



# METRO G Line Preliminary Design Open House

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September 23, 2025

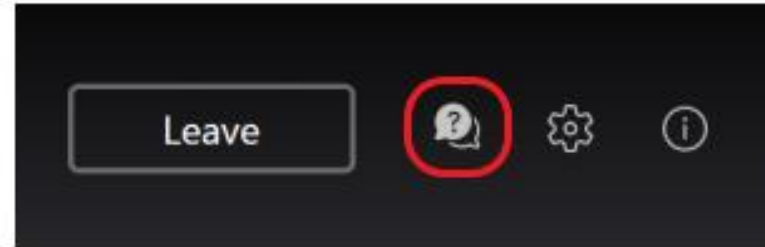


# Meeting Logistics

- Welcome and meeting logistics (6:00– 6:05)
- Brief Presentation (6:05 – 6:30)
- Questions and answers (Q&A) (6:30 – 7:00)
  - We will answer as many submitted questions as possible
  - Staff will schedule follow-up conversations if necessary
  - We ask that you please keep your questions relevant to this project
- Open house recording will be available on project website:  
[metrotransit.org/g-line-project](https://metrotransit.org/g-line-project)

# How to submit a question

- To show the Q&A panel, click on the Q&A button in the top right of the screen.
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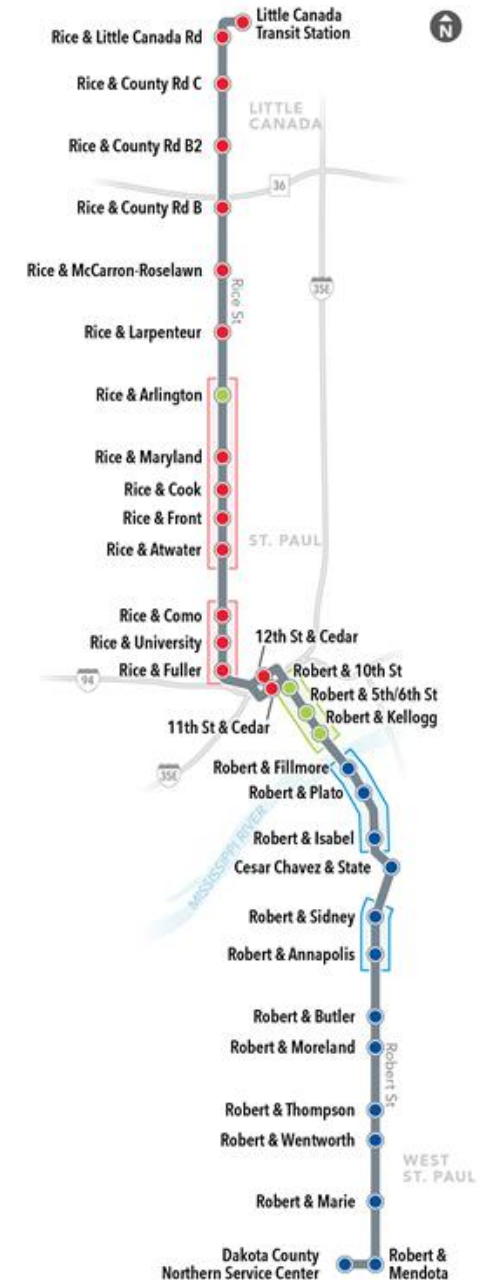
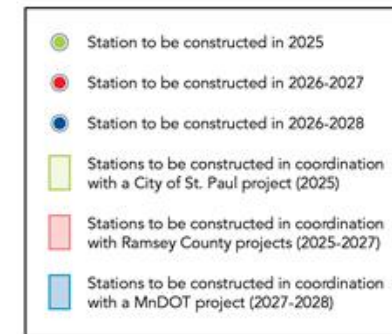


# METRO G Line Bus Rapid Transit

- Fast, frequent, all-day service from Little Canada Transit station to Dakota County Northern Services Center
- Travels mainly on Rice & Robert Streets
- Planned to mostly replace Route 62 and Route 68 in the G Line corridor
- Local service will be finalized closer to G Line opening
- Planned to open in two phases
  - Phase 1, opening in 2027
  - Phase 2, opening in 2028



Subject to change





# BRT Station Features



**A** Pylon markers help riders identify stations from a distance.

**B** Real-time NexTrip signs provide bus information, and on-demand **annunciators** speak this information for people with low vision.

**C** Utility boxes near station areas house necessary communications and electrical equipment. (not pictured)

**D** Shelters provide weather protection and feature push-button, on-demand **heaters** and shelter **lighting**. Shelter sizes will vary based on customer demand (small shown here).

**E** Ticket machines and fare card readers collect all payment before customers board the bus.

**F** Emergency telephones provide a direct connection to Metro Transit police. Stations also feature **security cameras**.

**G** Stations feature **trash and recycling** containers.

**H** Platform edges are marked with a cast-iron **textured warning strip** to keep passengers safely away from the curb while the bus approaches. Many stations also feature **raised curbs** for easier boarding.

**I** Platform areas are distinguished by a dark gray concrete pattern.

**J** Some stations have pedestrian-scale **light fixtures** to provide a safe, well-lit environment. (not pictured)

**K** Benches at stations provide a place to sit.

**L** Most stations have **bike parking**.

**M** At some stations, **railings** separate the platform from the sidewalk.

# Where are we in the process?

- **Station locations were finalized in March 2025**
- Currently in the Preliminary Design phase
- Metro Transit will incorporate comments as appropriate into the station designs as design advances
- Staff will continue to review safety, accessibility, drainage, lighting, utilities, and sight lines as plans are further developed
- More specific details about the placement of the bus shelter, real-time signage, and other amenities within the station area are developed in this stage



# Preliminary design considers

- bus operations and standard BRT station architecture and features
- agency street design standards
- station activity level and size
- amount of space available
- accessibility and safety for all users
- input from station neighbors
- other street uses in the same area (trails, bike lanes)



# How will public feedback be used?

## Public feedback CAN:

- Influence placement of station amenities such as benches and shelters
- Promote station designs that fit in neighborhood context
- Influence sight lines and business visibility

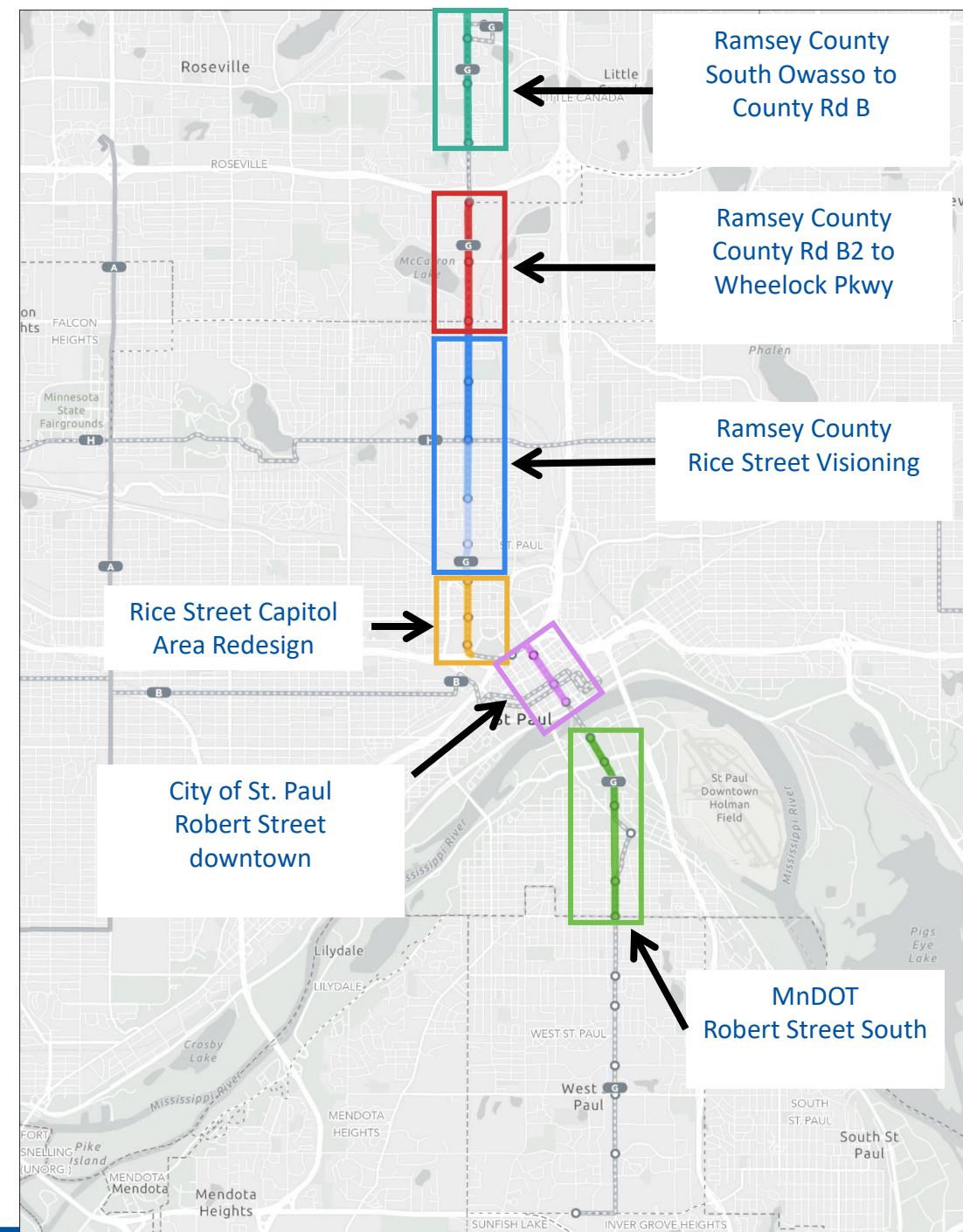
## Public feedback CANNOT:

- Change the intersections where stations are planned
- Change the corners where stations are planned
- Change the materials used at stations
- Change the operating hours of buses
- Change the size of the shelters or amenities



# Many G Line stations will be built in coordination with other roadway projects

- MnDOT
  - Robert Street Fillmore to Annapolis (2027-2028)
- City of St. Paul
  - Robert Street downtown (2025)
- Ramsey County
  - Rice Street Capitol Area Redesign (2027)
  - Rice Street Visioning (2025-2027)

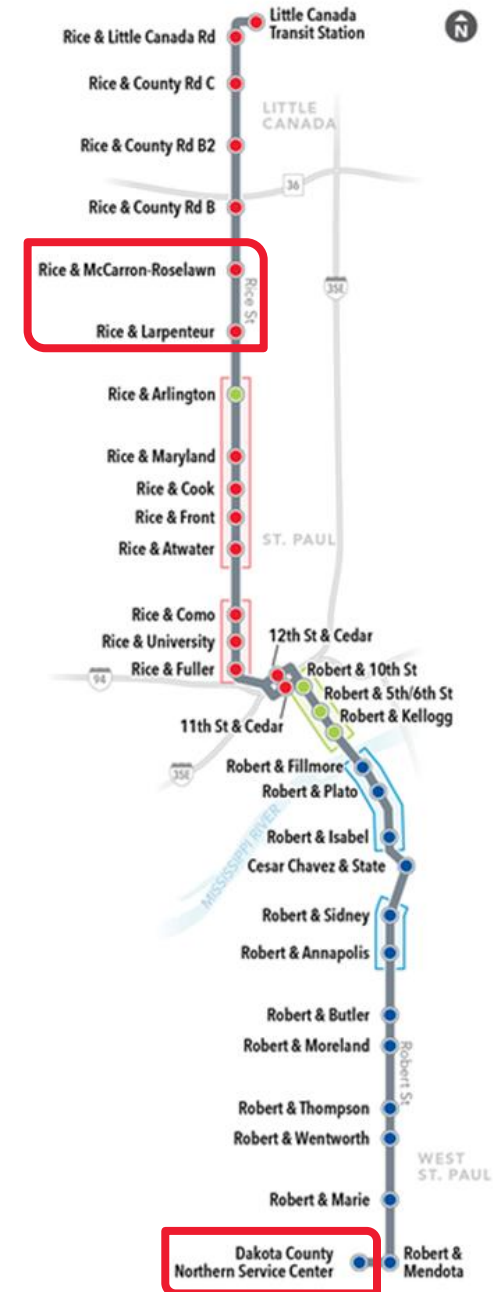
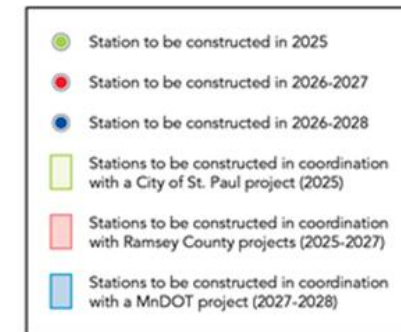


# Preliminary Design Layouts

- Station layouts provide top-down plans of the intersections
  - Some stations have street-level visualizations to show station in the context of the street
- Stations not included in preliminary layouts
  - Dakota County Northern Service Center
  - Rice & Larpenteur
  - Rice & McCarron-Roselawn



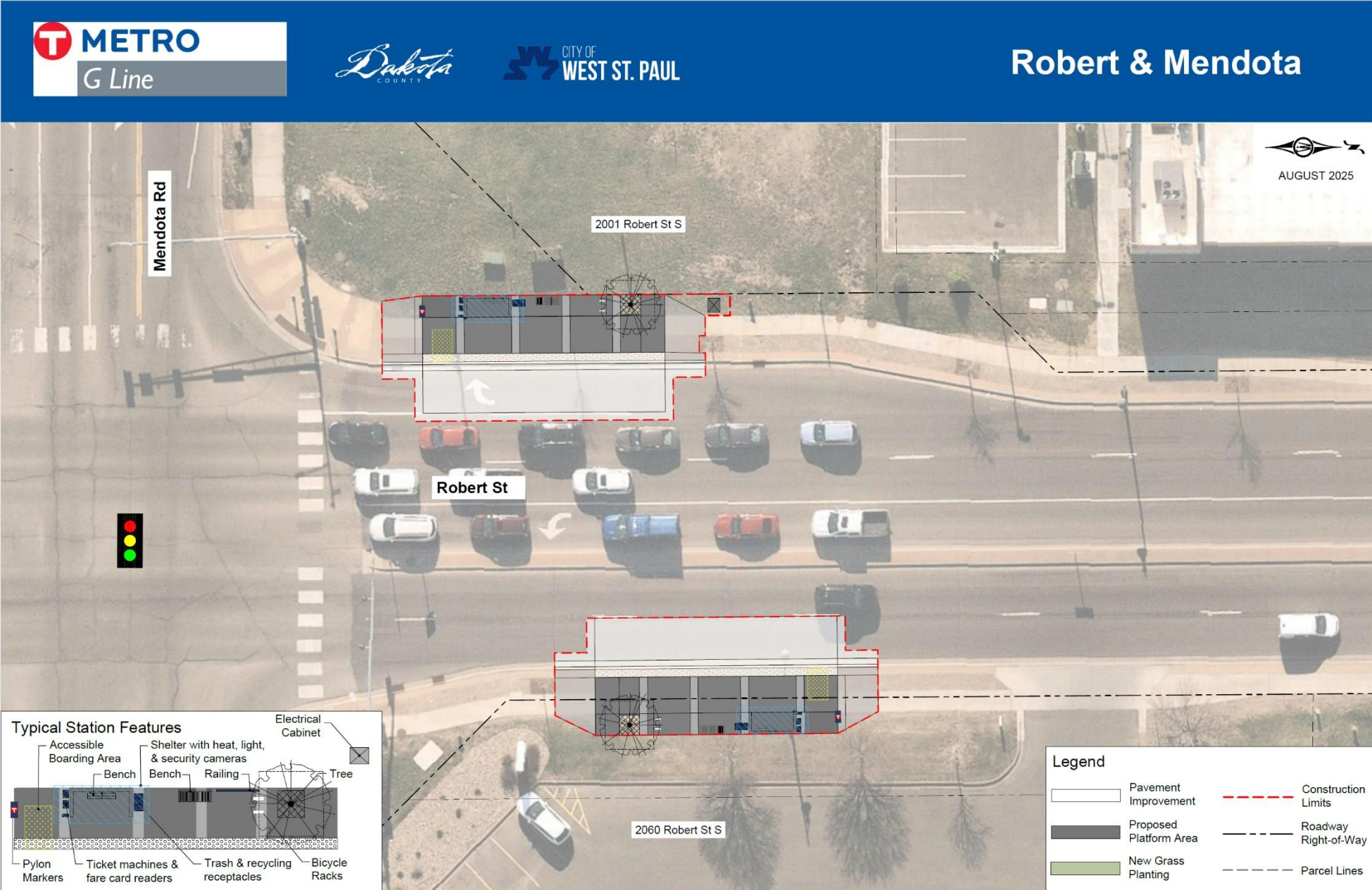
Subject to change





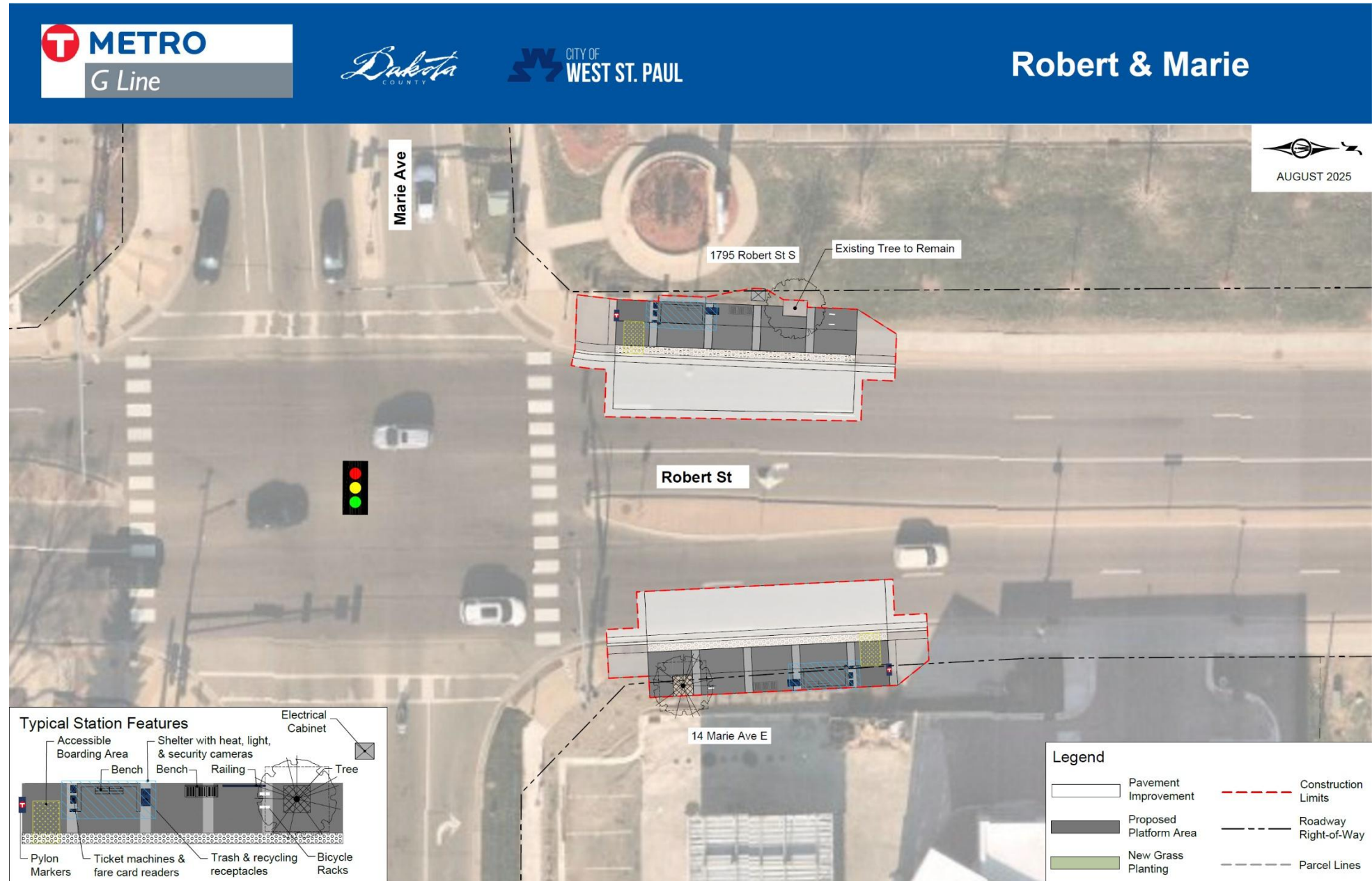
# Robert & Mendota

- New station location



# Robert & Marie

- Existing local route bus stop





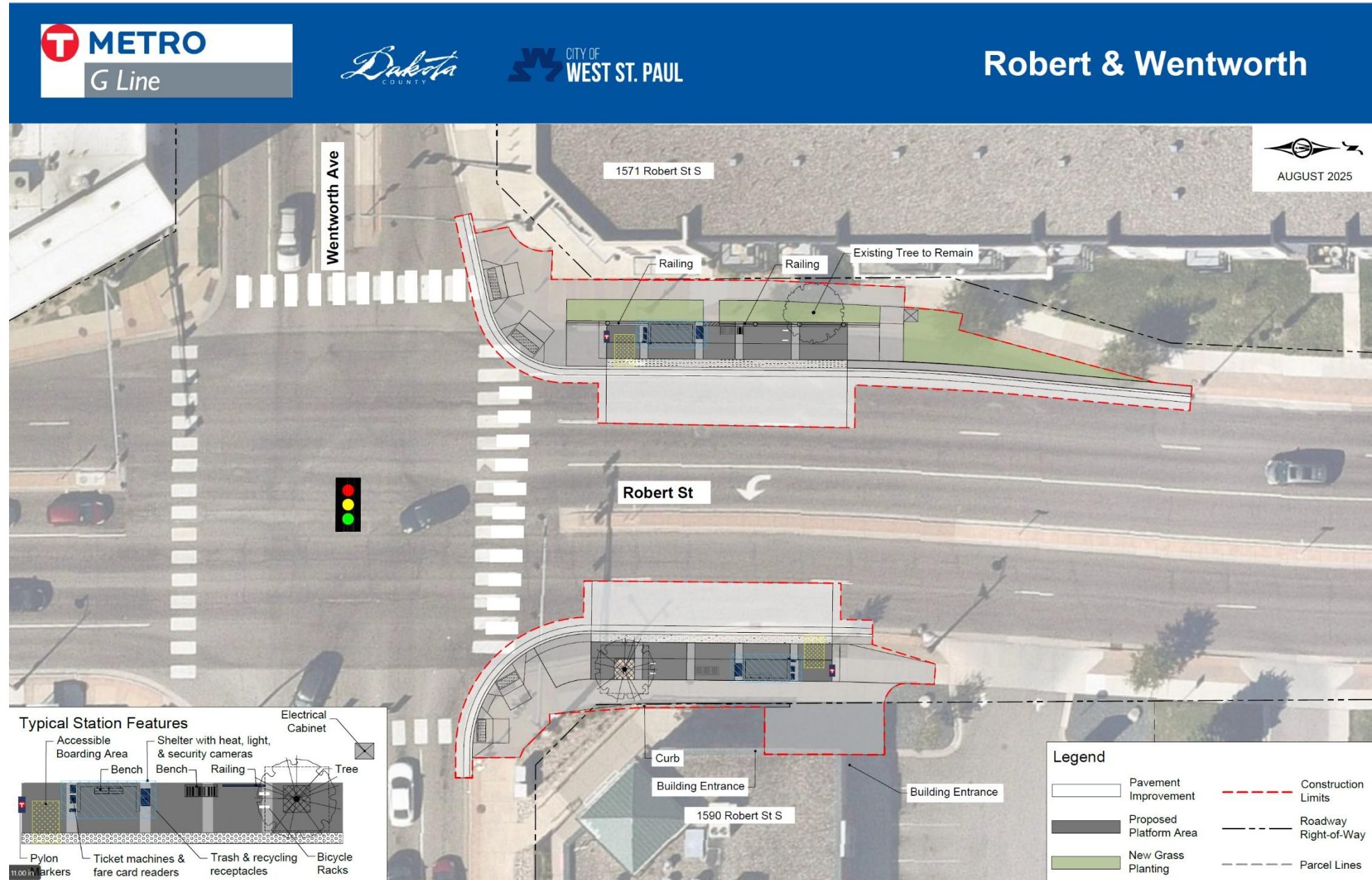


Robert & Marie – northbound visualization



# Robert & Wentworth

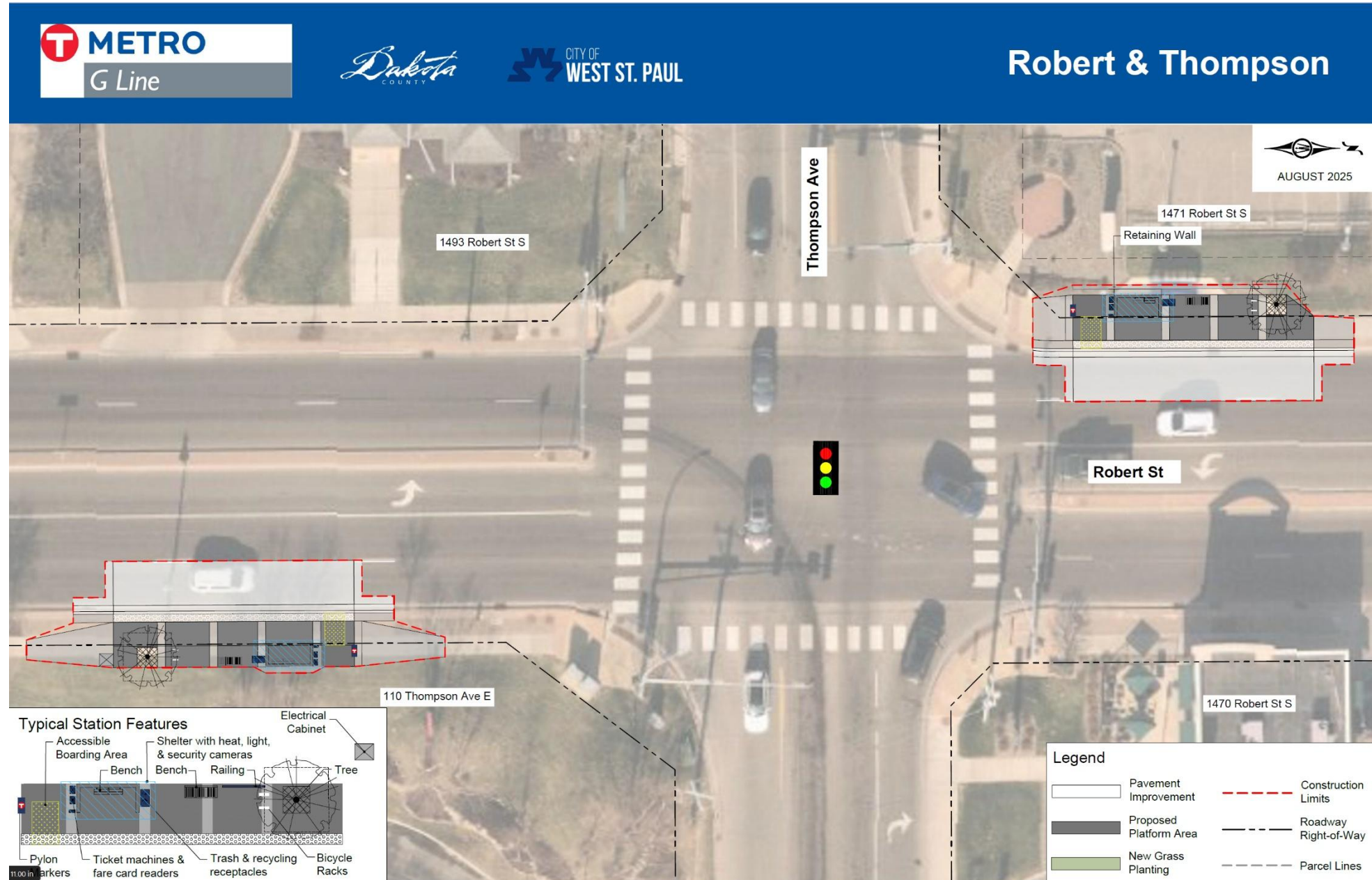
- Existing local route bus stop
- Northbound stop relocated to north side of Wentworth
- Includes closure of southbound right-turn lane
- Includes upgraded pedestrian ramps on NE and NW corners





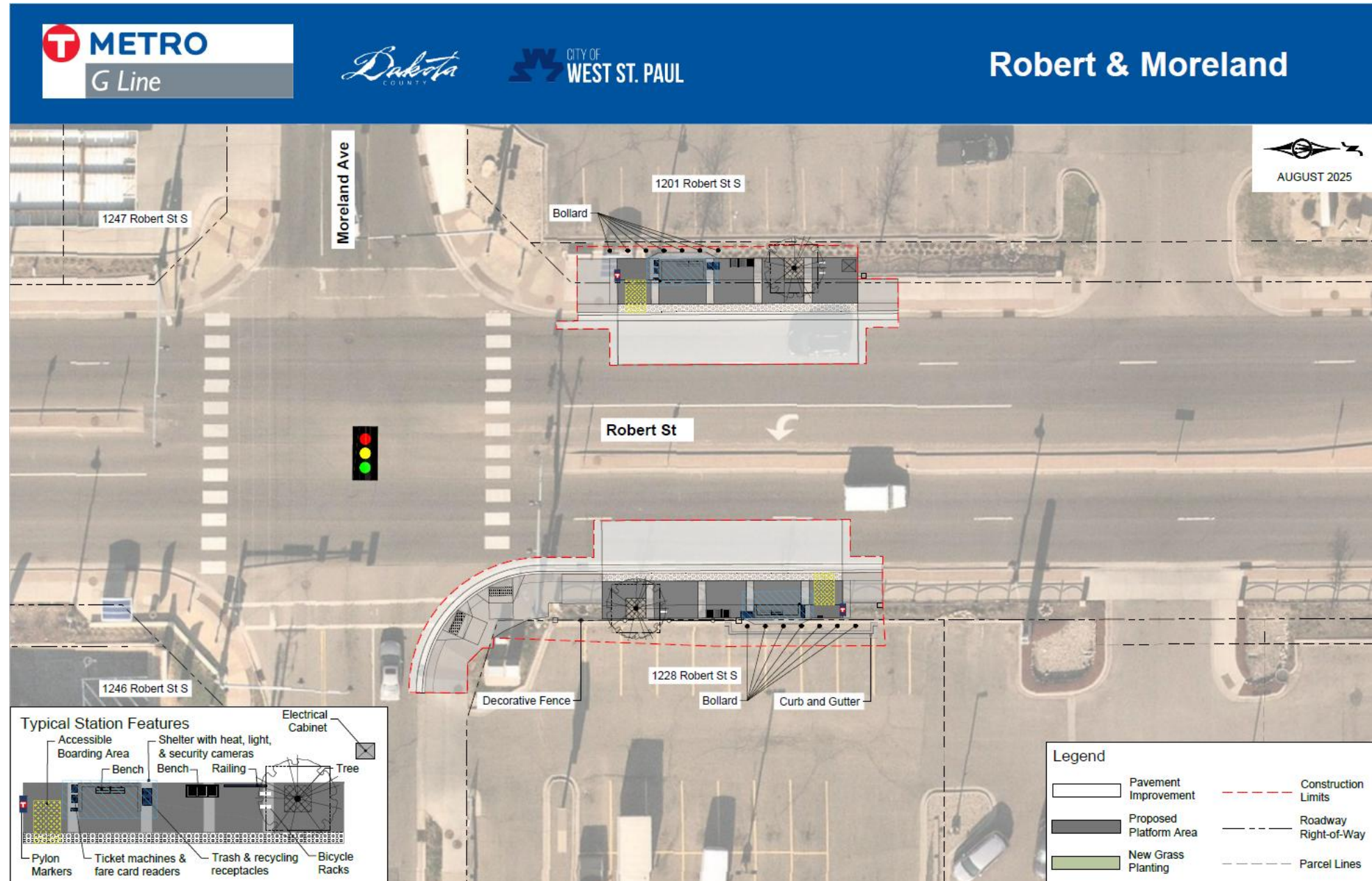
# Robert & Thompson

- Existing local route bus stop
- Northbound stop relocated to south side of Thompson



# Robert & Moreland

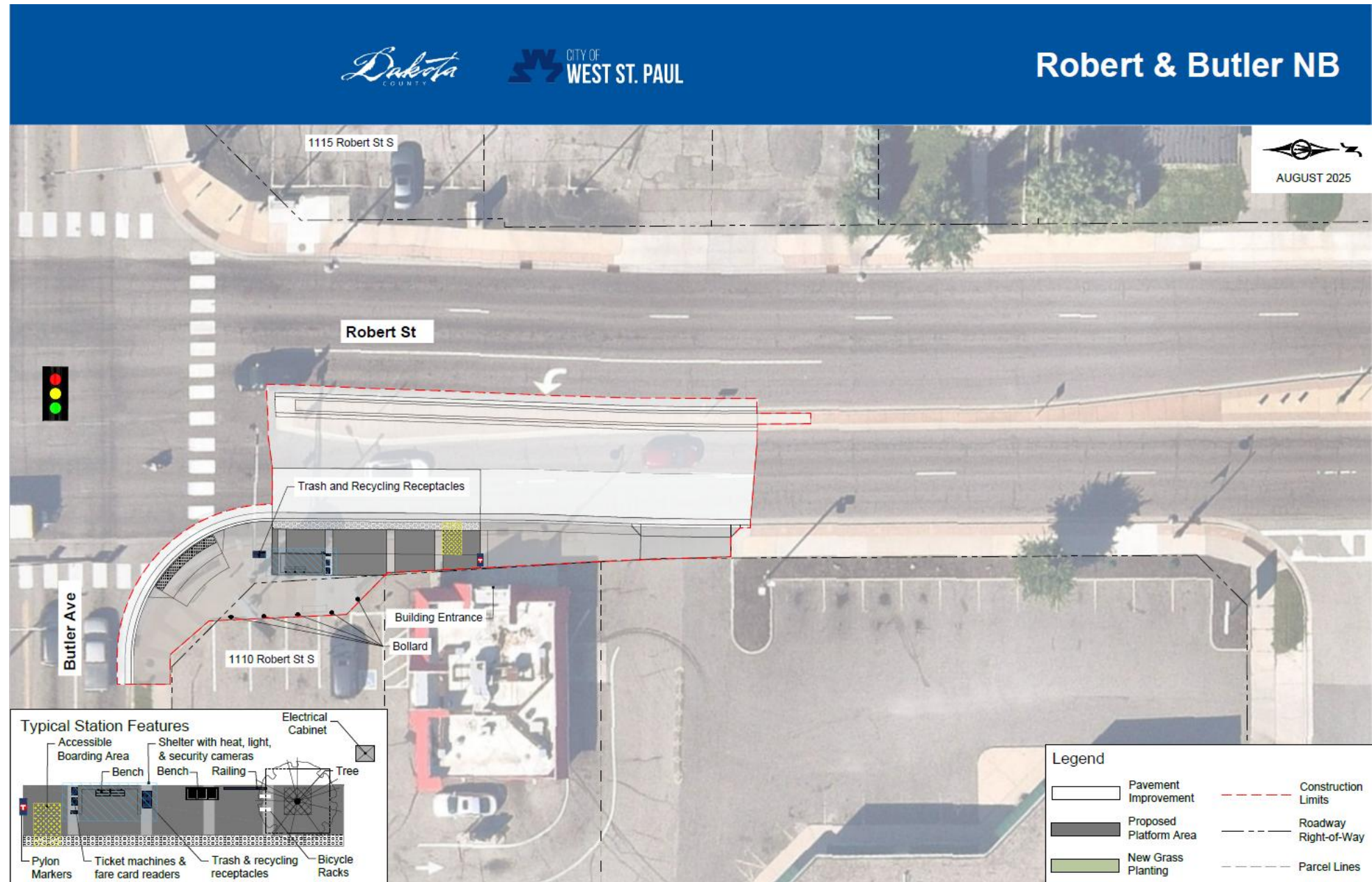
- Existing local route bus stop
- Northbound stop relocated to north of Moreland Avenue
- Upgraded pedestrian ramp at NB station





# Robert & Butler – Northbound Platform

- Existing local route bus stop
- Stop relocated to north side of Butler Street
- Includes upgraded NE pedestrian ramp and reconstruction of center median to better align left-turn lanes





# Robert & Butler – Southbound Platform

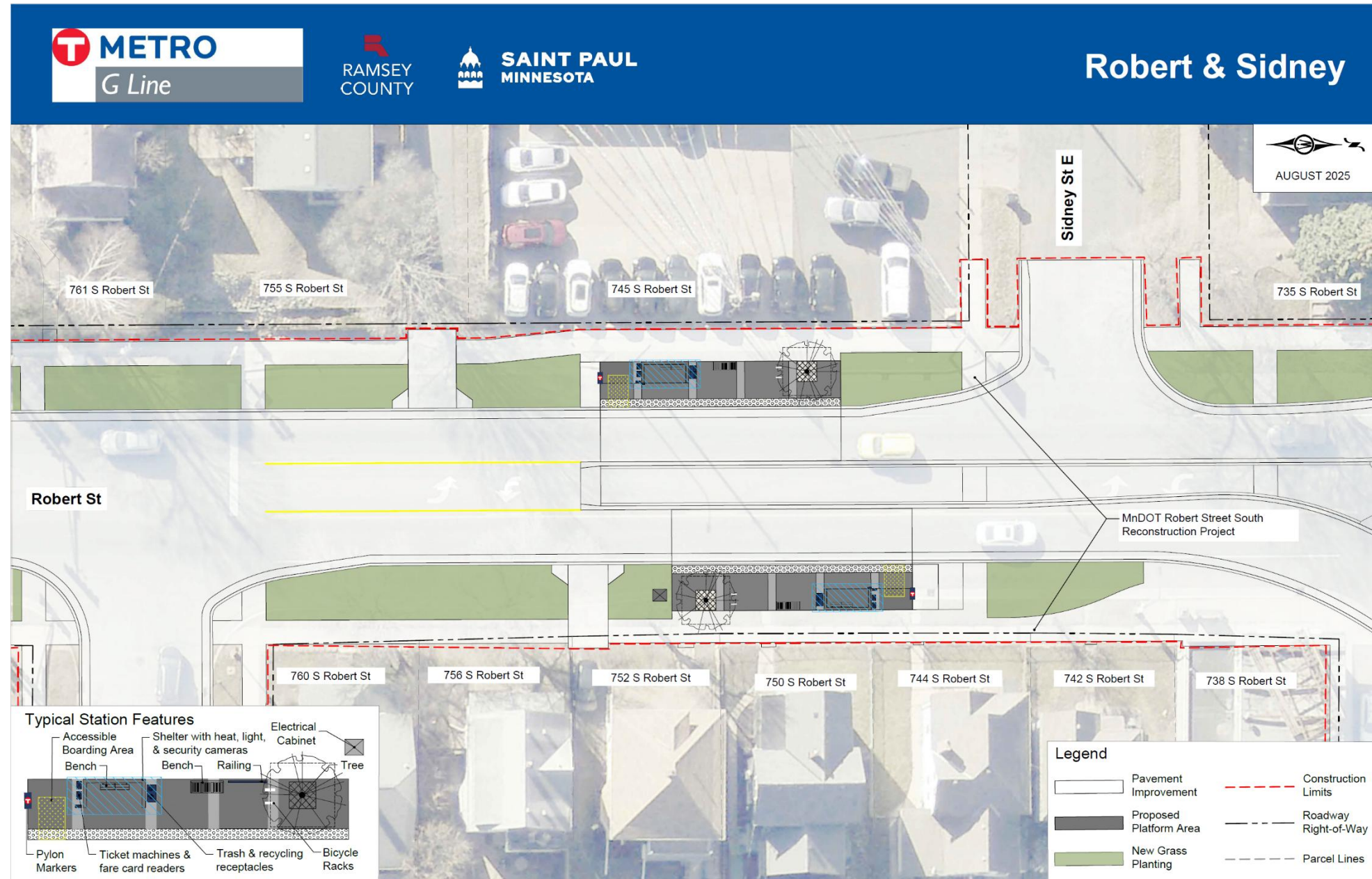
- Existing local route bus stop
- Stop relocated to south side of Butler Street
- Includes upgraded SE pedestrian ramp and reconstruction of center median to better align left-turn lanes





# Coordinated Project - Robert Street (Annapolis to Fillmore)

- Construction led by MnDOT in 2027 - 2028
- Stations:
  - Robert & Annapolis
  - Robert & Sidney
  - Robert & Isabel
  - Robert & Plato
  - Robert & Fillmore
- Platform locations including shelter and pylon layout are being determined through MnDOT project design







Improvements illustrated outside the G Line BRT Platforms are part of MnDOT's Highway 3/Robert Street reconstruction project

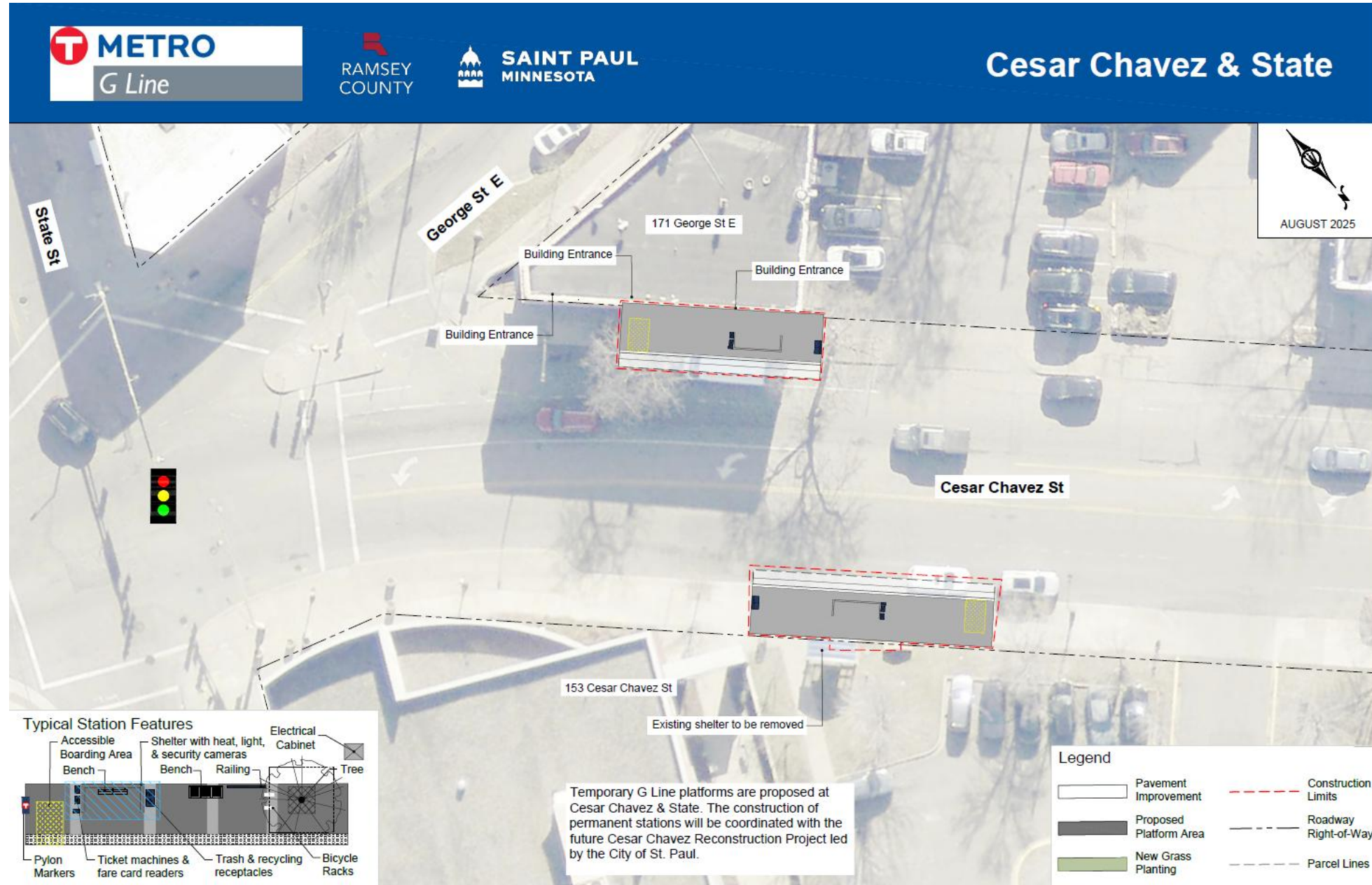
DRAFT - WORK IN PROCESS

## Robert & Sidney – southbound visualization



# Cesar Chavez & State

- City will reconstruct Cesar Chavez Street as part of Common Cent program
- Temporary platforms in interim
- Will include:
  - Shelter with heat and lighting
  - Real time arrival sign
  - Ticket vending machines and fare card reader
- Existing local route bus stop
- Southbound stop relocated to north side of State Street





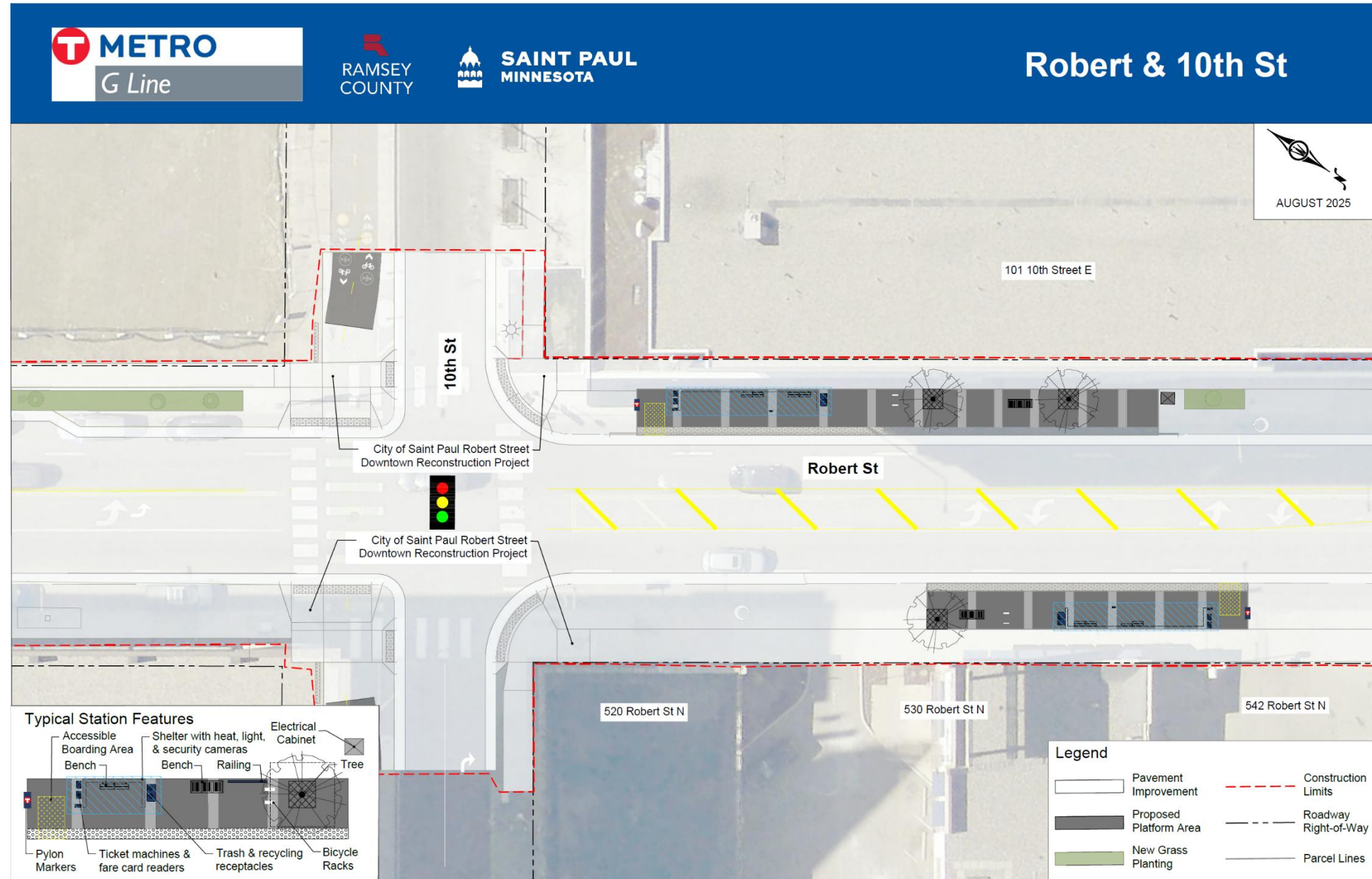


**Cesar Chavez & State – southbound visualization**



# Coordinated Project - Robert Street (Downtown)

- Construction led by City of Saint Paul in 2025
- Shelters and pylons to be installed in late 2025 or early 2026
- Stations:
  - Robert & Kellogg
  - Robert & 5th/6th Street
  - Robert & 10th Street
- Platform locations including shelter and pylon layout have been determined through City of Saint Paul project design



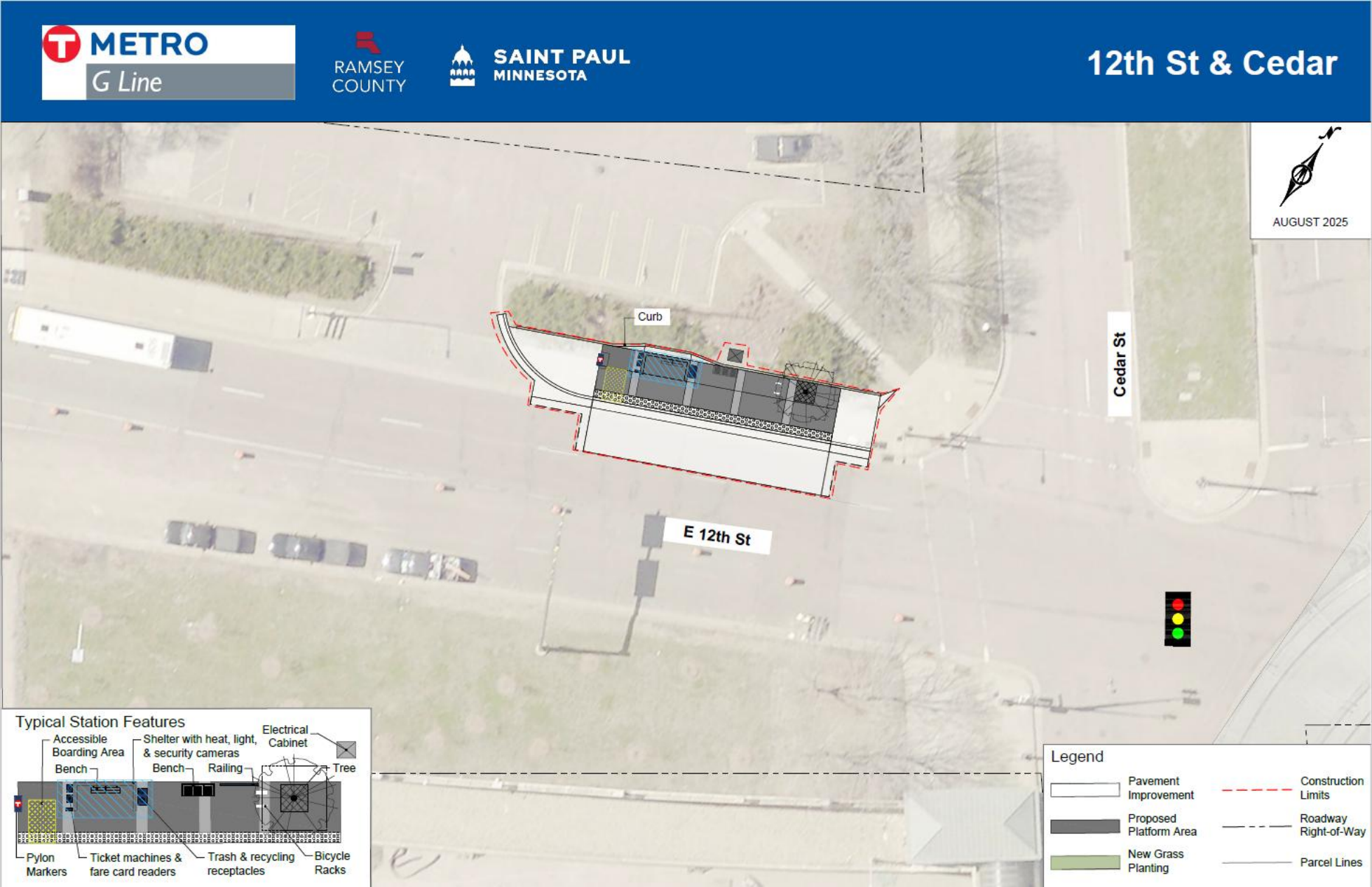


**Robert & 10th Street – southbound visualization**



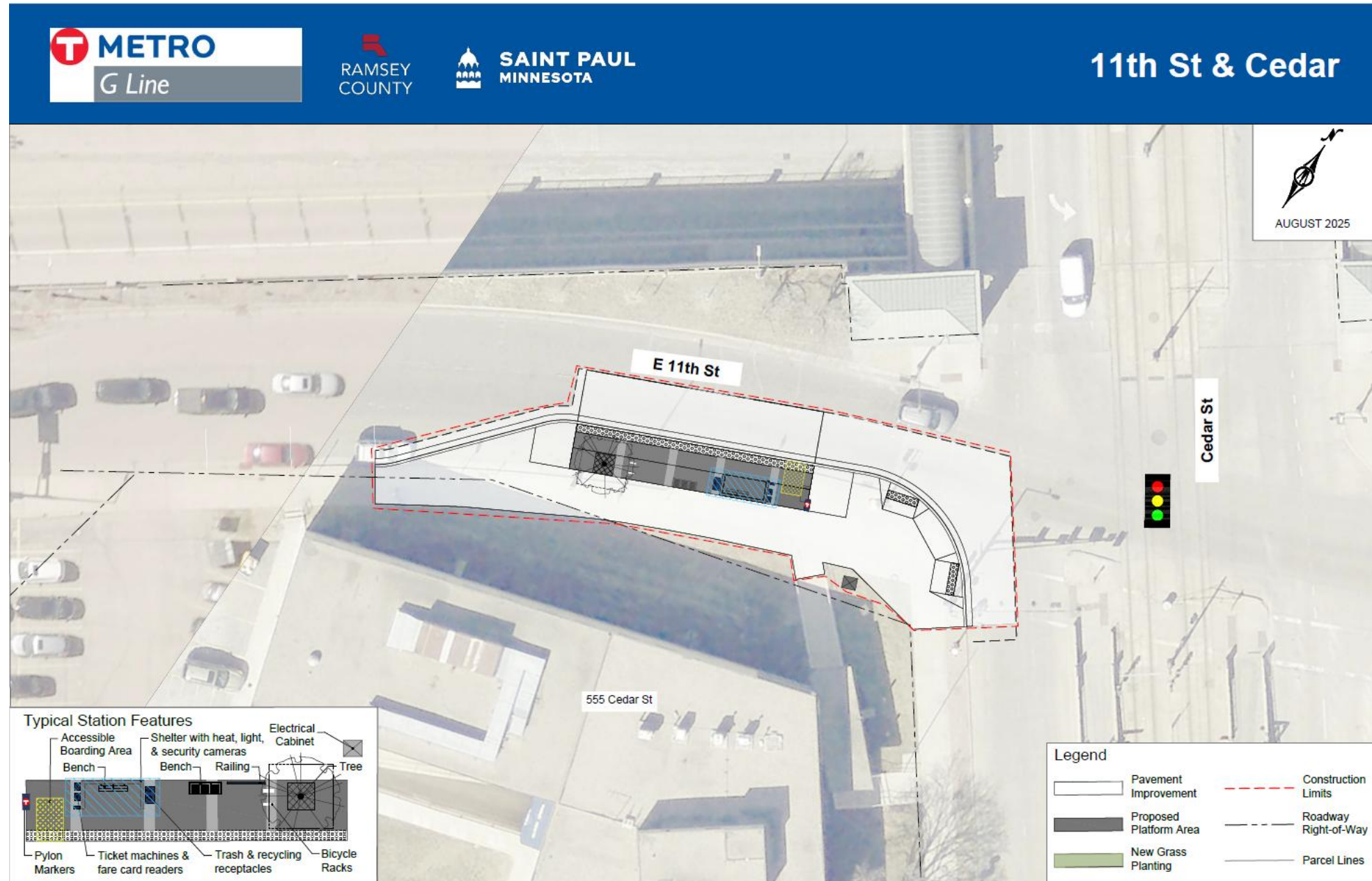
# 12th Street & Cedar – Northbound Platform

- Existing local route bus stop



# 11th Street & Cedar – Southbound Platform

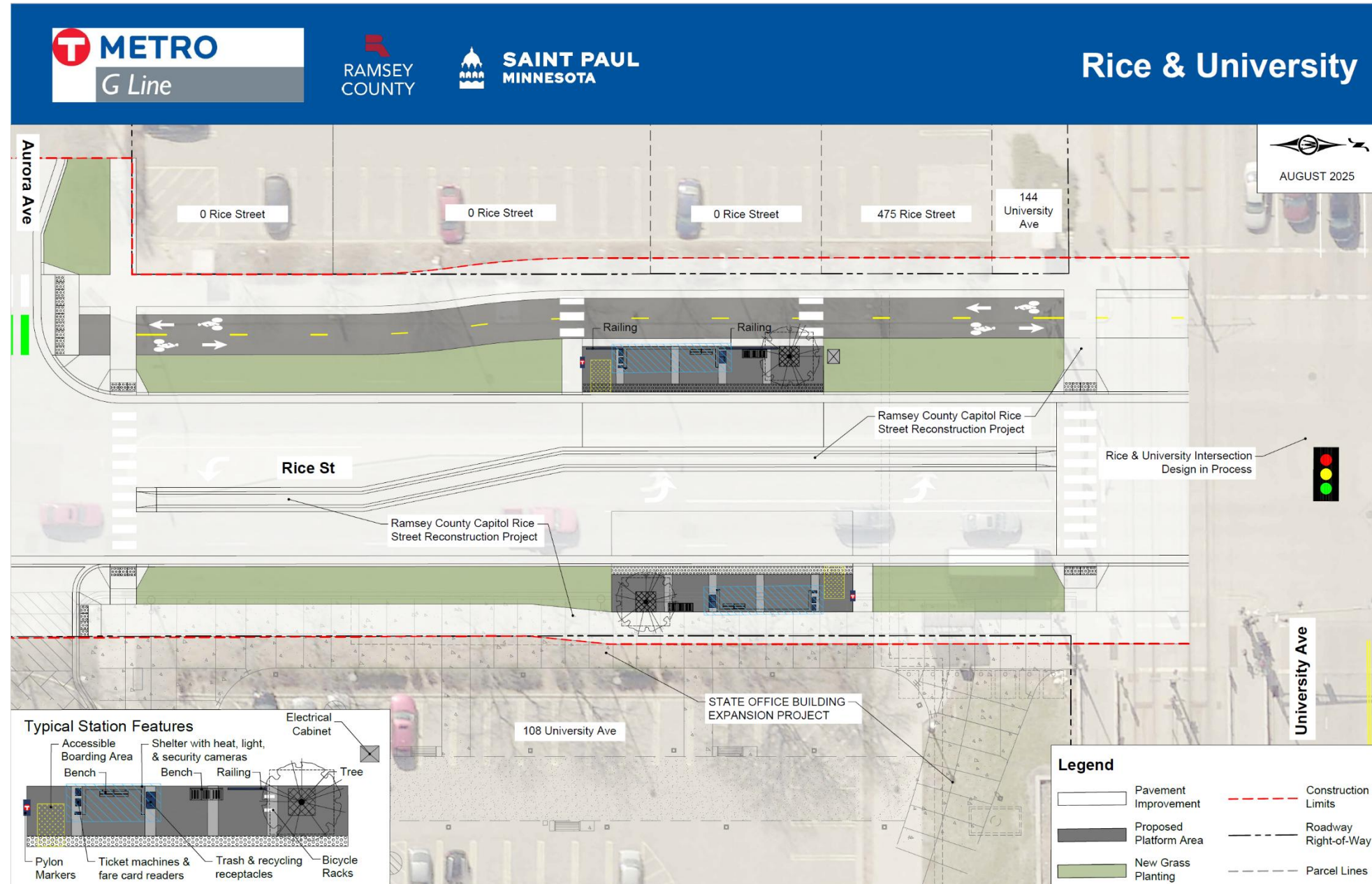
- New station location
- Includes upgraded SW pedestrian ramp





# Coordinated Project – Rice Street Capitol Area

- Construction led by Ramsey County in 2027
- Stations:
  - Rice & Fuller
  - Rice & University
  - Rice & Como
- Platform locations including shelter and pylon layout are being determined through Ramsey County/Saint Paul project design



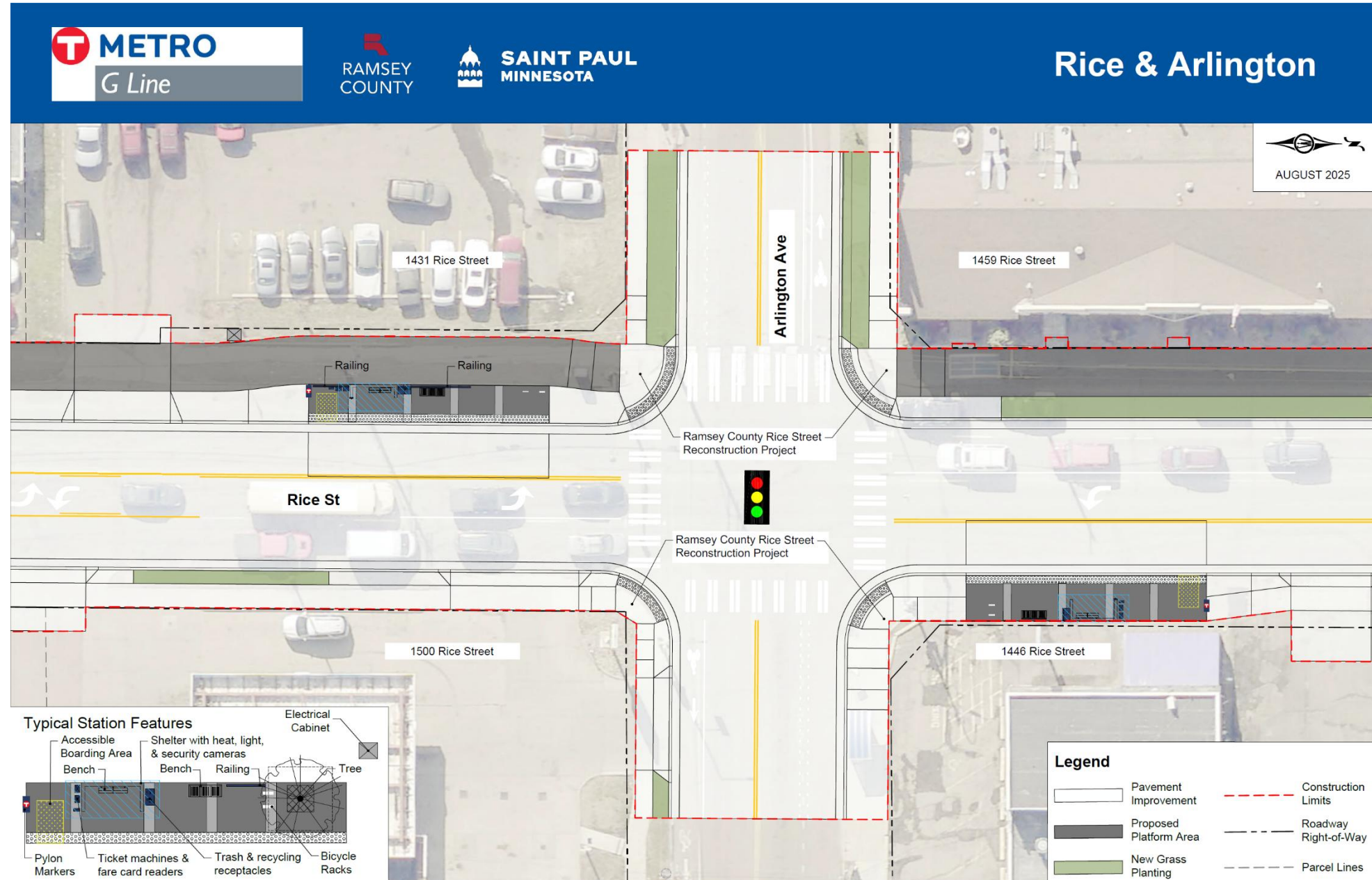




# Rice & University – northbound visualization

# Coordinated Project – Rice Street (Pennsylvania to Wheelock)

- Construction led by Ramsey County in 2025 - 2027
- Stations:
  - Rice & Atwater
  - Rice & Front
  - Rice & Cook
  - Rice & Maryland
  - Rice & Arlington
- Platform locations including shelter and pylon layout have been determined through Ramsey County project design







BRT shelters include security cameras, light, heat, and emergency telephones

BRT pylons include security cameras

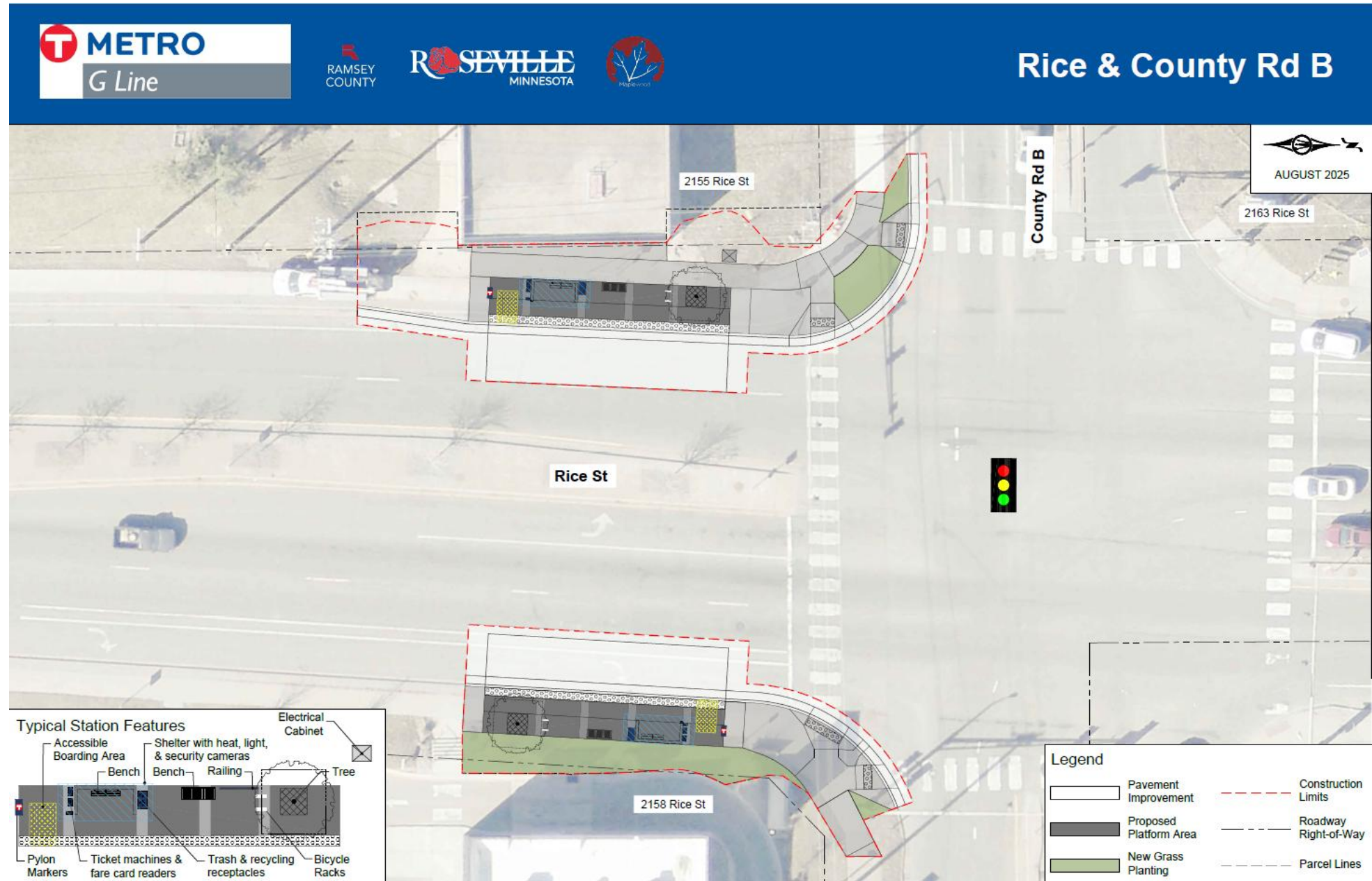
Improvements illustrated outside G Line BRT Platform are part of the Rice Street Reconstruction Coordinated Project

DRAFT - WORK IN PROCESS

## Rice & Arlington – northbound visualization

# Rice & County Road B

- Existing local route bus stop
- Southbound stop relocated to south of County Road B
- Upgraded pedestrian ramps at SE and SW corners



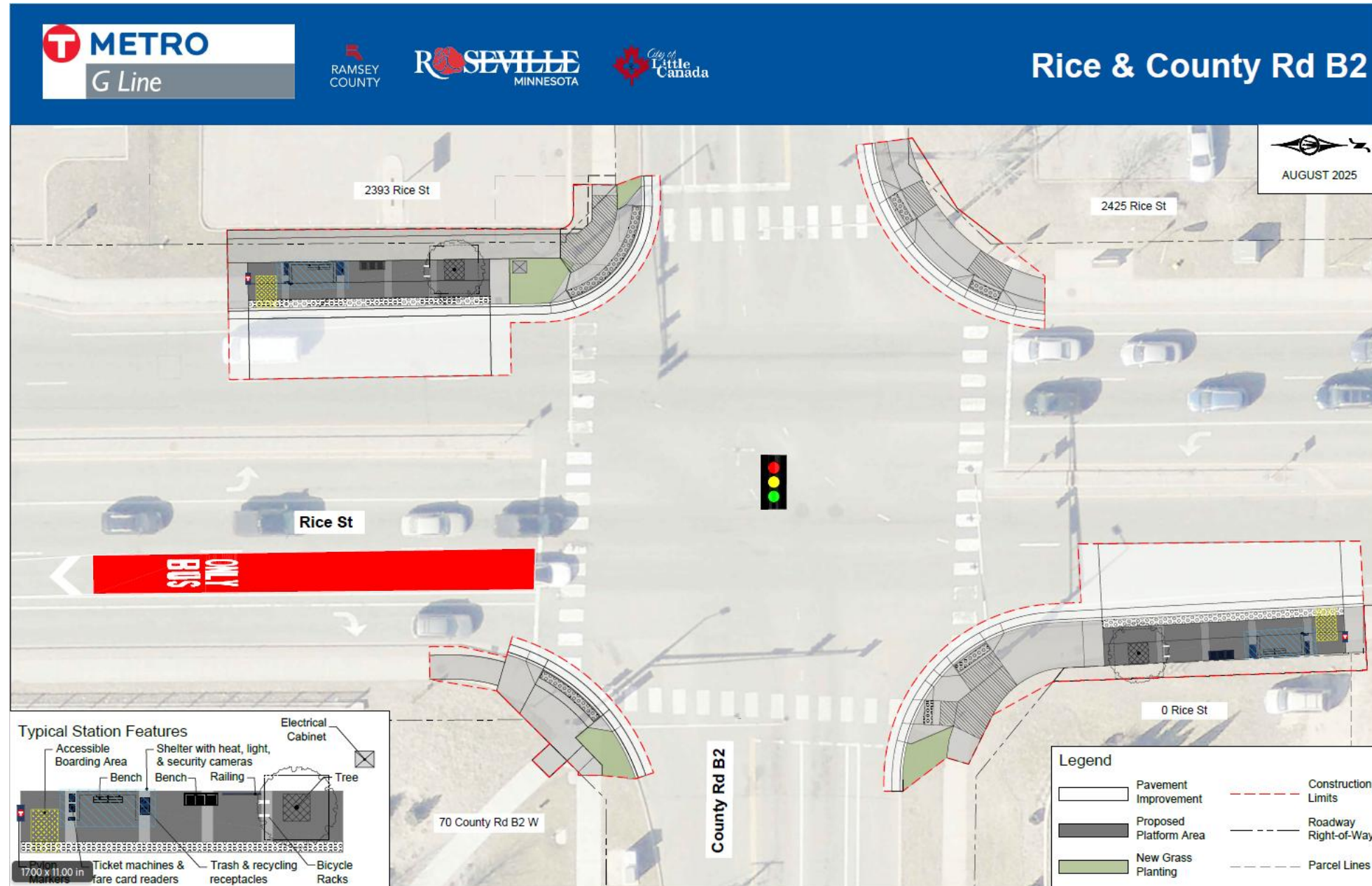




**Rice & County Road B – northbound visualization**

# Rice & County Road B2

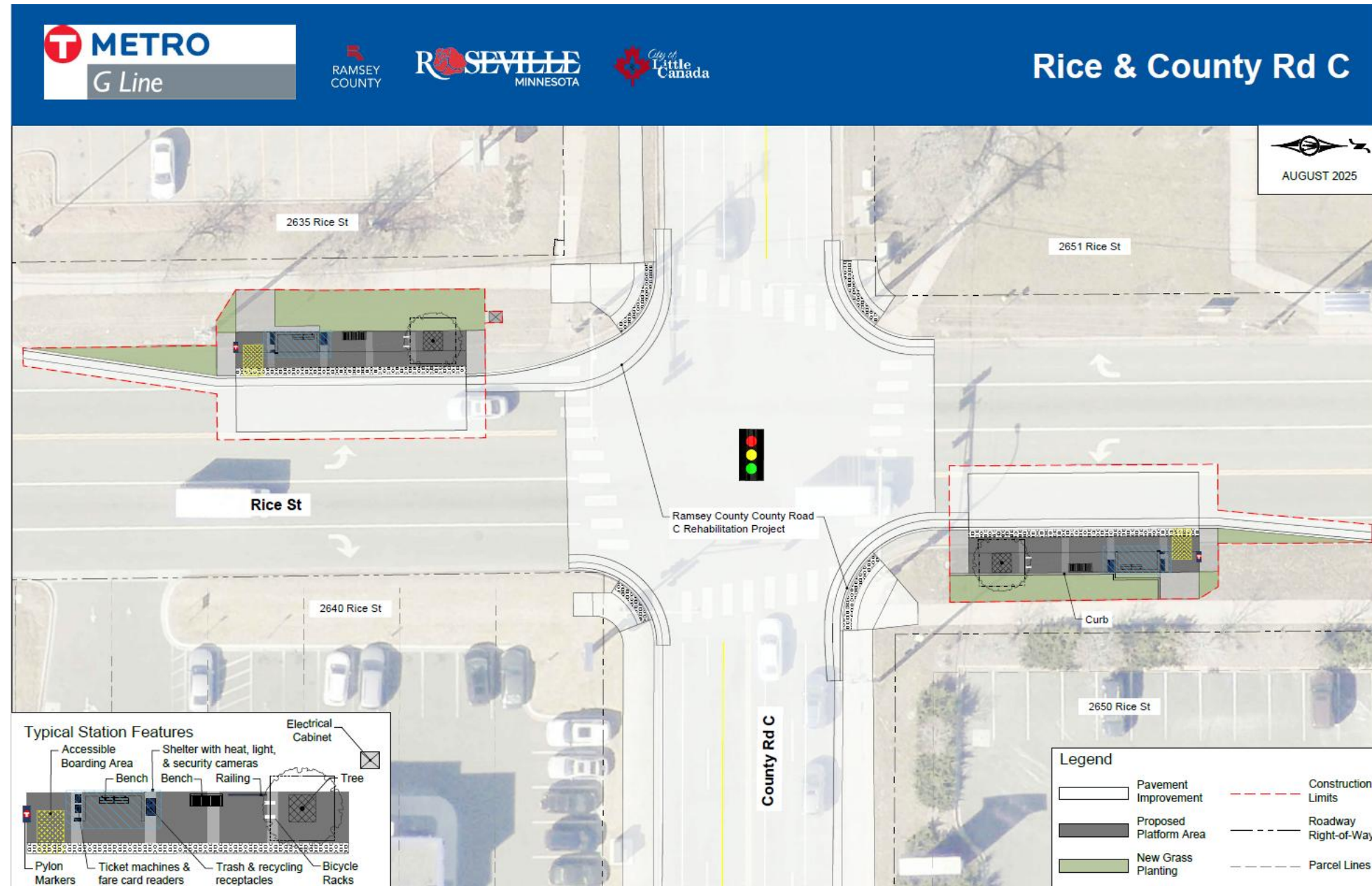
- Existing local route bus stop
- Northbound stop relocated to north side of CR B2
- Southbound stop relocated to south side of County Road B2
- Upgraded pedestrian ramps at all four corners
- Short dedicated bus-only lane for northbound platform
  - To accommodate existing NB lane reduction





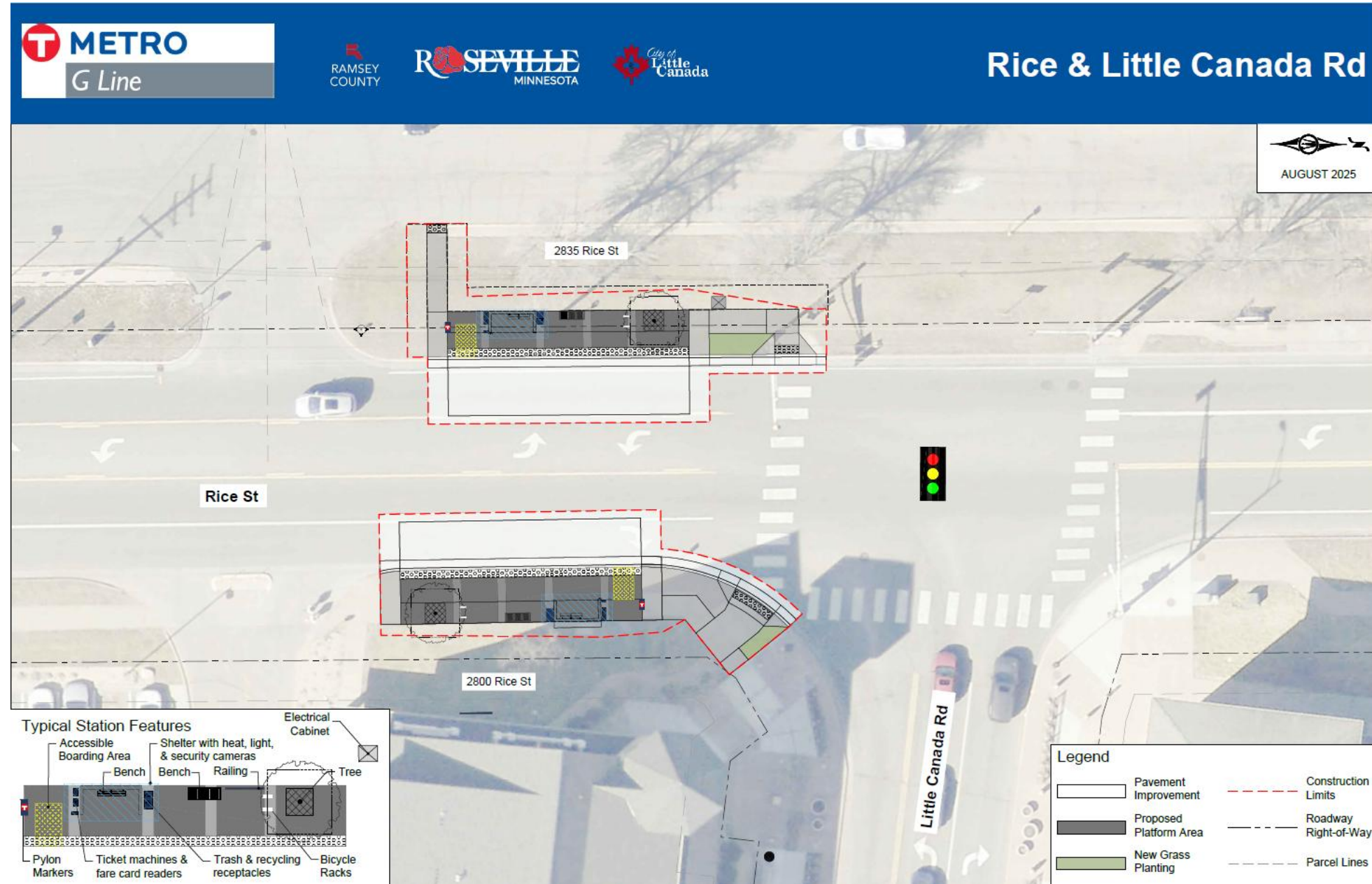
# Rice & County Road C

- Existing local route bus stop
- Southbound stop relocated to south side of CR C
- Will tie-in to upgraded pedestrian ramps and sidewalks on CR C
  - To be constructed by Ramsey County in 2026



# Rice & Little Canada Road

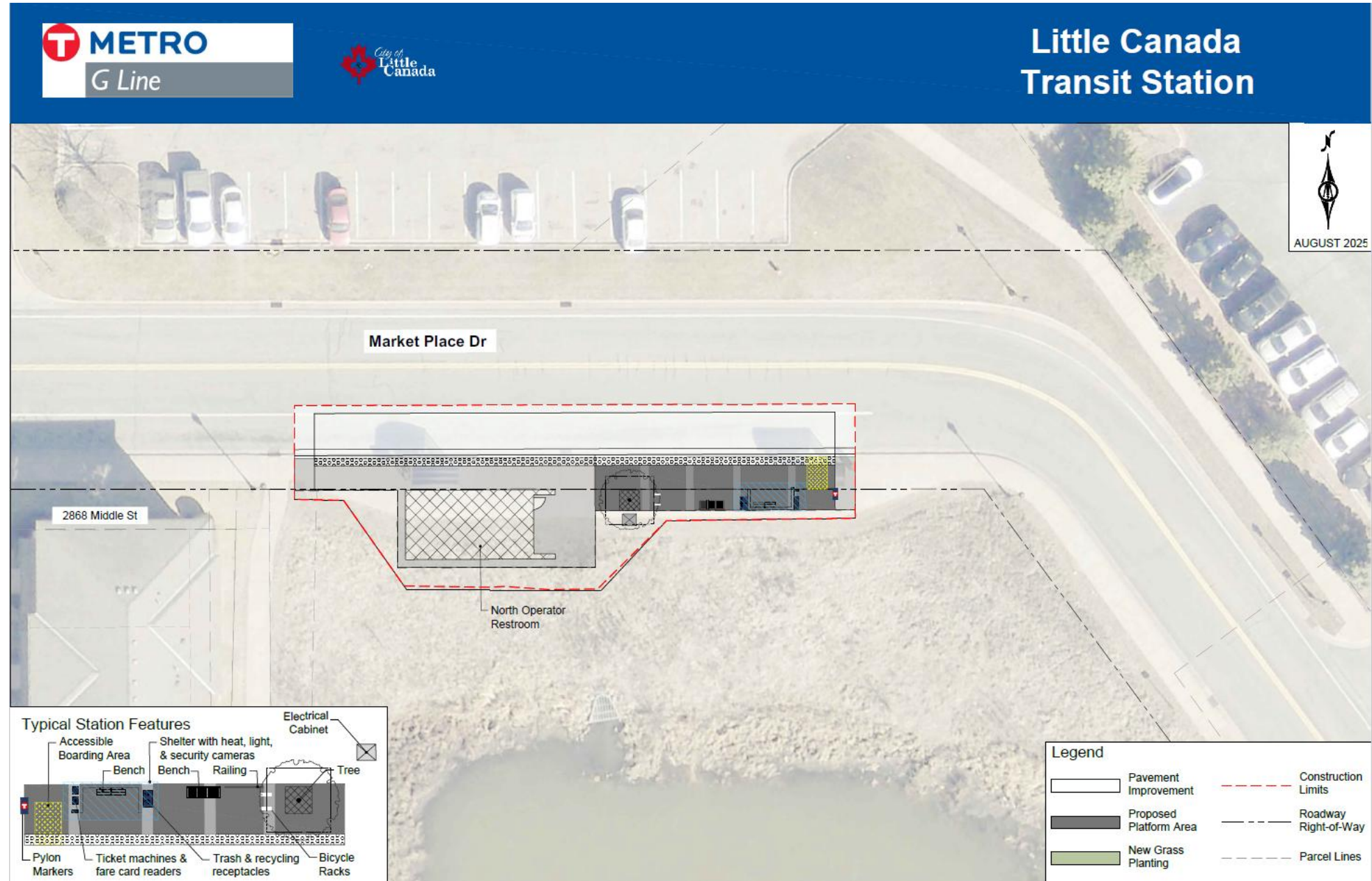
- Existing local route bus stop
- Upgraded pedestrian ramps at stations
- Includes potential for pedestrian access to 2835 Rice Street (Rosedale Estates)
- Platform locations will coordinate with future improvements to Rice Street scheduled for 2029 construction





# Little Canada Transit Station

- Existing local route bus stop
- Includes operator restroom facility



# Next Steps

- Continue to engage station neighbors and the broader community around preliminary design
  - Survey available through October 2 at [metrotransit.org/g-line-project](https://metrotransit.org/g-line-project)
- Work with cities, Ramsey County, and MnDOT to finalize project design
- Begin construction in 2026
- G Line service planned to begin in 2027 (downtown to Little Canada Transit Station) and 2028 (entire corridor)





# Q & A

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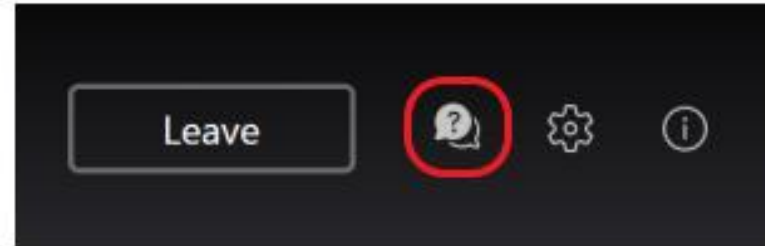
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# Thank You!

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[GLine@metrotransit.org](mailto:GLine@metrotransit.org)