

The new METRO G Line

Faster transit is coming to the Rice Street and Robert Street corridor

The METRO G Line is a planned bus rapid transit (BRT) line that will provide faster and more reliable transit service on Rice Street and Robert Street. BRT buses and stations are comfortable and easy to use.

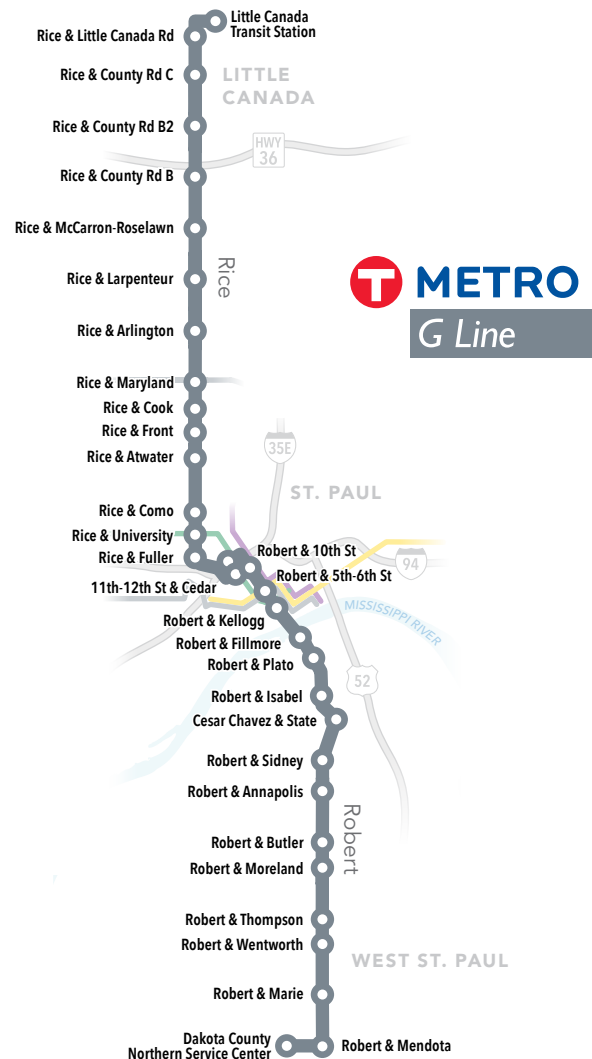
The METRO G Line will travel along Market Place Drive and Little Canada Road in Little Canada; Rice Street in Little Canada, Maplewood, Roseville, and St. Paul; Cesar Chavez Street and State Street in St. Paul; Robert Street in St. Paul and West St. Paul, and Mendota Road in West St. Paul and Inver Grove Heights.

Metro Transit plans to construct and open the G Line in two phases to better coordinate with planned road construction on the corridor.

Phase 1 will include the northern portion of the G Line from Little Canada Transit Station to Robert & Kellogg in downtown St. Paul.

Phase 2 will include the southern portion of the G Line from Robert & Fillmore to the Dakota County Northern Service Center.

View a detailed map at metrotransit.org/g-line-project



Preliminary Project Schedule (subject to change)

• 2022-2024

PLANNING

• 2024-2025

ENGINEERING

• 2026-2028

CONSTRUCTION

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metrotransit.org/g-line-project

Bus Rapid Transit: A faster, more reliable, and more comfortable ride

Metro Transit is developing a network of bus rapid transit lines across the Twin Cities region. This cost-effective way to speed up service substantially improves the customer experience and has proven to attract more people to use transit regularly.



Neighborhood-scale stations with amenities

Stations are equipped with features for a safe and comfortable experience, similar to light rail.

- NexTrip, real-time arrival and departure information
- On-demand heat, security lighting, and emergency communications
- Near-level boarding – walk onto the bus without having to climb steps
- Bike parking and trash receptacles

Limited stops, frequent service

BRT will operate every 10 minutes for most of the day with stations every 1/3 to 1/2 mile.

As planning progresses on each line, Metro Transit will evaluate the market and demand for additional local bus service in areas along the corridor.



Pre-boarding fare payment for faster stops

For faster boarding through all doors, BRT buses don't have fareboxes. Customers will purchase a ticket or tap a Go-To Card at the station, just like light rail. Fare inspections will be conducted by Metro Transit police.

New infrastructure to increase speed

In addition to the improved stations and wider stop spacing, Metro Transit and its partners are exploring options to make these BRT lines even faster. Options include:

- Signal priority to keep moving; buses could "ask" for early or extended green lights at certain intersections
- Bus-only lanes along portions of the line to keep buses out of traffic