



Draft Corridor Plan

9/25/2023

Executive Summary

METRO G Line Project

Metro Transit is planning improvements to the Rice Street / Robert Street corridor with the METRO G Line, an arterial bus rapid transit (BRT) service. The G Line is planned to mostly replace portions of Route 62 and Route 68 in the Rice/Robert corridor. The G Line will run from Little Canada through downtown St. Paul to the Dakota County Northern Service Center mainly along Rice Street and Robert Street.

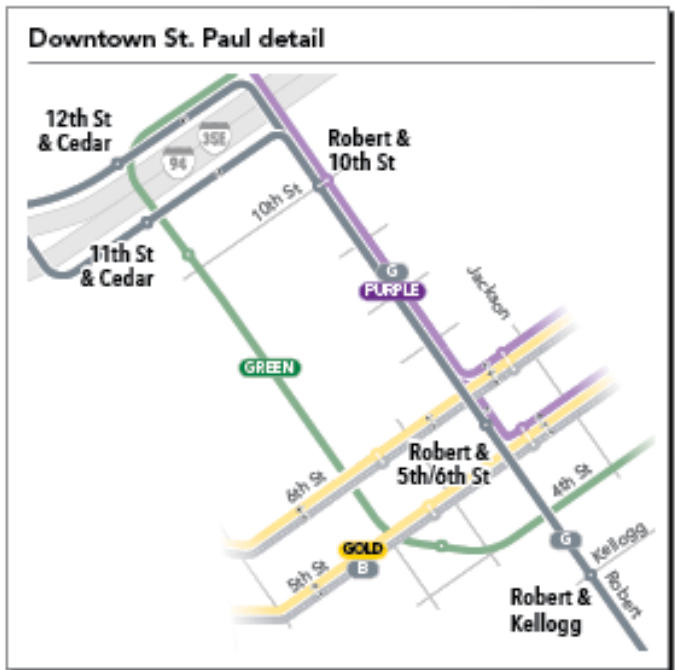
The METRO G Line will be the seventh line in Metro Transit’s arterial BRT system. Arterial BRT service runs on existing streets, usually in mixed traffic. BRT service is a cost-effective way to improve the transit network. Arterial BRT lines are proven to attract more regular transit riders.



G Line

August 2023

	METRO G Line (Bus Rapid Transit)
Current METRO line	
	Green Line (Light Rail)
Planned METRO lines	
	Gold Line (Bus Rapid Transit)
	Purple Line (Bus Rapid Transit)
	B and H lines (Bus Rapid Transit)



18-02-001981-23

Project Schedule

Planning (2022-2024)

Planning for the G Line began in 2022 and is expected to continue through mid-2024. In the planning phase, station and platform locations are chosen. Metro Transit works with support from agency partners throughout the planning process. During the planning phase, the project team will develop three versions of the Corridor Plan:

1. The Draft Corridor Plan is the first version of the plan. It includes draft station locations. This is the version of the plan that is available today. It will be released for public review and comment between September 25 and November 6, 2023.
2. The Recommended Corridor Plan is the second version of the plan. It will include recommended station locations updated based on community feedback received on the Draft Corridor Plan. It will also include a summary of community feedback received on the Draft Corridor Plan. When the Recommended Corridor Plan is released in early 2024, there will be a second comment period for the community to give additional feedback on the plan.
3. The Final Corridor Plan is the third and final version of the plan. It will include any additional updates to station locations based on community feedback received on the Recommended Corridor Plan. It also includes a summary of the community feedback. The Final Corridor Plan will be brought to the Metropolitan Council for approval. This is expected to happen in summer 2024. Approval of the Final Corridor Plan sets the general locations of platforms within the intersection. This is an important step before beginning project engineering.

Engineering (2024-2025)

Project engineering is expected to begin in mid-2024 and continue through 2025. In the engineering phase, stations are designed. The station design includes how the platforms fit into the existing street and sidewalk. Station design also includes the location of the bus shelter and other amenities.

Construction (2026-2028)

G Line project phased delivery

Metro Transit plans to construct and open the G Line project in two phases, to best coordinate with other planned street construction in the corridor.

- Phase 1 will include the northern portion of the corridor from the newly established Little Canada Transit Station to Robert & Kellogg. Construction of these stations will occur between 2026 and 2027. Some stations will be constructed in coordination with major construction projects on Rice Street and Robert Street. The future G Line will use enhanced bus stops that will be constructed in coordination with Ramsey County along Rice Street in 2024 and 2025. Once construction is complete, G Line service will begin between Little Canada and downtown St. Paul.
- Phase 2 will include the southern portion of the corridor from Robert & Fillmore to the Dakota County Northern Service Center. These stations are planned to be constructed by the end of 2028. Following construction, G Line service will be extended to run the full length of the corridor from Little Canada to West St. Paul.

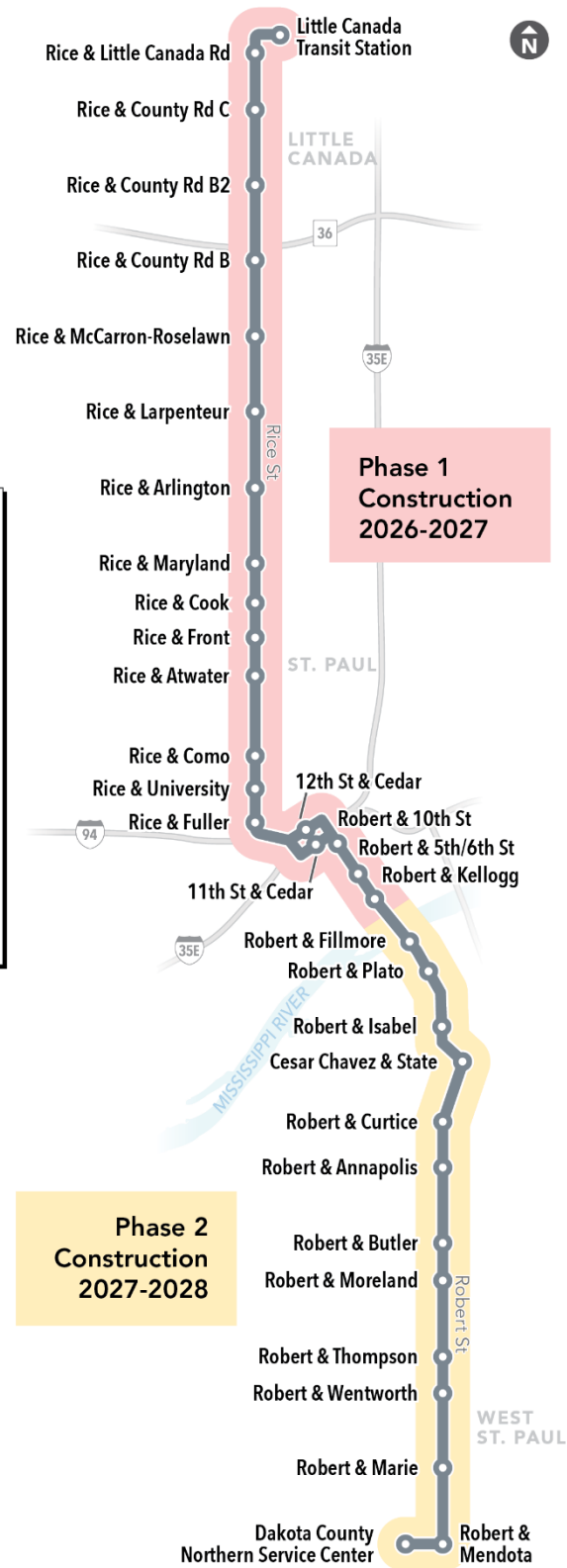
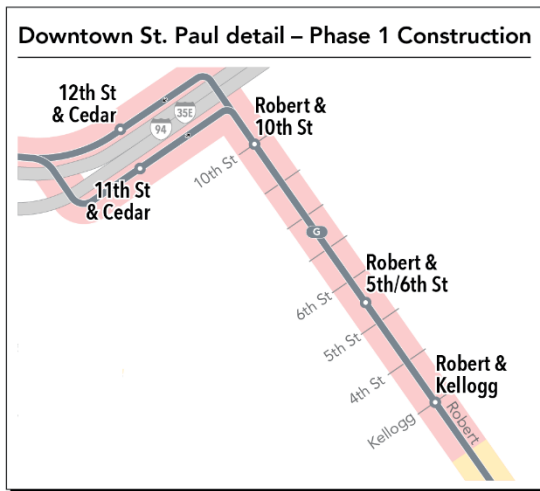
The G Line Draft Corridor Plan identifies station locations for both phases of the G Line project.

The primary reason for phasing the G Line project is to better coordinate with planned construction on Robert Street. MnDOT, Saint Paul Regional Water Services, and Saint Paul Public Works are planning improvements to [Robert Street](#). Metro Transit and agency partners plan to construct these projects at the same time to reduce disruption to communities and transit riders and deliver a better multimodal corridor improvement. Metro Transit is working with MnDOT and other agency partners to coordinate all future construction on Robert Street, with a goal of completing all work on Robert Street within the G Line corridor by the end of 2028.



G Line

Subject to change



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How to Give your Feedback

Community feedback is an important part of the arterial BRT planning process. Metro Transit is asking for public comment on proposed G Line station locations. Explore the plan and provide your feedback by November 6, 2023. There are several ways to share your feedback:

- Comment online at metrotransit.org/g-line-project
- Email comments to GLine@metrotransit.org
- Call Customer Relations at 612-373-3333

To stay in touch, sign up for the G Line project updates at the project website: metrotransit.org/g-line-project.

Technical Advisory Committee (TAC)

Staff members from agencies along the G Line corridor supported the development of the Draft Corridor Plan. TAC members gave feedback to the project team and reviewed station and platform locations. Participating TAC agencies include:

- Capitol Area Architectural and Planning Board
- City of Inver Grove Heights
- City of Little Canada
- City of Maplewood
- City of Roseville
- City of St. Paul
- City of West St. Paul
- Dakota County
- Ramsey County
- Minnesota Department of Transportation (MnDOT)



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Introduction

The purpose of the METRO G Line Corridor Plan is to identify the location of stations and platforms. The METRO G Line Corridor Plan will provide policy direction to begin the engineering phase of the project. Throughout the corridor planning process, Metro Transit works with local agency partners and the public.

Corridor Overview

The METRO G Line is a planned arterial bus rapid transit (BRT) line. The G Line alignment was selected through the [Network Next](#) study. It was adopted by the Metropolitan Council in March 2021. It is planned to mostly replace Route 62 and Route 68 in the G Line corridor. The Network Next study also included concept G Line station locations. These concept stations were used to develop the proposed stations in this Draft Corridor Plan.

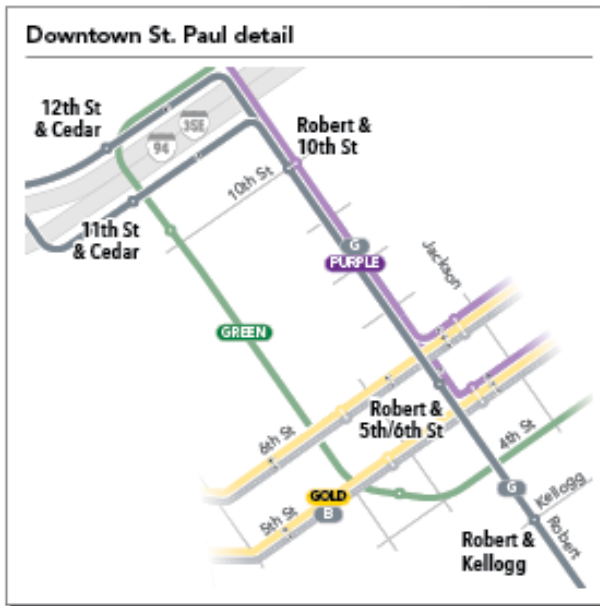
The G Line is proposed to operate along an 11.5-mile corridor. The planned G Line northern end is at the Little Canada Transit Center. The planned southern end is at the Dakota County Northern Service Center in West St. Paul. The G Line will mostly travel along Rice Street and Robert Street.



G Line

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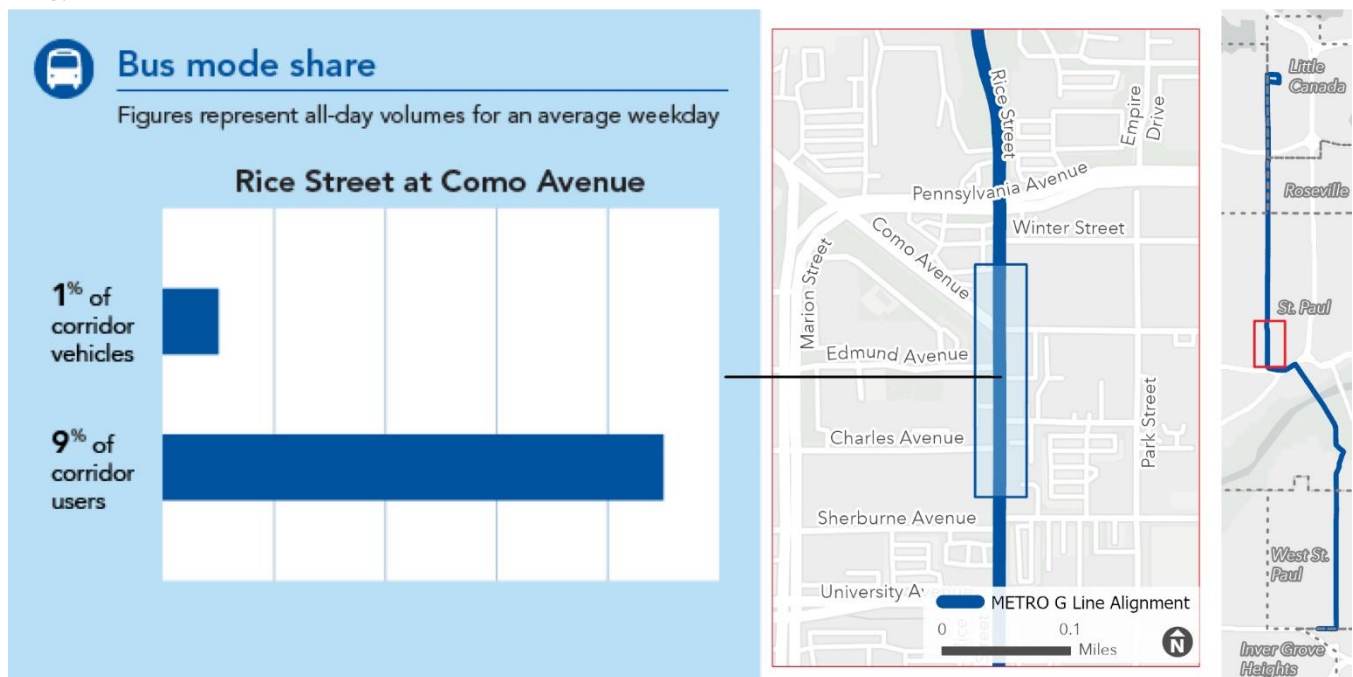
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Opportunities for Improved Transit in the Corridor

The purpose of the G Line is to provide faster and more reliable bus service. There are three main challenges and opportunities in the corridor today:

- Slower and less reliable transit service
- Passenger facilities do not align with the importance of transit in this corridor
- An opportunity to connect two important residential and commercial corridors north and south of downtown St. Paul

In March 2023, customers took about 4,100 rides on Route 62 and Route 68 combined. High-quality transit is important in this corridor, and Metro Transit is planning for current and future needs with the G Line.



On Rice Street at the intersection with Como Avenue, bus riders are nearly 10% of people traveling on the corridor. However, buses make up just 1% of vehicle traffic. During busy times, buses often go less than 14 miles per hour. The G Line will help lower the time it takes for customers to get on and off the bus and keep buses moving in traffic to improve travel speeds and reliability in the corridor.

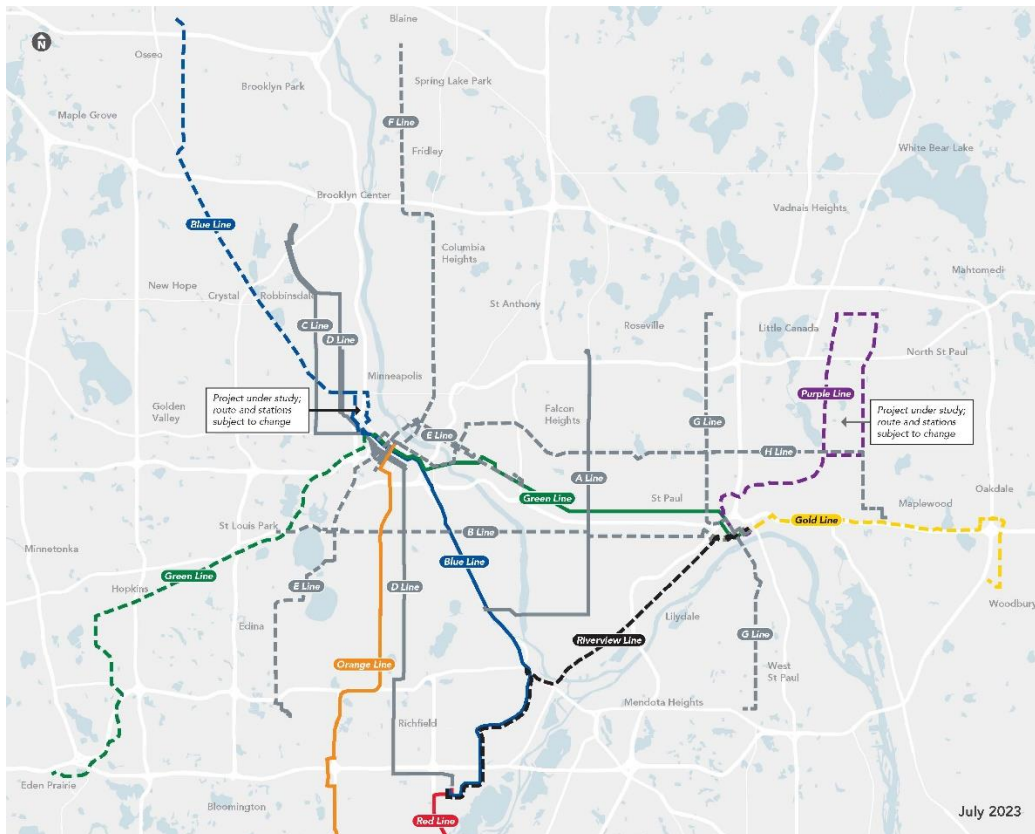
What is Arterial BRT?

Metro Transit is developing a network of arterial bus rapid transit (BRT) lines. Arterial BRT service runs on existing streets, usually in mixed traffic. BRT service is a cost-effective way to improve the transit network. Arterial BRT lines are proven to attract more regular transit riders.

Arterial BRT Network

The METRO G Line will be the seventh line in the arterial BRT system.

- A Line opened in June of 2016 on Snelling Avenue and Ford Parkway
- B Line is under construction on Lake Street and Marshall and Selby Avenues
- C Line opened in June of 2019 on Penn Avenue
- D Line opened in December of 2022 on Chicago and Fremont Avenues
- E Line is planned to be under construction starting in 2024
- F Line is planned to be under construction starting in 2025
- G Line is planned to be under construction starting in 2026
- H Line is planned to begin service before 2030



Current METRO network		Planned METRO network	
— A Line	— Green Line	--- Planned BRT	--- Green Line Extension
— C Line	— Orange Line	--- Gold Line	--- Blue Line Extension
— D Line	— Red Line	--- Purple Line	--- Project under study; route and stations subject to change.
— Blue Line		--- Riverview Line	--- Project under study; route and stations subject to change.

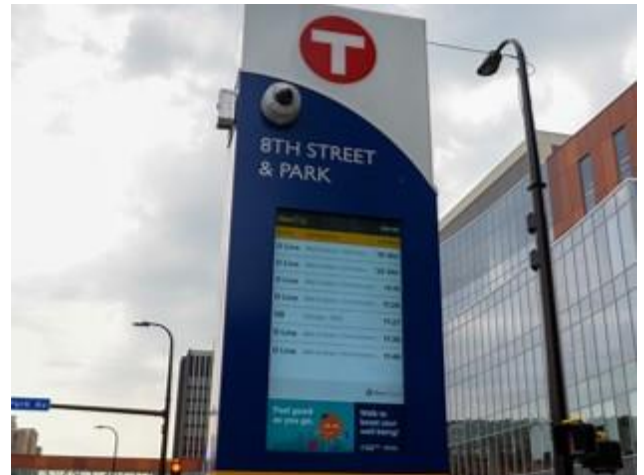
Arterial BRT Attributes

Arterial BRT provides faster and more reliable service. BRT has amenities at stations and on buses that improve the customer experience. Arterial BRT stations have standard amenities and branding. Each station is designed to make space for riders and fit into the surrounding context.



Shelters: Nearly every arterial BRT station has a bus shelter. Shelters protect customers from the weather while waiting for the bus. Standard shelters include on-demand heaters, seating, and built-in lighting.

Transit Information: Each BRT station has screens with real-time NexTrip departures. Schedules, route maps, and connecting routes are posted at each station. Transit information is also provided in accessible formats.



Comfortable Stations: Stations are designed for customers to wait for the bus comfortably. There is space to get on and off the bus safely. Stations are well lit and have security cameras and emergency telephones. Benches, trash and recycling bins, and bike parking are available for customer use.

Off-board Fare Payment: Like on other METRO lines, customers will pay fares before boarding the bus. Customers may board through any bus door. Ticket vending machines and fare card validators are located at each station. Off-board fare payment speeds up the boarding process and helps keep the bus moving. Fare payment will be encouraged through on-board education and inspection efforts led by Metro Transit staff.



BRT Vehicles: Arterial BRT vehicles are designed for a comfortable ride. Wider aisles make it easy to move around the bus. Buses have wide doors and low floors to make it easy to enter and exit. Customers using mobility devices are still able to board using an accessible ramp. Buses have bicycle racks on the front of the vehicle.

Frequent Service: Arterial BRT provides high-frequency service throughout the day and most of the evening. BRT buses arrive at stations often, so customers don't need to rely on a schedule to plan their trip. Frequent service is also provided on nights and weekends.



Project Elements

Arterial BRT projects have many elements that come together for a successful line. Stations, platforms, shelters, and bus priority treatments are all key parts of arterial BRT lines.

Stations

Arterial BRT stations are the intersections where the bus stops. Sometimes stations are named after key destinations, like transit centers. Station locations are chosen based on several factors, described below.

Station spacing

Station spacing is a tool that helps keep buses moving in the corridor. When the bus needs to make fewer stops, it can spend more time driving instead of being stopped at platforms. Arterial BRT stations are usually 1/3 to 1/2 mile apart. The local bus that served the corridor before BRT normally has stops every 1/8 to 1/4 mile. Though there are fewer stops, arterial BRT lines are designed to balance speed and access.

Existing ridership & transit connections

Bus stops with high ridership are usually good places for arterial BRT stations. Most customers board the bus today within a block of the stations in this plan. Stations are located on streets with transfers to other transit lines.

Community feedback

Community feedback helps guide station locations. Metro Transit asks customers and the public for their feedback on station locations throughout the planning process. The responses help to decide where stations should be located.



Destinations

Popular areas are usually good places for arterial BRT stations. Grocery stores, medical clinics, and workplaces are examples of key destinations. Stations are near where people are or where they want to go.

Safe pedestrian crossings

Pedestrian safety is an important consideration when choosing station locations. Arterial BRT stations are normally at signalized intersections to make it easier for pedestrians to cross the street.

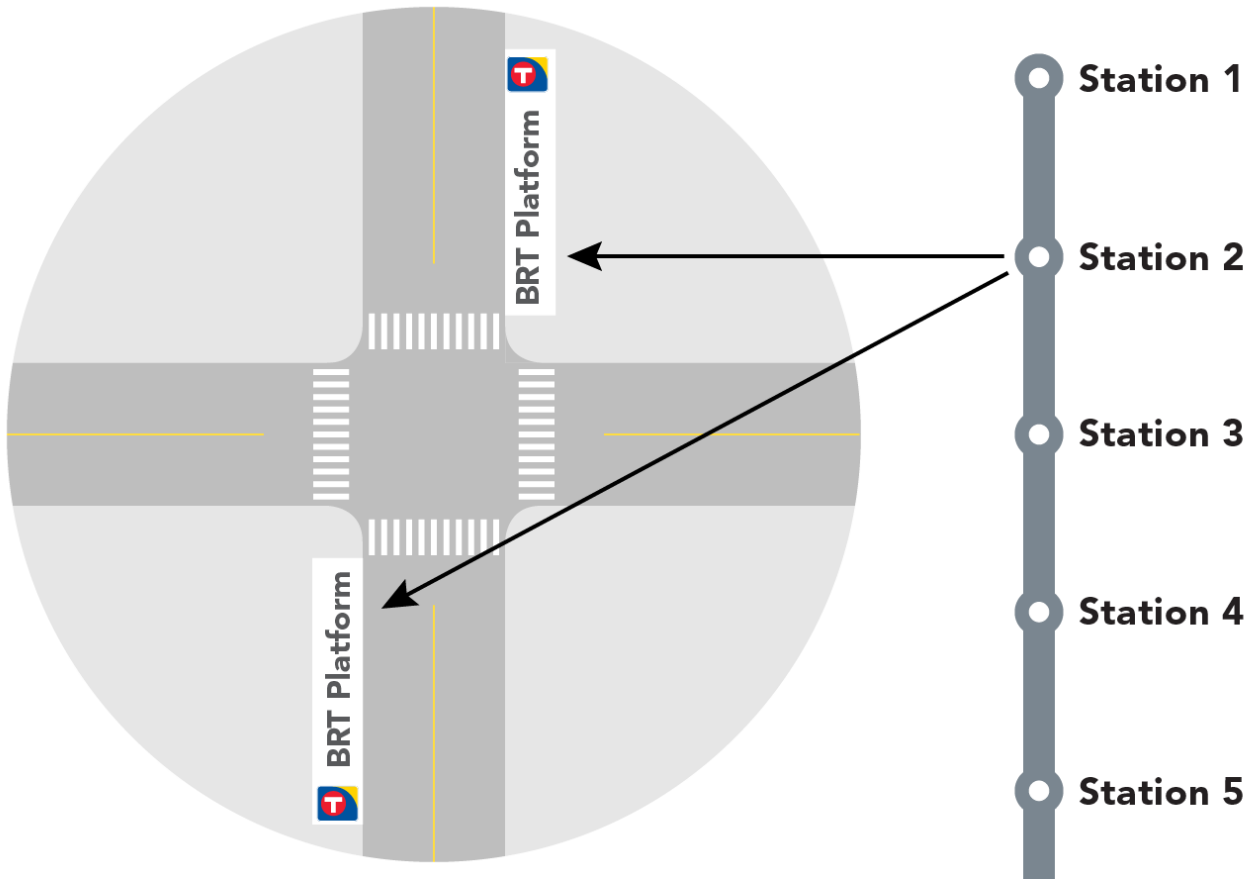
Street design & available right-of-way

The street design affects where stations can be placed. Driveways, medians, bicycle facilities, and sidewalks are all parts of the street design. The available transportation right-of-way is another factor considered. This may be used for public streets, sidewalks, alleys, public and private utilities. Right-of-way width varies by location.



Platforms

Arterial BRT stations normally have two platforms. There is a platform for each direction the bus travels. Platforms are where transit passengers wait for the bus and get on and off the bus. Stations at the beginning and end of the arterial BRT line and on one-way streets may have just one platform.



Platform location



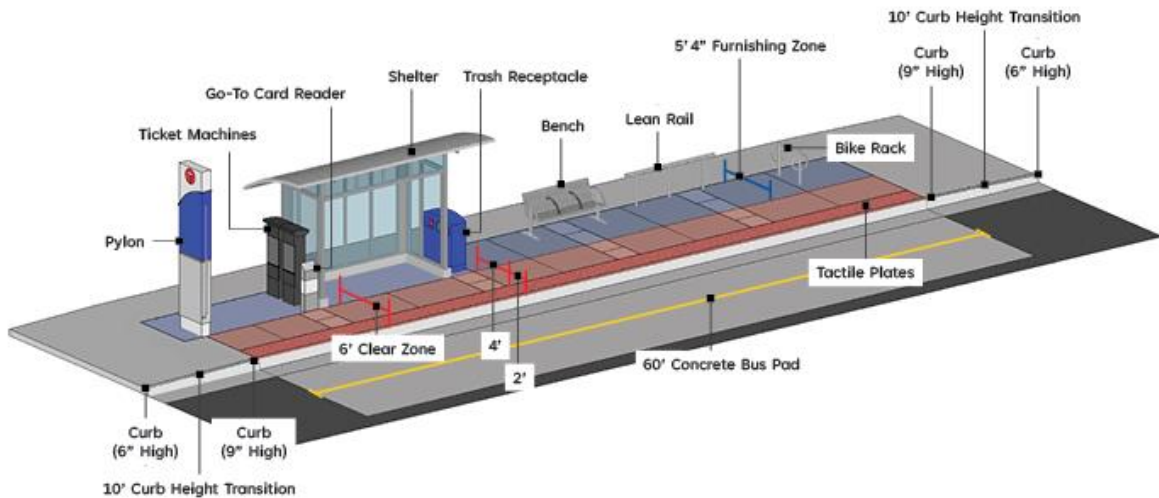
Platforms can be nearside, farside, or at mid-block.

- A station platform is located “nearside” when it is located just before an intersection.
- A station platform is located “farside” when it is located just beyond an intersection.
- A “mid-block” platform location is in the middle of the block. Mid-block locations are less preferred than nearside and farside ones. Platforms at intersections provide crosswalks for riders to reach their destinations once they get off the bus.

Farside platforms are usually preferred for arterial BRT service because they help the bus move faster. [Transit signal priority \(TSP\)](#) helps buses get through green lights and works best when the platform is farside. Farside platforms help buses to stop only once at an intersection. When a platform is nearside, it is more likely that the bus will have to stop twice: first to pick up passengers and then again at the red light. Farside platforms also help buses avoid conflicts with right-turning vehicles.

However, not all platforms are farside. Street design, right-of-way limits, or other factors can make farside platforms difficult or infeasible. Nearside platforms may also be preferred at four-way stop controlled intersections.

Platform size



Standard arterial BRT platforms are 60 feet long. A standard platform can fully serve all doors of a 60-foot bus. Platforms may be longer if more than one bus uses the same platform. Rare situations may make it infeasible to construct a standard platform.

Arterial BRT platforms have a standard width of 11.5 feet. This includes a 5.5-foot furnishing zone where the shelter, pylon, and other amenities are located. The pylon marker has a screen with NexTrip real-time departures. The 6-foot clear zone is the open space where customers get on or off the bus. Typically, the through zone is behind the platform. The through zone is the space for people not using the bus platform to walk or roll. In scenarios with limited space, modifications to platform standards may be made.

Near-level boarding

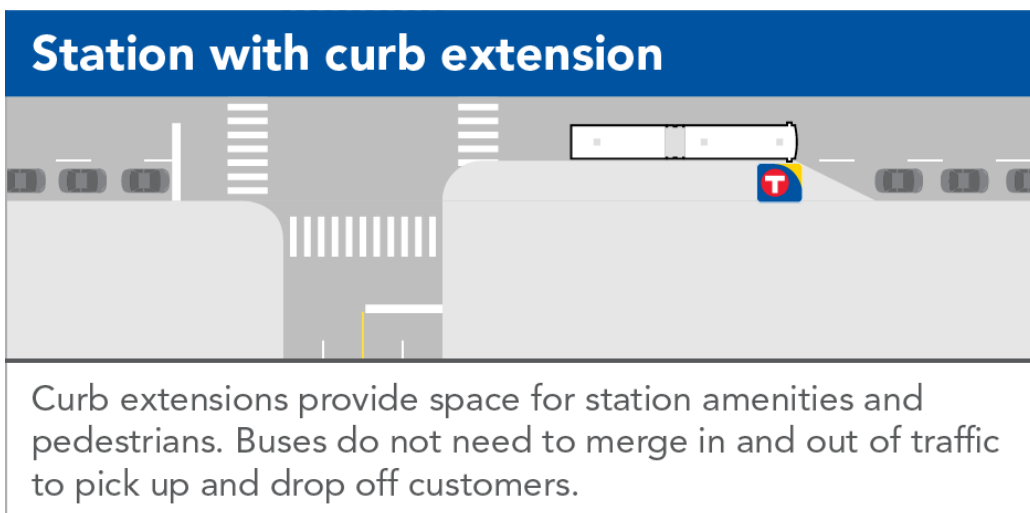
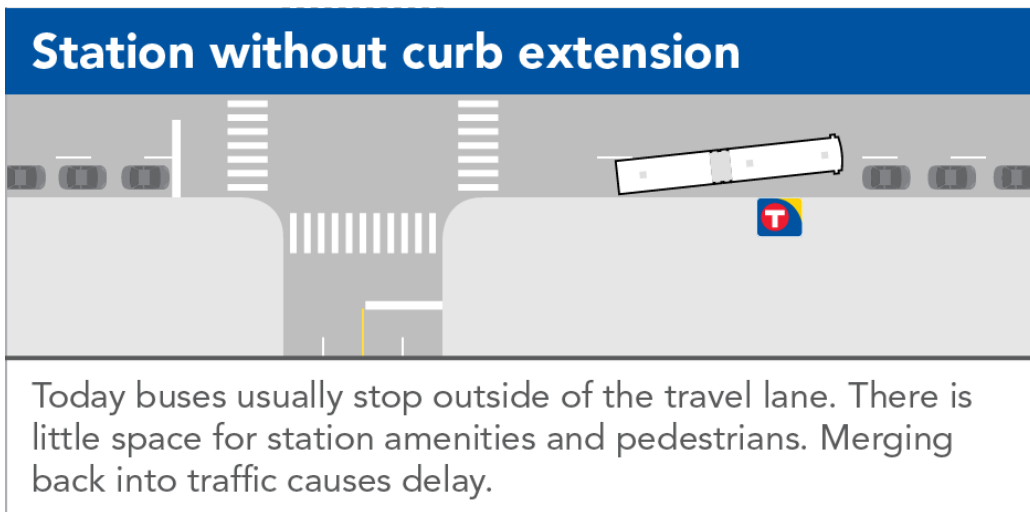
Arterial BRT platforms have higher curbs for “near-level boarding.” Standard arterial BRT platforms have a 9-inch curb height. Normal sidewalk curbs are 6 inches tall. Near-level boarding reduces the step up from the platform to the floor of the bus. This makes it easier for customers to get on and off the bus. Arterial BRT buses still have accessibility ramps for customers with mobility devices. All bus models in Metro Transit’s fleet can stop at platforms with curb heights of nine inches or less. Curb heights for arterial BRT platforms are determined in the design phase of the project.

In-lane stops

Arterial BRT stations are normally designed for buses to make in-lane stops. At an in-lane stop, the bus stops in the lane of general traffic. Buses do not need to merge in and out of traffic to pick up and drop off customers. In-lane stops save time and help BRT buses run faster.

Where the right lane next to the curb is used for parking or right-turn lanes, the curb is extended so the platform is in line with the travel lane. Curb extensions can also create more space for platform amenities and bike facilities. In-lane stops can also occur when the right lane next to the curb is used as a travel lane. The bus will travel in the right lane and be able to stop at the platform without merging.

In-lane stops may not be appropriate on roads where cars and trucks travel at high speeds. For safety reasons, the bus will pull out of traffic to stop in these areas.



Shelters

There are three standard sizes of arterial BRT shelters. Shelter size is selected to accommodate the number of customers waiting for the bus during the busiest part of the day. The stations with high ridership have medium or large shelters to make space for more customers. Some stations have factors other than ridership that may affect the size of the shelter planned for each location.



Small shelter 12 feet long, 5 feet wide, and 9 feet high.



Medium shelter 24 feet long, 5 feet wide, and 9-12 feet high.



Large shelter 36 feet long, 5 feet wide, and 9-12 feet high

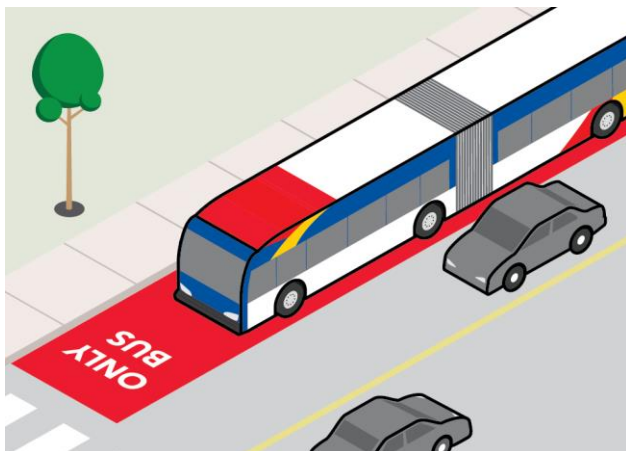
Bus Priority Treatments

A key goal for arterial BRT projects is to provide fast and reliable service. Bus priority treatments are tools to help buses avoid delays that slow them down. When the bus can move through the corridor quickly, customers can rely on the bus to get them to their destination on time. Metro Transit works with its partners to add bus priority treatments to arterial BRT projects. Bus priority treatments are finalized in the engineering phase of the project.



Transit signal priority (TSP) helps buses avoid stopping at red lights. When buses approach an intersection, they send a signal to the traffic light. The signal will either extend the current green light or shorten the time the light is red. Buses may still stop at red lights even if the intersection has TSP. TSP is a standard arterial BRT improvement. Most intersections in arterial BRT corridors include TSP.

Queue jump signals allow the bus to pass stopped vehicles at intersections with traffic lights. Buses pull into a lane on the right side of the street. The lane can be a dedicated lane or a shared right-turn and transit lane. Buses receive a dedicated green light ahead of the green light for general traffic. Queue jump signals are considered at intersections with existing space on the right side of the street.



To increase speed and reliability, bus-only lanes may be used in arterial BRT corridors. Bus-only lanes are typically painted red and can only be used by transit buses and sometimes certain types of vehicle access. When buses drive in bus-only lanes, they can move quickly through congested areas. Some bus-only lanes are reserved for buses all day or part of the day. Existing bus-only lanes in the Metro Transit network have been proven to increase bus speeds and reliability.

G Line Project

Project Schedule

Planning Phase (2022-2024)

Planning for the G Line began in 2022 and is expected to continue through mid-2024. In the planning phase, station and platform locations are chosen. Metro Transit works with support from agency partners throughout the planning process. During the planning phase, the project team will develop three versions of the Corridor Plan:

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Engineering Phase (2024-2025)

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Construction Phase (2026-2028)

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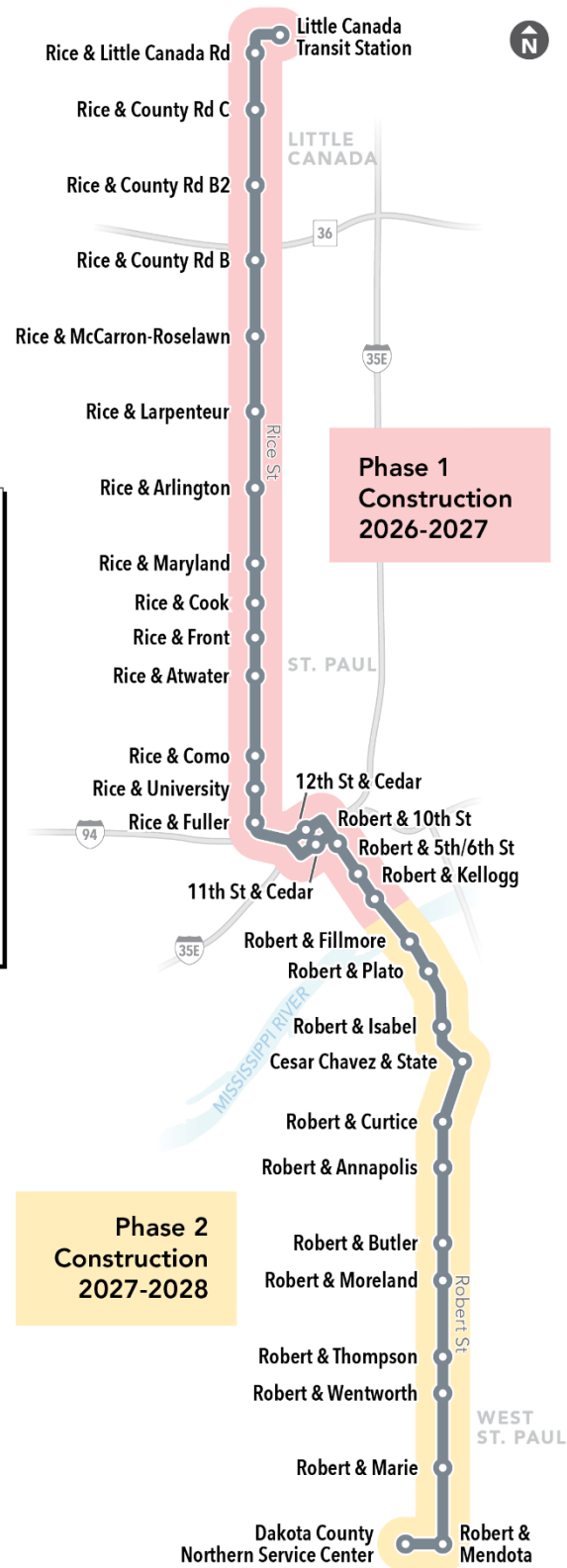
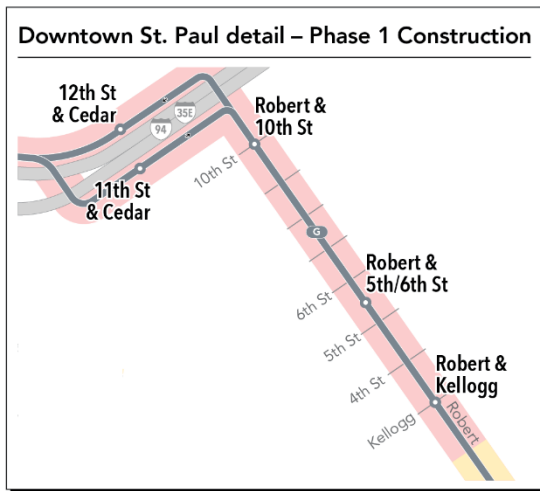
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Coordinated Projects

Several G Line stations will be developed with planned projects throughout the corridor. Details of these projects, including timelines, may change. Other coordinated projects may be added as planning and engineering for the G Line continue.

Rice Street Visioning & Reconstruction

Ramsey County is leading the Rice Street Visioning & Reconstruction project between Wheelock Parkway and Pennsylvania Avenue. The proposed G Line stations in the project area include Rice & Arlington, Rice & Maryland, Rice & Cook, Rice & Front, and Rice & Atwater. Construction is expected to be from 2024-2026. The reconstruction will decrease the number of travel lanes on Rice Street from four to three. The project will also include a 10-foot shared use path on the west side of Rice Street. Additional project details are available at: www.ramseycounty.us/residents/roads-transportation/future-road-projects/future-road-construction-projects/rice-street-visioning-reconstruction



Robert Street Reconstruction-Downtown St. Paul

The City of St. Paul is leading the reconstruction of Robert Street through downtown. MnDOT is partnering with the City of St. Paul on the project. The proposed G Line stations in the project area include Robert & 10th Street, Robert & 5th/6th Street, and Robert & Kellogg. Additional project details are available at: www.stpaul.gov/projects/public-works/pw2025robertstreconstruction

Highway 3/Robert Street Project

MnDOT is planning roadway improvements for Robert Street south of downtown St. Paul. The project area is between Fillmore Avenue and Annapolis Street. Construction is anticipated to take place by the end of 2028. The proposed G Line stations in the project area include Robert & Fillmore, Robert & Plato, Robert & Isabel, Robert & Curtice, and Robert & Annapolis. Additional project details are available at: www.dot.state.mn.us/metro/projects/robertstreet/

METRO Purple Line

The Purple Line is a planned bus rapid transit line that will serve downtown St. Paul. The Metropolitan Council is leading the project, in partnership with Ramsey County and MnDOT. The G Line and the Purple Line will share BRT platforms at Robert & 10th Street in downtown St. Paul. The G Line project will construct this station. Additional project details are available at: www.metrotransit.org/purple-line-project

Rice Street Capitol Area Redesign

Funding for the Rice Street Capitol Area Redesign was approved by the Minnesota Legislature in 2023. Rice Street will be reconstructed from Pennsylvania Avenue to John Ireland Boulevard. 12th Street between John Ireland Boulevard and St. Peter Street and St. Peter Street between 11th Street and 12th Street will also be reconstructed. As part of this project, a mobility hub is planned for the intersection of Rice Street and University Avenue. The Capitol Area Architectural and Planning Board (CAAPB), the City of St. Paul, and Ramsey County are partners on the project. Detailed project information, including timing, is not available yet. The proposed G Line stations in the project area include Rice & Como, Rice & University, and Rice & Fuller.

Rice Street-South Owasso Boulevard to County Road B2

Ramsey County is planning roadway improvements for Rice Street. The project area is between South Owasso Blvd and County Road B2. The proposed G Line stations in the project area include Rice & Little Canada Road and Rice & County Road C.

Rice Street-Wheelock Parkway to County Road B

Ramsey County is planning roadway improvements for Rice Street. The project area is between Wheelock Parkway and County Road B. Construction is anticipated to take place in 2027. The proposed G Line stations in the project area include Rice & Larpenteur and Rice & McCarron-Roselawn.

Public Engagement

Community feedback is key to planning an arterial BRT line. When the Draft Corridor Plan is released, a six-week engagement phase begins. During these six weeks, Metro Transit asks the public for comments on draft station locations. The G Line is currently in this stage of the planning process.

The next phase of the planning process is the release of the Recommended Corridor Plan. This version of the plan will include a summary of community feedback received on the Draft Corridor Plan. After the release of the Recommended Corridor Plan, there is a second comment period for the community to give additional feedback on the plan.

The Final Corridor Plan is the third and final version of the plan. It will include any additional updates to station locations based on community feedback received on the Recommended Corridor Plan and a summary of that feedback.

Public engagement for the G Line project is led by Metro Transit's Community Outreach and Engagement team.

G Line Engagement Goals

Inform station neighbors and the public about the project

- Send electronic project updates consistently.
- Keep the G Line website up to date.
- Reach out to station neighbors by door knocking.
- Send postcards to share opportunities to comment on plans.
- Respond to questions from the public.

Provide meaningful ways for the public to give feedback

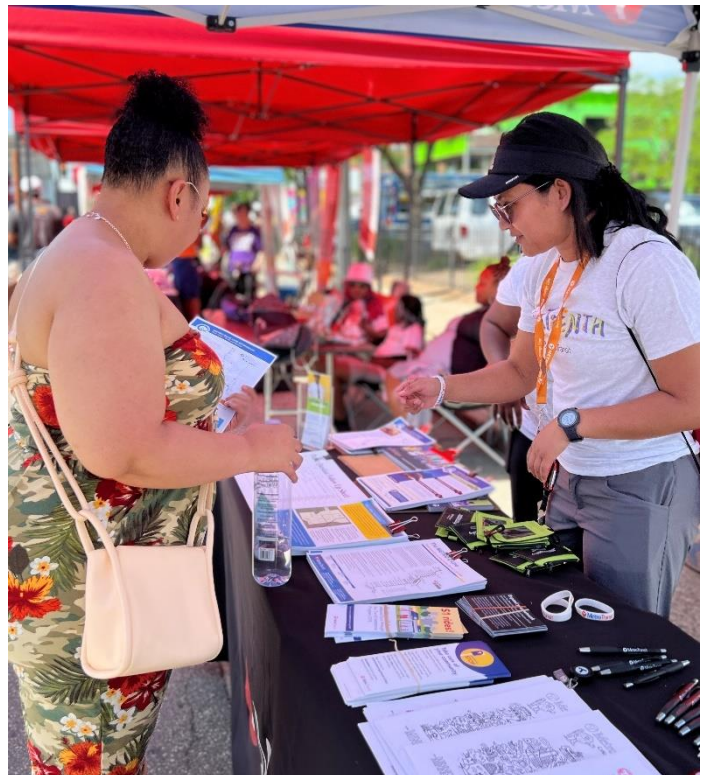
- Let the public know how to give their comments.
- Share how public feedback will be used.

Make it easier for underrepresented groups to give feedback

- Offer engagement events throughout the day.
- Host in-person and virtual events.
- Provide translated and accessible materials.
- Partner with community organizations that serve underrepresented groups.

Work with agency partners for effective public engagement

- Align public engagement with coordinated projects along the G Line.



Service

Today, the G Line corridor is served by Route 62 and Route 68. This section describes the current service in the corridor today. It also outlines the proposed changes to the local service the G Line opens. When the G Line opens, existing bus stops may also be moved or combined.

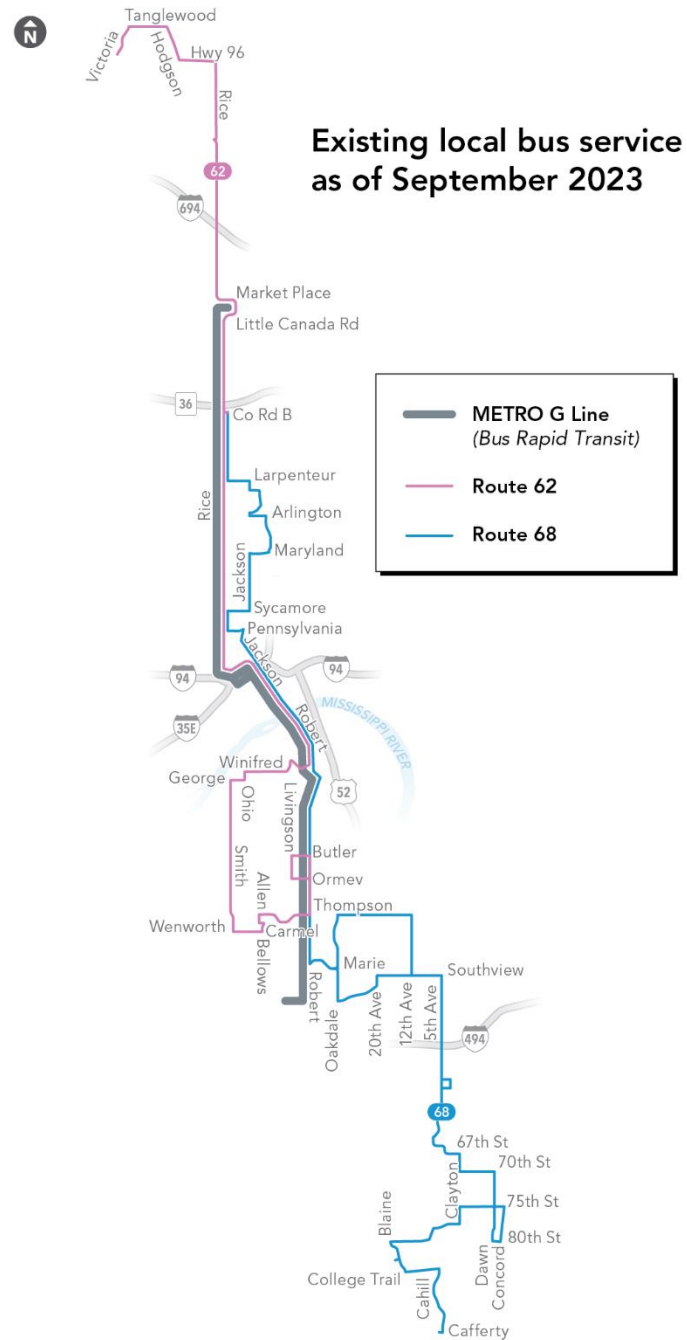
Existing Local Bus Service

Route 62

Most Route 62 service starts at what is currently named the Little Canada Transit Center. Buses travel southbound on Rice Street until reaching downtown St. Paul. In downtown, Route 62 travels southbound on Cedar Street and northbound on Minnesota Street. South of downtown, buses mostly serve areas that are outside the G Line corridor. Near the end of the route, buses travel on Robert Street between Thompson Avenue and Butler Avenue. Branches 62 and 62D serve southbound riders. The 62B, 62L, and 62C serve northbound riders.

Route 68

Route 68 begins at the Highway 36 and Rice Street Park & Ride. Between this location and downtown St. Paul, Route 68 buses share only short portions of the G Line corridor on Rice Street. Buses travel on the G Line corridor along Robert Street through downtown St. Paul until Marie Avenue. Route 68 buses continue to Inver Grove Heights through South St. Paul. Branches 68C, 68D, 68G, 68E, 68F, and 68J serve southbound riders. The 68, 68R, and 68M serve northbound riders.



Proposed G Line Service

The G Line is planned to operate as frequently as every 10 minutes, seven days a week during the day and most of the evening. The G Line will be the main transit service in the corridor, mostly replacing Route 62 and Route 68 on Rice Street and Robert Street. The exact service schedule will be developed closer to the opening of the G Line.

On average, G Line stops would be placed about 0.4 miles apart (two or three stops per mile) to balance speed and access. 70 percent of existing Route 62 and Route 68 riders would be able to catch the G Line within one block (1/8 mile) of their current bus stop.

Proposed Local Service in the Corridor

North of downtown St. Paul

The G Line is planned to be the main transit service along Rice Street north of downtown St. Paul. With the opening of the G Line, Route 62 is planned to no longer serve Rice Street. It would continue to serve its current routing south of downtown.

Route 3 is planned to continue to run on Rice Street into downtown with the opening of the G Line. The [H Line](#) is planned on the Como/Maryland Avenue (Route 3) corridor. H Line planning will begin in 2023 and is expected to replace portions of Route 3.

South of downtown St. Paul

The local service plan for Robert Street and south of downtown St. Paul is still being developed. Metro Transit will continue to study possible changes to local routes with the opening of the G Line.

Local service plans for both north and south of downtown St. Paul will be finalized closer to the opening of the G Line.

Bus Priority Treatment Considerations

A key goal for arterial BRT projects is to provide fast and reliable service. Bus priority treatments are tools to help buses avoid delays that slow them down. When the bus can move through the corridor quickly, customers can rely on the bus to get them to their destination on time. Metro Transit works with its partners to add bus priority treatments to arterial BRT projects. Bus priority treatments are finalized in the engineering phase of the project.

Transit Signal Priority (TSP)

TSP is a standard bus priority treatment for arterial BRT lines. It is expected to be added to most signalized intersections on the G Line corridor.

Queue Jumps

Metro Transit will work with agency partners to identify intersections where queue jumps may be appropriate.

Bus Only Lanes

In late 2021, Metro Transit studied the transit delays on roadways in the region. This analysis identified corridors where bus-only lanes would reduce delays and improve service. Three segments on the G Line corridor were studied:

- Rice Street from University Avenue to Maryland Avenue
- Robert Street from 11th Street East to Kellogg Avenue
- Robert Street from Sidney Street to Thompson Avenue

Most of these three segments are within a coordinated project along the corridor. Bus only lanes were considered in the City of St. Paul's downtown [Robert Street reconstruction project](#). However, the final street layout chosen in this project does not include any bus lanes. The G Line project is not pursuing bus-only lanes anywhere else in the corridor.



Stations by Location

This section has plans for each G Line station. The plans show the planned station and platform locations. Other design concepts may be included for additional context. However, these designs will be finalized during the engineering phase of the project.

G Line Station Index

There are 32 stations in the 11.5-mile G Line corridor. The individual station plan pages are in order from north to south beginning at the Little Canada Transit Station in Little Canada and ending at the Dakota County Northern Service Center in West St. Paul.

Corridor-wide Maps

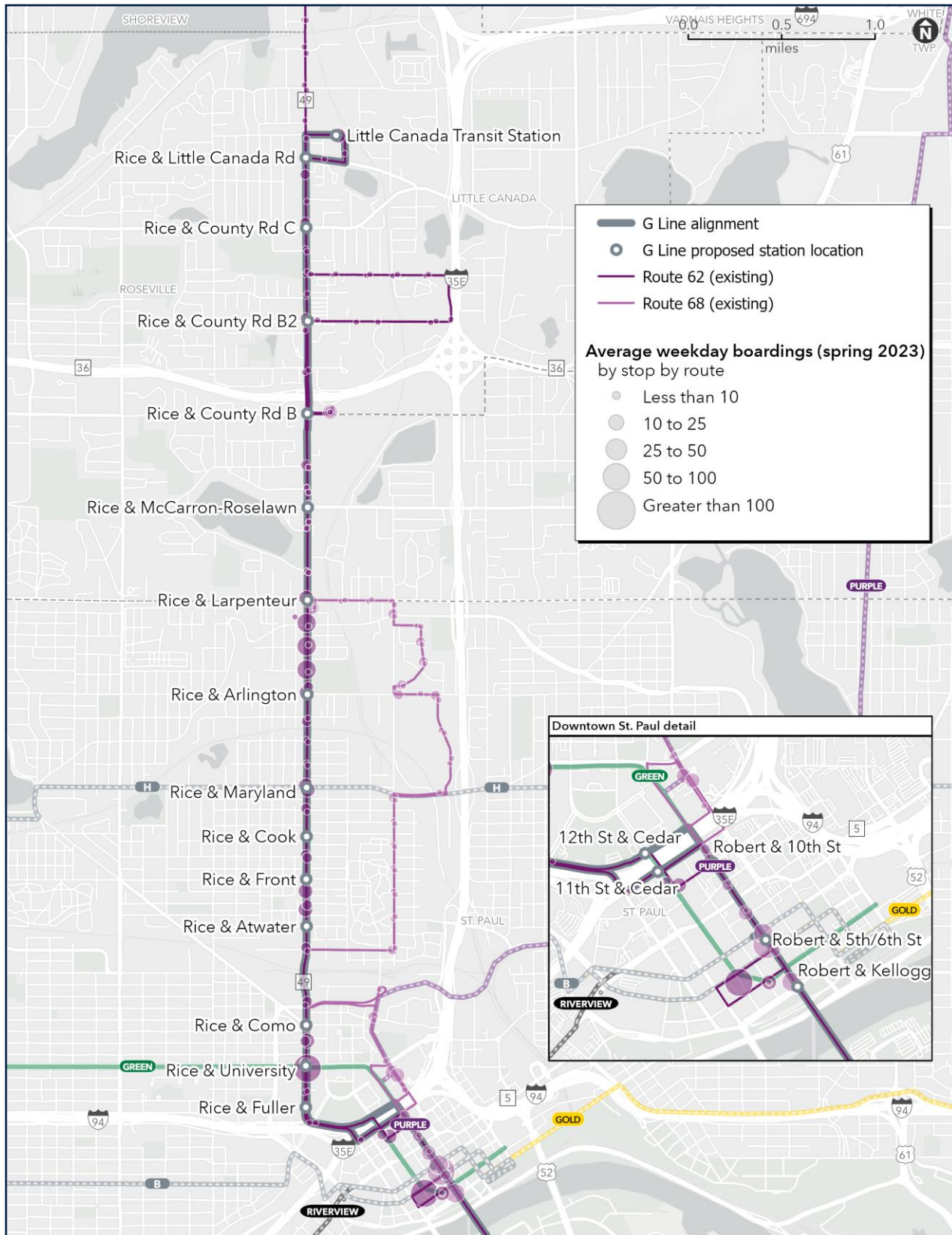
- [Existing Route 62 and Route 68 Ridership \(North\)](#)
- [Existing Route 62 and Route 68 Ridership \(South\)](#)
- [Planned Station Spacing \(North\)](#)
- [Planned Station Spacing \(South\)](#)

G Line Stations

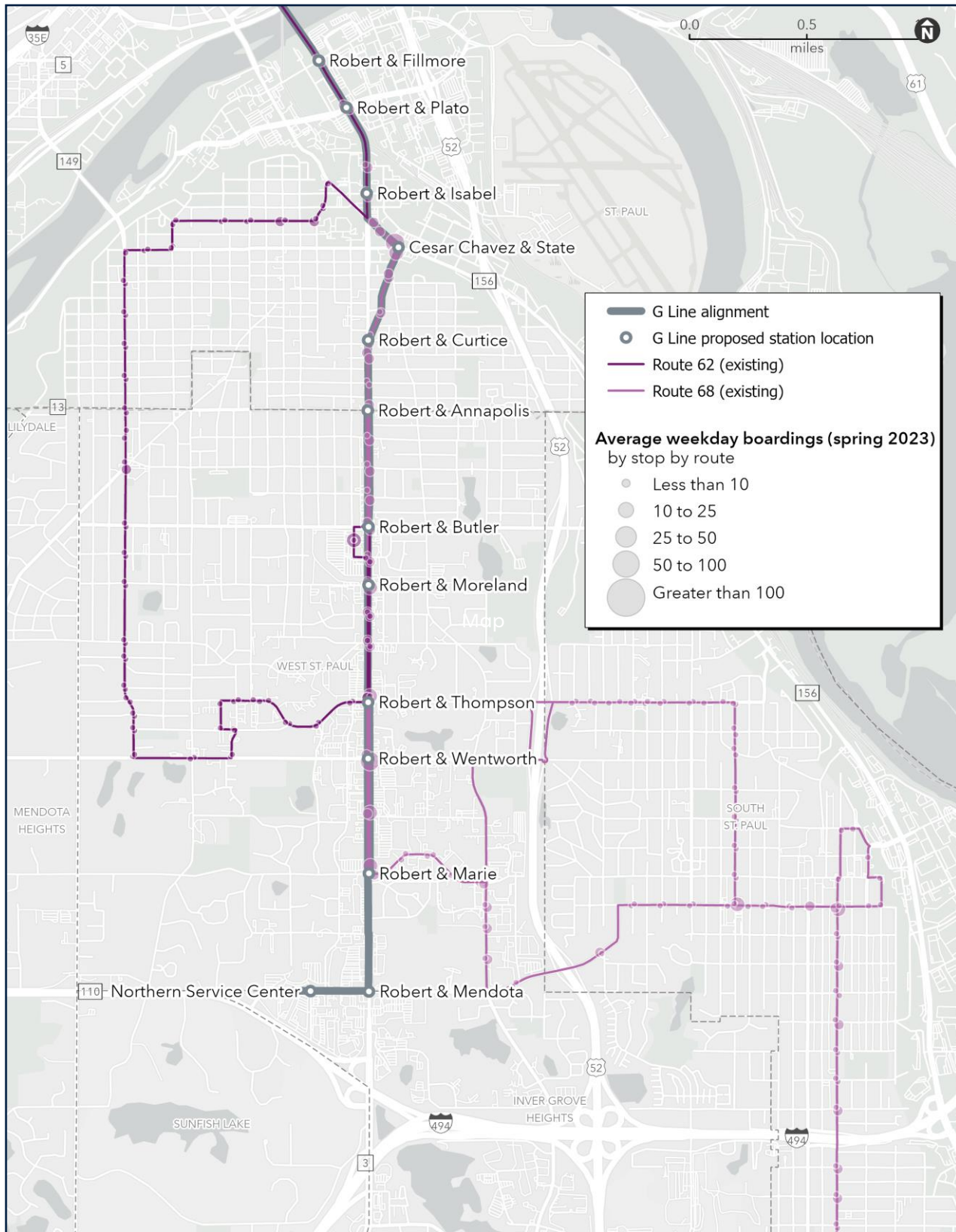
[Little Canada Transit Station](#)
[Rice & Little Canada Road](#)
[Rice & County Road C](#)
[Rice & County Road B2](#)
[Rice & County Road B](#)
[Rice & McCarron-Roselawn](#)
[Rice & Larpenteur](#)
[Rice & Arlington](#)
[Rice & Maryland](#)
[Rice & Cook](#)
[Rice & Front](#)
[Rice & Atwater](#)
[Rice & Como](#)
[Rice & University](#)
[Rice & Fuller](#)
[11th/12th Street & Cedar](#)

[Robert & 10th Street](#)
[Robert & 5th/6th Street](#)
[Robert & Kellogg](#)
[Robert & Fillmore](#)
[Robert & Plato](#)
[Robert & Isabel](#)
[Cesar Chavez & State](#)
[Robert & Curtice](#)
[Robert & Annapolis](#)
[Robert & Butler](#)
[Robert & Moreland](#)
[Robert & Thompson](#)
[Robert & Wentworth](#)
[Robert & Marie](#)
[Robert & Mendota](#)
[Northern Service Center](#)

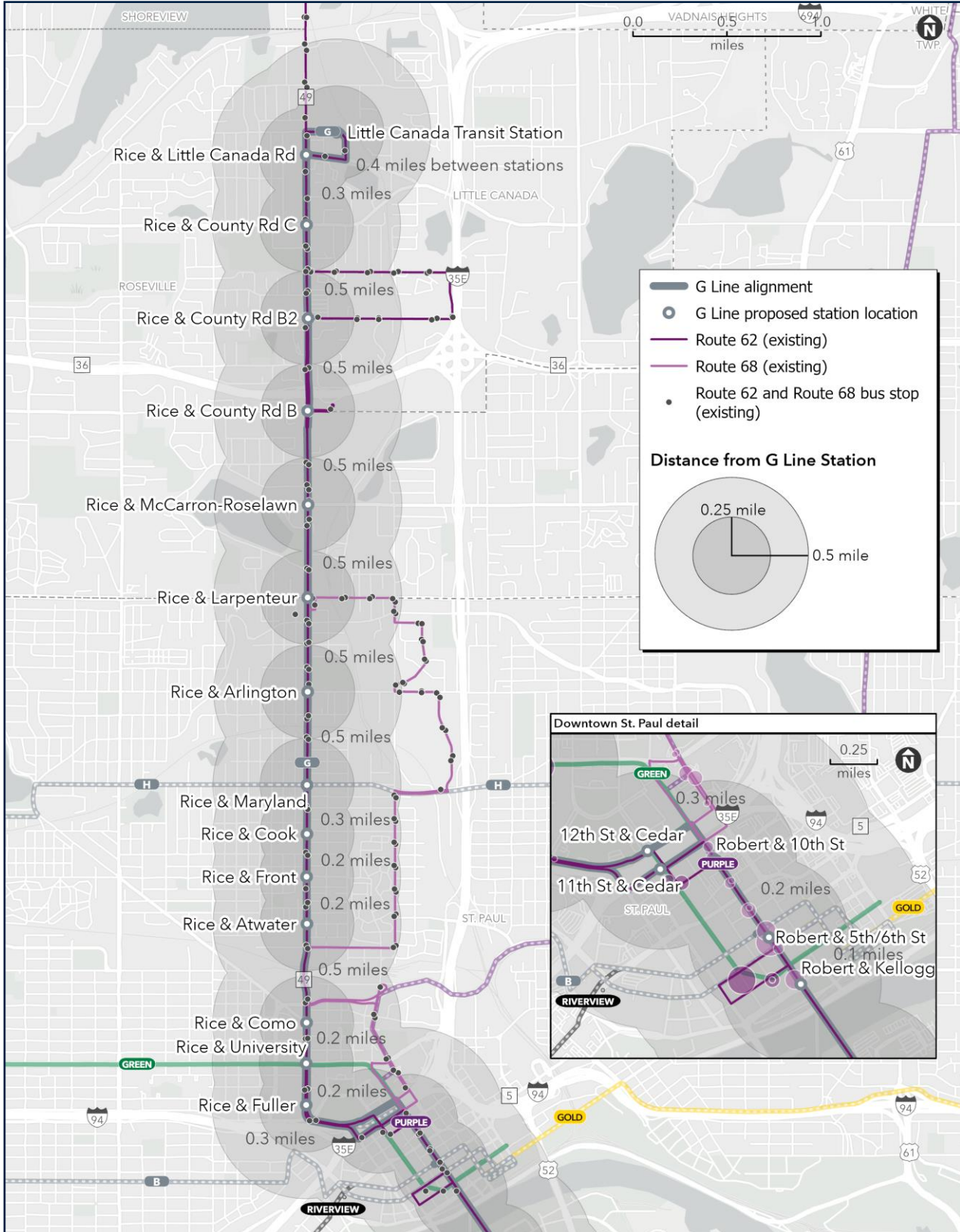
Existing Route 62 and Route 68 Ridership (North)



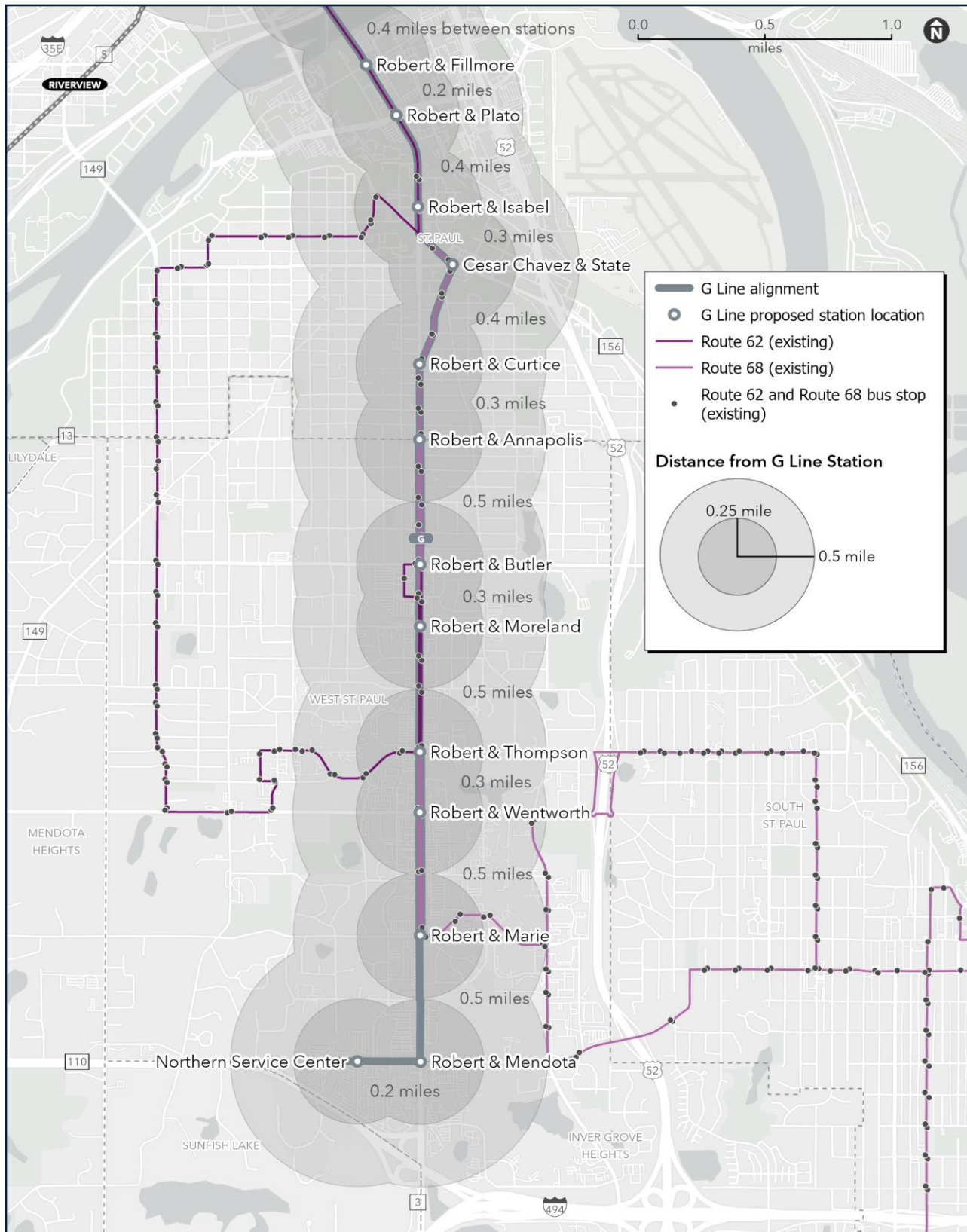
Existing Route 62 and Route 68 Ridership (South)



Planned Station Spacing (North)



Planned Station Spacing (South)



Little Canada Transit Station

Little Canada Transit Station is the northern terminal of the G Line. Known as the Little Canada Transit Center today, this station will be renamed in 2027 as part of the G Line project. Metro Transit is exploring options to construct an operator restroom facility near this platform. The proposed platform is at approximately the same mid-block location as the current Route 62 stop. The City of Little Canada is the roadway authority for Marketplace Drive.

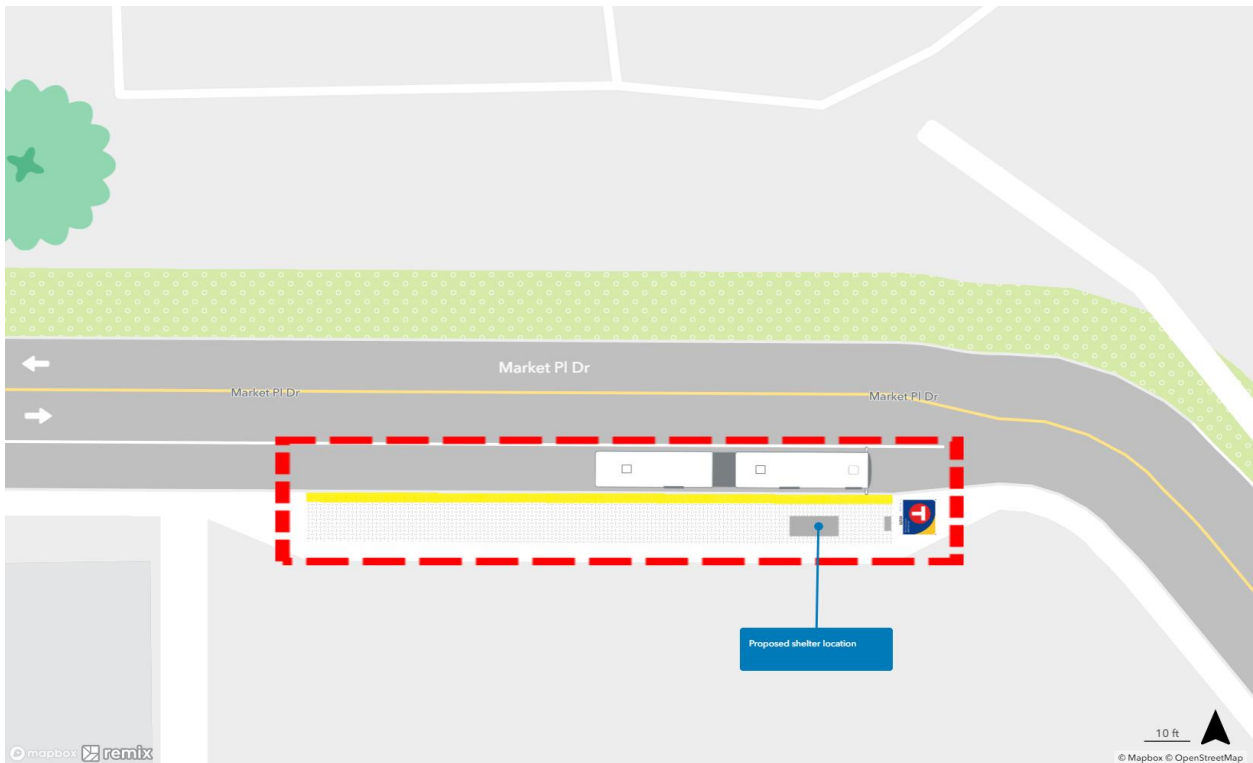
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Marketplace Center; multi-family, senior, and independent living housing; various commercial destinations.

Project coordination

- There are no coordinated projects currently planned or programmed at this intersection.

Pedestrian access

- This station location does not currently have a marked pedestrian crossing on Marketplace Drive.

Bicycle facilities

- This station does not have existing bicycle facilities.

Transit connections

- Route 71.

Parking impacts

- No on-street parking will be added or removed at this station location.

Other locations considered

- No other station locations were considered to serve this area.

Rice & Little Canada Road

The proposed northbound platform is at the same nearside location as the current Route 62 stop. The proposed southbound platform is on the farside of the intersection of Rice Street and Little Canada Road. The City of Little Canada is the roadway authority for Little Canada Road. Ramsey County is the roadway authority for Rice Street.

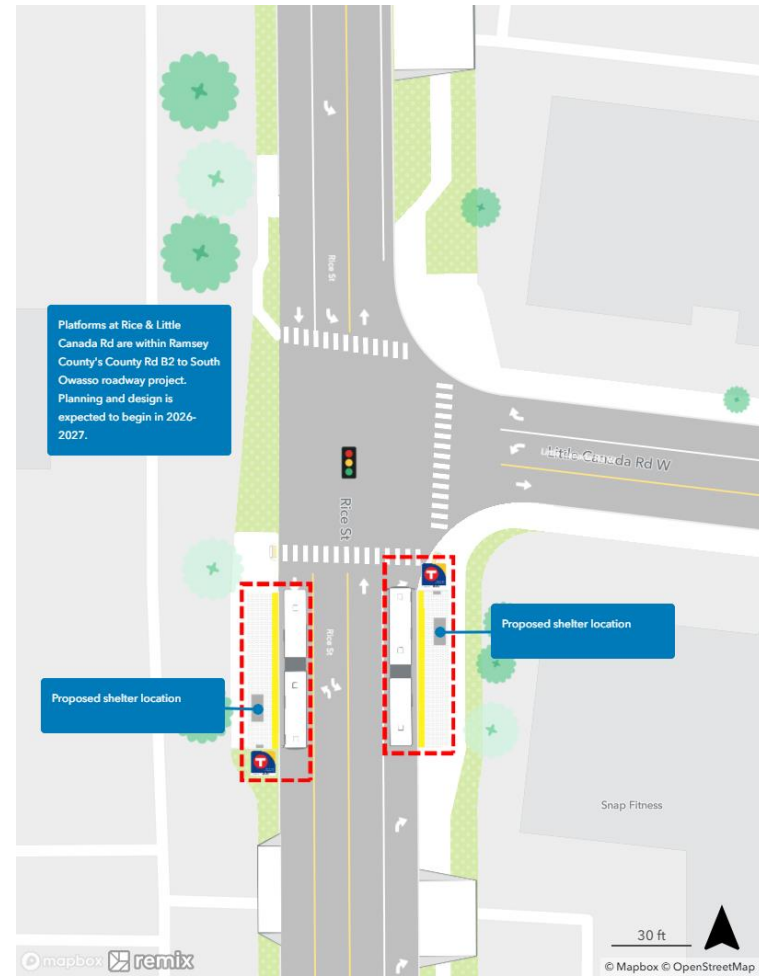
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Multi-family and retirement housing, various commercial destinations.

Project coordination

- Ramsey County has [planned improvements](#) on Rice Street between South Owasso Boulevard and County Road B2. The planning and design for these updates are expected to begin in 2026/2027.

Pedestrian access

- The intersection of Rice Street and Little Canada Road is signalized, with marked pedestrian crosswalks.
- Platforms will be connected to the existing pedestrian network. Curb ramps adjacent to platforms will be improved.

Bicycle facilities

- This station does not currently have existing bicycle facilities.

Transit connections

- None.

Parking impacts

- No on-street parking will be added or removed at this station location.

Other locations considered

- No other station locations were considered to serve this area.

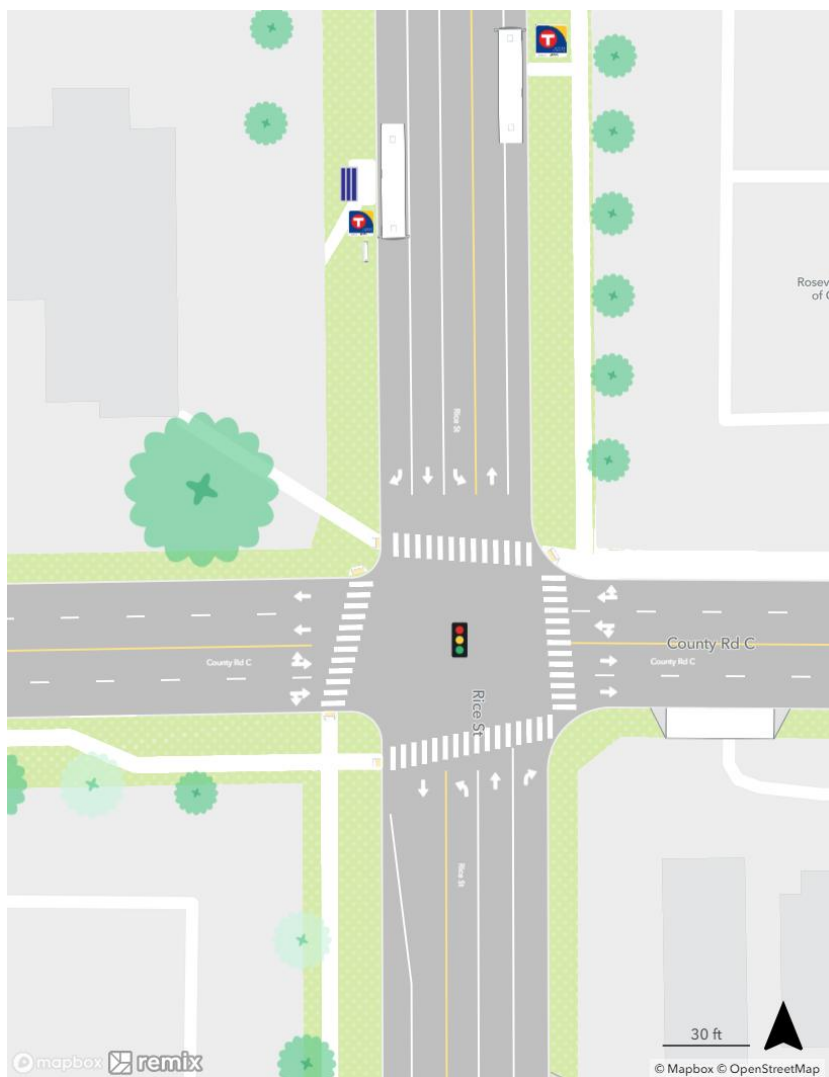
Rice & County Road C

The proposed northbound platform is at the same farside location as the current Route 62 stop. The proposed southbound platform is on the farside of the intersection of Rice Street and County Road C. Ramsey County is the roadway authority for Rice Street and County Road C.

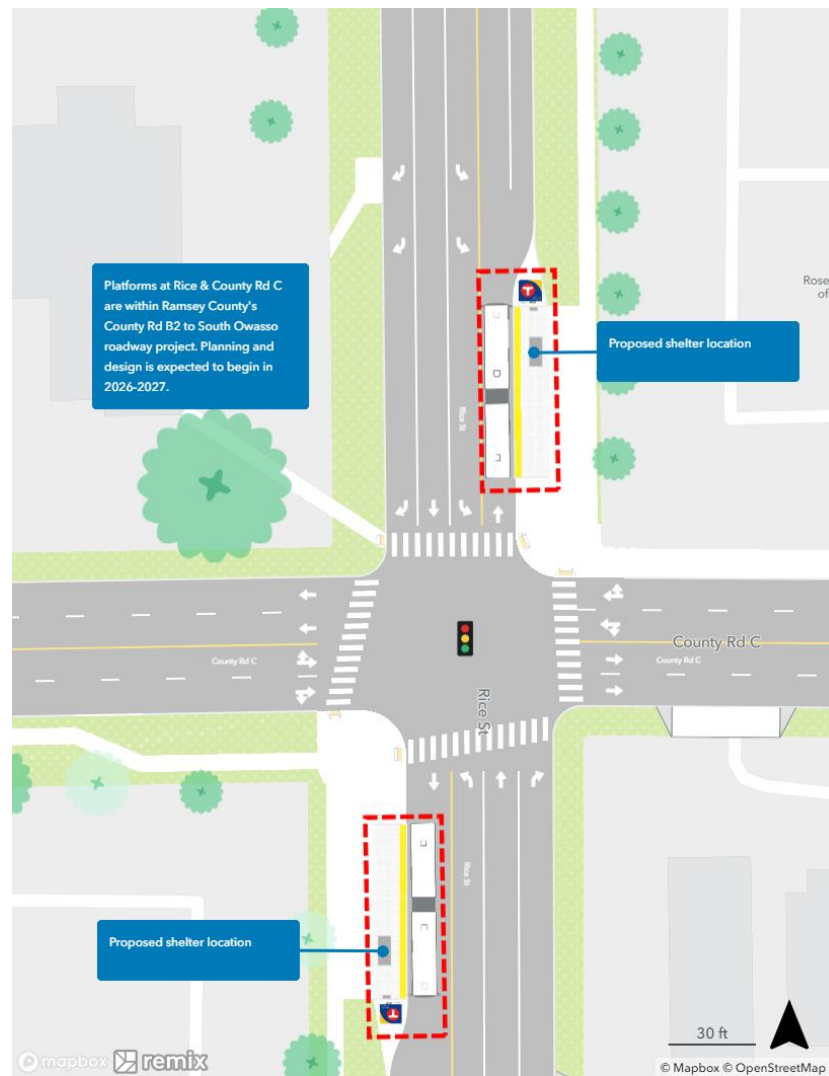
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Various commercial destinations at the intersection.

Project coordination

- Ramsey County has [planned improvements](#) on Rice Street between South Owasso Boulevard and County Road B2. The planning and design for these updates are expected to begin in 2026/2027.

Pedestrian access

- The intersection of Rice Street and County Road C is signalized, with marked pedestrian crosswalks.

Bicycle facilities

- Rice Street does not have existing bicycle facilities at this location.
- County Road C has an existing multi-use trail east of Rice Street.
- County Road C is within a tier 1 corridor on the Metropolitan Council's [Regional Bicycle Transportation Network](#).

Transit connections

- None.

Parking impacts

- No on-street parking will be added or removed at this station location.

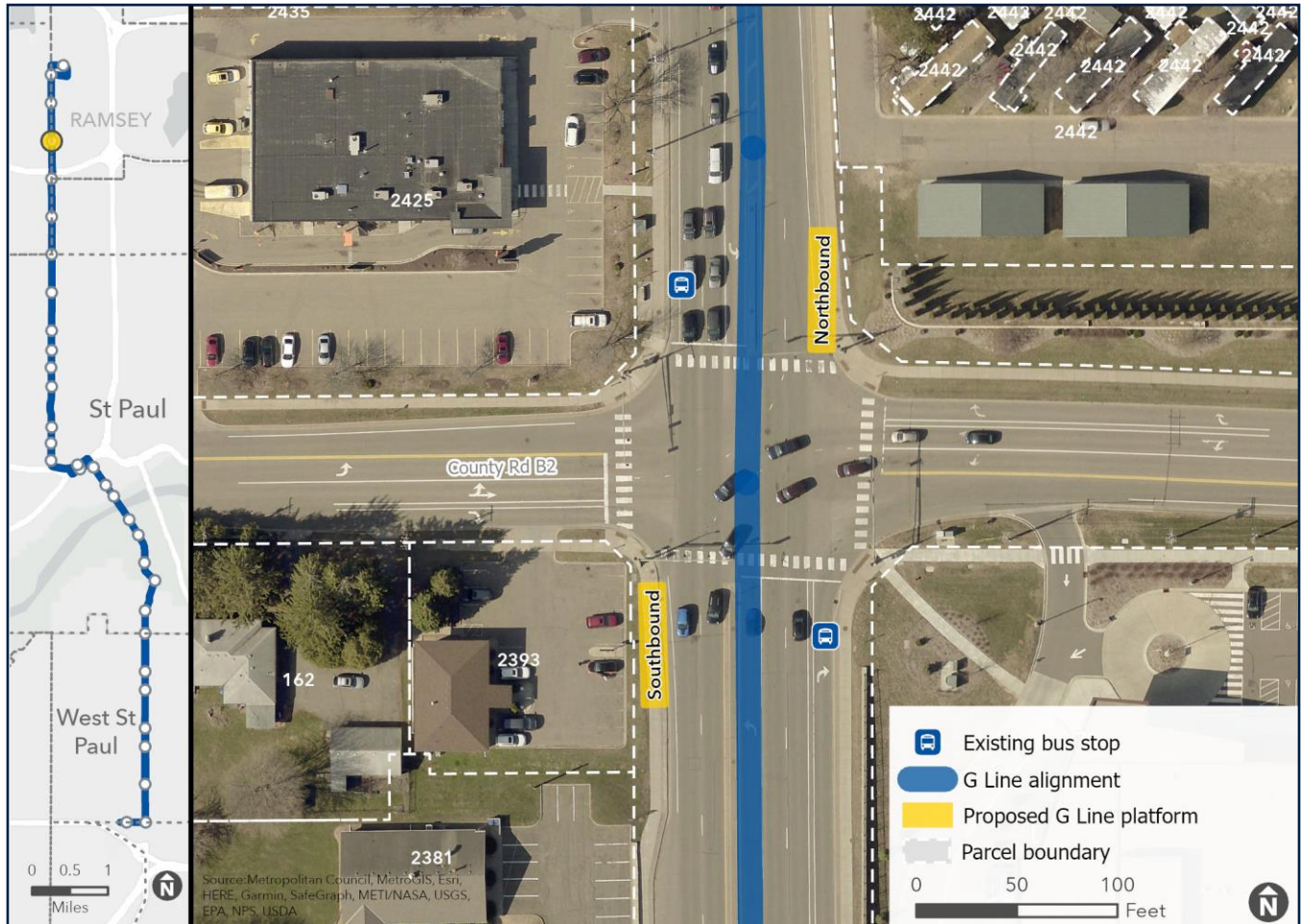
Other locations considered

- No other station locations were considered to serve this area.

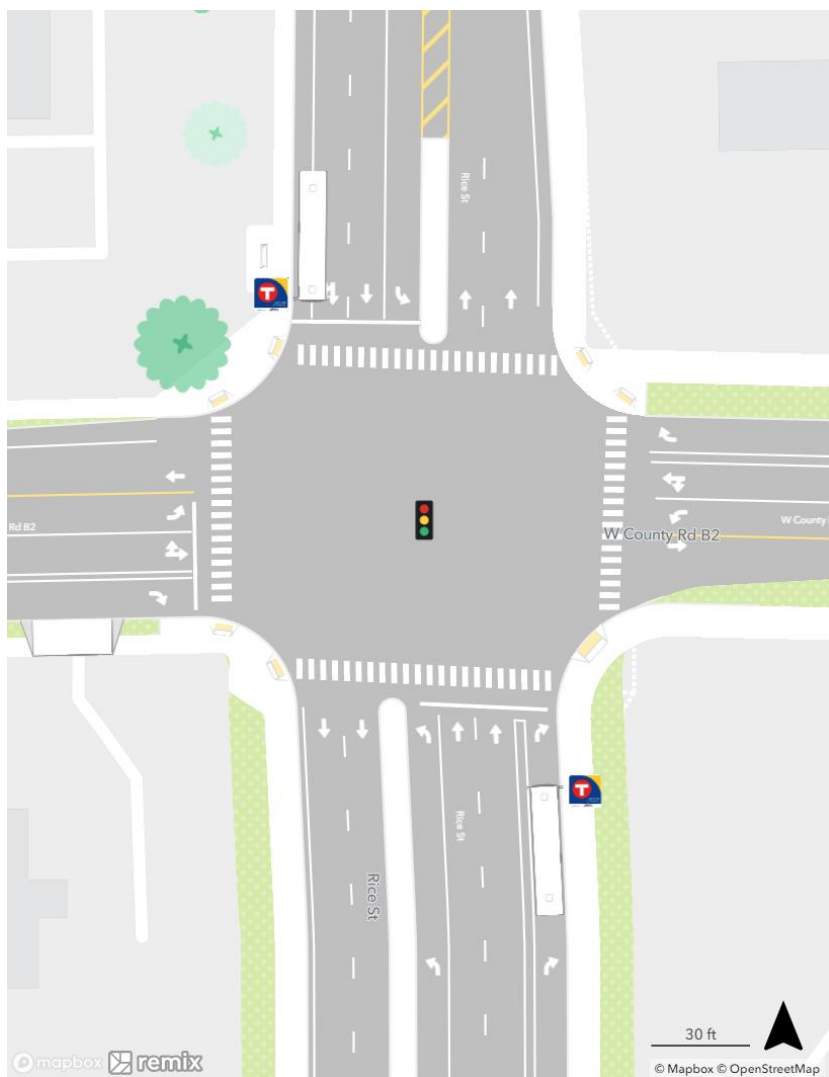
Rice & County Road B2

The proposed northbound and southbound platforms are on the farside of the intersection of Rice Street and County Road B2. Ramsey County is the roadway authority for Rice Street and County Road B2.

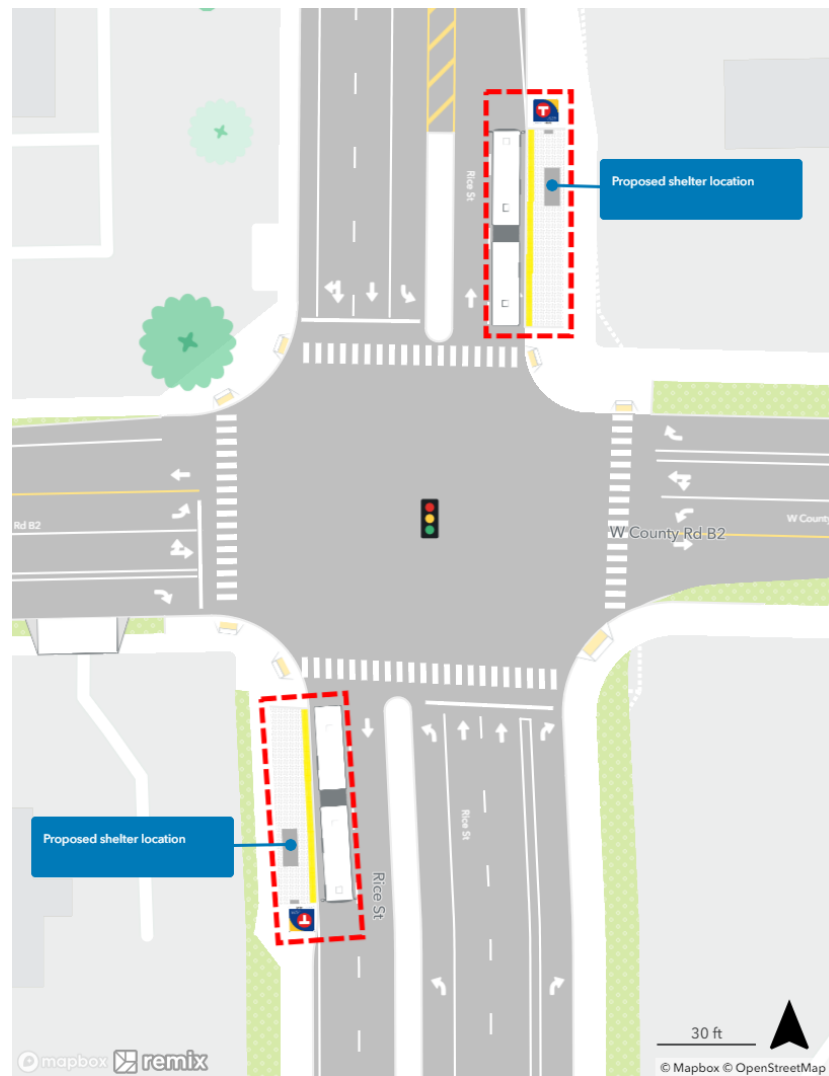
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- East View Academy, mobile home park, various commercial destinations at the intersection.

Project coordination

- There are no coordinated projects currently planned or programmed at this intersection.

Pedestrian access

- The intersection of Rice Street and County Road B2 is signalized, with marked pedestrian crosswalks.

Bicycle facilities

- Rice Street does not have existing bicycle facilities at this location.

Transit connections

- None.

Parking impacts

- No on-street parking will be added or removed at this station location.

Other locations considered

- No other station locations were considered to serve this area.

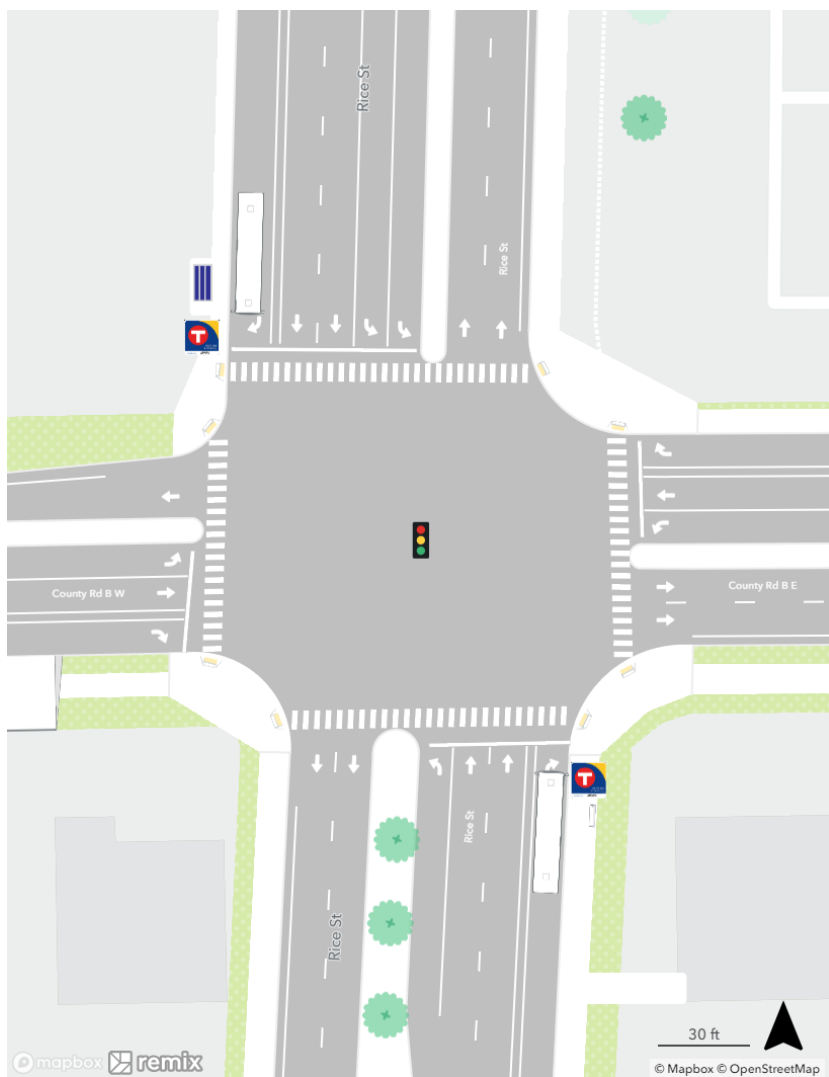
Rice & County Road B

The proposed northbound platform is at the same nearside location as the current Route 62 stop. The proposed southbound platform is on the farside of the intersection of Rice Street and County Road B. Ramsey County is the roadway authority for Rice Street and County Road B.

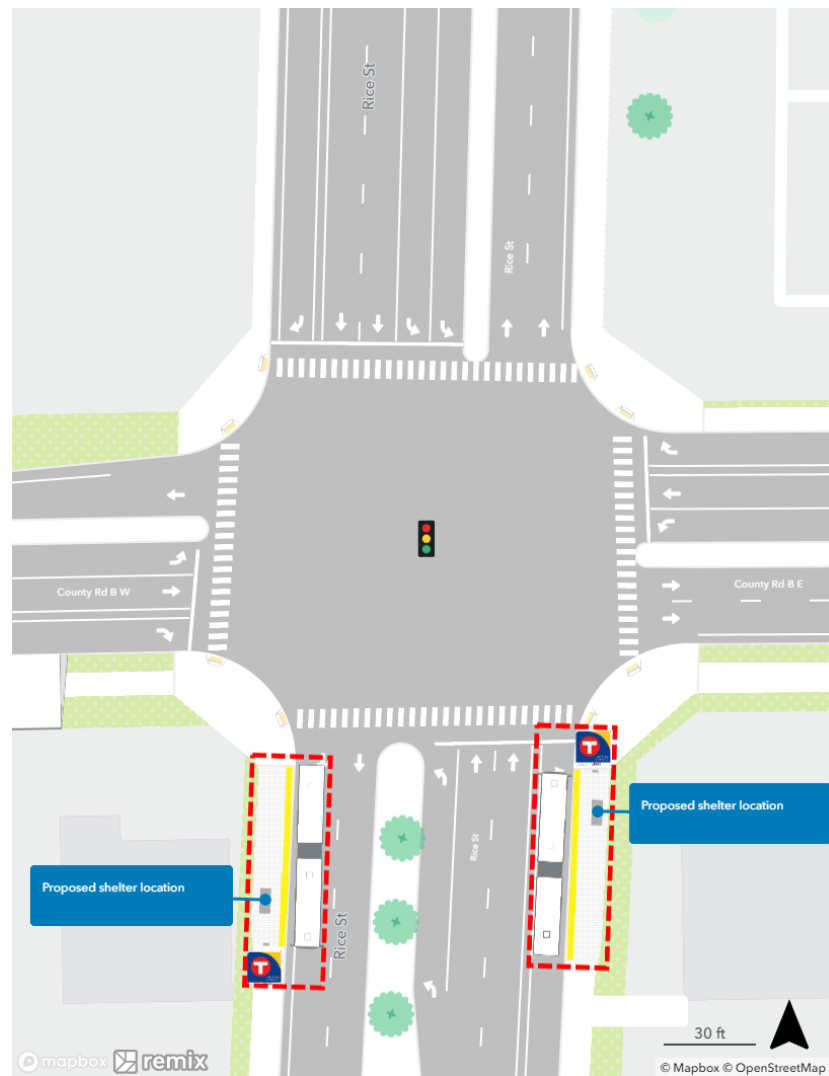
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Major grocery store, various commercial destinations.

Project coordination

- There are no coordinated projects currently planned or programmed at this intersection.

Pedestrian access

- The intersection of Rice Street and County Road B is signalized, with marked pedestrian crosswalks.

Bicycle facilities

- This station does not have existing bicycle facilities.

Transit connections

- This station would provide transfers between the G Line and routes serving the Highway 36 Park & Ride.
- Route 270.

Parking impacts

- No on-street parking will be added or removed at this station location.

Other locations considered

- No other station locations were considered to serve this area.

Rice & McCarron-Roselawn

The proposed northbound platform is at the same farside location as the current Route 62 stop. The proposed southbound platform is on the farside of the intersection of Rice Street and McCarron Street/Roselawn Avenue. The City of Roseville is the roadway authority for McCarron Street. The City of Maplewood is the roadway authority for Roselawn Avenue. Ramsey County is the roadway authority for Rice Street.

Rice & McCarron-Roselawn does not have a proposed station plan because this intersection is with a coordinated project. Ramsey County is leading the roadway project between Wheelock Parkway and County Road B. The project may change how the road looks but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- Various commercial destinations.

Project coordination

- Ramsey County has [planned improvements](#) on Rice Street between Wheelock Parkway and County Road B. Construction is planned for 2027.

Pedestrian access

- The intersection of Rice Street and McCarron-Roselawn is signalized with marked pedestrian crosswalks. Pedestrian improvements are part of Ramsey County's planned reconstruction project.

Bicycle facilities

- This station does not have existing bicycle facilities.

Transit connections

- None.

Parking impacts

- No on-street parking will be added or removed at this station location.

Other locations considered

- Rice & N McCarrons Boulevard: This intersection was considered as an alternate station location for the G Line. However, due to constructability challenges and the lack of pedestrian crossing infrastructure across Rice Street, this option was not advanced.
- Rice & Elmer Street: This intersection was considered as an alternate station location for the G Line. However, a station at Elmer Street would have increased the distance to the next stop at Larpenteur Avenue to 0.7 miles. Additionally, there is no pedestrian infrastructure across Rice Street at Elmer Street. For these reasons, this option was not advanced.
- Rice & Center Street: This intersection was considered as an alternate station location for the G Line. However, due to constructability challenges and the lack of pedestrian crossing infrastructure across Rice Street, this option was not advanced.

Rice & Larpenteur

The proposed northbound and southbound platforms are on the farside of the intersection of Rice Street and Larpenteur Avenue. Ramsey County is the roadway authority for Rice Street and Larpenteur Avenue.

Rice & Larpenteur does not have a proposed station plan because this intersection is within a coordinated project. Ramsey County is leading the roadway project between Wheelock Parkway and County Road B. The project may change how the road looks, but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- Various commercial destinations.

Project coordination

- Ramsey County has [planned improvements](#) on Rice Street between Wheelock Parkway and County Road B. Construction is planned for 2027.

Pedestrian access

- The intersection of Rice Street and Larpenteur Avenue is signalized, with marked pedestrian crosswalks. Pedestrian improvements are part of Ramsey County’s planned reconstruction project.

Bicycle facilities

- Larpenteur Avenue has on-street, unprotected bike lanes. Rice Street does not have existing bicycle facilities.
- The [City of St. Paul’s Draft Bicycle Plan](#) identifies Rice Street and Larpenteur Avenue as corridors for bicycle facilities.

Transit connections

- Route 68.

Parking impacts

- No on-street parking will be added or removed at this station location.

Other locations considered

- No other locations were considered for this station.

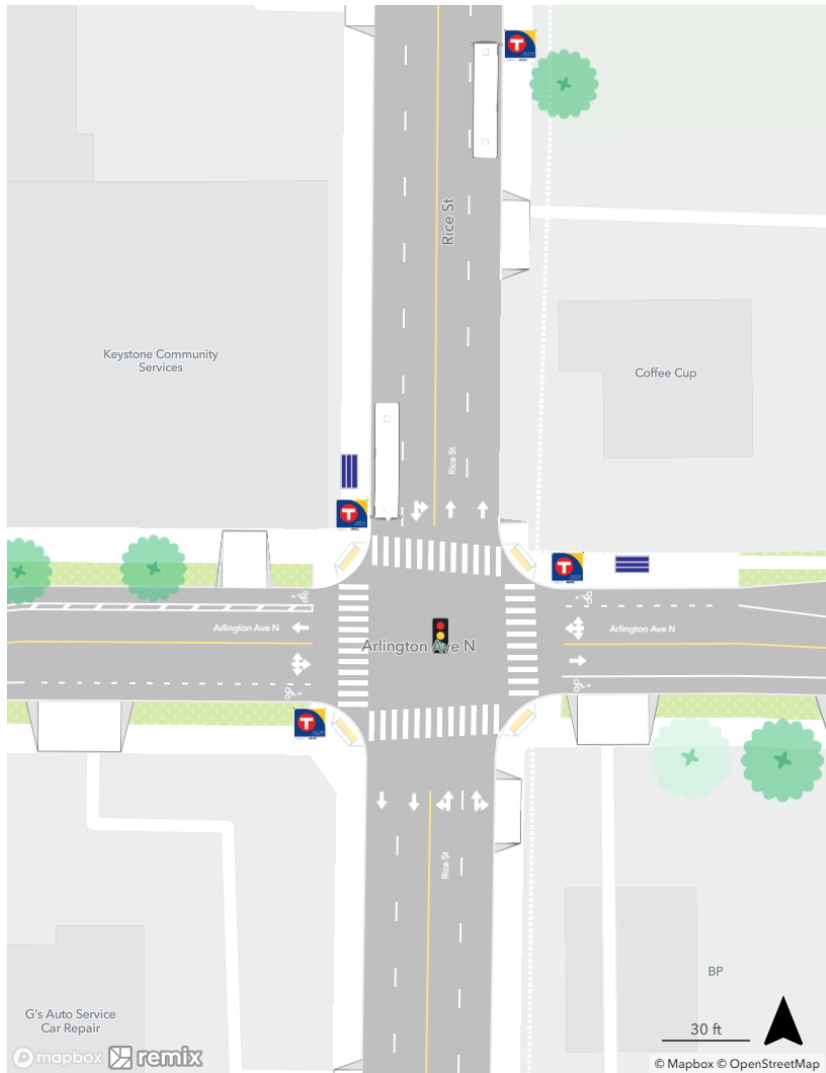
Rice & Arlington

The proposed northbound and southbound platforms are on the farside of the intersection of Rice Street and Arlington Avenue. Ramsey County is the roadway authority for Rice Street. The City of St. Paul is the roadway authority for Arlington Avenue.

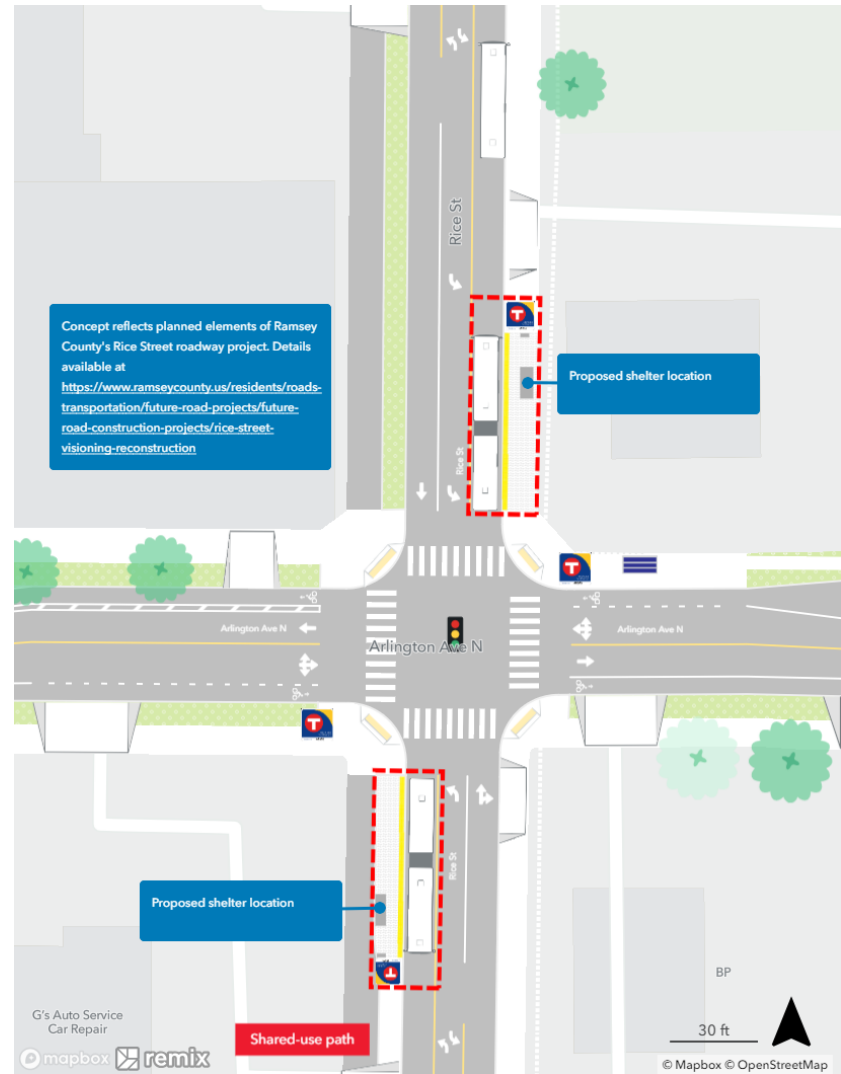
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Keystone Community Services Rice Street Food Shelf, various healthcare and commercial destinations.

Project coordination

- Ramsey County's Rice Street Revisioning [reconstruction project](#) is planned for 2024 to 2026. This section of the project is planned to be constructed in 2024.

Pedestrian access

- Rice & Arlington is a signalized intersection. Planned pedestrian improvements at this intersection are part of the Rice Street Revisioning project.

Bicycle facilities

- Arlington Avenue has on-street, unprotected bike lanes.
- Rice Street does not currently have bicycle facilities. A 10-foot shared use path is planned to be added to the west side of Rice Street through Ramsey County's Rice Street Revisioning project.
- The [City of St. Paul's Draft Bicycle Plan](#) identifies Arlington Avenue as a corridor for a bicycle facility.

Transit connections

- Route 61.

Parking impacts

- On-street parking in this area will change as a result of Ramsey County's Rice Street project.

Other locations considered

- No other locations were considered for this station.

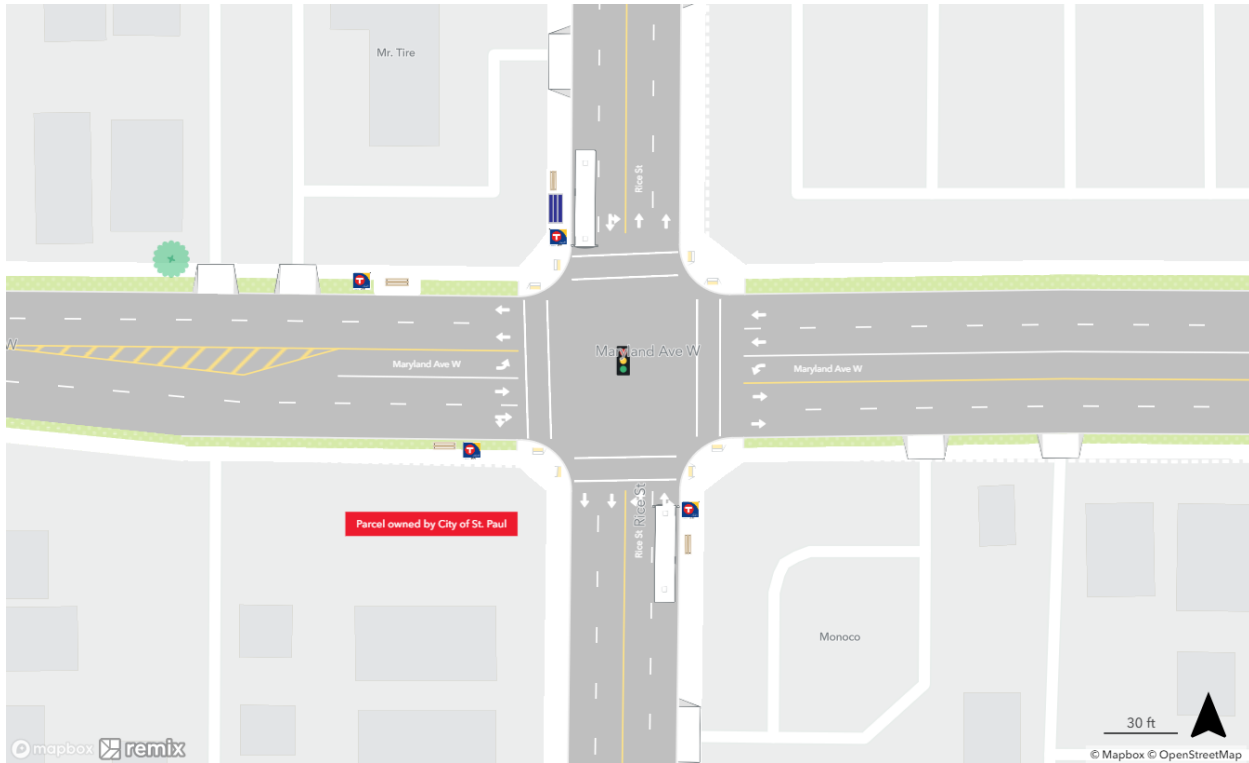
Rice & Maryland

The proposed northbound and southbound platforms are on the farside of the intersection of Rice Street and Maryland Avenue. Ramsey County is the roadway authority for Rice Street and Maryland Avenue.

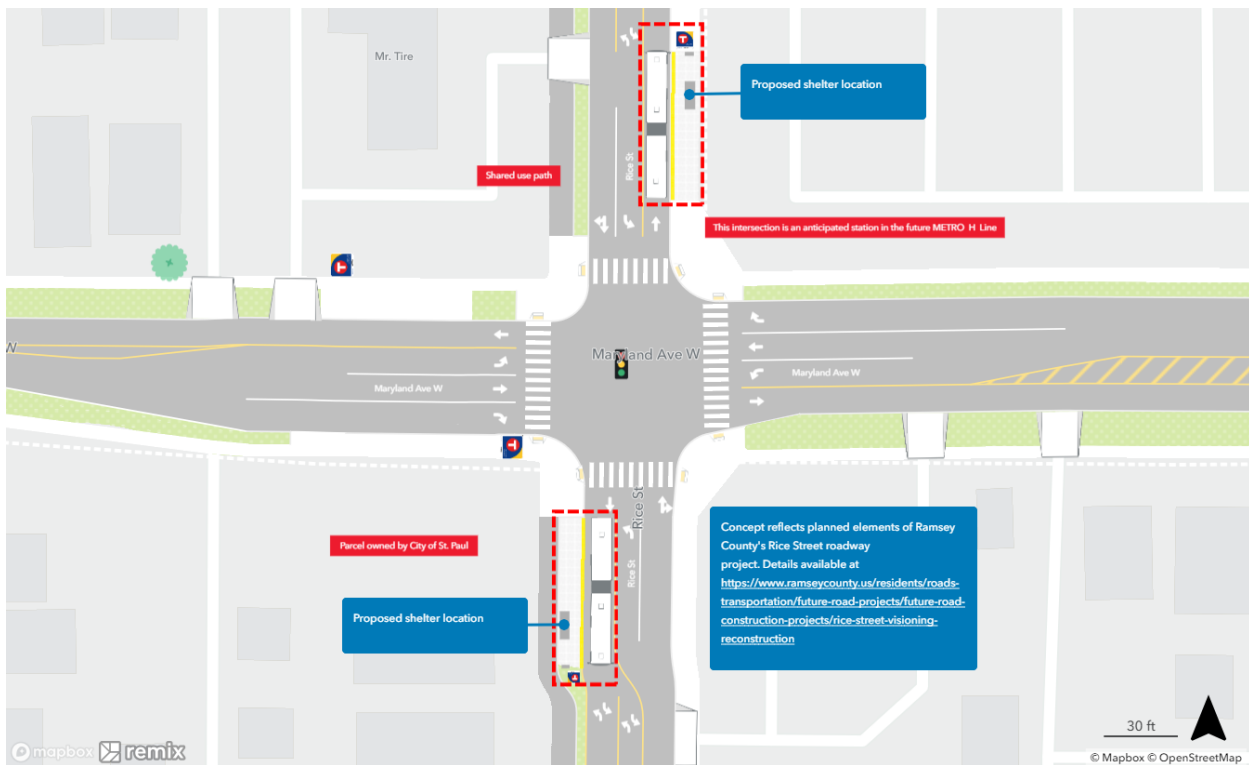
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Sylvan Park, various commercial destinations.

Project coordination

- Ramsey County's Rice Street Revisioning [reconstruction project](#) is planned for 2024 to 2026. This section of the project is planned to be constructed in 2025.

Pedestrian access

- Rice & Maryland is a signalized intersection. Planned pedestrian improvements at this intersection are part of the Rice Street Revisioning project.

Bicycle facilities

- This intersection does not currently have bicycle facilities. A 10-foot shared use path is planned to be added to the west side of Rice Street through Ramsey County's Rice Street Revisioning project.
- Ramsey County's 2015 [Countywide Pedestrian & Bicycle Plan](#) identified Maryland Avenue as a planned bike route.

Transit connections

- Today, Route 3 is a local bus connection at this intersection. The future H Line is planned to mostly replace Route 3 service on Maryland Avenue. The H Line will continue east on Maryland Avenue instead of turning south onto Rice Street. When the H Line opens, Route 3 is not expected to turn south onto Rice Street and serve this area. The H Line is expected to have a station at the intersection of Rice & Maryland. This is anticipated to be a major transfer point once the G and H Lines are open for service.

Parking impacts

- On-street parking in this area will change as a result of Ramsey County's Rice Street project.

Other locations considered

- No other locations were considered for this station.

Rice & Cook

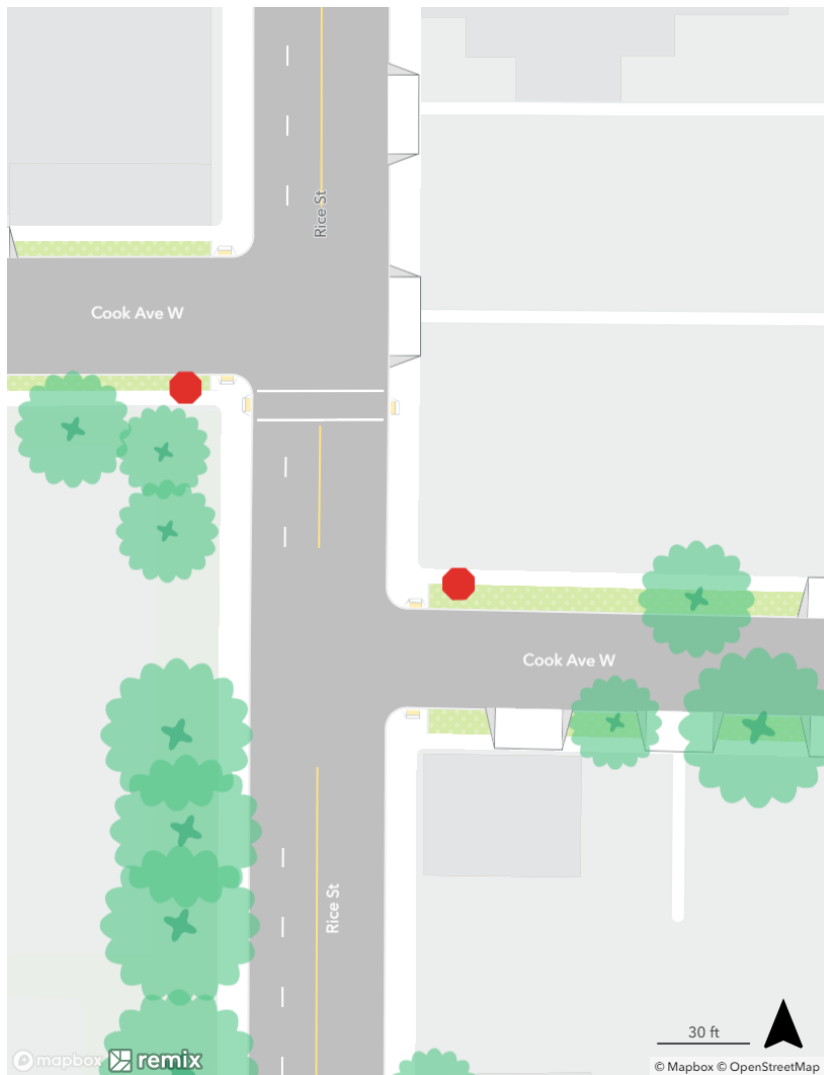
The proposed southbound platform is on the farside of the intersection of Rice Street and Cook Avenue. The proposed northbound platform is between the two legs of Cook Avenue on Rice Street. Ramsey County is the roadway authority for Rice Street. The City of St. Paul is the roadway authority for Cook Avenue.

This station location was not identified in the G Line Network Next planning process. For more information, see the Rice/Robert corridor [concept](#).

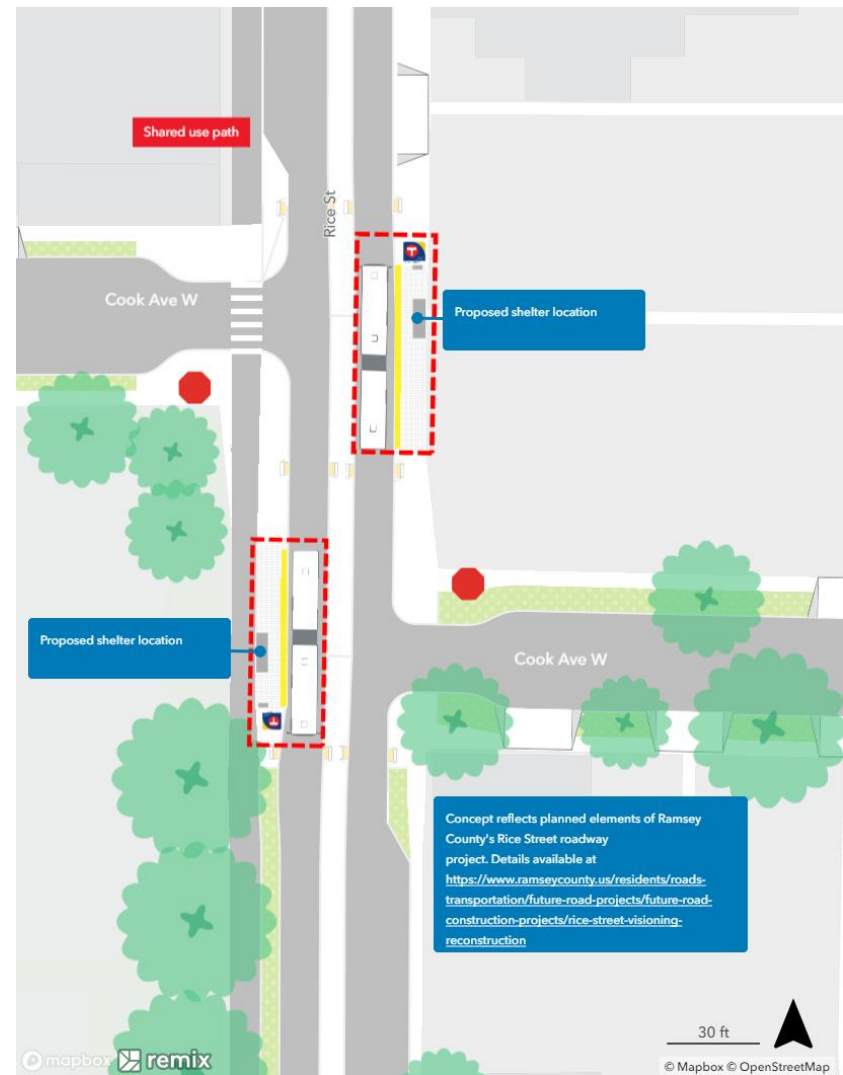
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Rice Street Library, future North End Community Center, various commercial destinations.

Project coordination

- Ramsey County's Rice Street Revisioning [reconstruction project](#) is planned for 2024 to 2026. This section of the project is planned to be constructed in 2025.

Pedestrian access

- Rice & Cook is not a signalized intersection today. Planned pedestrian improvements at this intersection are part of the Rice Street Revisioning project.

Bicycle facilities

- This intersection does not currently have bicycle facilities. A 10-foot shared use path is planned to be added to the west side of Rice Street through Ramsey County's Rice Street Revisioning project.

Transit connections

- None.

Parking impacts

- On-street parking in this area will change as a result of Ramsey County's Rice Street project.

Other locations considered

- Rice & Jessamine: This intersection was considered as an alternate station location for the G Line. However, due to constructability challenges, this option was not pursued.
- Rice & Magnolia: This intersection was considered as an alternate station location for the G Line. However, due to challenges in siting a station with adequate sightlines for drivers, this option was not pursued.
- Rice & Lawson: This intersection was considered as an alternative station for the G Line. However, a station at Rice & Lawson would be only an 1/8 of a mile from the station at Robert & Front. For this reason, a station here was not pursued.

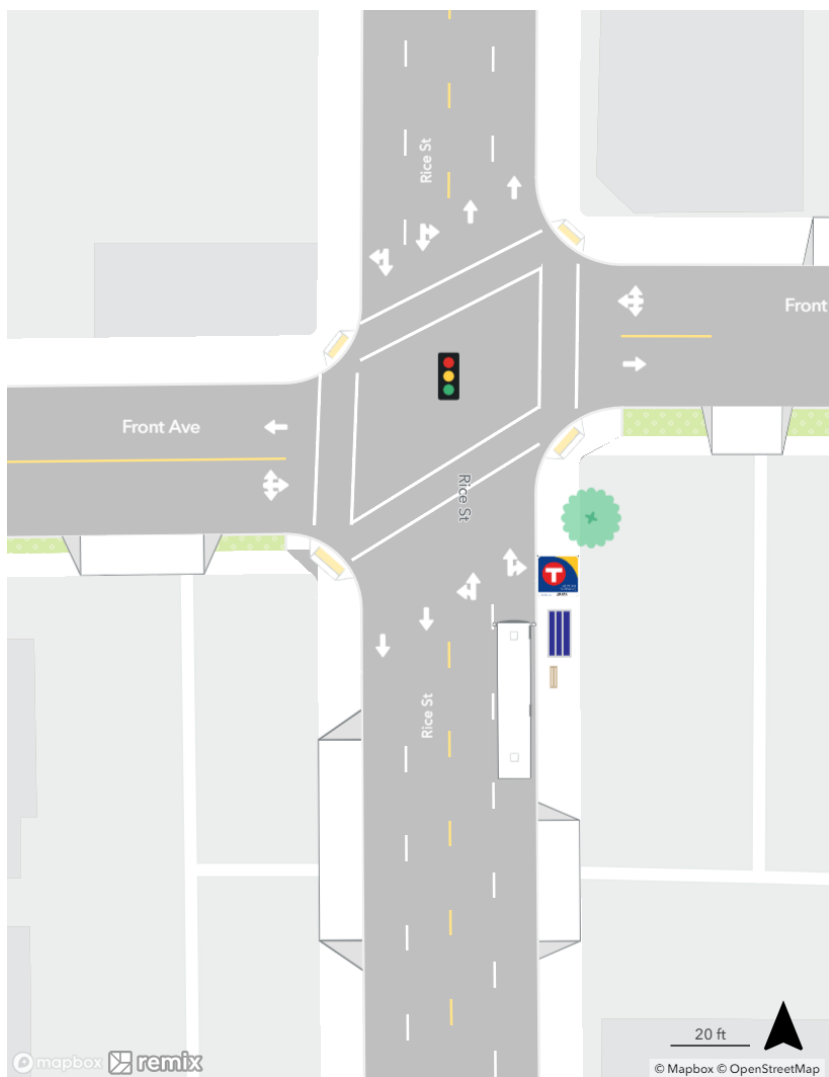
Rice & Front

The proposed northbound platform is at the same nearside location as the current Route 62 stop. The proposed southbound platform is on the farside of the intersection of Rice Street and Front Avenue. The City of St. Paul is the roadway authority for Front Avenue. Ramsey County is the roadway authority for Rice Street.

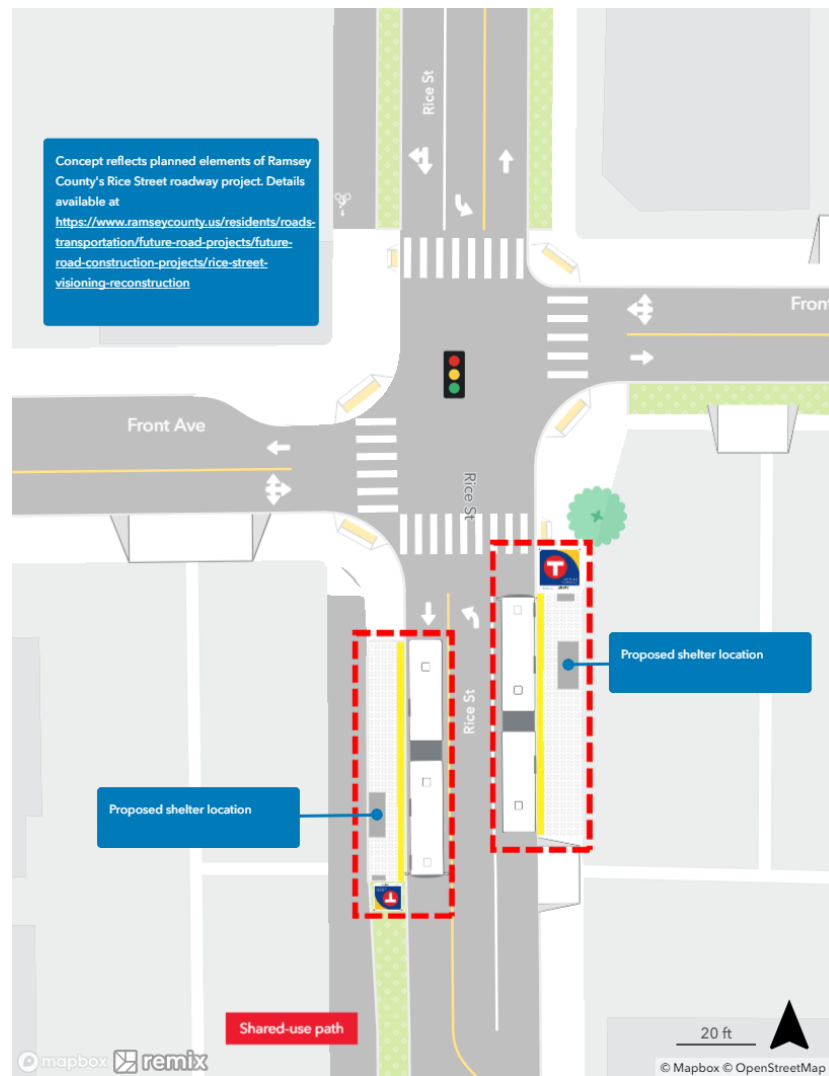
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Various commercial and healthcare destinations.

Project coordination

- Ramsey County's Rice Street Revisioning [reconstruction project](#) is planned for 2024 to 2026. This section of the project is planned to be constructed in 2025.

Pedestrian access

- Rice & Front is a signalized intersection. Planned pedestrian improvements at this intersection are part of the Rice Street Revisioning project.

Bicycle facilities

- This intersection does not currently have bicycle facilities. A 10-foot shared use path is planned to be added to the west side of Rice Street through Ramsey County's Rice Street Revisioning project.
- On-street bike lanes are expected to be added to Front Avenue west of Rice Street in 2024 as part of a [project](#) led by the City of St. Paul.

Transit connections

- None.

Parking impacts

- On-street parking in this area will change as a result of the Ramsey County's Rice Street project.

Other locations considered

- Rice & Litchfield: This intersection was considered as an alternate station location for the G Line. However, due to constructability challenges, this option was not pursued.
- Rice & Wayzata: This intersection was considered as an alternate station location for the G Line. However, due to constructability challenges, this option was not pursued.
- Rice & Manitoba/Milford: This intersection was considered as an alternate station location for the G Line. However, due to constructability challenges, this option was not pursued.

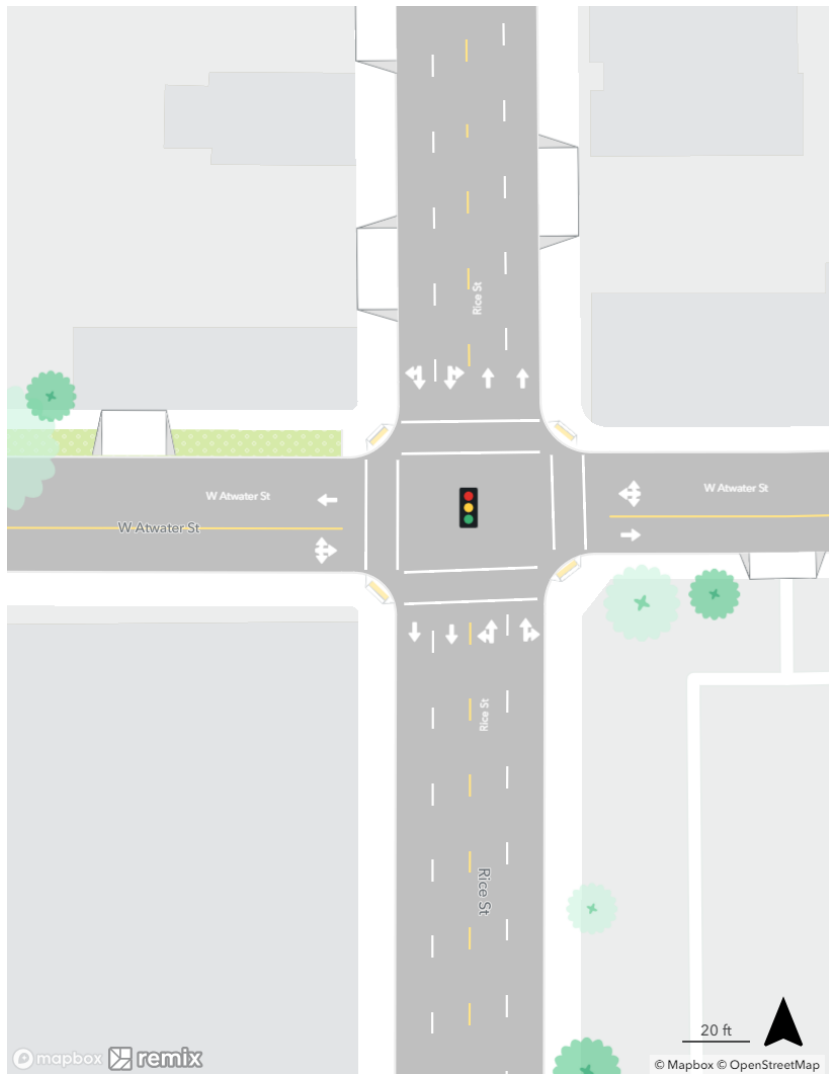
Rice & Atwater

The proposed northbound and southbound platforms are on the farside of the intersection of Rice Street and Atwater Street. Ramsey County is the roadway authority for Rice Street. The City of St. Paul is the roadway authority for Atwater Street.

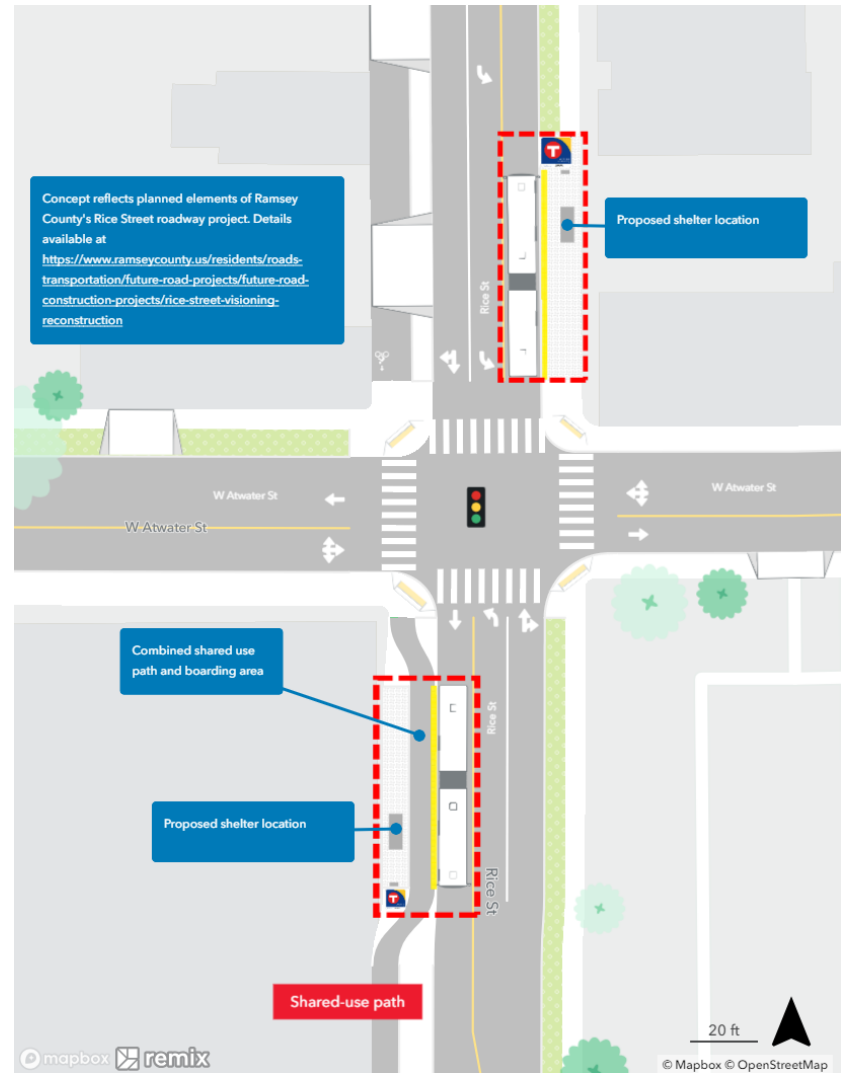
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Multi-family housing, various commercial destinations.

Project coordination

- Ramsey County's Rice Street Revisioning [reconstruction project](#) is planned for 2024 to 2026. This section of the project is planned to be constructed in 2026.

Pedestrian access

- Rice & Atwater is a signalized intersection. Planned pedestrian improvements at this intersection are part of the Rice Street Revisioning project.

Bicycle facilities

- This intersection does not have existing bicycle facilities. A 10-foot shared use path is planned to be added to the west side of Rice Street through Ramsey County's Rice Street Revisioning project.
- Ramsey County's 2015 [Countywide Pedestrian & Bicycle Plan](#) identified Atwater Street as a planned bike route.

Transit connections

- None.

Parking impacts

- On-street parking in this area will change as a result of Ramsey County's Rice Street project.

Other locations considered

- Rice & Sycamore: Rice & Sycamore was the originally proposed station location in the [Rice/Robert corridor concept](#) developed in [Network Next](#). However, the intersection of Rice & Sycamore has fewer destinations within the station area. For this reason, the station at Rice & Atwater was recommended.

Rice & Como

The proposed northbound and southbound platforms are on the farside of the intersection of Rice Street and Como Avenue. Ramsey County is the roadway authority for Rice Street and Como Avenue (west of Rice Street). The City of St. Paul is the roadway authority for Como Avenue east of Rice Street. The Capitol Area Architectural and Planning Board (CAAPB) must approve G Line BRT platform locations and design within the Capitol area.

Rice & Como does not have a proposed station plan because this intersection is within a coordinated project. The Rice Street Capitol Redesign reconstruction project includes Rice Street between Como Avenue and John Ireland Boulevard. The project may change how the road looks, but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- Multi-family housing and various healthcare and commercial destinations.

Project coordination

- The [Rice Street Capitol Redesign project](#) is programmed for this part of the corridor.

Pedestrian access

- The intersection of Rice Street and Como Avenue is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- Como Avenue has on-street, unprotected bike lanes. Rice Street does not have existing bicycle facilities.
- The [City of St. Paul's Draft Bicycle Plan](#) identifies Rice Street and Como Avenue as corridors for bicycle facilities.
- Como Avenue is a tier 1 alignment on the Metropolitan Council's [Regional Bicycle Transportation Network](#).

Transit connections

- Route 3 will use the future G Line platforms before the opening of the H Line. After the opening of the H Line, Route 3 is expected to be substantially changed.
- Route 67.

Parking impacts

- On-street parking in this area may change as a result of the Rice Street Capitol Redesign project.

Other locations considered

- Rice & Pennsylvania: Rice & Pennsylvania was the originally proposed station location in the [Rice/Robert corridor concept](#) developed in [Network Next](#). However, the intersection of Rice & Pennsylvania has fewer destinations. For this reason, the location was not advanced.

Rice & University

The proposed northbound platform is at the same nearside location as the current Route 62 stop. The proposed southbound platform is on the farside of the intersection of Rice Street and University Avenue. Ramsey County is the roadway authority for University Avenue. Ramsey County is also the roadway authority for Rice Street north of University Avenue. The City of St. Paul is the roadway authority for Rice Street south of University Avenue. The Capitol Area Architectural and Planning Board (CAAPB) must approve G Line BRT platform locations and design within the Capitol area.

Rice & University does not have a proposed station plan because this intersection is within a coordinated project. The Rice Street Capitol Redesign reconstruction project includes Rice Street between Como Avenue and John Ireland Boulevard. The project may change how the road looks, but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- State Capitol Building, Capitol Mall, various State office buildings, Saint Paul License Bureau, St. Paul City School (PreK-12) and various commercial destinations.

Project coordination

- The [Rice Street Capitol Redesign project](#) is programmed for this part of the corridor.
- A mobility hub is planned near the intersection of Rice Street and University Avenue.

Pedestrian access

- Rice & University is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- This station does not have existing bicycle facilities.
- The [City of St. Paul's Draft Bicycle Plan](#) identifies this portion of Rice Street as a corridor for a separate bicycle facility.

Transit connections

- METRO Green Line Capitol/Rice St Station.

Parking impacts

- On-street parking in this area may change as a result of the Rice Street Capitol Redesign project.

Other locations considered

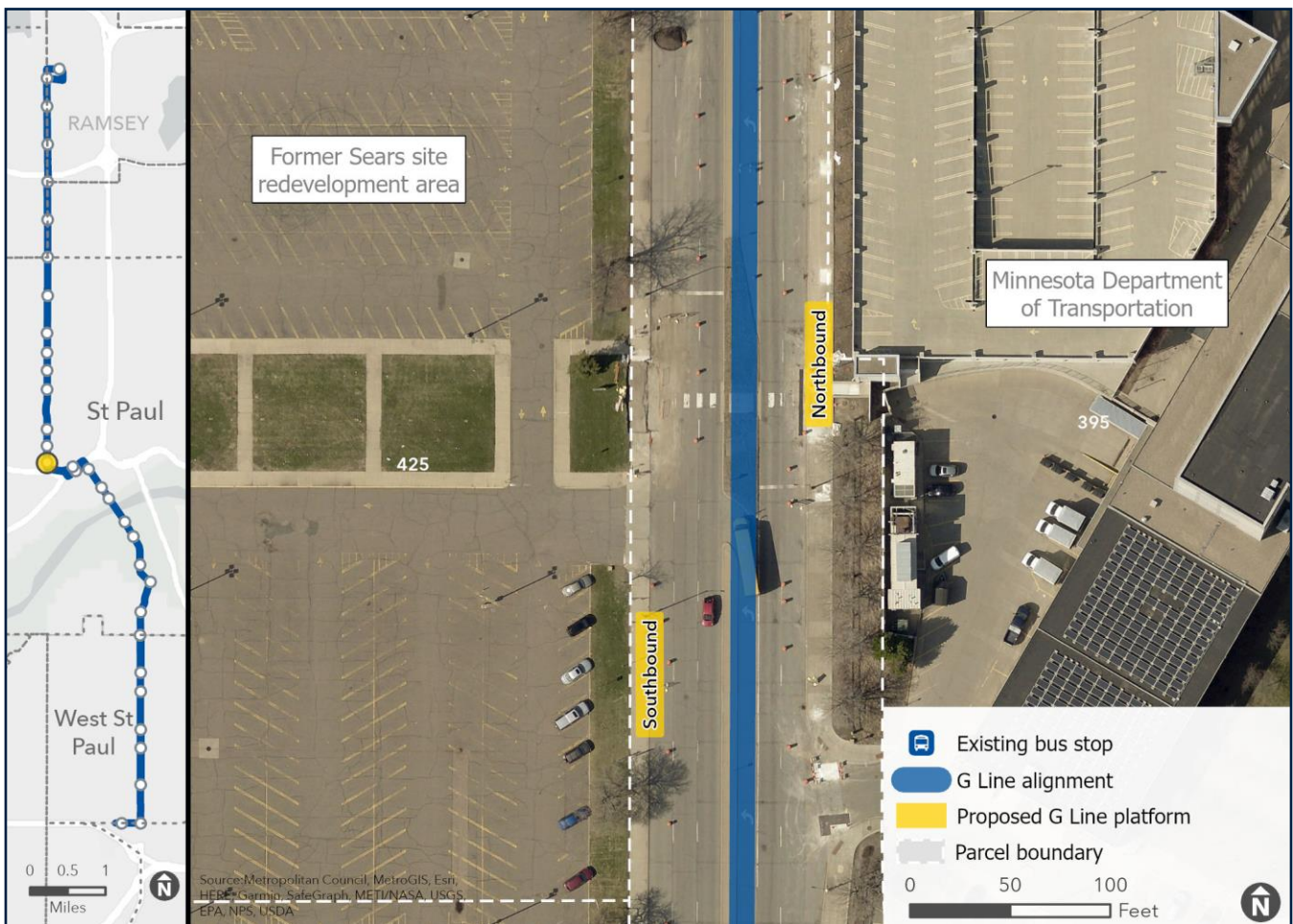
- No other locations were considered for this station.

Rice & Fuller

The proposed northbound and southbound platforms are mid-block of the intersections at Fuller Avenue and St. Anthony Street. The City of St. Paul is the roadway authority for Rice Street in this portion of the corridor. The Capitol Area Architectural and Planning Board (CAAPB) must approve G Line BRT platform locations and design within the Capitol area.

Rice & Fuller does not have a proposed station plan because this intersection is within a coordinated project. The Rice Street Capitol Redesign reconstruction project includes Rice Street between Como Avenue and John Ireland Boulevard. The project may change how the road looks, but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the roadway design.

Proposed Station Location



Planned Station Overview

Key destinations

- Minnesota State Capitol, MnDOT office.
- The Capitol Area Architectural and Planning Board (CAAPB) is currently leading a project to develop a long-range plan for an urban village on the former Sears site. The project area is on the west side of Rice Street between St. Anthony Avenue and Aurora Avenue. Additional project details are available at: mn.gov/caapb.

Project coordination

- The [Rice Street Capitol Redesign project](#) is programmed for this part of the corridor.

Pedestrian access

- There is a mid-block striped pedestrian crossing near the proposed platform locations.

Bicycle facilities

- This station does not have existing bicycle facilities.
- The [City of St. Paul's Draft Bicycle Plan](#) identifies this portion of Rice Street as a corridor for a bicycle facility.

Transit connections

- None.

Parking impacts

- On-street parking in this area may change as a result of the Rice Street Capitol Redesign project.

Other locations considered

- Rice & John Ireland Boulevard: This intersection was considered as an alternate station location for the G Line. While a station at John Ireland Boulevard would provide better access to destinations south of I-94, it would reduce transit access to the State Capitol and the future Sears redevelopment site. Rice & Fuller was selected as the proposed station location to ensure current and future transit needs are served by the G Line.

11th/12th Street & Cedar

The proposed northbound platform is farside of Cedar Street on 12th Street. The proposed southbound platform is nearside of Cedar Street on 11th Street. The City of St. Paul is the roadway authority for Cedar Street, 11th Street, and 12th Street. The Capitol Area Architectural and Planning Board (CAAPB) must approve G Line BRT platform locations and design within the Capitol area.

This station location was not identified in the G Line Network Next planning process. For more information, see the Rice/Robert corridor [concept](#).

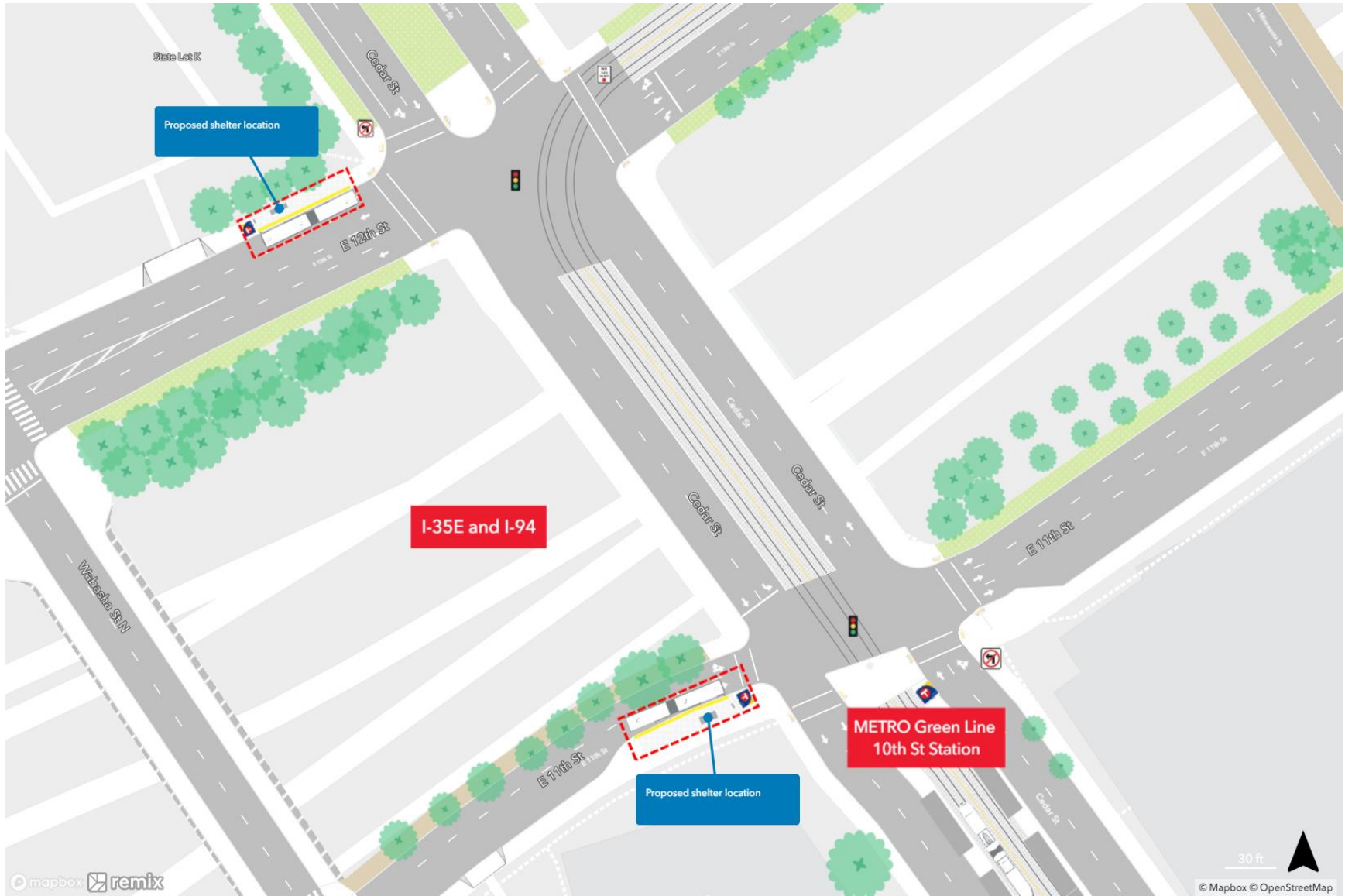
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- St. Paul Public Housing Agency, Ramsey County Public Health Center, Human Services Building, Cedar Street Armory (Minnesota National Guard), Centennial Office Building, various healthcare and commercial destinations.

Project coordination

- There are no coordinated projects programmed or planned along this stretch of the corridor.

Pedestrian access

- 11th Street & Cedar is a signalized intersection with marked pedestrian crossings.
- 12th Street & Cedar is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- This station does not have existing bicycle facilities.
- The [City of St. Paul's Draft Bicycle Plan](#) identifies this portion of Cedar Street as a corridor for a bicycle facility.

Transit connections

- METRO Green Line 10th Street Station.

Parking impacts

- The southbound platform location may impact as many as five on-street parking spaces.
- The northbound platform location would not impact on-street parking spaces.

Other locations considered

- No other locations were considered for this station.

Robert & 10th Street

The proposed northbound platform is mid-block between 10th Street and 11th Street. The proposed southbound platform is nearside of the intersection of Robert Street and 10th Street. The City of St. Paul will be the roadway authority for Robert Street and 10th Street at the time of G Line construction. The METRO Purple Line BRT is also expected to use this station location when it begins service.

Robert & 10th Street does not have a proposed station plan because this intersection is within a coordinated project. The City of St. Paul is leading the reconstruction project between 11th Street and Kellogg Boulevard. The project may change how the road looks. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- Major grocery store, Pedro Park, multi-family housing, and various commercial destinations.

Project coordination

- The City of St. Paul's downtown [Robert Street roadway project](#) is planned for construction in 2025 and 2026.

Pedestrian access

- Robert & 10th Street is a signalized intersection with marked pedestrian crossings. Planned pedestrian improvements at this intersection are included in the Robert Street roadway project.

Bicycle facilities

- The City of St. Paul's [Capital City Bikeway](#) includes a two-way, off-street bike trail on 10th Street.
- Robert Street does not have existing or planned bicycle facilities.

Transit connections

- Planned METRO Purple Line BRT, Route 75.

Parking impacts

- On-street parking in this area will change as a result of the City of St. Paul's Robert Street project.

Other locations considered

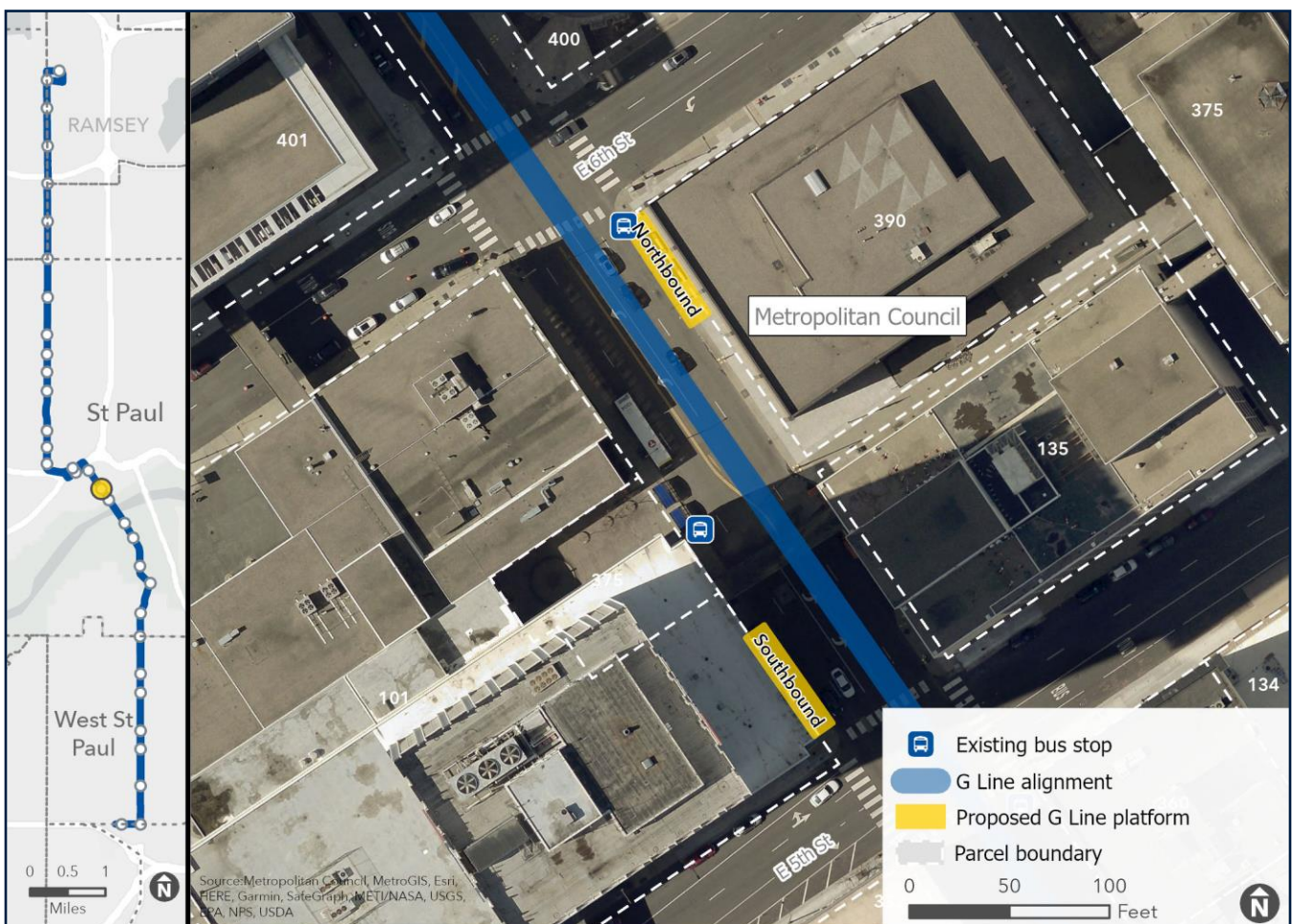
- A farside southbound platform location was considered at this intersection in coordination with the City of St. Paul's Robert Street downtown project. However, a platform location here was not compatible with the St. Paul Parks and Recreation Pedro Park project.

Robert & 5th/6th Street

The proposed northbound platform is at nearside 6th Street, the same location as the current Route 68 stop. The proposed southbound platform is nearside of the intersection of Robert Street and 5th Street. The City of St. Paul will be the roadway authority for Robert Street at the time of G Line construction. The City of St. Paul is also the roadway authority for 5th Street and 6th Street.

Robert & 5th/6th Street does not have a proposed station plan because this intersection is within a coordinated project. The City of St. Paul is leading the reconstruction project between 11th Street and Kellogg Boulevard. The project may change how the road looks. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- Metropolitan Council (includes Metro Mobility Service Center), US Postal Service, various commercial and employment destinations.

Project coordination

- The City of St. Paul's downtown [Robert Street roadway project](#) is planned for construction in 2025 and 2026.

Pedestrian access

- Robert & 5th Street and Robert & 6th Street are signalized intersections with marked pedestrian crossings. Planned pedestrian improvements at these intersections are included in the Robert Street roadway project.

Bicycle facilities

- This station does not have existing or planned bicycle facilities.

Transit connections

- Planned Gold Line, B Line (will replace Route 21), and Purple Line BRT services.
- Route 54, Route 94, Route 353, Route 363, Route 480, Route 484, Route 489.

Parking impacts

- On-street parking in this area will change as a result of the City of St. Paul's Robert Street project.

Other locations considered

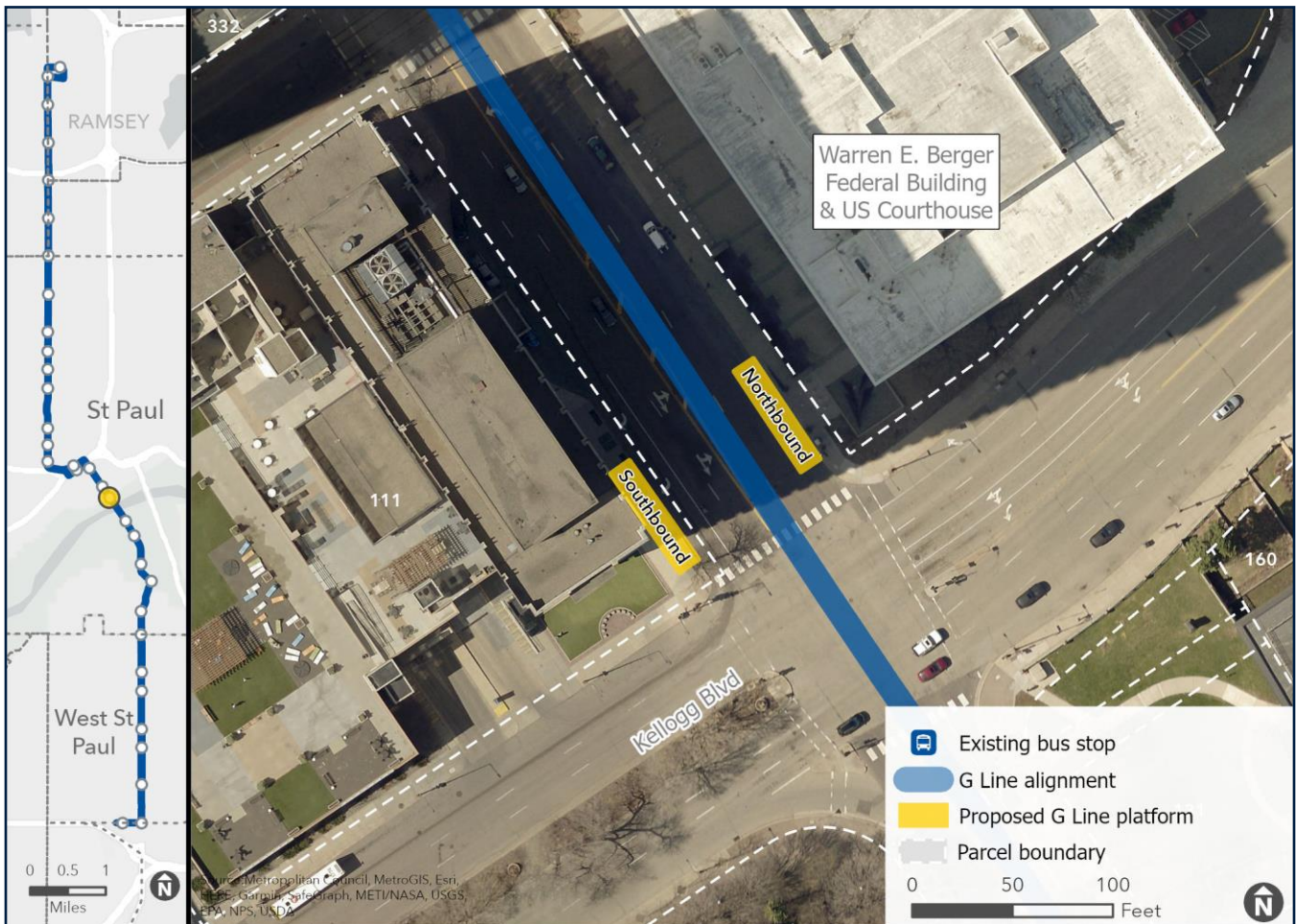
- No other locations were considered for this station.

Robert & Kellogg

The proposed southbound platform is at the same nearside location as the current Route 68 stop. The proposed northbound platform is on the farside of the intersection of Robert Street and Kellogg Boulevard. The City of St. Paul will be the roadway authority for Robert Street north of Kellogg Boulevard at the time of G Line construction. MnDOT is the roadway authority for Robert Street south of Kellogg Boulevard. Ramsey County is the roadway authority for Kellogg Boulevard.

Robert & Kellogg does not have a proposed station plan because this intersection is within a coordinated project. The City of St. Paul is leading the reconstruction project between 11th Street and Kellogg Boulevard. The project may change how the road looks. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- US District Courthouse, multi-family housing, and various commercial destinations.

Project coordination

- The City of St. Paul's downtown [Robert Street roadway project](#) is planned for construction in 2025 and 2026.

Pedestrian access

- Robert & Kellogg is a signalized intersection with marked pedestrian crossings. Planned pedestrian improvements at this intersection are included in the Robert Street roadway project.

Bicycle facilities

- Robert Street does not currently have bicycle facilities.
- The City of St. Paul's [Capital City Bikeway](#) includes a two-way, off-street bike trail on Kellogg Boulevard.
- The [City of St. Paul's Draft Bicycle Plan](#) identifies the portion of Robert Street south of Kellogg Boulevard as a corridor for a bicycle facility. The details of future bikeway design will be determined with [MnDOT's Robert Street project](#).

Transit connections

- None.

Parking impacts

- On-street parking in this area will change as a result of the City of St. Paul's Robert Street project.

Other locations considered

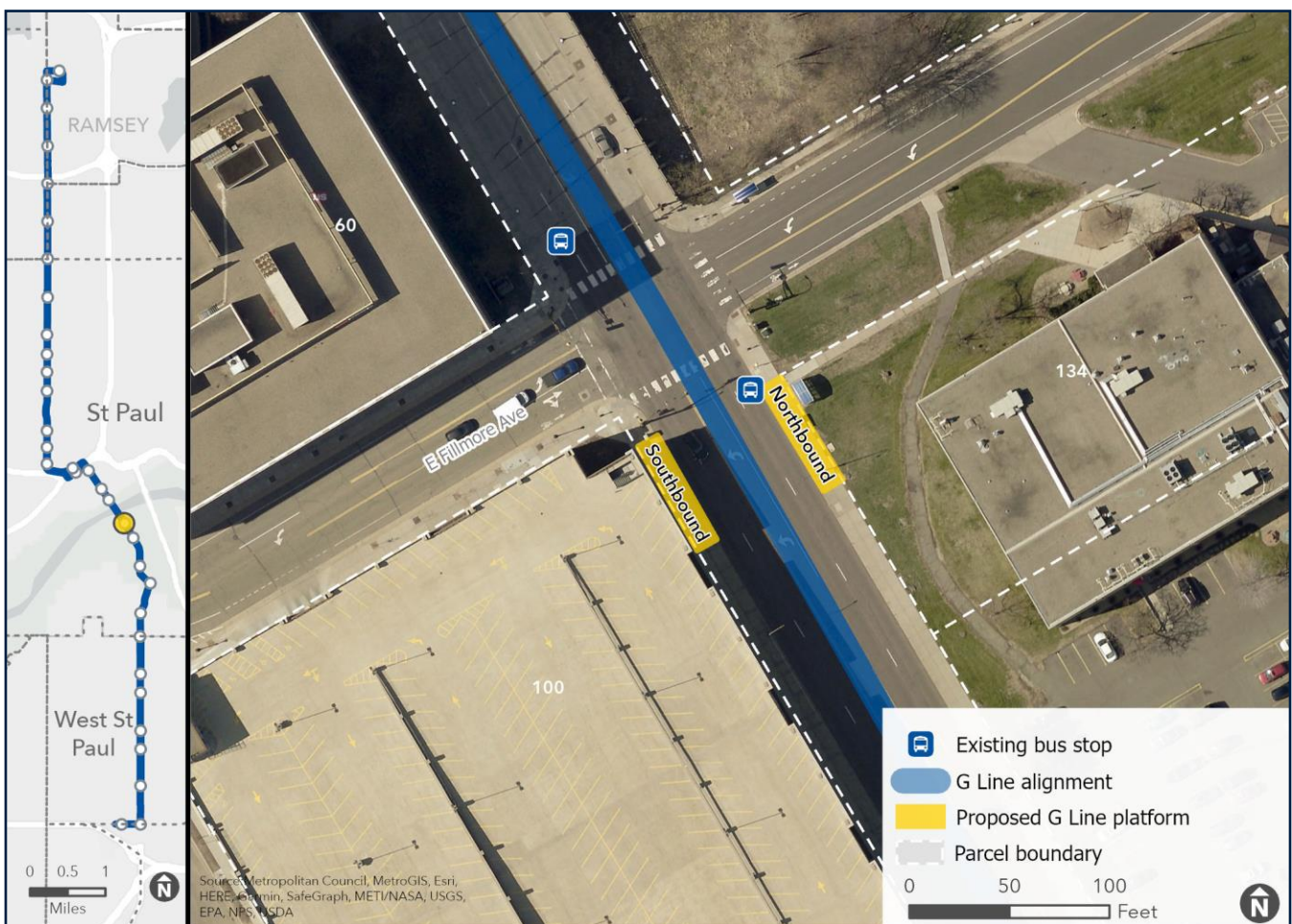
- No other locations were considered for this station.

Robert & Fillmore

The proposed northbound platform is at the same nearside location as the current Route 68 stop. The proposed southbound platform is on the farside of the intersection of Robert Street and Fillmore Avenue. MnDOT is the roadway authority for Robert Street. The City of St. Paul is the roadway authority for Fillmore Avenue.

Robert & Fillmore does not have a proposed station plan because this intersection is within a coordinated project. MnDOT is leading the project between Fillmore Avenue and Annapolis Street. The project may change how the street looks, but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- Multi-family housing, River Park Plaza, and various commercial destinations.

Project coordination

- MnDOT's [Robert Street roadway project](#) is planned for construction in 2027-2028.

Pedestrian access

- Robert & Fillmore is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- Robert Street does not currently have bicycle facilities.
- Fillmore Avenue has on-street, unprotected bike lanes.
- The [City of St. Paul's Draft Bicycle Plan](#) identifies this portion of Robert Street as a corridor for a bicycle facility. The details of future bikeway design will be determined with [MnDOT's Robert Street project](#).
- Ramsey County's 2015 [Countywide Pedestrian & Bicycle Plan](#) identified this portion of Robert Street as a corridor for a planned bike facility.

Transit connections

- Route 484.

Parking impacts

- On-street parking in this area may change as a result of MnDOT's Robert Street South project.

Other locations considered

- No other locations were considered for this station.

Robert & Plato

The proposed northbound and southbound platforms are on the farside of the intersection of Robert Street and Plato Boulevard. MnDOT is the roadway authority for Robert Street. The City of St. Paul is the roadway authority for Plato Boulevard.

Robert & Plato does not have a proposed station plan because this intersection is within a coordinated project. MnDOT is leading the project between Fillmore Avenue and Annapolis Street. The project may change how the street looks, but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- Various commercial and employment destinations.

Project coordination

- MnDOT's [Robert Street roadway project](#) is planned for construction in 2027-2028.

Pedestrian access

- Robert & Plato is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- Robert Street does not currently have bicycle facilities.
- Plato Boulevard includes a two-way, off-street bike trail east and west of Robert Street.
- The [City of St. Paul's Draft Bicycle Plan](#) identifies this portion of Robert Street as a corridor for a bicycle facility. The details of future bikeway design will be determined with [MnDOT's Robert Street project](#).
- Ramsey County's 2015 [Countywide Pedestrian & Bicycle Plan](#) identified this portion of Robert Street as a corridor for a planned bike lane.
- Plato Boulevard is within a tier 2 corridor on the Metropolitan Council's [Regional Bicycle Transportation Network](#).

Transit connections

- None.

Parking impacts

- On-street parking in this area may change as a result of MnDOT's Robert Street South project.

Other locations considered

- No other locations were considered for this station.

Robert & Isabel

The proposed northbound and southbound platforms are on the farside of the intersection of Robert Street and Isabel Street. MnDOT is the roadway authority for Robert Street. The City of St. Paul is the roadway authority for Isabel Street.

Robert & Isabel does not have a proposed station plan because this intersection is within a coordinated project. MnDOT is leading the project between Fillmore Avenue and Annapolis Street. The project may change how the street looks, but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- Riverview West Side School of Excellence, various commercial and employment destinations.

Project coordination

- MnDOT's [Robert Street roadway project](#) is planned for construction in 2027-2028.

Pedestrian access

- Robert & Isabel is an intersection with stop signs on Isabel Street. It has marked pedestrian crossings.
- Robert & Isabel currently includes temporary safety features. MnDOT installed temporary curb extensions in October of 2020. For more information, visit: www.dot.state.mn.us/metro/projects/robertstreet/

Bicycle facilities

- This station does not have existing bicycle facilities.
- The [City of St. Paul's Draft Bicycle Plan](#) identifies this portion of Robert Street as a corridor for a bicycle facility. The details of future bikeway design will be determined with [MnDOT's Robert Street project](#).
- Ramsey County's 2015 [Countywide Pedestrian & Bicycle Plan](#) identified this portion of Robert Street as a corridor for a planned bike lane.

Transit connections

- Route 75.

Parking impacts

- On-street parking in this area may change as a result of MnDOT's Robert Street South project.

Other locations considered

- No other locations were considered for this station.

Cesar Chavez & State

The proposed northbound platform is at the same location as the current Route 68 stop. The proposed southbound platform is on the nearside of the intersection of Cesar Chavez & State. Metro Transit is exploring options to bump out the northbound and southbound platforms. The City of St. Paul is the roadway authority for Cesar Chavez Street and State Street.

Cesar Chavez & State does not have a proposed station plan. Metro Transit is coordinating with agency partners to accommodate G Line platforms in the existing street design.

Proposed Station Location



Planned Station Overview

Key destinations

- Various healthcare and commercial destinations.

Project coordination

- There are no coordinated projects currently planned or programmed at this intersection.
- Cesar Chavez Street is identified as a potential [project](#) in the City of St. Paul's sales tax proposal.

Pedestrian access

- Cesar Chavez & State signalized intersection with marked pedestrian crossings.

Bicycle facilities

- Cesar Chavez Street and State Street have on-street, unprotected bike lanes.
- The [City of St. Paul's Draft Bicycle Plan](#) identifies Cesar Chavez Street and State Street as corridors for separate bicycle facilities.
- Cesar Chavez Street and State Street are tier 1 alignments on the Metropolitan Council's [Regional Bicycle Transportation Network](#).

Transit connections

- Route 71.

Parking impacts

- The northbound platform location would not impact on-street parking spaces.
- The southbound platform may impact up to five on-street parking spaces.

Other locations considered

- No other locations were considered for this station.

Robert & Curtice

The proposed northbound and southbound platforms are on the farside of the intersection of Robert Street and Curtice Street. MnDOT is the roadway authority for Robert Street. The City of St. Paul is the roadway authority for Curtice Street.

Robert & Curtice does not have a proposed station plan because this intersection is within a coordinated project. MnDOT is leading the project between Fillmore Avenue and Annapolis Street. The project may change how the street looks, but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- Single-family housing, various commercial destinations.

Project coordination

- MnDOT's [Robert Street roadway project](#) is planned for construction in 2027-2028.

Pedestrian access

- Robert & Curtice is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- This station does not currently have bicycle facilities.

Transit connections

- None.

Parking impacts

- On-street parking in this area may change as a result of MnDOT's Robert Street South project.

Other locations considered

- Robert & Sidney: Robert & Sidney was the originally proposed station location in the [Rice/Robert corridor concept](#) developed in [Network Next](#). However, Robert & Sidney is an unsignalized intersection and would have constructability challenges due to the design of the intersection. Under existing conditions, Robert & Curtice provides a better crossing location for riders. Metro Transit will continue to evaluate this station location as MnDOT's Robert Street South roadway project develops.

Robert & Annapolis

The proposed northbound and southbound platforms are at the same locations as the current Route 68 stops. The proposed southbound platform is on the nearside of the intersection of Robert Street and Annapolis Street. The proposed northbound platform is farside of the intersection. MnDOT is the roadway authority for Robert Street. The City of St. Paul is the roadway authority for the northern half of Annapolis Street. The City of West St. Paul is the roadway authority for the southern half of Annapolis Street. Both proposed platforms are within the City of St. Paul.

Robert & Annapolis does not have a proposed station plan because this intersection is within a coordinated project. MnDOT is leading the project between Fillmore Avenue and Annapolis Street. The project may change how the street looks, but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Planned Station Overview

Key destinations

- Gateway Place (Dakota County affordable housing building), The Dakotah (Dakota County Community Development Agency senior housing building), various commercial destinations.

Project coordination

- MnDOT's [Robert Street roadway project](#) is planned for construction in 2027-2028. Annapolis Street is the southern border of the project. Both proposed platform locations are within the roadway project limits.

Pedestrian access

- Robert & Annapolis is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- Robert Street does not have existing bicycle facilities.
- On-street bike lanes are expected to be added to Annapolis Street in 2023 and 2024 as part of a project led by the [City of St. Paul](#) and the [City of West St. Paul](#).
- Annapolis Street west of Robert Street is a tier 2 alignment on the Metropolitan Council's [Regional Bicycle Transportation Network](#).

Transit connections

- None.

Parking impacts

- On-street parking in this area may change as a result of MnDOT's Robert Street South project.

Other locations considered

- No other locations were considered for this station.

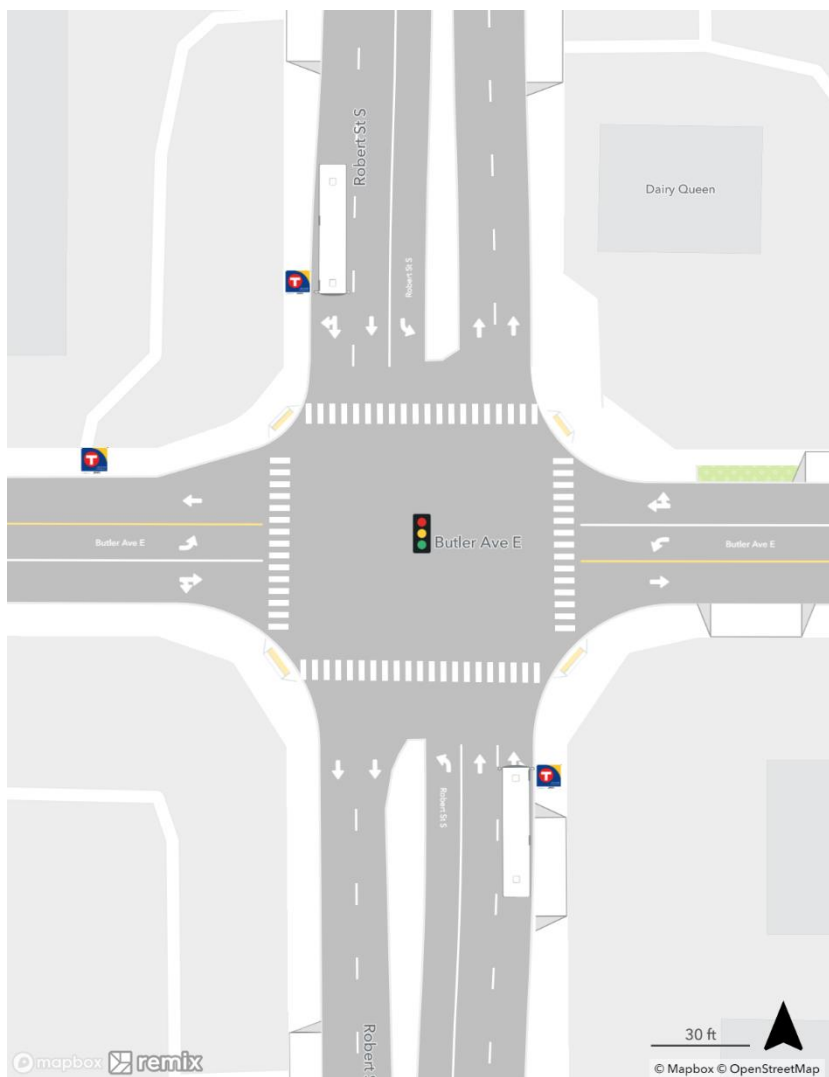
Robert & Butler

The proposed northbound and southbound platforms are on the farside of the intersection of Robert Street and Butler Avenue. MnDOT is the roadway authority for Robert Street. Dakota County is the roadway authority for Butler Avenue.

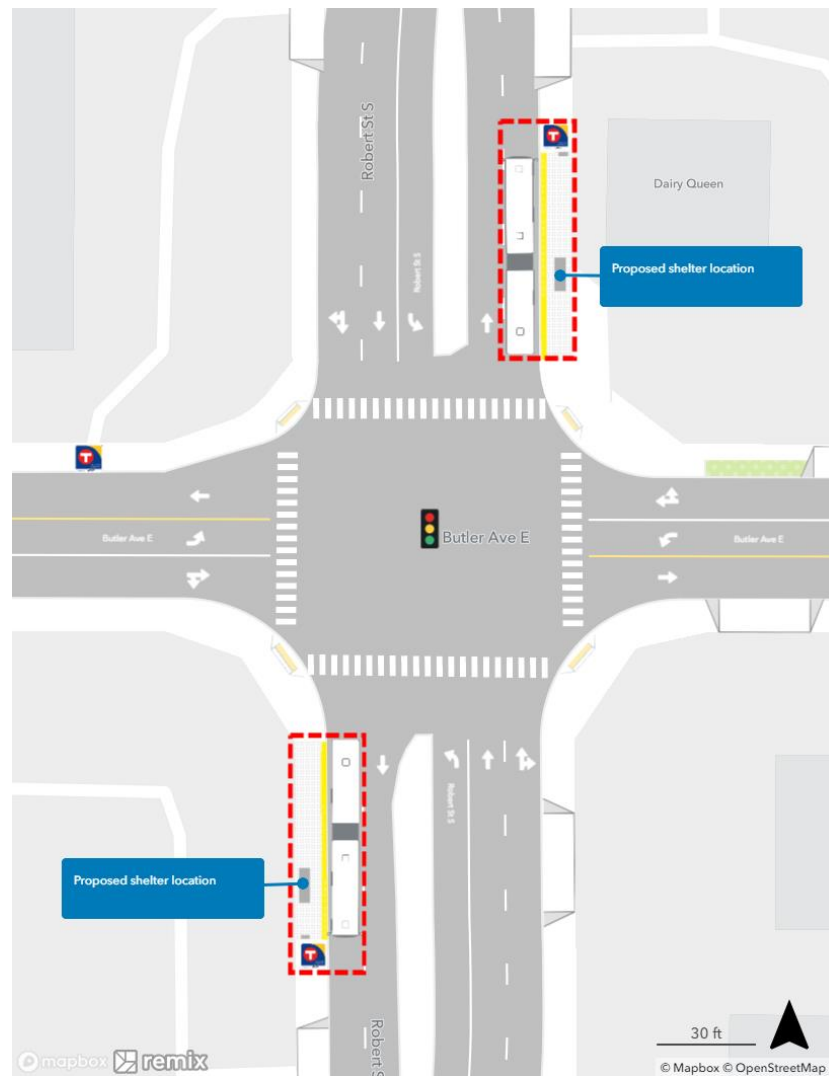
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Various commercial destinations.

Project coordination

- There are no coordinated projects currently planned or programmed at this intersection.

Pedestrian access

- Robert & Butler is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- Robert Street does not have existing or planned bicycle facilities.
- Portions of Butler Avenue west of Robert Street include a multi-use trail, with additional segments being planned. A multi-use trail will be constructed on the south side of Butler Avenue east of Robert Street in 2025.
- Dakota County identified Butler Avenue east and west of Robert Street as a medium priority bicycle trail gap in its [2018 Pedestrian and Bicycle Study](#).
- Butler Avenue is within a tier 1 corridor in the Metropolitan Council's [Regional Bicycle Transportation Network](#).

Transit connections

- Route 75.

Parking impacts

- No on-street parking will be added or removed at this station location.

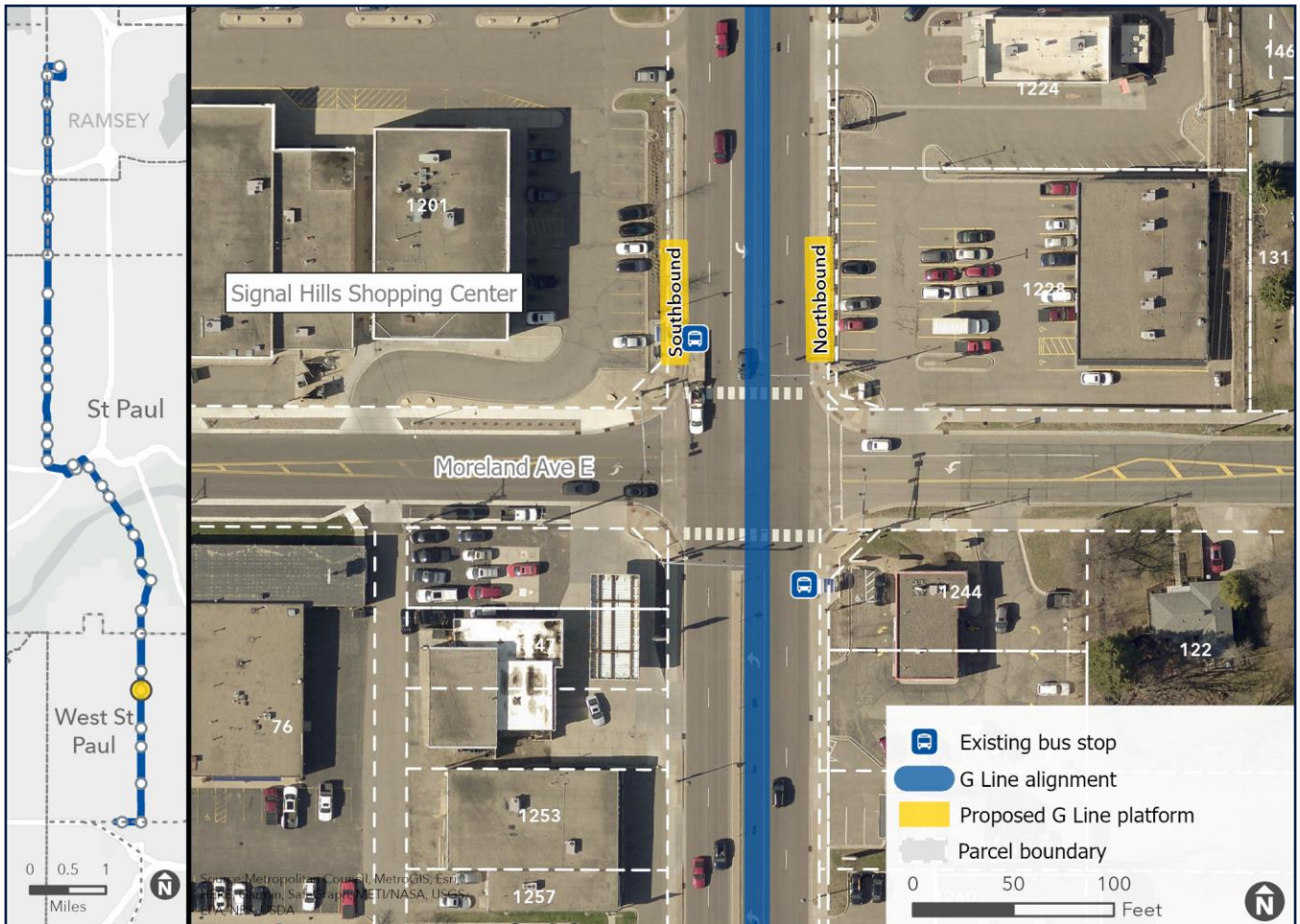
Other locations considered

- No other locations were considered for this station.

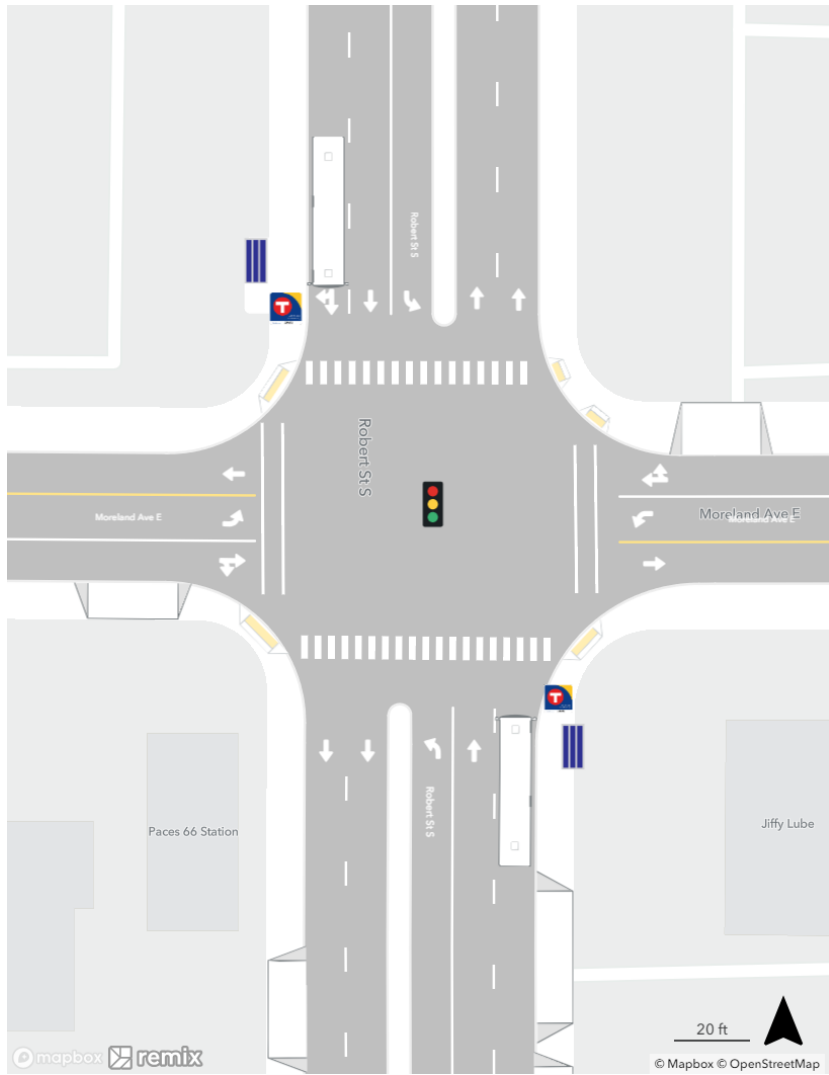
Robert & Moreland

The proposed southbound platform is at the same nearside location as the current Route 68 stop. The proposed northbound platform is on the farside of the intersection of Robert Street and Moreland Avenue. MnDOT is the roadway authority for Robert Street. The City of West St. Paul is the roadway authority for Moreland Avenue.

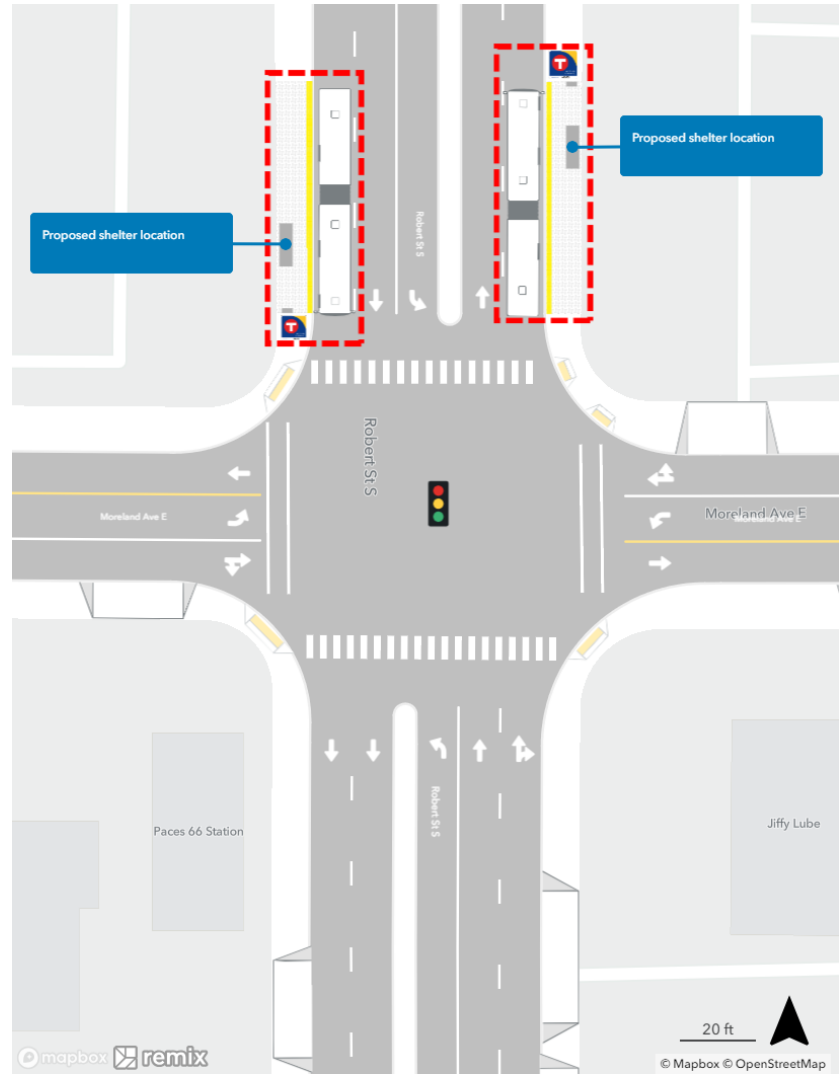
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Signal Hills Shopping Center, various commercial destinations.

Project coordination

- There are no coordinated projects currently planned or programmed at this intersection.

Pedestrian access

- Robert & Moreland is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- Robert Street does not have existing or planned bicycle facilities.
- The City of West St. Paul identified Moreland Avenue from Livingston Avenue to Oakdale Avenue as a top priority trail and bikeway project in its [Master Pedestrian and Bicycle Plan](#).

Transit connections

- None.

Parking impacts

- No on-street parking will be added or removed at this station location.

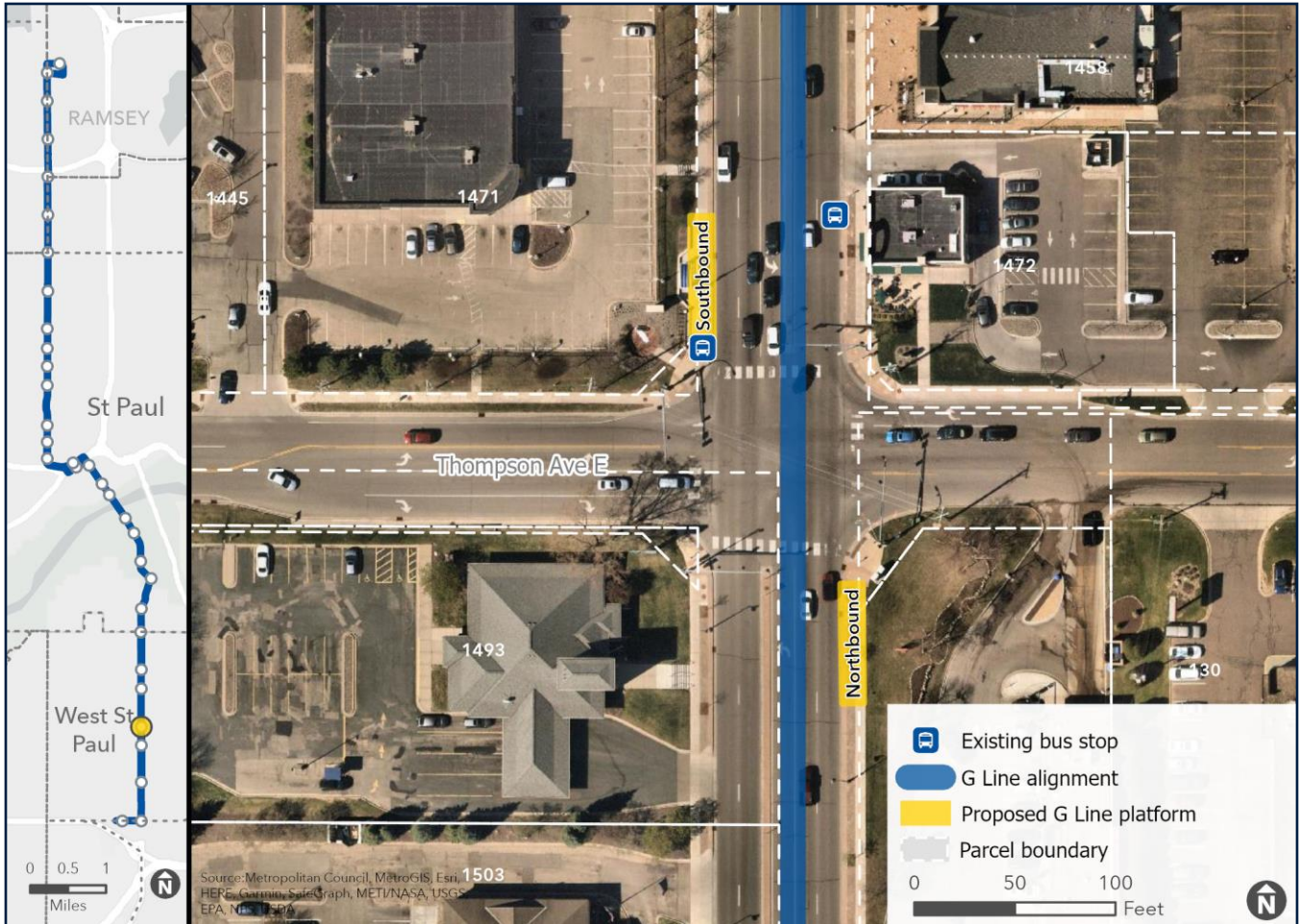
Other locations considered

- No other locations were considered for this station.

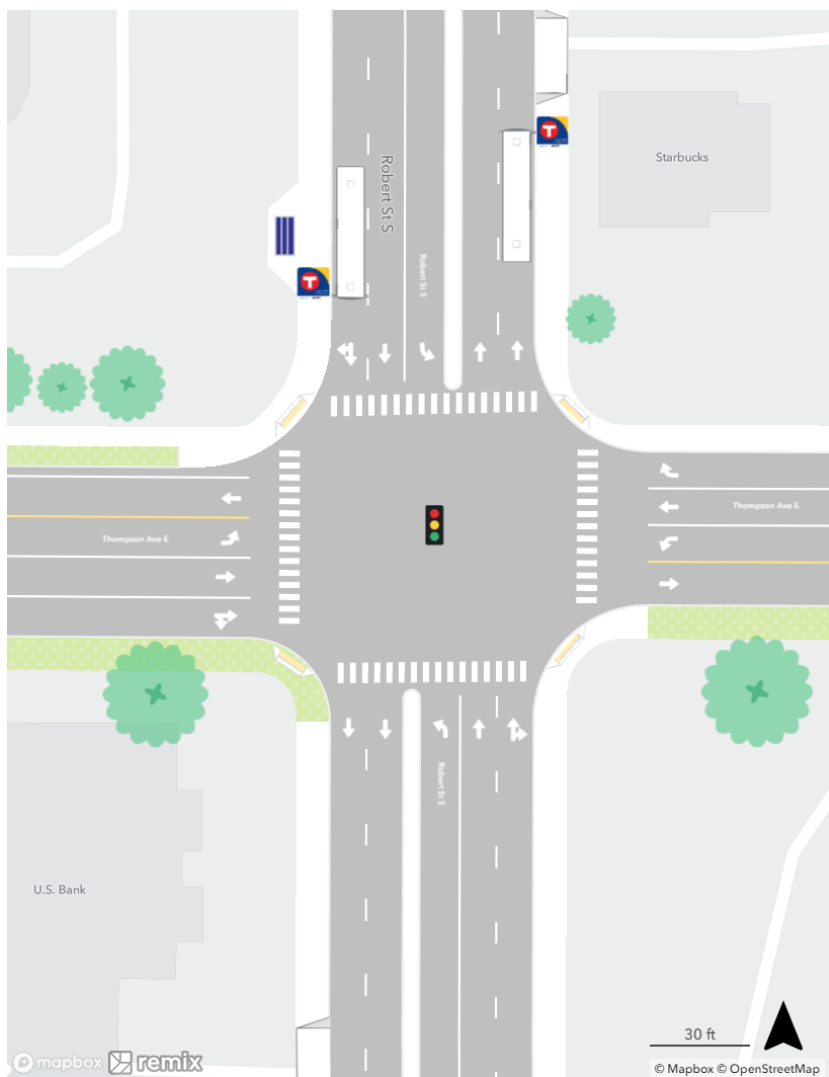
Robert & Thompson

The proposed southbound platform is at the same nearside location as the current Route 68 stop. The proposed northbound platform is on the nearside of the intersection of Robert Street and Thompson Avenue. MnDOT is the roadway authority for Robert Street. The City of West St. Paul is the roadway authority for Thompson Avenue west of Robert Street. East of Robert Street, MnDOT is the roadway authority of Thompson Avenue.

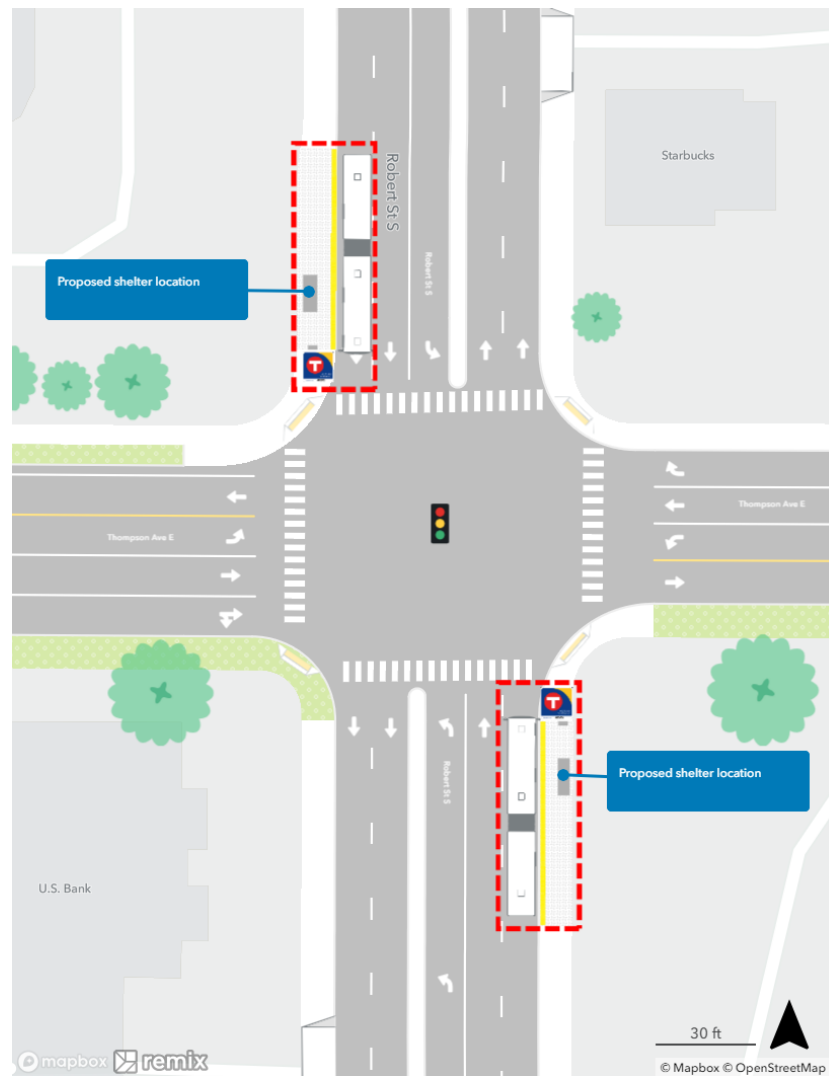
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Various commercial destinations.

Project coordination

- There are no coordinated projects currently planned or programmed at this intersection.

Pedestrian access

- Robert & Thompson is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- Robert Street does not have existing or planned bicycle facilities.
- The City of West St. Paul identified Thompson Avenue from Waterloo Avenue to US-52 as a top priority trail and bikeway project in its [Master Pedestrian and Bicycle Plan](#).
- Dakota County identified Thompson Avenue east of Robert Street as a high priority bicycle trail gap in its [2018 Pedestrian and Bicycle Study](#).

Transit connections

- Route 62.

Parking impacts

- No on-street parking will be added or removed at this station location.

Other locations considered

- No other locations were considered for this station.

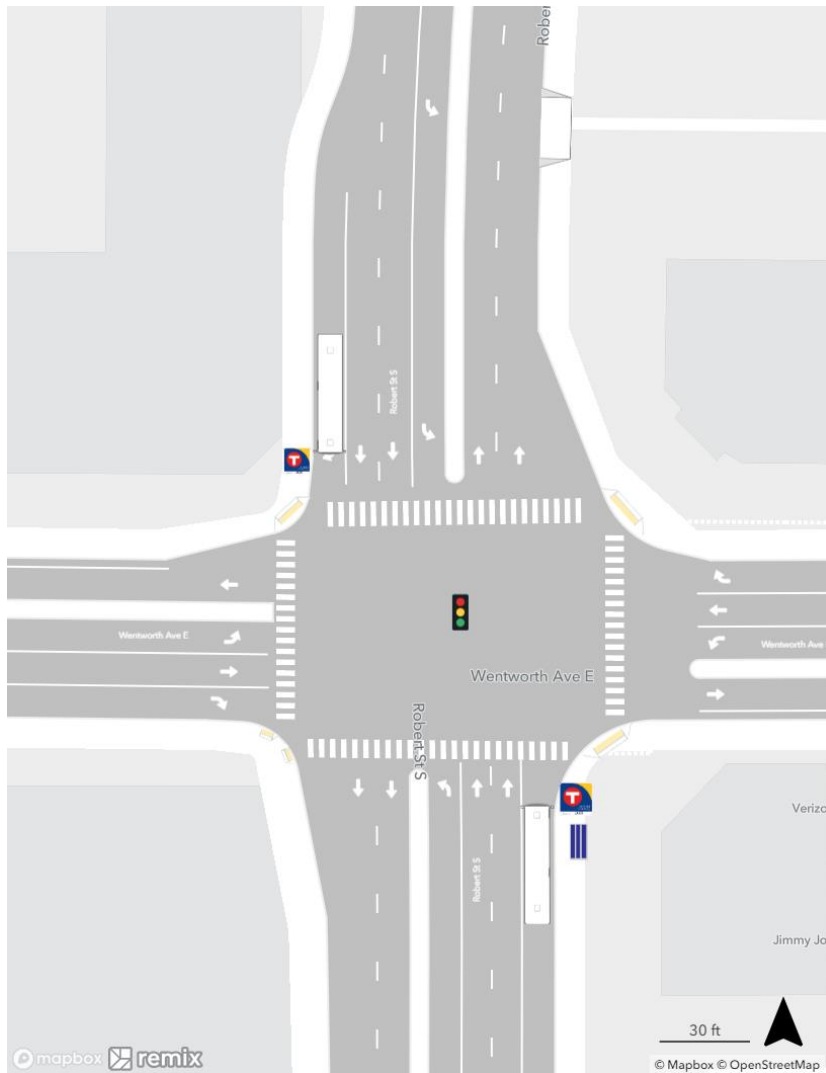
Robert & Wentworth

The proposed northbound platform is on the farside of the intersection. The proposed southbound platform is at the nearside of the intersection of Robert Street and Wentworth Avenue. Metro Transit is exploring options to close the right-turn lane at the southbound platform location. MnDOT is the roadway authority for Robert Street. Dakota County is the roadway authority for Wentworth Avenue.

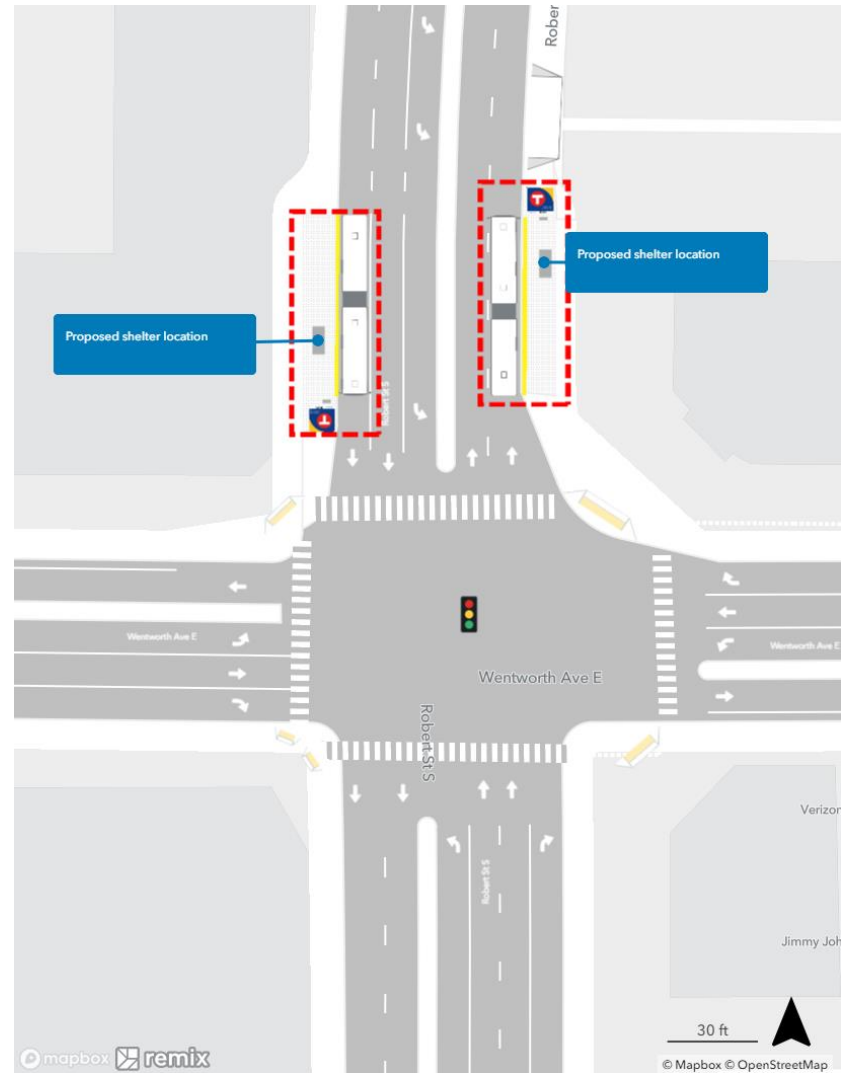
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Major grocery store, multi-family housing, various commercial destinations.

Project coordination

- There are no coordinated projects currently planned or programmed at this intersection.

Pedestrian access

- Robert & Wentworth is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- Robert Street does not have existing or planned bicycle facilities.
- Wentworth Avenue has an off-street multi-use path east of Robert Street.
- The City of West St. Paul identified Wentworth Avenue from Humboldt Avenue to Robert Street as a top priority trail and bikeway project in its [Master Pedestrian and Bicycle Plan](#).
- Dakota County identified Wentworth Avenue east and west of Robert Street as a medium priority bicycle trail gap in its [2018 Pedestrian and Bicycle Study](#).
- Wentworth Avenue is a tier 2 alignment on the Metropolitan Council's [Regional Bicycle Transportation Network](#).

Transit connections

- None.

Parking impacts

- No on-street parking will be added or removed at this station location.

Other locations considered

- No other locations were considered for this station.

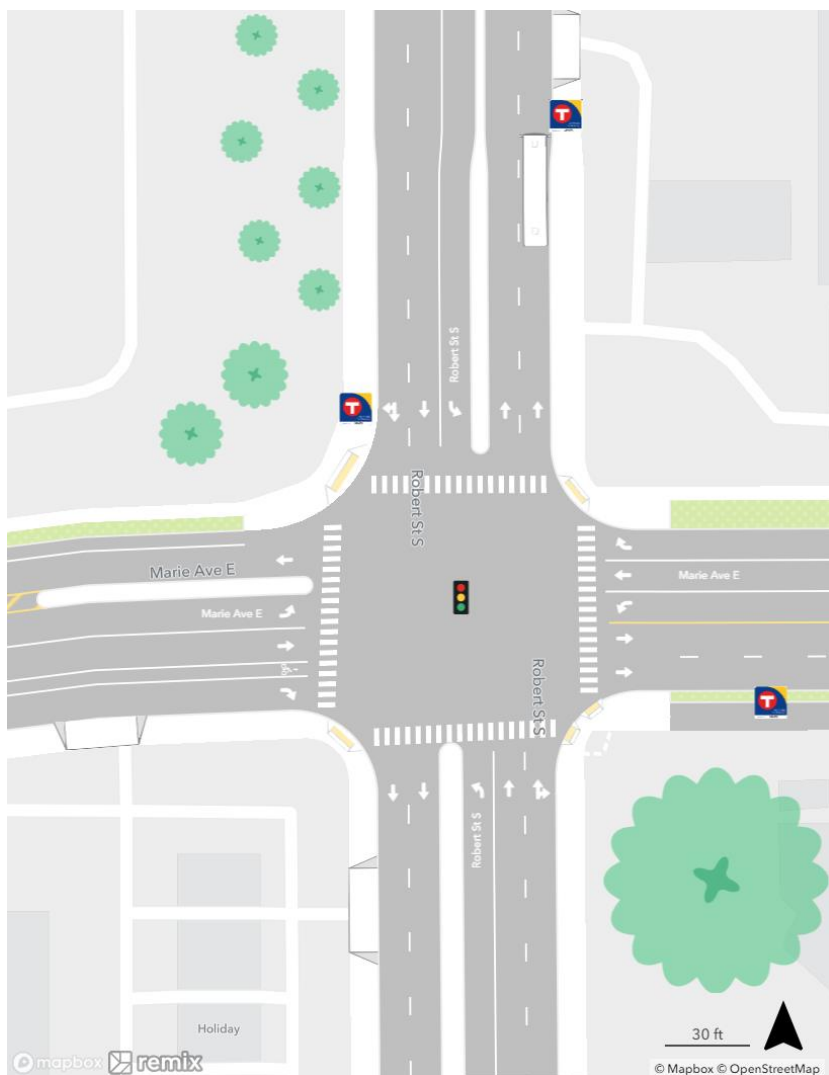
Robert & Marie

The proposed northbound and southbound platforms are at the same location as the current Route 68 stops. The proposed southbound platform is on the nearside of the intersection of Robert Street and Marie Avenue. The proposed northbound platform is on the farside of the intersection. MnDOT is the roadway authority for Robert Street. The City of West St. Paul is the roadway authority for Marie Avenue.

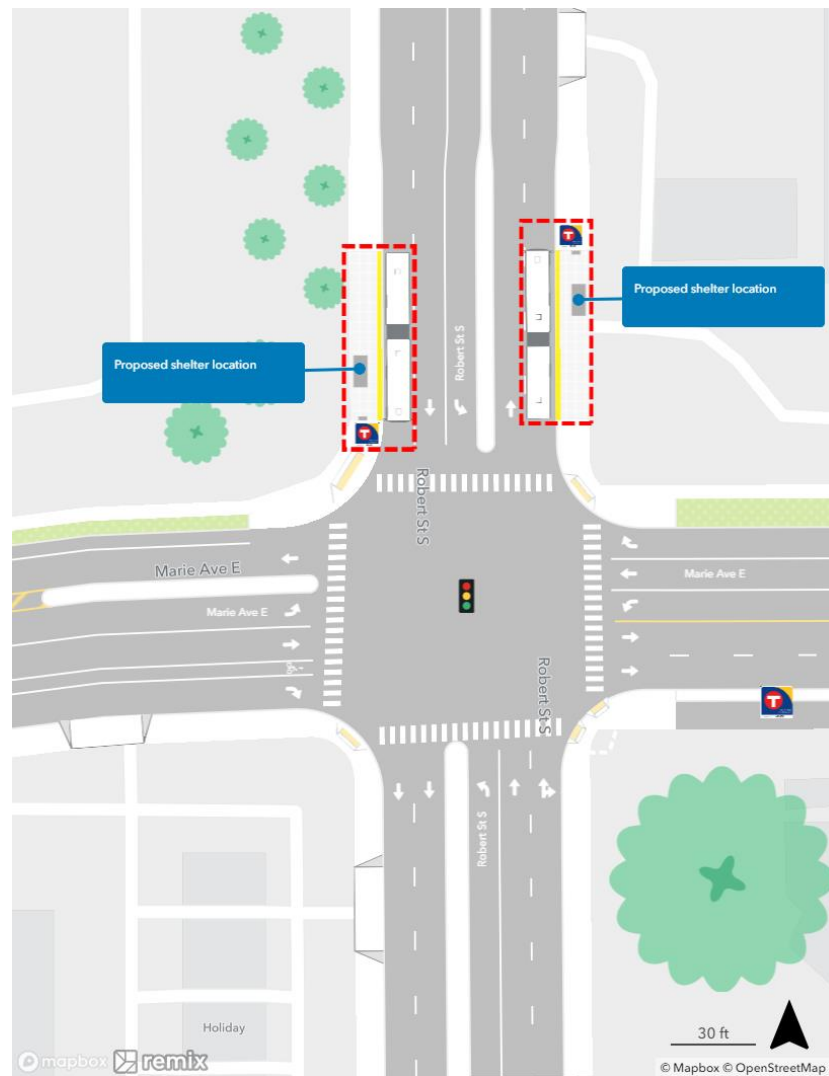
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Major grocery store, various commercial destinations.

Project coordination

- There are no coordinated projects currently planned or programmed at this intersection.

Pedestrian access

- Robert & Marie is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- Robert Street does not have existing or planned bicycle facilities.
- Marie Avenue has an off-street multi-use path.

Transit connections

- None.

Parking impacts

- No on-street parking will be added or removed at this station location.

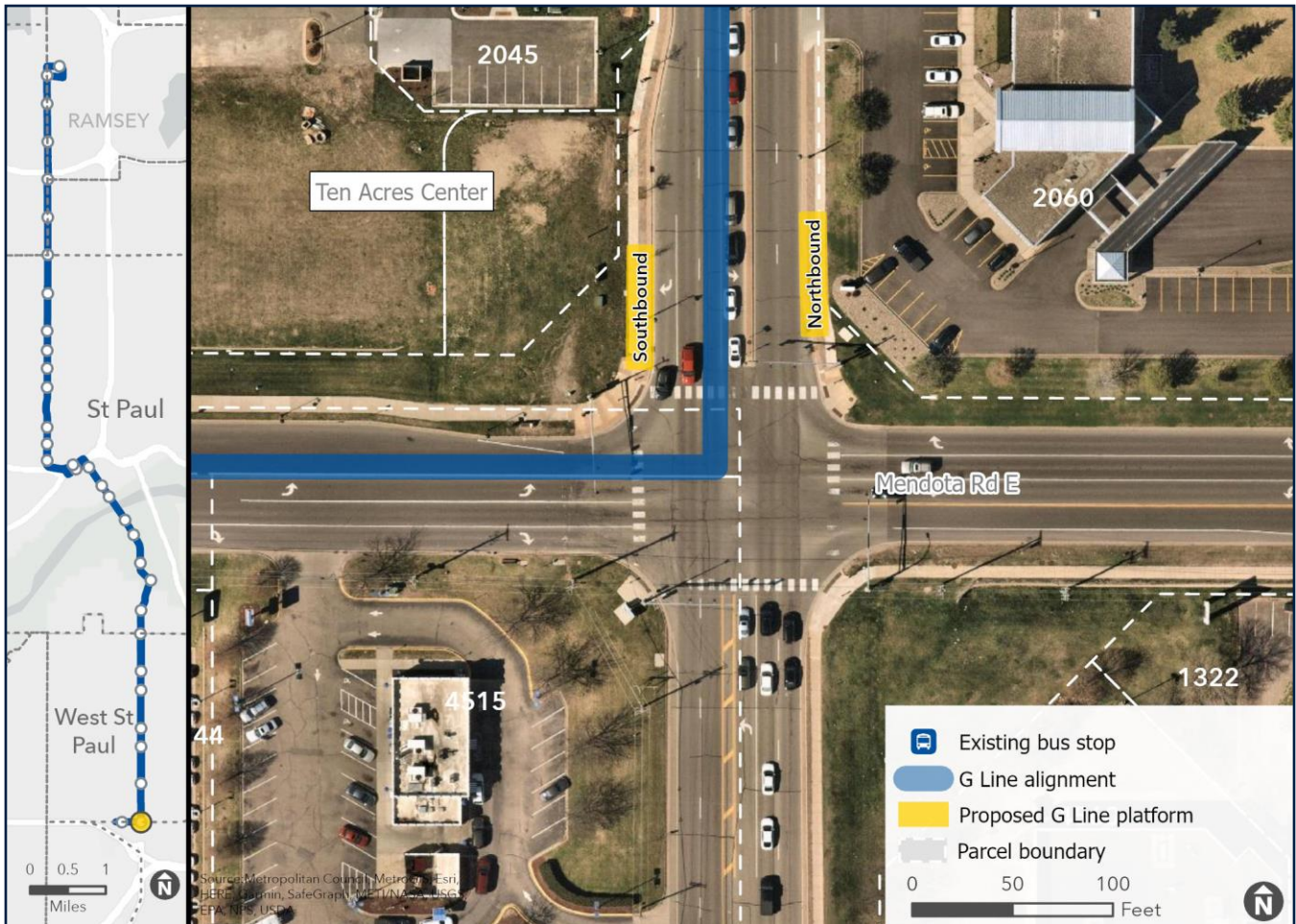
Other locations considered

- No other locations were considered for this station.

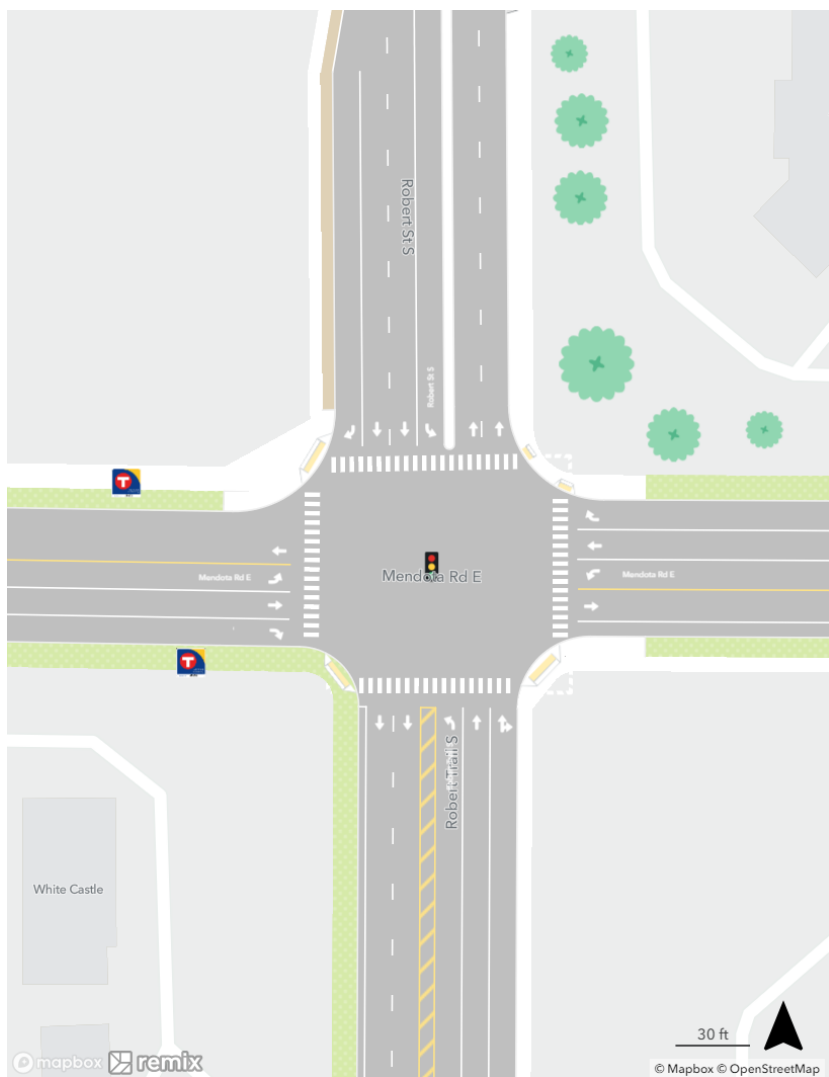
Robert & Mendota

The proposed southbound platform is on the nearside of the intersection of Robert Street and Mendota Road. The proposed northbound platform is on the farside of the intersection. MnDOT is the roadway authority for Robert Street. Dakota County is the roadway authority for Mendota Road.

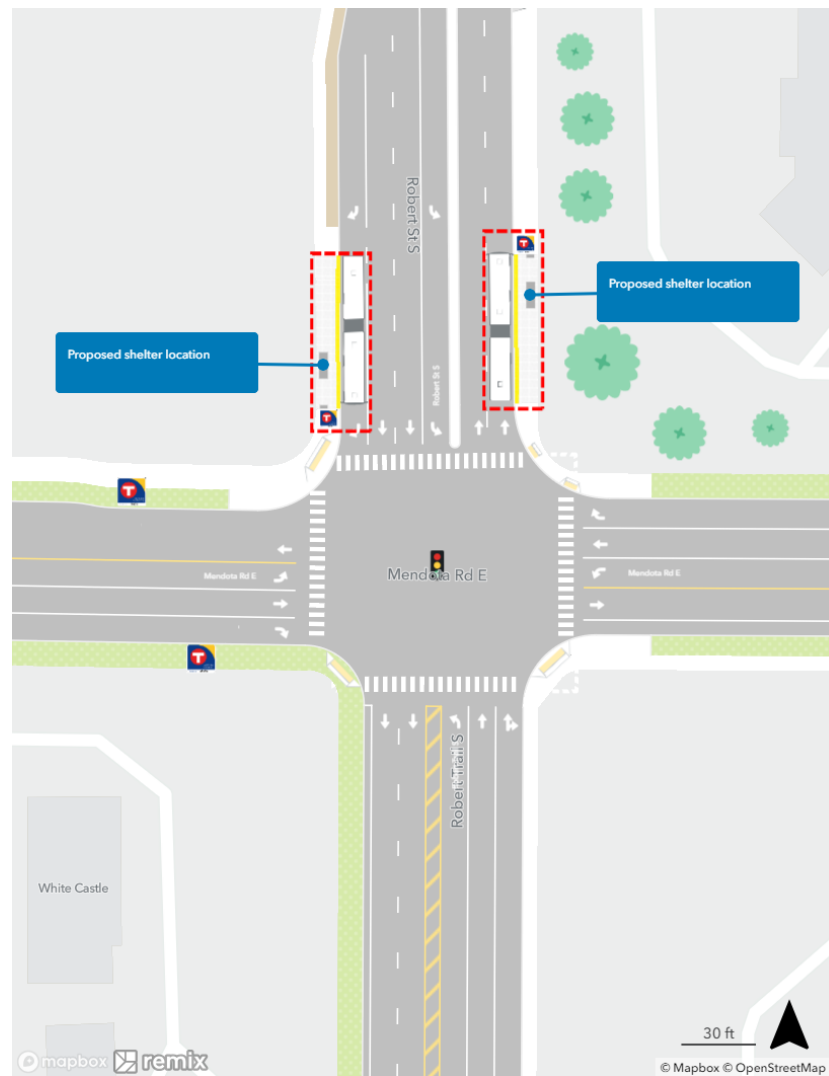
Proposed Station Location



Existing Station Area



Proposed Station Plan



Planned Station Overview

Key destinations

- Major grocery store, Ten Acres Center, various commercial destinations.

Project coordination

- There are no coordinated projects currently planned or programmed at this intersection.

Pedestrian access

- Robert & Mendota is a signalized intersection with marked pedestrian crossings.

Bicycle facilities

- Robert Street does not have existing or planned bicycle facilities.
- Mendota Road is a tier 1 alignment on the Metropolitan Council's [Regional Bicycle Transportation Network](#).
- The City of West St. Paul identified Mendota Road from Highway 62 to Robert Street as a top priority trail and bikeway project in its [Master Pedestrian and Bicycle Plan](#).
- Dakota County identified Mendota Road east and west of Robert Street as a medium priority bicycle trail gap in its [2018 Pedestrian and Bicycle Study](#).

Transit connections

- Route 75.

Parking impacts

- No on-street parking will be added or removed at this station location.

Other locations considered

- No other locations were considered for this station.

Dakota County Northern Service Center

The southern end of the G Line is at the Dakota County Northern Service Center. The design of this station will be finalized during the engineering phase of the project. Dakota County is the roadway authority for Mendota Road.

Dakota County Northern Service Center does not have a proposed station plan yet. Metro Transit is coordinating with Dakota County to site the G Line station at this location.

Proposed Station Location



Planned Station Overview

Key destinations

- Dakota County Northern Service Center, Ten Acres Center, and various commercial destinations.

Project coordination

- There are no coordinated projects currently planned or programmed at this location.

Transit connections

- Route 75.

Other locations considered

- No other locations were considered for this station.