an approximately 18-mile-long BRT corridor located in Brooklyn Center, north Minneapolis, downtown Minneapolis, south Minneapolis, Richfield, and Bloomington.

Following the murder of George Floyd while in police custody in May 2020, the planned D Line platforms at the intersection of Chicago Avenue and 38th Street East in Minneapolis (“George Floyd Square”) were removed from the construction plans. Instead, temporary D Line platforms were designed and constructed at the intersections of Park Avenue and 38th Street East (northbound) and Portland Avenue and 38th Street East (southbound). The D Line has been serving these temporary stations through a long-term detour since it began service in late 2021. The initial plans included one platform at the northeast quadrant of the Chicago Avenue South and 38th Street East intersection and one platform at the southwest quadrant of this intersection. The Council is now planning to construct the two platforms south of 38th Street East on both sides of Chicago Avenue, enabling the D Line to operate along Chicago Avenue through this area, as originally planned. The proposed platforms will be similar to those constructed along the overall D Line corridor and other BRT corridors throughout the metro area. They will include shelters, free-standing pylons, curb bump-outs/boarding platforms, and other associated elements (see Figure 1).

The project is a Federal Transit Administration (FTA) undertaking; therefore, the proposed work must comply with Section 106 of the National Historic Preservation Act (Section 106), as amended (36 CFR Part 800). The City of Minneapolis is completing improvements to George Floyd Square as part of the Re-Envision 38th and Chicago Project, a City-led and funded infrastructure project that is coordinated with but separate from this undertaking.



Figure 1. The E Line BRT platform at University Avenue and Huron includes the standard features implemented at platforms throughout the metro area (from left to right): the free-standing pylon with the station information, fare machines, metal-frame shelter with clear glass panels, trash can, bench, and bike rack.

2. Steps Taken to Identify Historic Properties

Architecture/history and archaeological surveys of the Area of Potential Effects (APE) were initially completed in accordance with the D Line Section 106 Compliance Plan in October 2018.¹ The Council, FTA, and State Historic Preservation Office (SHPO) accepted the survey and evaluation results.

The Council retained Mead & Hunt, Inc. (Mead & Hunt) to complete Section 106 compliance requirements for proposed platforms at Chicago Avenue and 38th Street. Mead & Hunt delineated the revised APE and completed a Phase I/II survey to identify and evaluate architecture/history properties that may be eligible for listing in the National Register of Historic Places (National Register). In consultation with the Council, FTA, and SHPO, it was determined George Floyd Square (HE-MPC-22800), partially located within the APE, is eligible for the National Register as a cultural landscape. A Phase II Evaluation was prepared to provide an appropriate context and identify the character-defining features and historic boundary. No other properties were identified as listed or potentially eligible for the National Register. See *Phase I Architecture/History Survey Report Addendum for the D Line Bus Rapid Transit Project* for the complete survey results.²

¹ Hess, Roise and Company and Streamline Associates, LLC, *Phase I and II Architectural History Studies for the D Line Bus Rapid Transit Project* (Prepared for Metro Transit Division of the Metropolitan Council and the Federal Transit Administration, 2018).

² Mead & Hunt, Inc., *Phase I/II Architecture/History Survey Report Addendum for the D Line Bus Rapid Transit Project* (Prepared for the Metro Transit Division of the Metropolitan Council, Arterial Bus Rapid Transit Department, 2026).

3. Description of the Affected Historic Properties

The George Floyd Square Cultural Landscape is significant as a site of memorial, gathering, and protest. It is centered at the intersection of Chicago Avenue South and 38th Street East and extends one block north and south along Chicago Avenue, and one block east and west along 38th Street East (see Figure 3). A plywood fist sculpture marks each “entrance” to the Square at 37th Street East, Elliot Avenue, 39th Street East, and Columbus Avenue. A larger metal fist sculpture acts as a roundabout at the intersection of Chicago Avenue and 38th Street. The proposed cultural landscape boundary follows the back edge of sidewalk on both sides of Chicago Avenue and 38th Street to include the sidewalk and public spaces and exclude adjacent parcels with the exception of those associated with Unity Foods and the People’s Way, both of which played an important role in the initial event and ongoing efforts at George Floyd Square. At 37th Street, the boundary extends to the west to include Memorial Pond and Say Their Names Cemetery. See the George Floyd Square Cultural Landscape Phase II Evaluation (HE-MPC-22800) for a more detailed description and discussion of the history and significance.

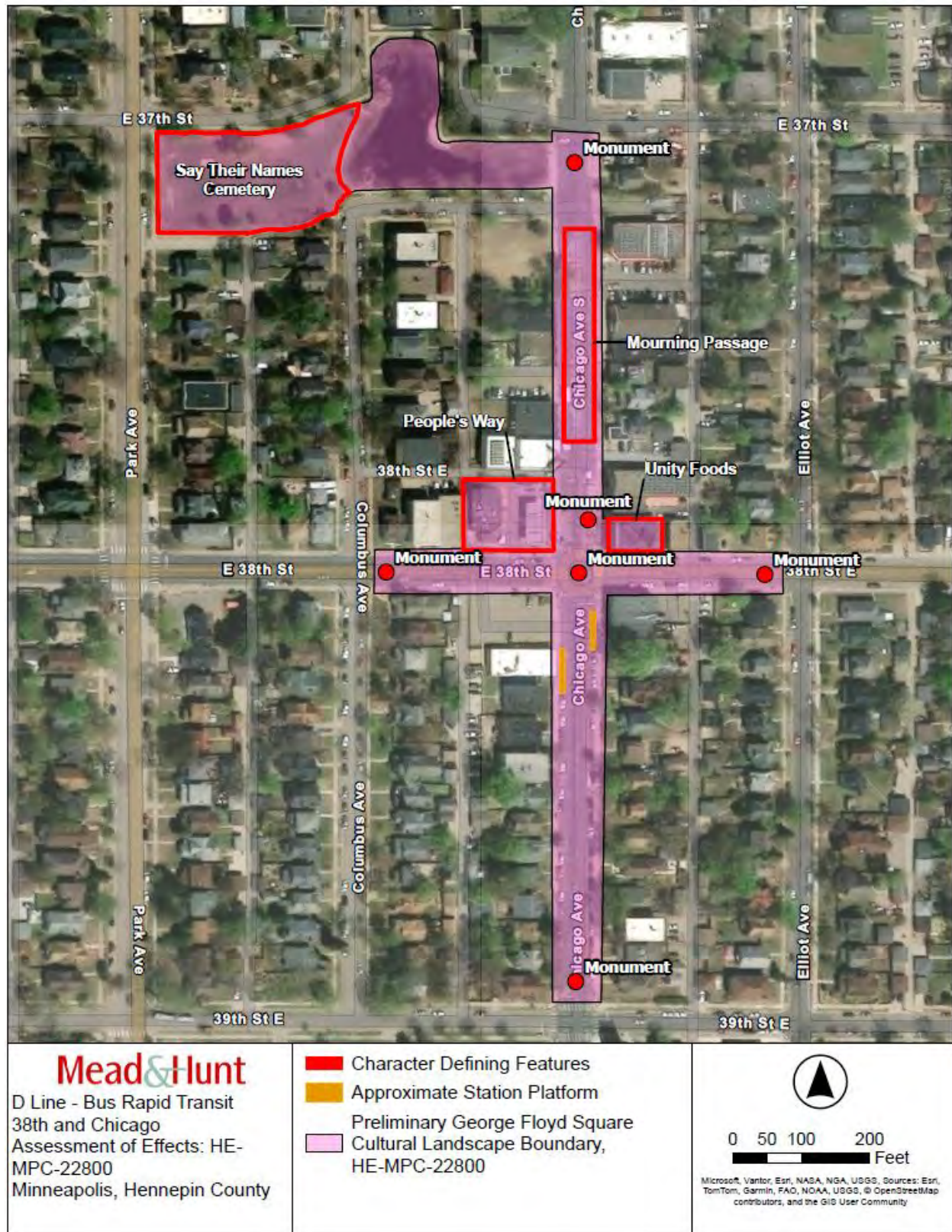


Figure 2. Proposed George Floyd Square Cultural Landscape historic boundary and character-defining features, with bus platform locations identified.

George Floyd Square was established in 2020 and is significant under National Register *Criterion A: History* in areas of Black Ethnic Heritage, Social History, and Art as the site where George Floyd, a 46-year-old Black man was murdered while in police custody. It immediately became the epicenter for the global Black Lives Matter movement and continues to function as a public site for memorial and protest, upholding its original function. Character-defining features are those elements that support the function, facilitated through community gathering and creative expression, and include:

- George Floyd Memorial Site
- Large-scale art installations, including the five fist statues, Mourning Passage, and Say Their Names Cemetery
- The People's Way
- Unity Foods
- Those collective elements which contribute to the streetscape as an expression of memorial and protest: the roadway, sidewalks, murals, and other artistic offerings.

The majority of these character-defining features are located north of the intersection of Chicago Avenue and 38th Street East. The central metal fist sculpture is centered in the intersection and located directly north of the APE. South of 38th Street, where the platforms are proposed, the cultural landscape is limited to the roadway and sidewalk and the adjacent commercial buildings and private residences are excluded from the boundary. At the time of field survey in August 2026, there were no artistic expressions located within the landscape boundary between 38th Street and 39th Street, likely due to ongoing City-led construction activities (see Figure 3).



Figure 3. View of Chicago Avenue South looking south of 38th Street East, within the APE. Note the lack of memorials and artistic expressions within the cultural landscape boundary.

4. Details of the Proposed Undertaking

Project activities within the proposed boundaries of the George Floyd Square Cultural Landscape include the construction of two new BRT platforms in a design similar to other stops already present along the D Line corridor. The platform at the southeast quadrant of the intersection of Chicago Avenue South and 38th Street East will serve northbound traffic. The platform at the southwest quadrant will serve southbound traffic. The D Line and local bus service will operate along Chicago Avenue South. Project plan sheets are included in Appendix A.

The platforms will be similar to other D Line platforms (see Figure 4). They will include metal-frame shelters, free-standing pylons, benches, fare machines, trash cans, and bike racks. Concrete boarding platforms will be constructed approximately 23 feet and 140 feet south of the intersection on the east and west side of the street, respectively. Each platform will be 60 feet long and 11 feet-4 inches wide, constructed largely in the existing sidewalk and extending approximately 6 feet into the existing parking lane to accommodate in-lane stopping. Shelters will measure 12.5 feet long and 5 feet deep and have metal frames and transparent glass panels. Pylons that include the name of the BRT line and an electronic display with real-time transit information will be 12 feet tall. On-street parking will be removed to accommodate the platforms. The pedestrian sidewalk will remain behind the platform and the bike lane will be relocated between the sidewalk and the platform. Subsurface improvements will include electrical and communication (fiber optic) connections. The electrical connection will be at an existing location near the intersection and the fiber optic connection will extend west along 38th Street to Park Avenue and connect with the overall D Line fiber alignment. Figure 5 provides a rendering of the proposed northbound platform and Figures 6 and 7 show the approximate platform locations.

There are no formal memorials or art installations present in the street and sidewalk south of 38th Street. Expressions are limited to painted trash cans and messages spray-painted on the sidewalk. The bus stops will not extend into the intersection with the central fist sculpture and garden, and work will not alter traffic patterns north of 38th Street near the George Floyd Memorial Site, People's Way, Unity Foods, or other art installations. Therefore, proposed project activities will not result in the removal of or changes to character-defining features within the cultural landscape.



Figure 4. Existing D Line platform at Chicago Avenue and 48th Street. The proposed platforms at Chicago Avenue and 38th Street will be the same with the exception of the trash can placement, which will be adjacent to the bench rather than along the shelter.



Figure 5. Rendering of proposed northbound D Line bus platform on the east side of Chicago Avenue. The southbound stop on the west side will be identical and located 140 feet south of the intersection.³

³ City of Minneapolis, "38th & Chicago Re-Envisioned," April 20, 2026, City of Minneapolis.



Figure 6. View of the proposed southbound platform location, facing north toward the intersection. A new concrete platform and bus shelter will be constructed within the sidewalk and extend into the existing parking lane; the approximate footprint of the concrete pad is indicated in red.



Figure 7. View of the proposed northbound platform location, facing north toward the intersection (note fist sculpture at the center). A new concrete platform and bus shelter will be constructed within the sidewalk and extend into the existing parking lane; the approximate footprint of the concrete pad is indicated in red.

5. Application of the Criteria of Adverse Effects

The criteria used to assess effects of federal undertakings on historic properties are set forth in 36 CFR Part 800.5(a)(1), which states:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

An adverse effect can occur if any aspect of a historic property's integrity is diminished. Examples of adverse effects are identified in 36 CFR Part 800.5(a)(2) and include, but are not limited to:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68; hereafter referred to as SOI Standards) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property that causes its deterioration; and
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Although an undertaking may have an effect on a historic property, it does not necessarily constitute an adverse effect. For example, project elements may be visible from a historic property without the effect rising to the level of an adverse effect. In this example, factors to consider when assessing whether the visual effect is adverse include proximity of project components to the historic property, the nature of the project element being introduced to the setting, the significance of the views to and from the historic property, and the overall importance of integrity of setting to the historic property's ability to convey its significance and maintain its eligibility for inclusion in the National Register.

The following analysis considers potential effects to the George Floyd Square Cultural Landscape.

5.1 Physical Effects

The proposed bus platforms would result in minor physical changes within the overall setting of the cultural landscape. However, the proposed locations are removed from the character-defining features and they would not physically affect any of the characteristics that contribute to the significance of the cultural landscape.

5.2 Visual Effects

The proposed project will introduce new visual elements within the cultural landscape, namely the new BRT platforms (including shelters, free-standing pylons, fare machines, benches, trash cans, and bike racks). The proposed metal-frame shelters will have clear glass panels. As a result, these largely transparent structures will blend into the existing urban setting and will generally not obscure the views of the memorials and artistic expressions within the cultural landscape. The proposed platform additions are minor in scale within the larger cultural landscape, which extends in a one-block radius from the intersection.

5.3 Atmospheric, Noise, and Vibration Effects

The two proposed platforms will be located within an urban transportation corridor that already accommodates automobile and bus traffic. No new atmospheric or audible elements will be introduced as a result of the project.

5.4 Traffic, Access, and Parking Effects

The proposed platforms will not result in adverse changes to traffic or access to George Floyd Square. Two-way traffic will remain on Chicago Avenue and the proposed bicycle boulevards will continue to accommodate bicycle traffic. The sidewalks will continue to accommodate pedestrian traffic and circulation within the cultural landscape. Further, the proposed project will make transit access to George Floyd Square more convenient, supporting its function as a community gathering site. A portion of the parking lane on each side of Chicago Avenue will be removed to accommodate the platform. However, the presence of on-street parking is not a character-defining feature of the cultural landscape and will remain along Chicago Avenue south of the platforms.

5.5 Cumulative Effects

The addition of two BRT platforms is not anticipated to result in cumulative effects to the historic property.

5.6 Indirect Effects

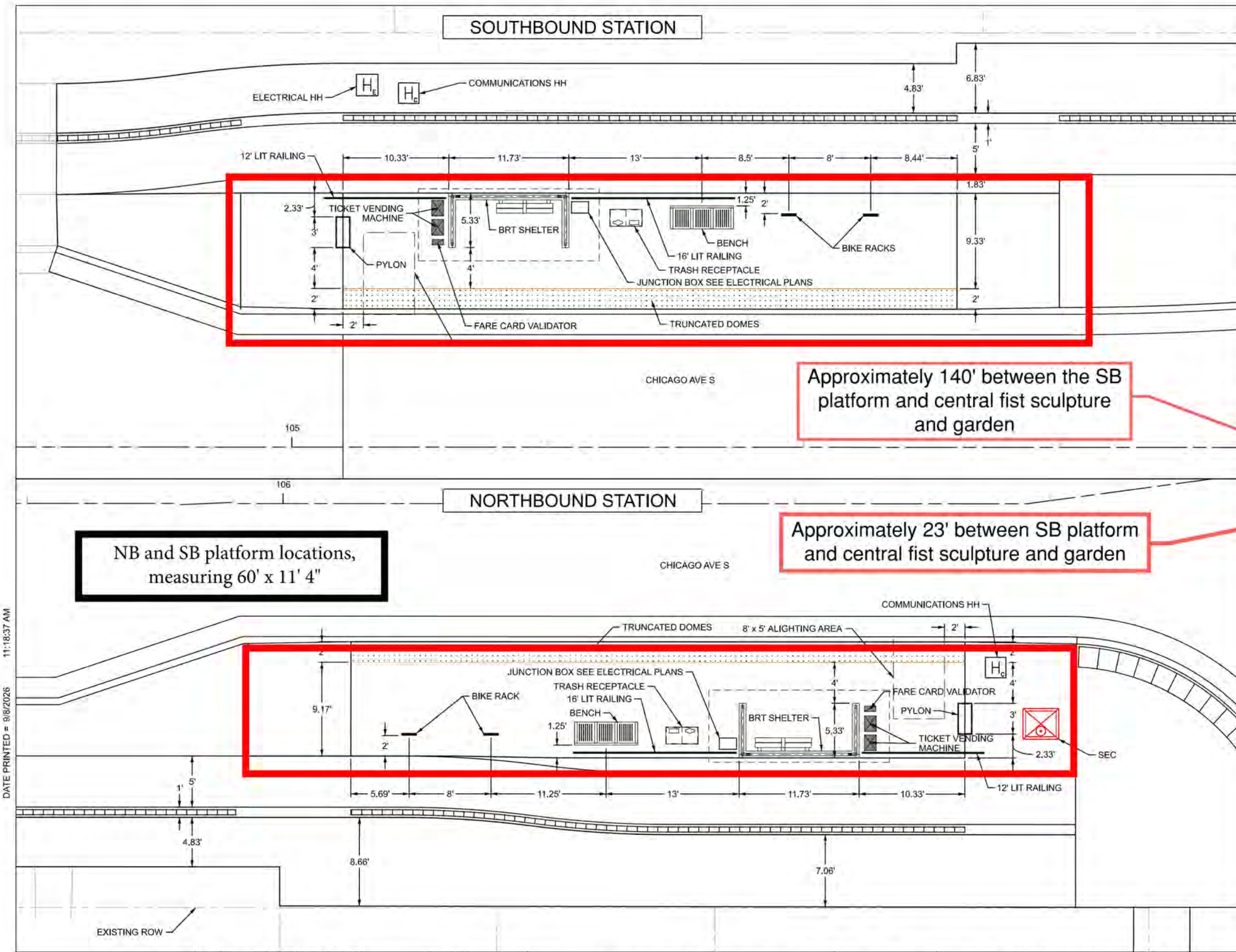
The two new BRT platforms would reintroduce bus service at this intersection. Since 2020, buses traveling along this part of the D Line have been redirected, avoiding George Floyd Square. However, buses would not indirectly impact the character-defining features of the landscape any more than the existing vehicular traffic in the busy intersection. The proposed platform locations are distinctly removed from major structures and art installations and would not impact these character-defining features within the cultural landscape, nor the square's function as a publicly accessible memorial and protest site.

5.7 Recommended Finding: No Adverse Effect

It is recommended that the proposed undertaking will have ***No Adverse Effect*** on the George Floyd Square Cultural Landscape. If project activities change, the assessment of effect may need to be revisited.

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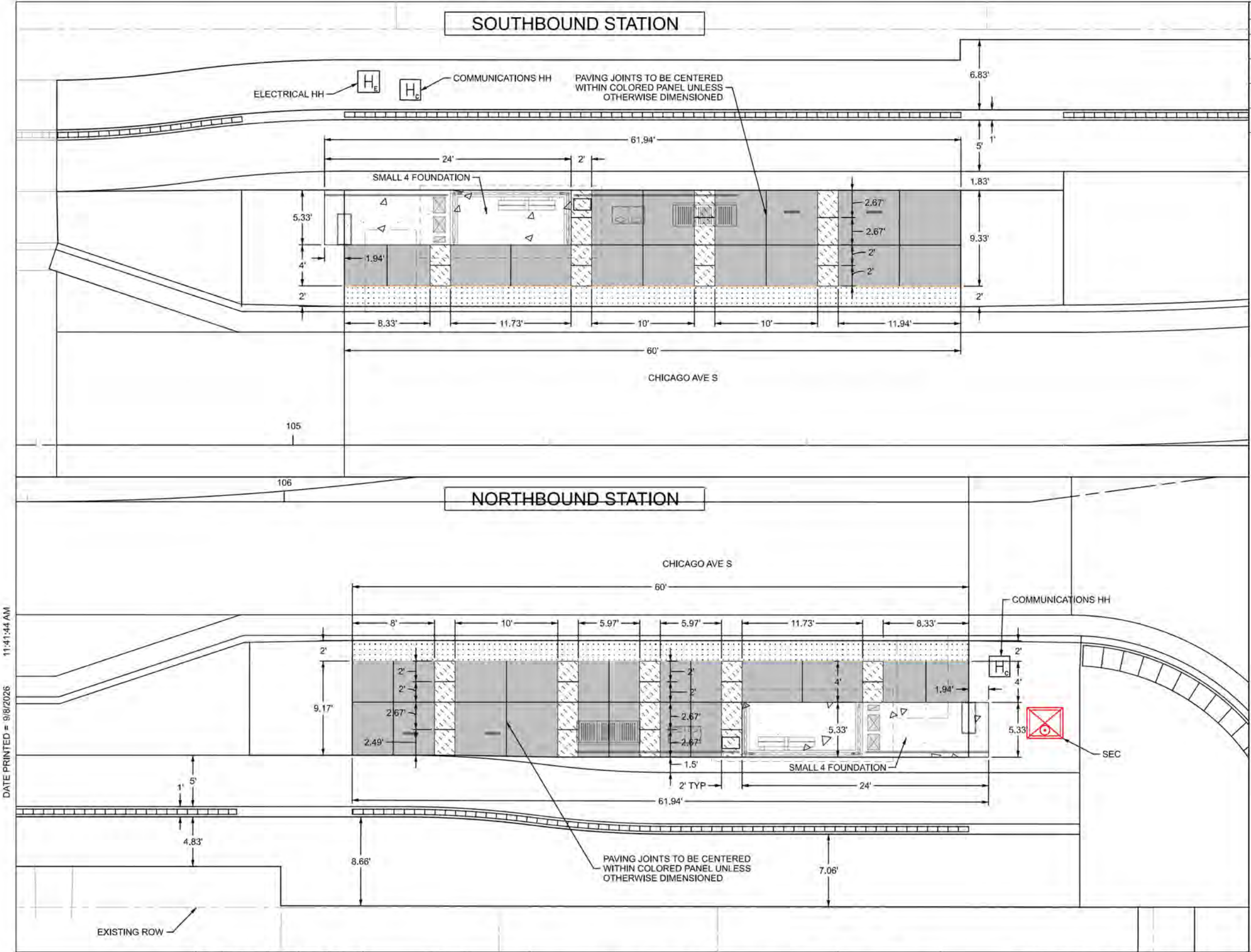
Appendix A. Project Plan Sheets



CHICAGO AVE				
STA 105+00 TO STA 107+00				
LEGEND	ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED TOTAL
	2531	TRUNCATED DOMES	SQ FT	240
	2540	STATION PLATFORM LUMP SUM*	EACH	2
	2540	BICYCLE RACK	EACH	BY OTHERS
	2540	BENCH	EACH	BY OTHERS
	2540	TRASH RECEPTACLE	EACH	BY OTHERS
	2540	LIT RAILING	LIN FT	BY OTHERS

*PLATFORM LUMP SUM BREAKDOWN (SEE NOTE 4)				
CHICAGO & 38TH ST NORTHBOUND & SOUTHBOUND				
LEGEND	ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED TOTAL
				TOT NB SB
	2540	SMALL-4 SHELTER	EACH	BY OTHERS
	2540	SHELTER BENCH	EACH	BY OTHERS
	2540	PYLON	EACH	BY OTHERS
	2540	TICKET VENDING MACHINE	EACH	BY OTHERS
	2540	FARE CARD VALIDATOR	EACH	BY OTHERS
	2540	FOUNDATION CONCRETE	CU YD	9.4 4.7 4.7

- GENERAL NOTES:
1. SHEET SHOWS STATION PLATFORM AMENITY LAYOUT. OTHER ELEMENTS ARE DISPLAYED FOR REFERENCE PURPOSES ONLY. SEE DISCIPLINE SPECIFIC SHEETS FOR INFORMATION RELATED TO THE DESIGN, RELATION, OR REMOVAL OF THOSE ELEMENTS
 2. VERTICAL AMENITIES SHALL BE CONSTRUCTED AS SHOWN PER CLEAR ZONE AND PAR REQUIREMENTS. CONTRACTOR TO REQUEST APPROVAL FROM ENGINEER IF DEVIATING FROM PLAN.
 3. SEE CONSTRUCTION PLANS FOR CURB TAPERS. SEE INTERSECTION PLANS FOR CURB RADII.
 4. ALL SHELTER, PYLON, AND TICKETING AMENITY ITEMS TO BE OWNER FURNISHED. SEE SPECIFICATIONS FOR ADDITIONAL DETAIL.



CHICAGO AVE				
STA 105+00 TO STA 107+00				
LEGEND	ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED TOTAL
	2521	6" CONCRETE WALK (STANDARD CONCRETE)	SQ FT	386
	2521	6" CONCRETE WALK SPECIAL (CHARCOAL)	SQ FT	736
	2540	PLATFORM FOUNDATION (PAID IN PLATFORM LUMP SUM)		

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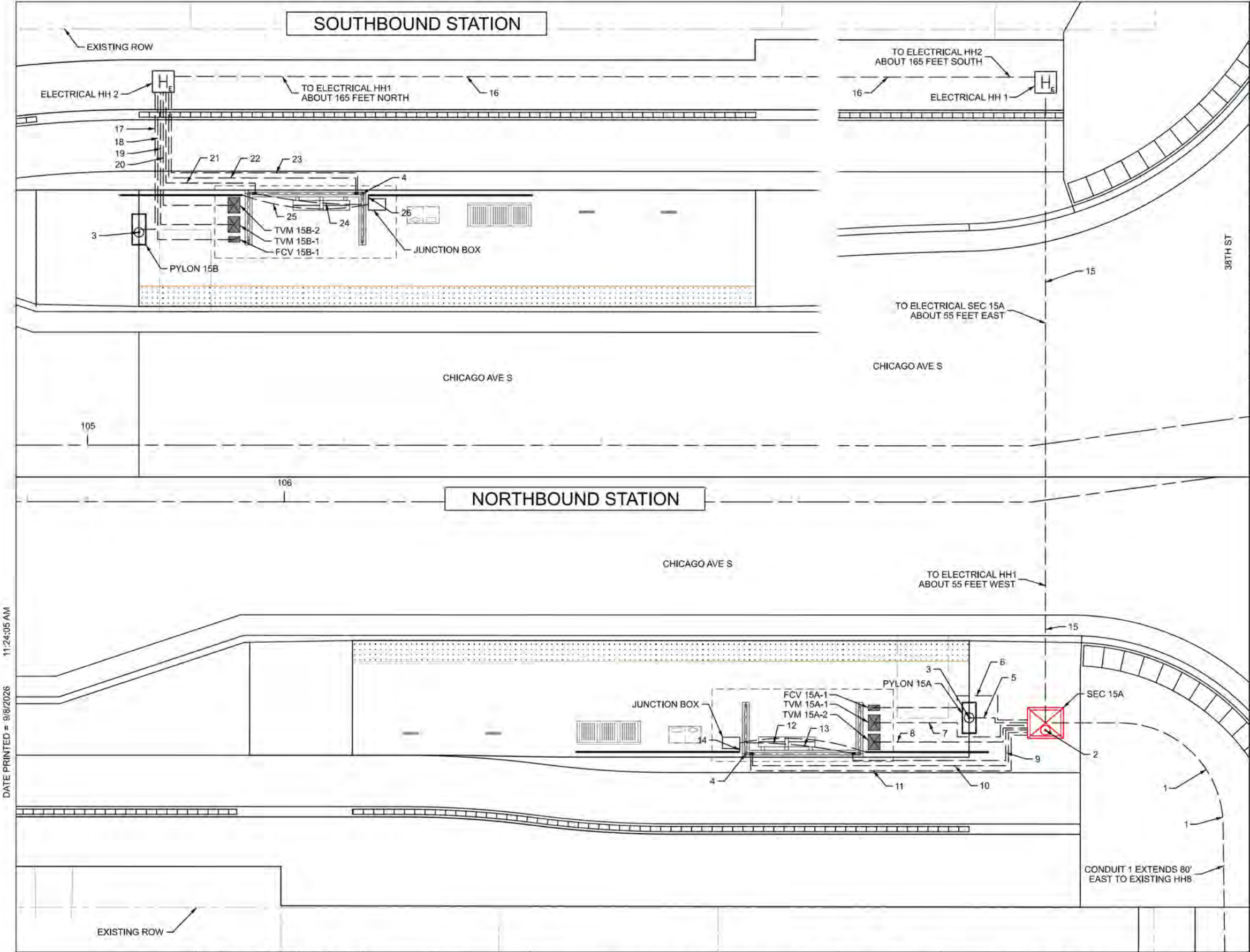
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38TH AND CHICAGO RECONSTRUCTION

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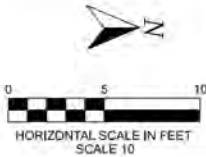


CHICAGO AVE				
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ALL ELECTRICAL COMPONENTS ARE INCLUDED IN THE PLATFORM LUMP SUM PAY ITEM				
LEGEND	ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED TOTAL
	2540	SEC FOUNDATION (CABINET BY OTHERS)	EACH	1
	2540	HANDHOLE	EACH	2
	2540	GROUND ROD	EACH	3
	2540	ELECTRICAL SERVICE CONDUIT (3" PVC)	LIN FT	322
	2540	CONDUIT (1" PVC)	LIN FT	307
	2540	CONDUIT (0.5" PVC)	LIN FT	32
	2540	ELECTRICAL SERVICE WIRE (1/0 AWG CU XHHW-2)	LIN FT	BY OTHERS
	2540	#14 SH PR	LIN FT	BY OTHERS
	2540	#12 CU XHHW-2	LIN FT	BY OTHERS
	2540	#10 CU XHHW-2	LIN FT	BY OTHERS
	2540	#8 CU XHHW-2	LIN FT	BY OTHERS
	2540	LED DRIVER HANDHOLE	EACH	2

- GENERAL NOTES:
- SEE CORRESPONDING CONDUIT AND WIRE SCHEDULE FOR ITEMS TAGGED WITH XX .
 - ALL CONDUITS SHALL BE INSTALLED IN RIGHT OF WAY UNLESS NOTED.
 - CONDUIT ROUTING SHOWN DIAGRAMATICALLY. CONDUITS SHALL BE INSTALLED WITH MINIMUM BENDS.

- KEY NOTES: X
- ELECTRIC SERVICE TO XEL ENERGY, 240/120 V. 1PH. (VIA EXISTING HH8)
 - PROVIDE 3/4" X 10' GROUND ROD. EXOTHERMICALLY WELD #2 BARE COPPER TO ROD AND SLEEVE THROUGH ELECTRICAL CABINET FOUNDATION. PROVIDE PROTECTION FROM VANDALISM UNTIL CONNECTION TO PYLON IS COMPLETED.
 - PROVIDE 3/4" X 10' GROUND ROD. EXOTHERMICALLY WELD #6 BARE COPPER TO ROD AND SLEEVE THROUGH ELECTRICAL PYLON FOUNDATION. PROVIDE PROTECTION FROM VANDALISM UNTIL CONNECTION TO PYLON IS COMPLETED.
 - PROVIDE A #10 COPPER EQUIPMENT GROUND CONDUCTOR FROM HEATER CIRCUIT AND CONNECT TO METAL FRAME OF SHELTER.

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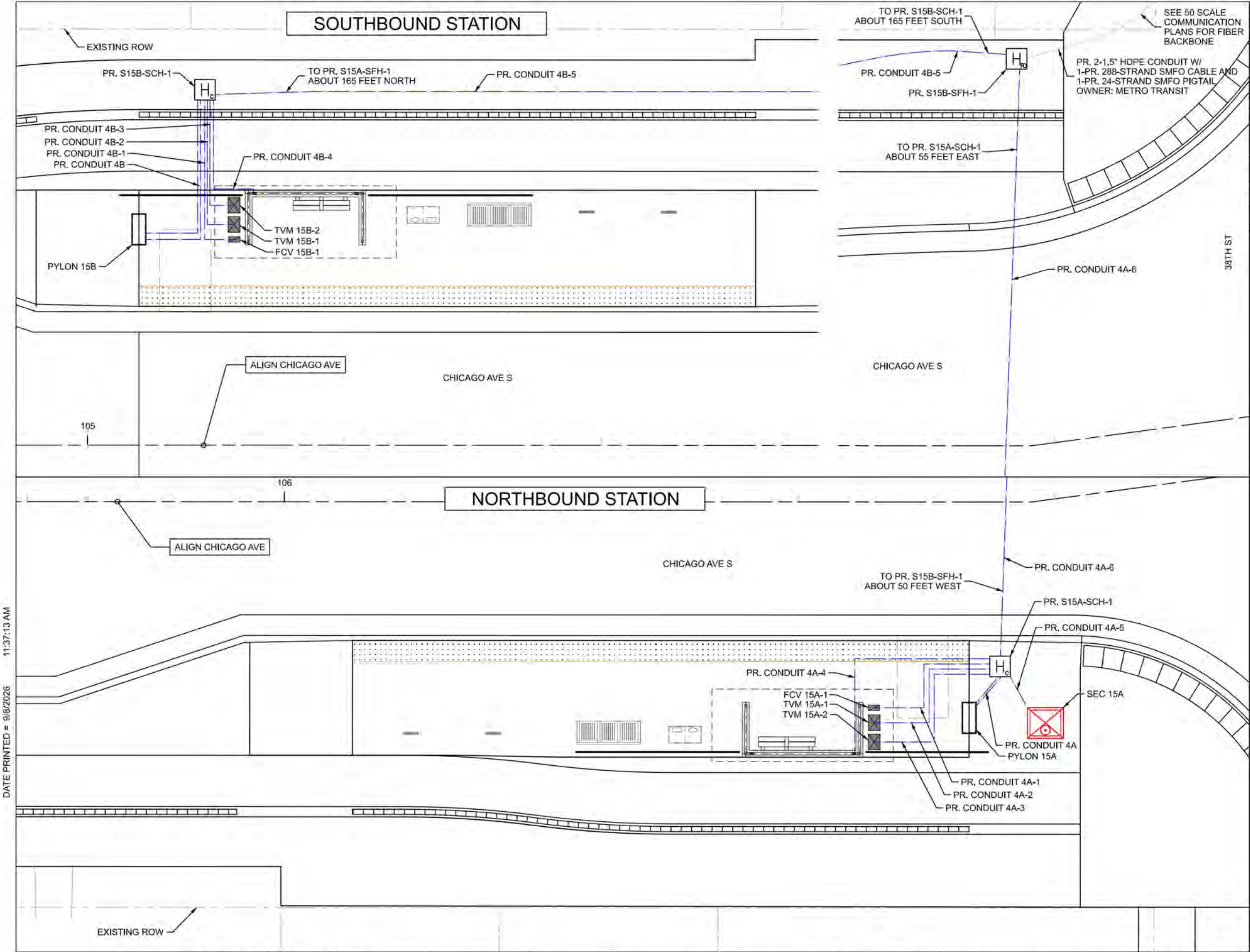
PLATFORM ELECTRICAL PLAN

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38TH AND CHICAGO RECONSTRUCTION

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LEGEND	ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED TOTAL
	2540	2-1.5" HDPE CONDUIT	LIN FT	X
	2540	3" PVC CONDUIT	LIN FT	X
	2540	1" PVC CONDUIT	LIN FT	X
H _c / H	2540	COMMUNICATION HANDHOLE	EACH	4
	2540	12-STRAND SMFO CABLE	LIN FT	BY OTHERS
	2540	CAT 6 CABLE	LIN FT	BY OTHERS

- LEGEND:
- UGFO-12 12 STRAND SMFO UNDERGROUND CONDUIT
 - UGFO-288 288 STRAND SMFO UNDERGROUND CONDUIT
 - UG DATA UNDERGROUND DATA CONDUIT
 - H_c PROPOSED FIBER OPTIC HANDHOLE
 - H PROPOSED COMMUNICATION HANDHOLE

- GENERAL NOTES:
- CONTRACTOR MUST OBTAIN LOCATES PRIOR TO DISTURBING GROUND
 - CONDUIT ROUTING IS SCHEMATIC IN NATURE CONDUIT IS TO BE RUN WITH MINIMAL BENDS
 - CONTRACTOR IS TO COORDINATE THE INSTALLATION OF STATION COMMUNICATIONS CONDUIT WITH THE INSTALLATION OF THE STATION ELECTRICAL CONDUIT
 - ALL CONDUIT IN THE SAE TRENCH MUST DIFFER IN COLOR
 - PROJECT SITE WILL BE PROPERLY SECURED AT THE END OF EACH DAY
 - SEE SYSTEM-WIDE COMMUNICATIONS PLAN, COMMUNICATION AND SPLICE DETAILS, STATION COMMUNICATIONS DIAGRAM, AND STATION ELECTRICAL PLAN FOR ADDITIONAL DETAIL

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