Business Item

Transportation Committee

Committee meeting date: June 22, 2026 **For the Metropolitan Council:** July 8, 2026

Business Item: 2026-115

METRO D Line – Station Plan Amendment #2 (Chicago & 38th Street)

District(s), member(s):	District 7 (Lilligren)
Policy/legal reference:	PIC 2-2 - Accountability to the Public Policy
Staff prepared/presented:	Lesley Kandaras, General Manager, Metro Transit
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Division/department:	Metro Transit / Arterial BRT

Proposed action

That the Metropolitan Council approve Amendment #2 to the D Line Station Plan, aligning future D Line platform locations at Chicago & 38th Street with the layout approved by the City of Minneapolis.

Background

The Council approved the D Line Station Plan in July 2018 (Business Item 2018-62) establishing the number and location of stations on the D Line project. It was amended in April 2022 (Business Item 2022-77) to include a new station at Osseo & 47th Avenue and update the permanent southbound platform location at Portland & 77th Street.

The D Line Station Plan included a station at Chicago & 38th Street, including a northbound platform at the northeast quadrant of the intersection, the site of the murder of George Floyd in May 2020. Following the murder of George Floyd, a station was not advanced at this site, and the D Line has been operating on detour on Park and Portland avenues serving temporary platforms at 38th Street.

Metro Transit staff have participated in the City-led engagement and design process, 38th & Chicago Re-Envisioned, to determine a path forward complete a needed reconstruction, preserve space for community gathering and memorial, and meet multimodal transportation needs. Throughout the engagement process, returning transit to the intersection has been identified as an important community goal.

In December 2025, the City-led process culminated in City of Minneapolis approval of the "Open / Flexible" layout for the intersection. This concept returns north-south transit service to Chicago Avenue through the intersection, preserves east-west transit service on 38th Street through the intersection, adds additional multimodal improvements, and preserves memorial and community gathering space. The approved layout includes platform locations for the D Line on the south leg of the intersection.

The City project will be constructed in two phases. Phase 1, which began construction on June 8,

will be completed in 2026 and includes the eastern leg of 38th Street and southern leg of Chicago Avenue. Phase 2 will begin and be completed in 2027, and will include the intersection itself, along with the planned D Line platforms. Following construction, transit service is expected to return to Chicago Avenue and serve this station.

Rationale

The D Line Station Plan defines the Council's policy basis for design and construction of D Line station and platform locations. An amendment is needed to align the D Line Station Plan with the revised location of the platforms serving the intersection of Chicago & 38th Street. The amendment would change the location of the northbound D Line platform from the northeast quadrant of the intersection to the southeast quadrant of the intersection. It would also refine the location of the southbound platform on the southwest quadrant of the intersection.

Thrive lens analysis

On Feb. 12, 2025, the Council adopted Imagine 2050, which builds on policy direction in Thrive MSP 2040. Under the Thrive lens, this action advances the Thrive outcomes of Prosperity, Equity, and Stewardship.

Prosperity: This amendment will support a D Line station to be constructed at an important residential, commercial, and small business node, increasing access for residents and to economic and civic opportunity. This intersection is also the site of the memorial space to George Floyd, an important community and civic gathering space.

Equity: The approved layout enables the return of north-south transit both to and through this intersection, removing a detour and diminished access to an important destination borne by D Line and Route 5 riders. D Line and Route 5 riders have lower average household incomes than the region overall (55% of riders have household incomes less than $60k), have less access to private automobiles (57% of riders have no personal automobile at home), and are more likely to identify as Black, Indigenous, or a Person of Color (73% of riders identify as BIPOC).

Stewardship: This action enables the ongoing efficient coordination and delivery of D Line platforms as part of the City-led construction project, reducing overall project cost and minimizing disruption to the community due to construction.

Funding

While there is no direct funding attached to this action, approval of the Station Plan amendment will allow design and construction to advance for this station in coordination with agency partners.

Small business inclusion

There is no contracting, and therefore no small business inclusion, associated with this action.