METRO
G Line

Recommended Corridor Plan

9/25/2024

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 will be the main transit service in the Rice Street/Robert Street 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 one part of a bigger network of existing and planned Arterial 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.

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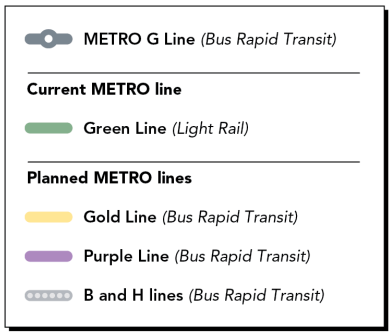
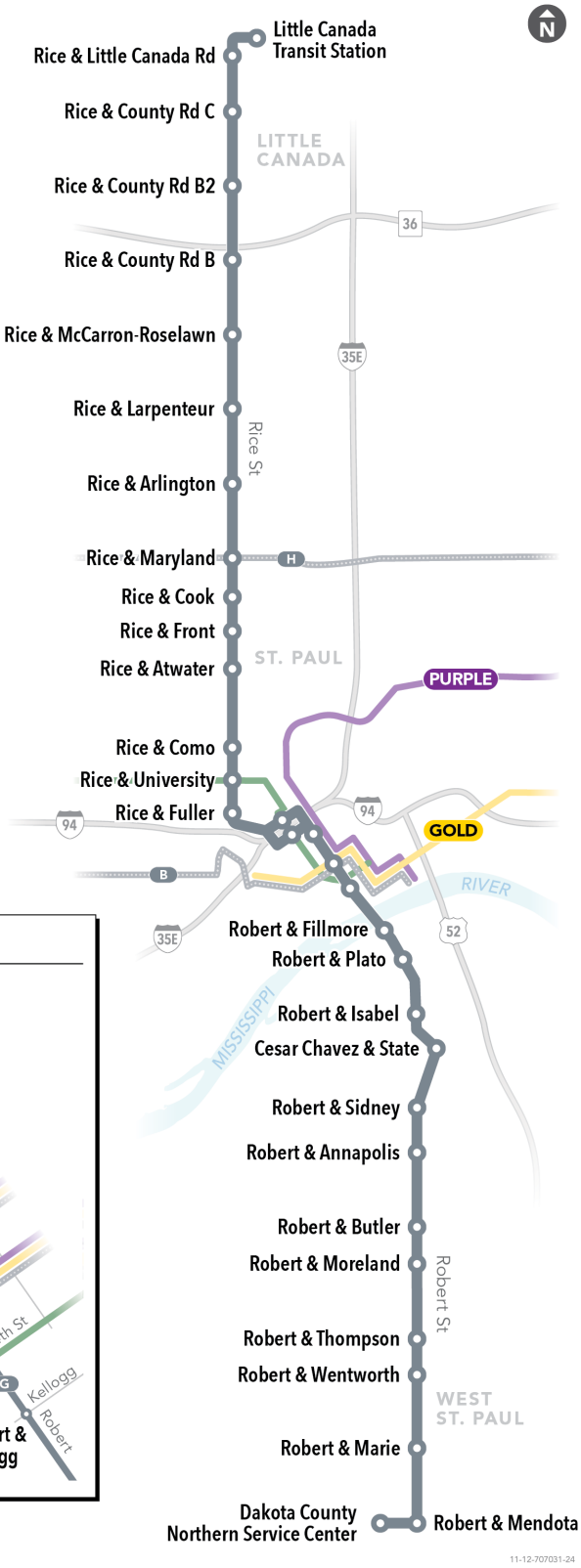
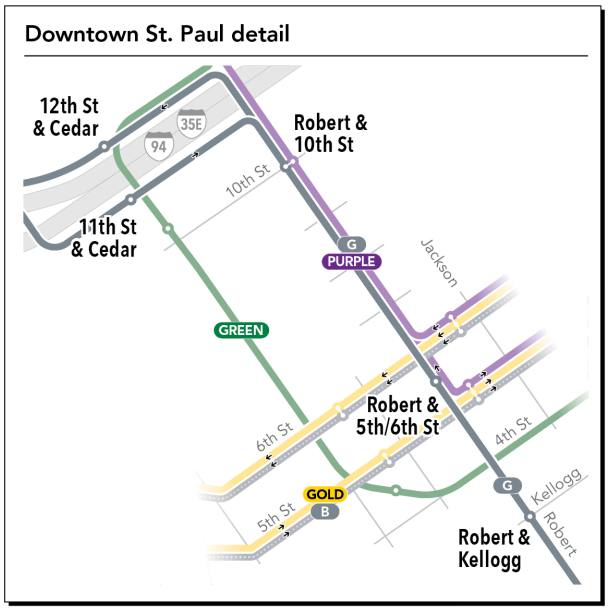
G Line

June 2024







Project Schedule

Planning (2022-2024)

Planning for the G Line began in 2022 and is expected to continue through 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 and platform locations. It was 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. This is the version of the plan that is available today. It includes recommended station and platform locations updated based on community and agency feedback received on the Draft Corridor Plan. It also includes a summary of community feedback received on the Draft Corridor Plan. It was released for public review and comment between September 25 and October 25, 2024.

3. The Final Corridor Plan is the third and final version of the plan. It may 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 winter 2024/2025. 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 late 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 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.

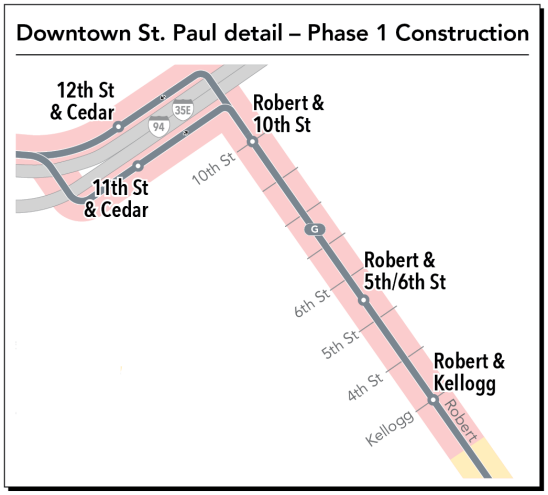
The G Line Recommended Corridor Plan identifies station locations for both phases of the G Line project.

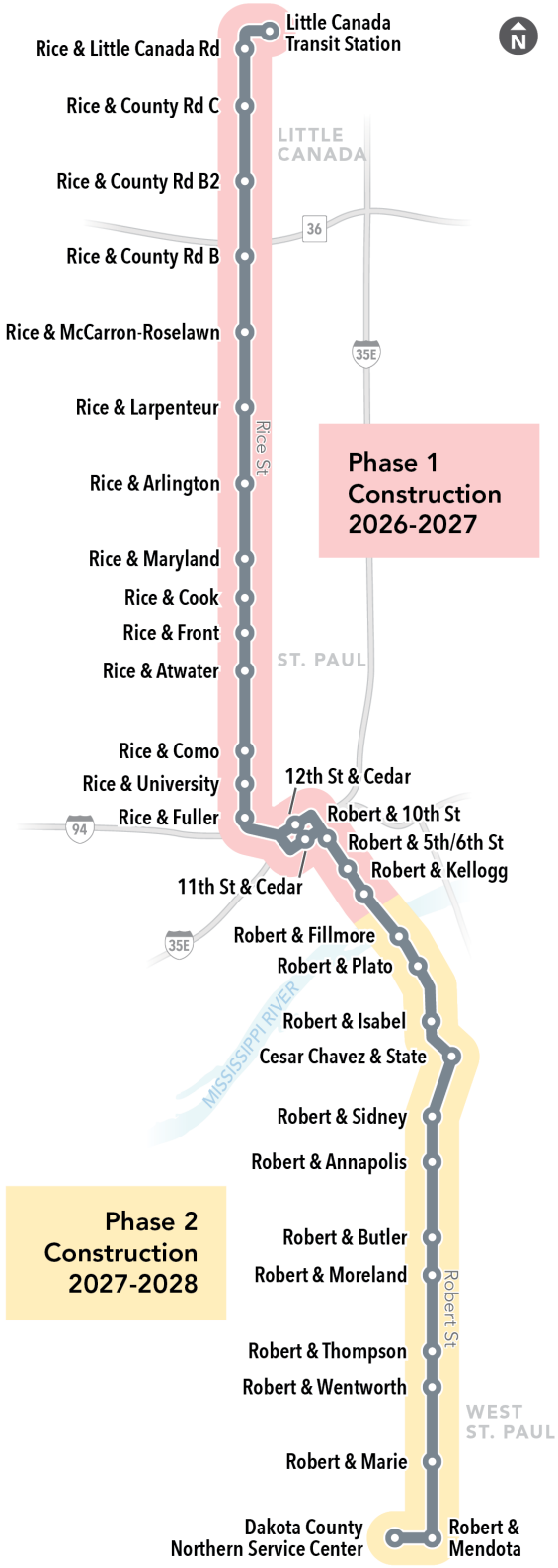
The primary reason for phasing the G Line project is to better coordinate with planned construction on Robert Street. MnDOT, St. Paul Regional Water Services, and St. Paul Public Works are planning improvements to Robert Street. Metro Transit and agency partners plan to construct these projects at the 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.

METRO

G Line

Subject to change





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Draft Corridor Plan Public Engagement

Throughout the six-week public comment period, we engaged with community members using a variety of approaches.

G Line Corridor Engagement

- Door-knocked 170 station neighbors.
- Received 24 email comments.
- Worked with partner agencies to align efforts with coordinated project public engagement.

Events

- Engaged 420 people at 15 community meetings and tabling events.
- Hosted a virtual open house on October 10, 2023.

Communications

- Mailed 32,930 postcards to residents, businesses, and property owners along the corridor.
- Sent 81,747 email communications to G Line corridor Metro Transit Go To card users, Riders Club subscribers, and G Line project subscribers.
- Posted 87 signs with QR codes linking to engagement survey at existing Route 62 and Route 68 bus stops.
- Shared project links on Metro Transit social media accounts

Survey

- Received 323 survey responses.

Overview of Survey Results

Survey results show that **most respondents are supportive of the G Line project**.

- **78%** of respondents agree or strongly agree with the statement, "I like the G Line project."
- **71%** of respondents agree or strongly agree with the statement, "I will use the G Line when it opens."

Survey results show that **most respondents are supportive of the proposed G Line station and platform locations**.

- **76%** of respondents agree or strongly agree with the statement, "I like that the G Line will stop at this intersection."
- **64%** of respondents agree or strongly agree with the statement, "I like the placement of proposed platforms at this intersection."

For more information about the public engagement efforts and more survey results, see the chapter on Public Engagement.

Updates from the Draft Corridor Plan Proposals

Based on community and agency feedback, Metro Transit reviewed several proposed stations or platforms. Use the below links to go directly to the full analysis.

Rice & Cook

- The recommended southbound platform is shifted to mid-block between the western leg of Cook Avenue and Lawson Avenue. See Rice & Cook.

Rice & Como

- During the engagement period, we heard comments from the public about moving this station. Metro Transit recommends keeping the proposed station at Rice & Como. See Rice & Como.

Rice & Fuller

- The recommended southbound platform is shifted to nearside of the driveway entrance. See Rice & Fuller.

Robert & Isabel

- The recommended southbound platform is shifted to nearside of Robert & Isabel. See Robert & Isabel.

Cesar Chavez & State

- During the engagement period, we heard comments from the public about moving the southbound platform. Metro Transit recommends keeping the proposed platform location. See Cesar Chavez & State.

Robert & Sidney

- Metro Transit recommends moving the station from Curtice Street to Sidney Street. See Robert & Sidney.

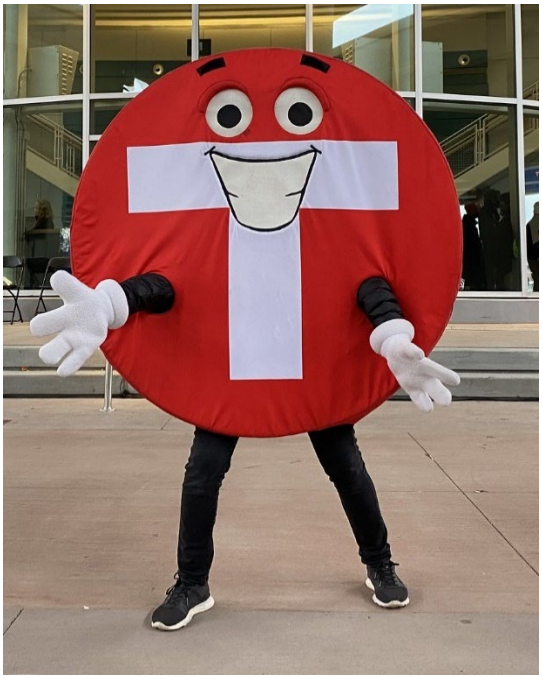
Robert & Annapolis

- Metro Transit recommends shifting the proposed southbound platform farside of Robert & Annapolis. See Robert & Annapolis.

Robert & Butler

- During the engagement period, we heard comments from the public about moving the southbound platform. Metro Transit recommends keeping the proposed platform location. See Robert & Butler.

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 October 25. 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)

Table of Contents

Introduction

The purpose of the METRO G Line Recommended Corridor Plan is to identify the location of stations and platforms. The METRO G Line Recommended 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. The G Line will be the main transit service in the Rice Street/Robert Street 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 Station. 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.

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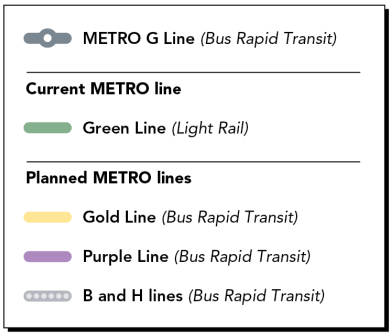
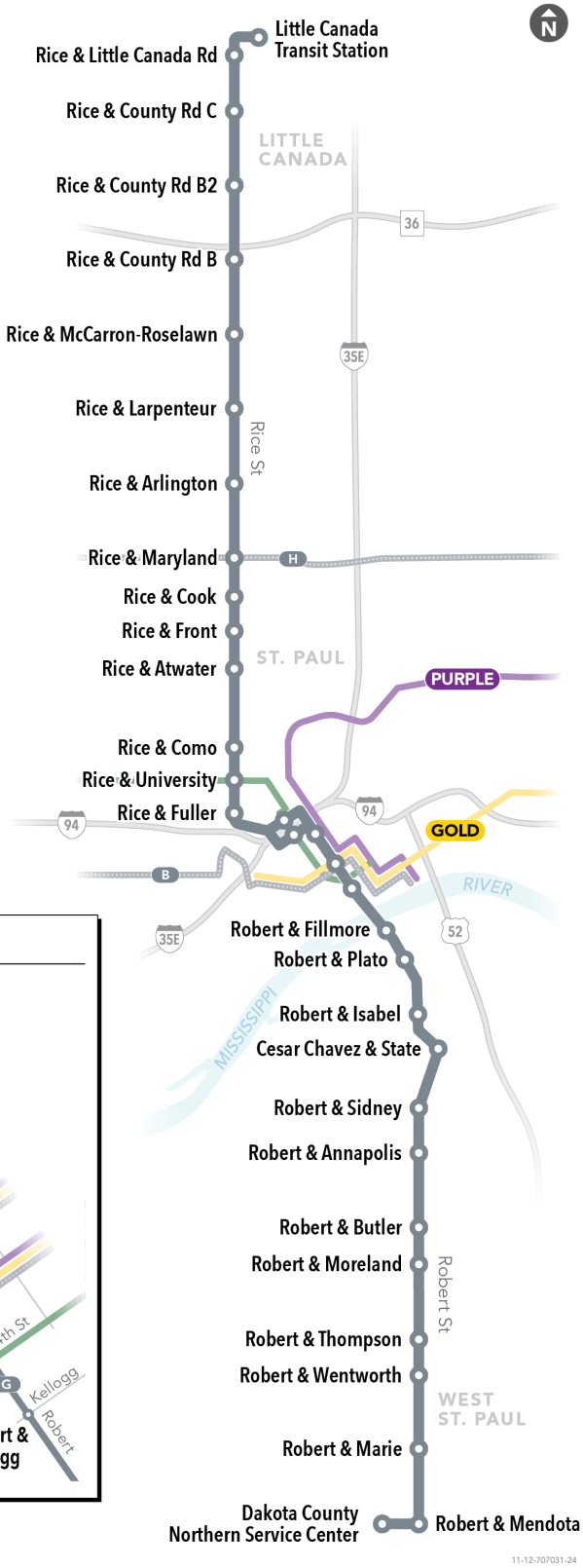
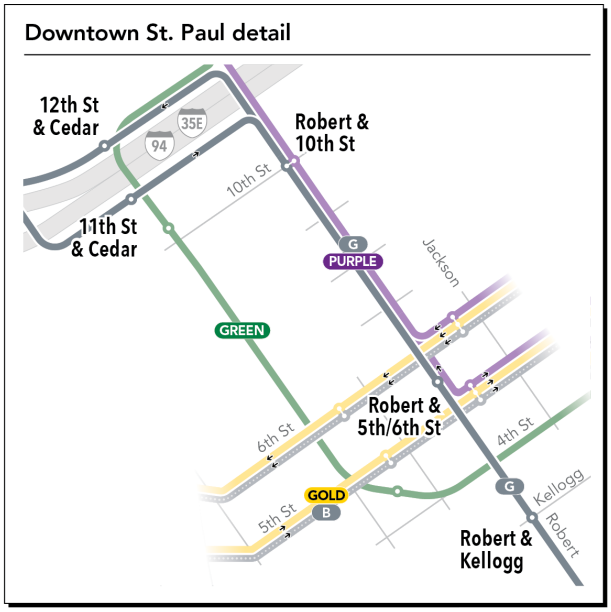
G Line

June 2024





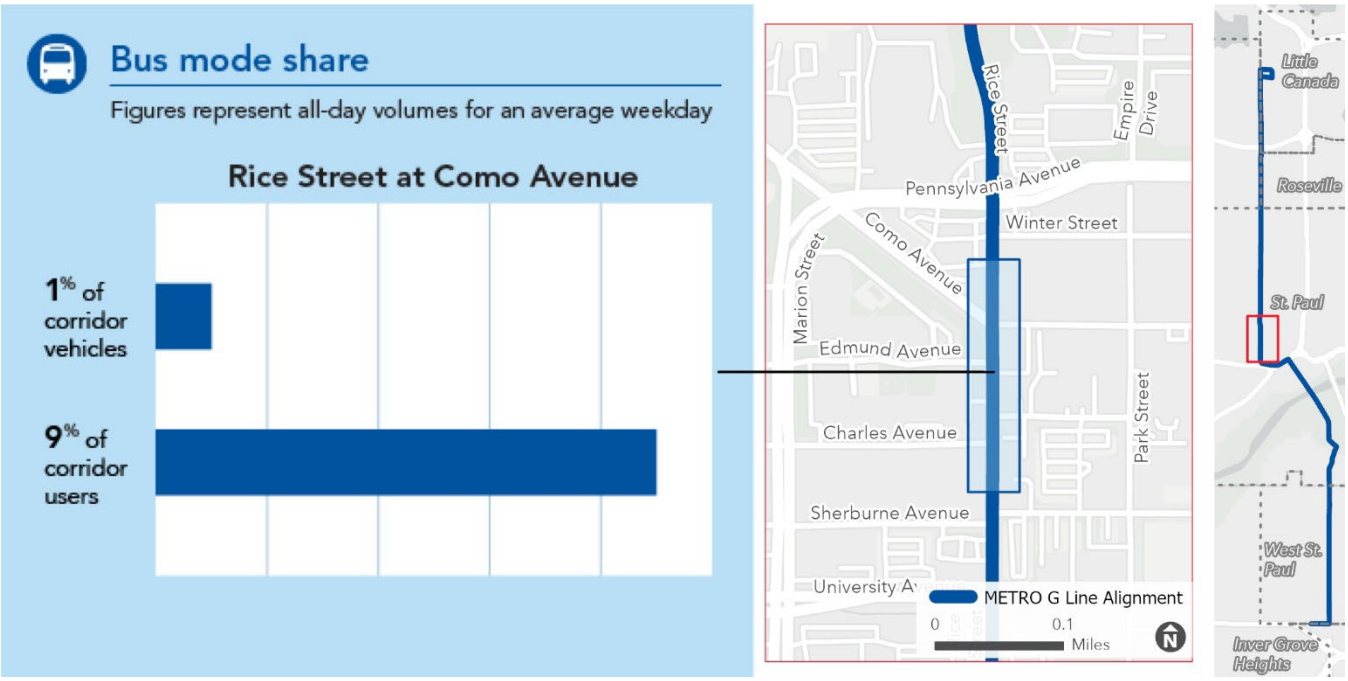


Opportunities for Improved Transit in the Corridor

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 fall 2023, customers took about 4,200 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.

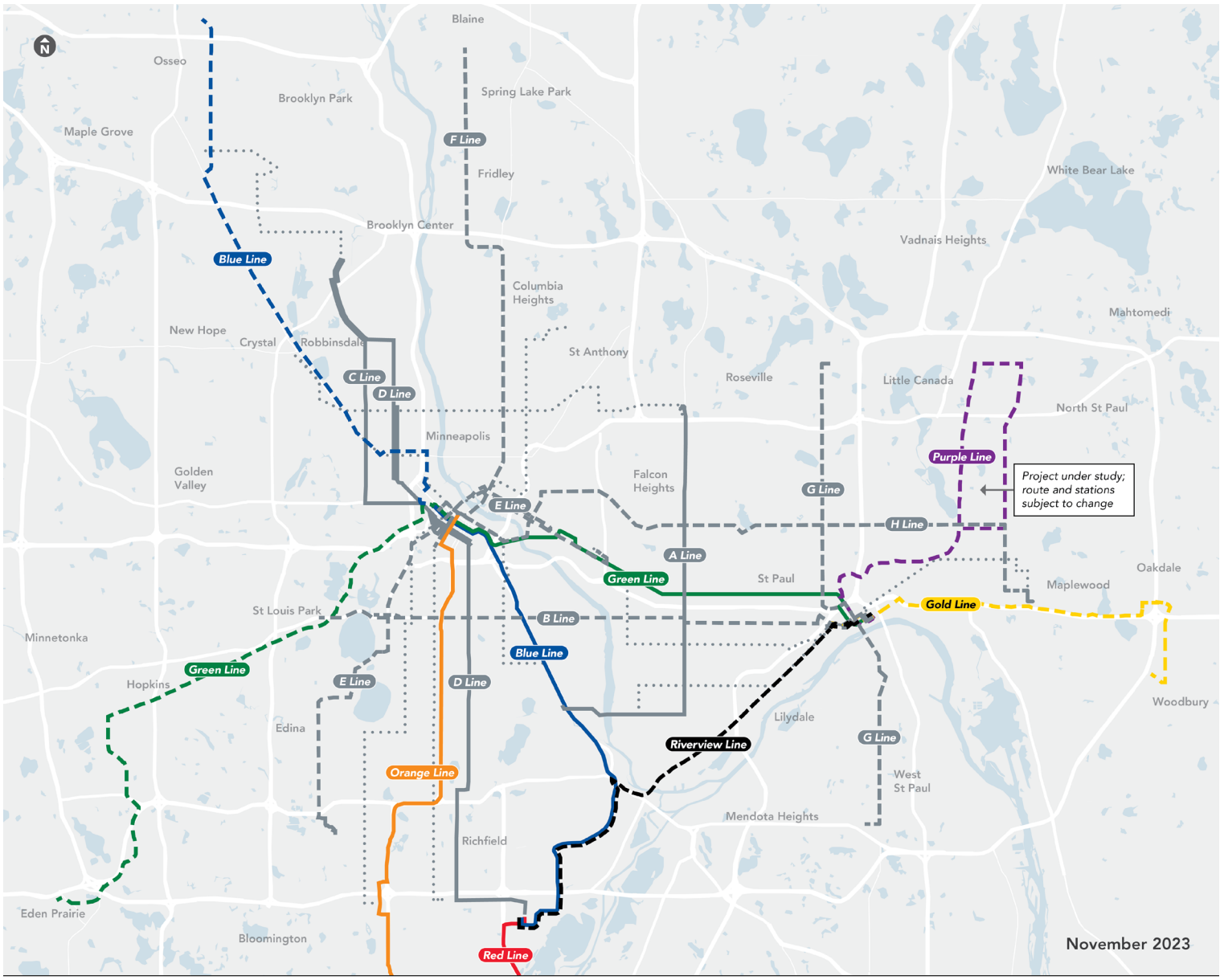
What is Arterial BRT?

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 part of a network of METRO arterial BRT lines.

- 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 under construction on Hennepin and France Avenues
- F Line is planned to be under construction starting in 2028
- G Line is planned to be under construction starting in 2026
- H Line is planned to begin service before 2030



Current METRO network

- A Line
- C Line
- D Line
- Blue Line
- Green Line
- Orange Line
- Red Line

Planned METRO network

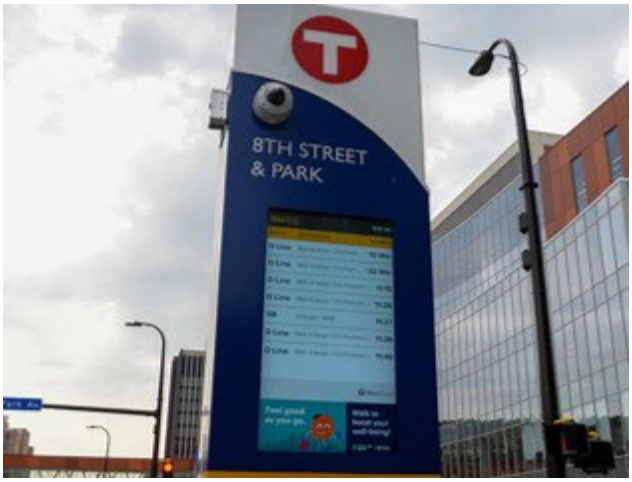
- Planned BRT
- Additional candidates for BRT between 2030 and 2040
- Gold Line
- Purple Line
  Project under study; route and stations subject to change.
- Green Line Extension
- Blue Line Extension
  Project under study; route and stations subject to change.
- Riverview Line

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

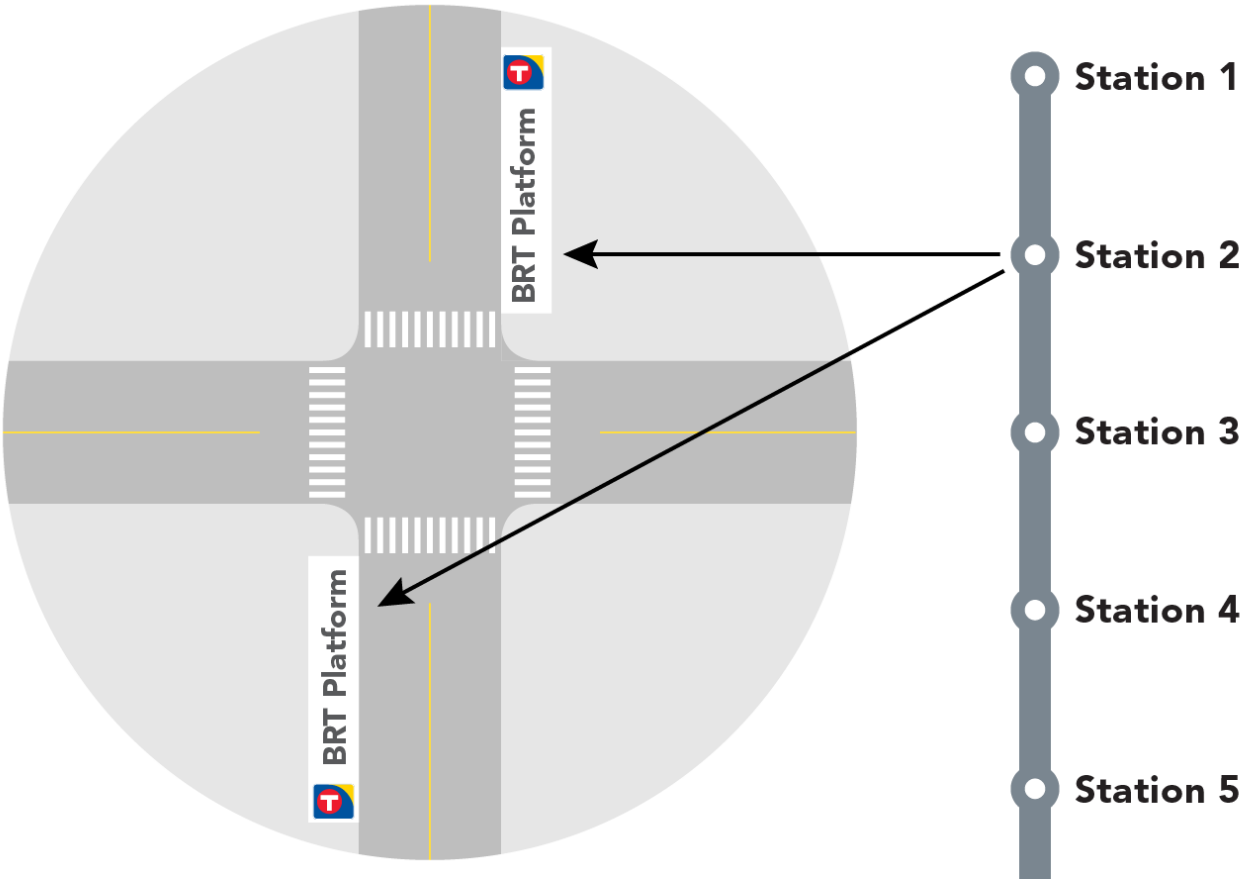
Pedestrian safety is an important consideration when choosing station locations. Arterial BRT stations are normally at signalized intersections to make it easier for pedestrians to cross the street.

Street design & available right-of-way

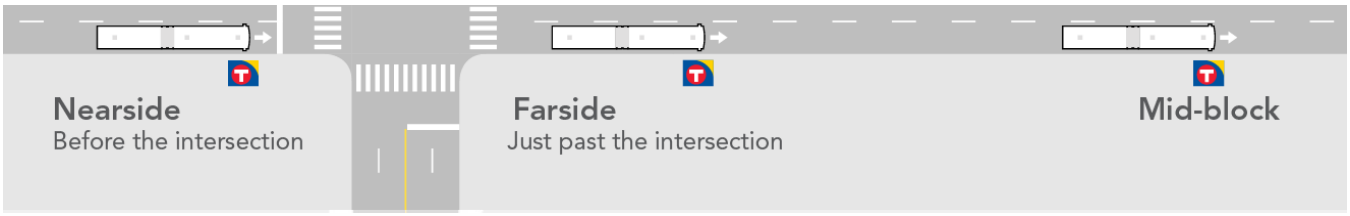
The street design affects where stations can be placed. Driveways, medians, bicycle facilities, and sidewalks are all parts of the street design. The available transportation right-of-way is another factor considered. This may be used for public streets, sidewalks, alleys, public and private utilities.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



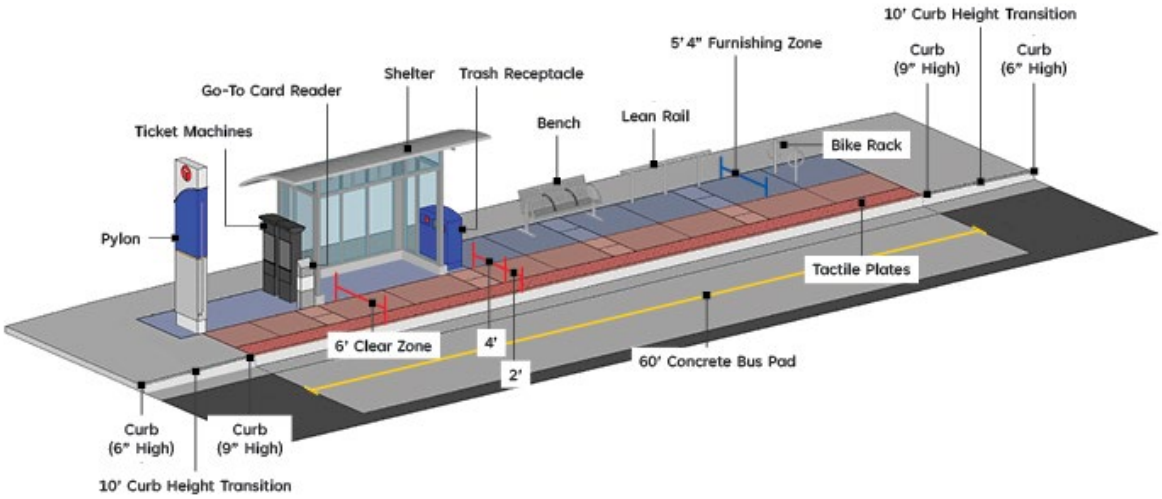
Platforms can be nearside, farside, or at mid-block.

- 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

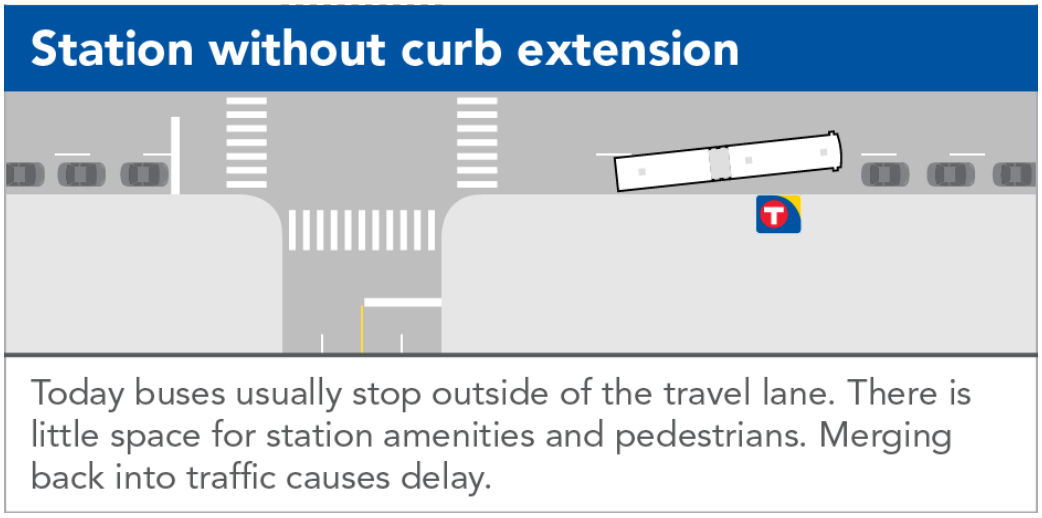
Arterial BRT platforms have higher curbs for "near-level boarding." Standard arterial BRT platforms have a 9-inch curb height. Normal sidewalk curbs are 6 inches tall. Near-level boarding reduces the step up from the platform to the floor of the bus. This makes it easier for customers to get on and off 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.

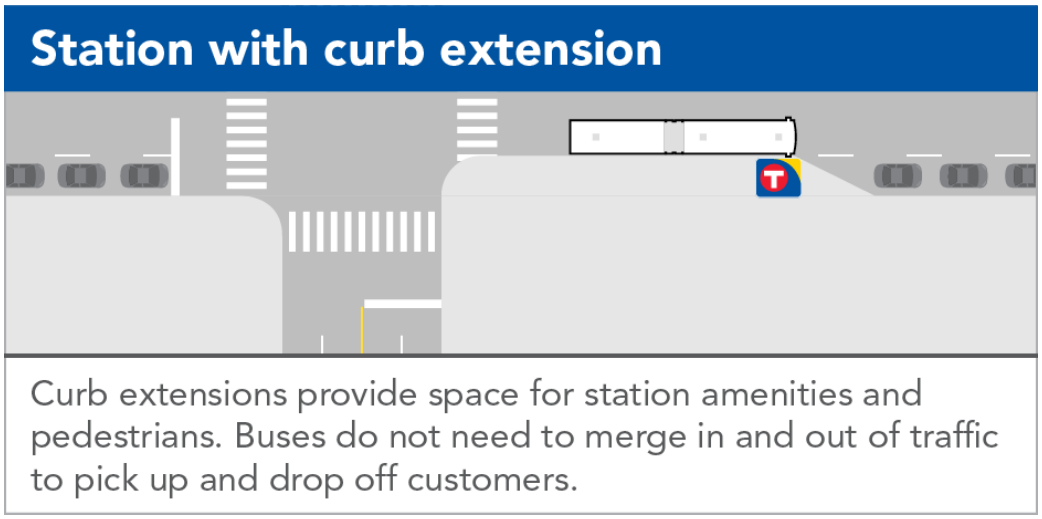
In-lane stops

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.

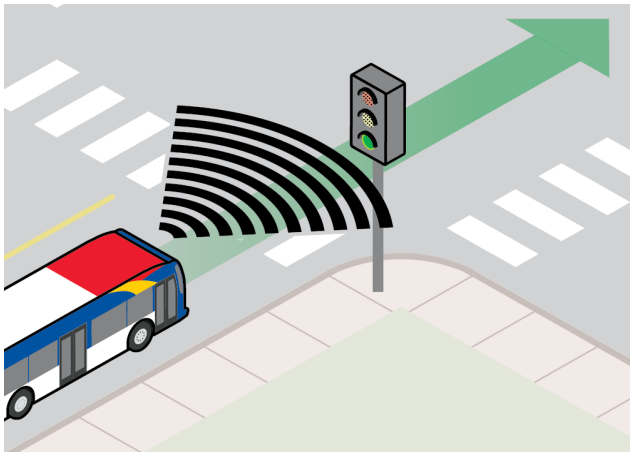
Small shelter 12 feet long, 5 feet wide, and 9 feet high.

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

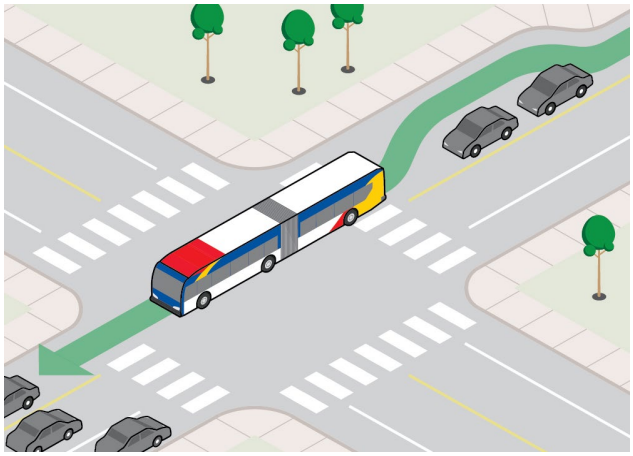
Bus Priority Treatments

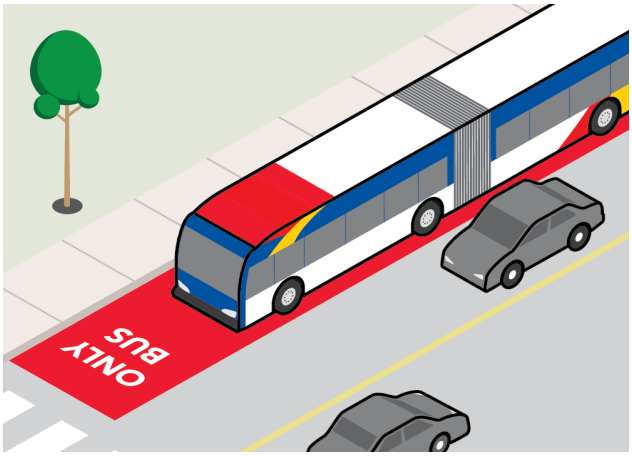
A key goal for arterial BRT projects is to provide fast and reliable service. Bus priority treatments are tools to help buses avoid delays that slow them down. When the bus can move through the corridor quickly, customers can rely on the bus to get them to their destination on time. Metro Transit works 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 (2022-2024)

Planning for the G Line began in 2022 and is expected to continue through 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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Construction Phase (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 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.

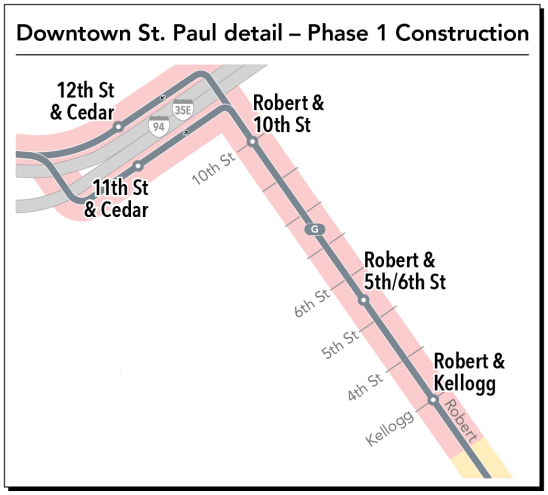
The G Line Recommended Corridor Plan identifies station locations for both phases of the G Line project.

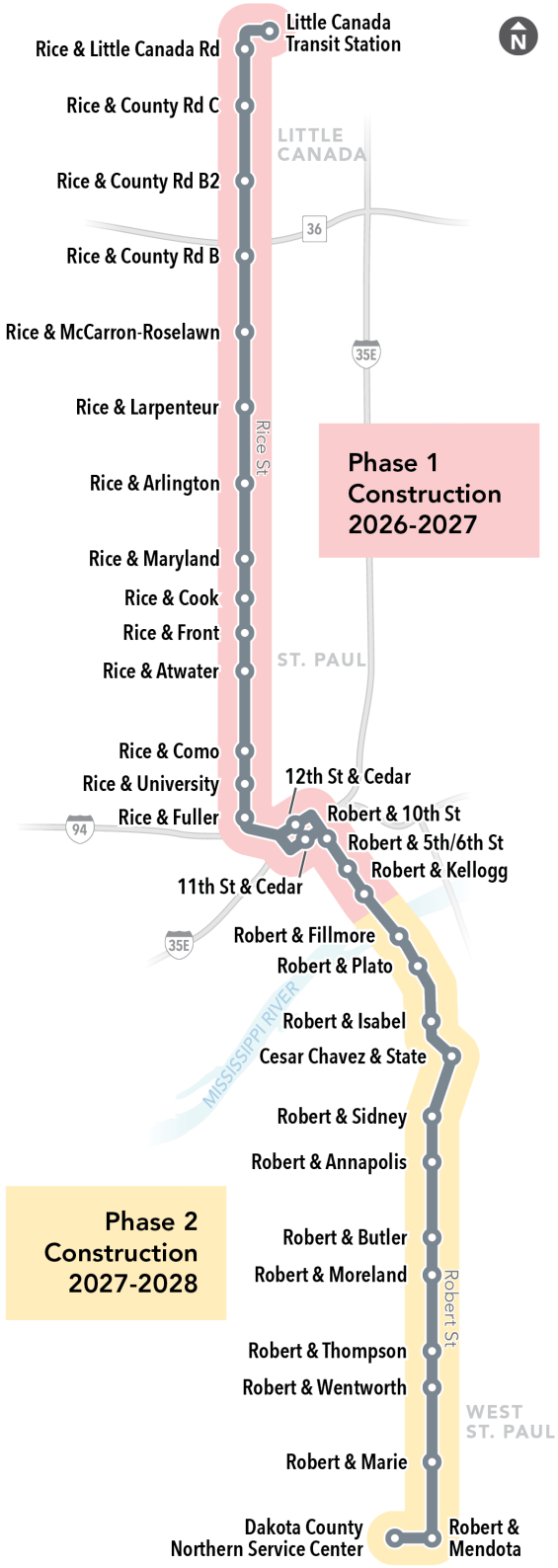
The primary reason for phasing the G Line project is to better coordinate with planned construction on Robert Street. MnDOT, St. Paul Regional Water Services, and St. Paul Public Works are planning improvements to Robert Street. Metro Transit and agency partners plan to construct these projects at the 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.

METRO

G Line

Subject to change





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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 2025-2027. 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 & Sidney 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. 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. The proposed G Line stations in the project area include Rice & Larpenteur and Rice & McCarron-Roselawn.

Service

Today, the G Line corridor is served by Route 62, Route 68 and Route 75. This section describes the current service in the corridor today. It also outlines the proposed changes to the local service when/after the G Line opens. When the G Line opens, existing local bus stops may also be moved or combined.

Existing Local Bus Service

Route 62

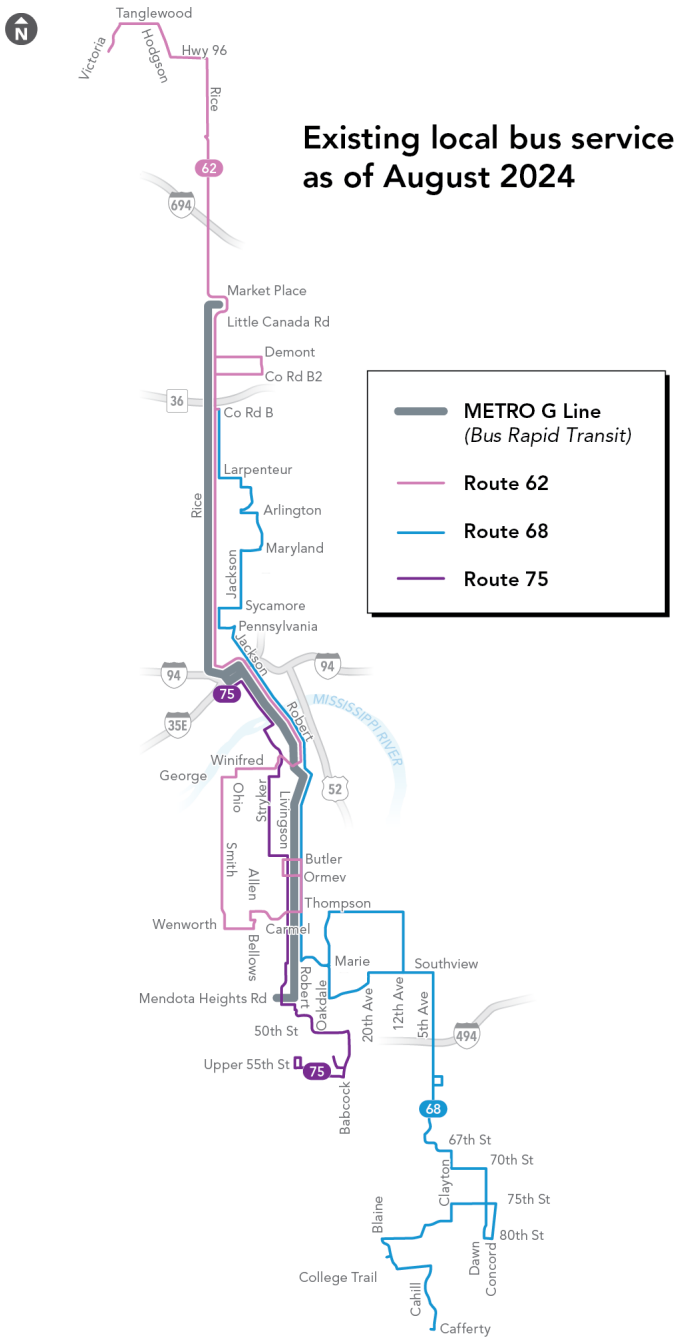
Most Route 62 service starts at the Marketplace Center in Little Canada. Buses travel southbound on Rice Street until reaching downtown St. Paul. In downtown, Route 62 travels southbound on Cedar Street and northbound on Minnesota Street. South of downtown, buses mostly serve areas that are outside the 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.

Route 75

Route 75 starts in downtown St. Paul. It travels south using Wabasha Street, Stryker Avenue, and Robert Street. It continues to Upper 55th Street in Inver Grove Heights. The 75F and 75B serve southbound riders. The 75 serves northbound riders.



Proposed G Line Service

The G Line is planned to operate as frequently as every 15 minutes or better, seven days a week during the day and into the evening. The G Line will be the main transit service in the Rice Street/Robert Street corridor. 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. About 70 percent of existing Route 62 and Route 68 riders will be able to catch the G Line within one block (1/8 mile) of their current bus stop.

Proposed Local Service in the Corridor

Phase 1 opening (2027)

When Phase 1 of the G Line opens in 2027, it will be the main transit service from downtown St. Paul to Little Canada via Rice Street. The changes planned to local routes in the Phase 1 G Line corridor have been identified in Network Now, Metro Transit's project to determine the vision for the transit system through 2027. For more information, see metrotransit.org/network-now.

Route 62

Route 62 will be different when G Line Phase 1 opens. It will operate from Signal Hills Shopping Center to downtown St. Paul, primarily via Smith Ave. Route 62 will no longer serve Rice Street or other destinations north of downtown.

Route 68

Route 68 will be different when G Line Phase 1 opens. It will operate from County Rd. B Park & Ride in Little Canada to Cahill Ave. & Concord Blvd. in Inver Grove Heights, operating primarily along 5th Ave., Robert St., Jackson St., and Rice St. Route 68 will no longer serve Thompson Ave. or the 2nd Ave. S loop through South St. Paul.

Route 75

Route 75 will operate from Robert Trail & 55th St in Inver Grove Heights to downtown St. Paul, operating primarily via 55th St., Babcock Trl., 50th St., Livingston Ave., Robert St., Butler Ave., Stryker Ave., Wabasha St., and Cedar St. / Minnesota St.

Route 229

Route 229 is a new suburban local route replacing existing Route 62C branch in Little Canada, Roseville, Shoreview and Vadnais Heights along Rice St. between Little Canada Station in Little Canada and Shoreview Community Center in Shoreview. Customers will transfer with G Line at Little Canada Station for high frequency service to/from downtown St. Paul.

Metro micro

Metro Transit micro is a shared ride service. Each trip may be shared with others, and other customers may be picked up or dropped off during your trip. A new Metro Transit micro zone is being explored for the southern end of the G Line. This would serve portions of the cities of West St Paul, Mendota Heights, Mendota, Lilydale, and Inver Grove Heights. Plans will be finalized closer to the opening of Phase 1 of the G Line. See metrotransit.org/micro for more information about Metro Transit micro.

Phase 2 opening

When the full G Line corridor opens in 2028, adjustments to Route 62 and Route 68 are planned.

Route 62

Route 62 is expected to be discontinued. The updated Route 68 will serve parts of the discontinued Route 62 routing. Route 68 will serve Thompson Ave., Smith Ave., and Winifred St. The G Line will replace Route 62 service along Rice St. and Robert St.

Route 68

The Route 68 is expected to operate from County Rd. B Park & Ride in Little Canada to Cahill Ave. & Concord Blvd. in Inver Grove Heights, operating primarily along 5th Ave., Robert St., Smith Ave., Jackson St., and Rice St.

Route 75

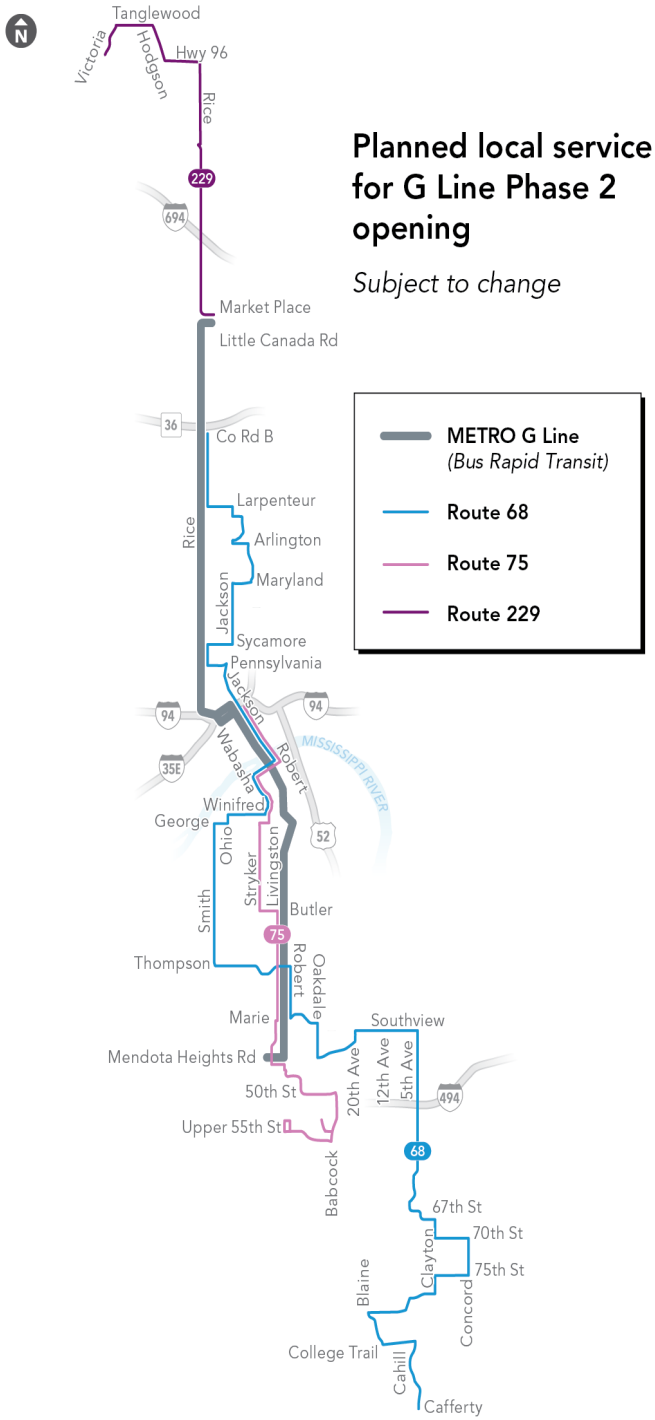
Route 75 is expected to keep the same routing from Phase 1. It will operate from Robert Trail & 55th St in Inver Grove Heights to downtown St. Paul, operating primarily via 55th St., Babcock Trl., 50th St., Livingston Ave., Robert St., Butler Ave., Stryker Ave., Wabasha St., and Cedar St. / Minnesota St.

Route 229

Route 229 is expected to keep the same routing from Phase 1. It will serve areas previously served by the Route 62C branch in Little Canada, Roseville, Shoreview and Vadnais Heights along Rice St. between Little Canada Station in Little Canada and Shoreview Community Center in Shoreview.

Metro Transit micro

Microtransit service is expected to serve the same zone from Phase 1. It would serve portions of the cities of West St Paul, Mendota Heights, Mendota, Lilydale, and Inver Grove Heights. See metrotransit.org/micro for more information about Metro Transit micro.



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.

Public Engagement

Community feedback is key to planning an arterial BRT line. When the Draft Corridor Plan was released in fall 2023, we held a six-week engagement phase. During these six weeks, Metro Transit asked the public for comments on draft station locations.

The current phase of the planning process is the release of the Recommended Corridor Plan. This version of the plan includes a summary of community feedback received on the Draft Corridor Plan. With the release of the Recommended Corridor Plan, there is a 30-day comment period for the community to give additional feedback on the plan. The G Line is currently in this stage of the planning process.

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.

Draft Corridor Plan Public Engagement

Throughout the six-week public comment period, we engaged with community members using a variety of approaches.

G Line Corridor Engagement

- Door-knocked 170 station neighbors.
- Received 24 email comments.
- Worked with partner agencies to align efforts with coordinated project public engagement.

Events

- Engaged 420 people at 15 community meetings and tabling events.
- Hosted a virtual open house on October 10, 2023.

Communications

- Mailed 32,930 postcards to residents, businesses, and property owners along the corridor.
- Sent 81,747 email communications to G Line corridor Metro Transit Go To card users, Riders Club subscribers, and G Line project subscribers.
- Posted 87 signs with QR codes linking to engagement survey at existing Route 62 and Route 68 bus stops.
- Shared project links on Metro Transit social media accounts

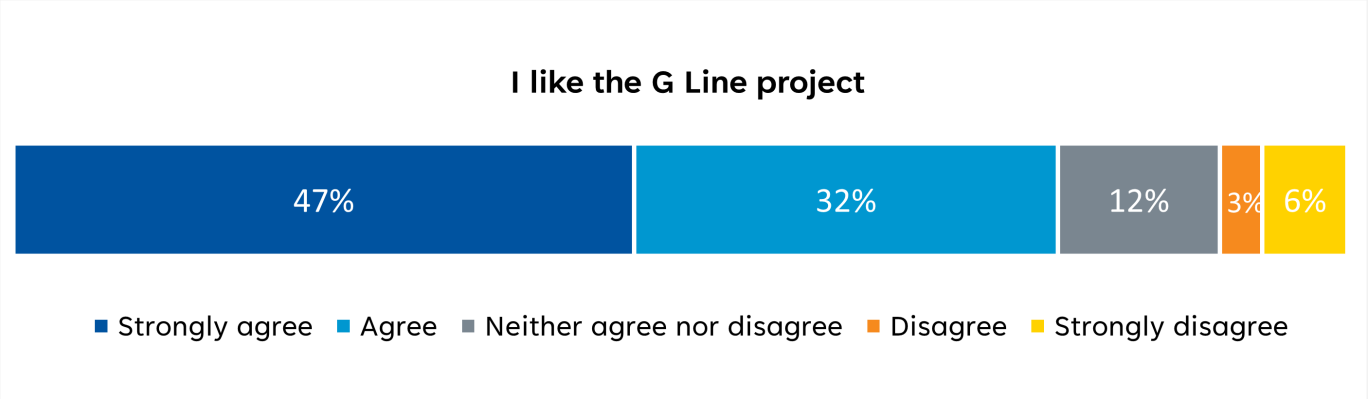
Survey

- Received 323 survey responses.

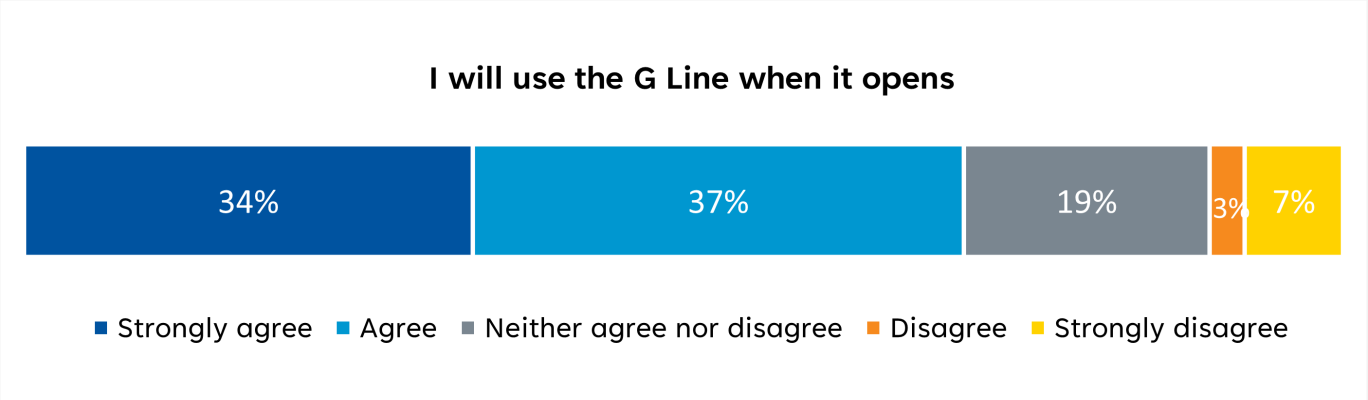
Survey Results

What We Heard: How Do People Feel About the G Line Project?

78% of respondents agree or strongly agree with the statement, "I like the G Line project."

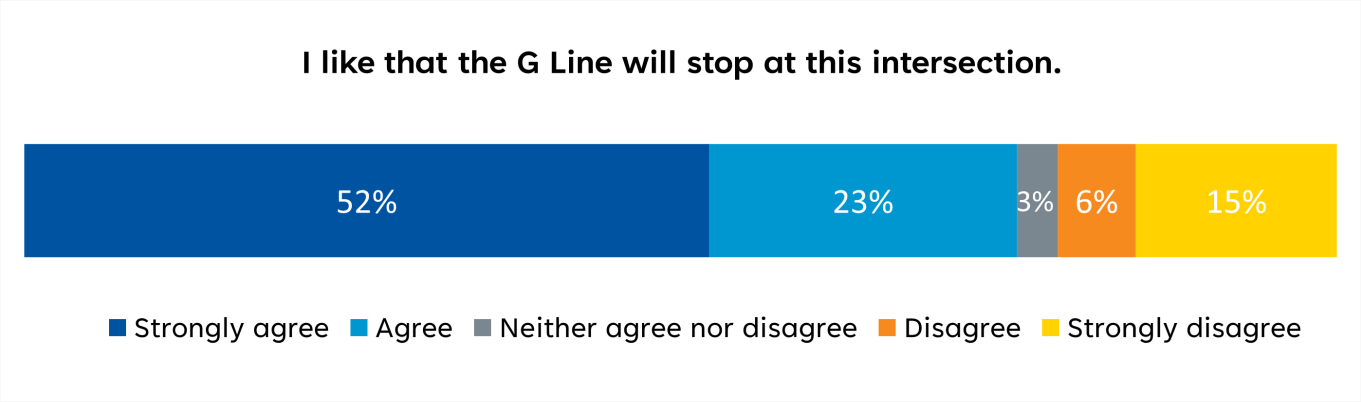


71% of respondents agree or strongly agree with the statement, "I will use the G Line when it opens."

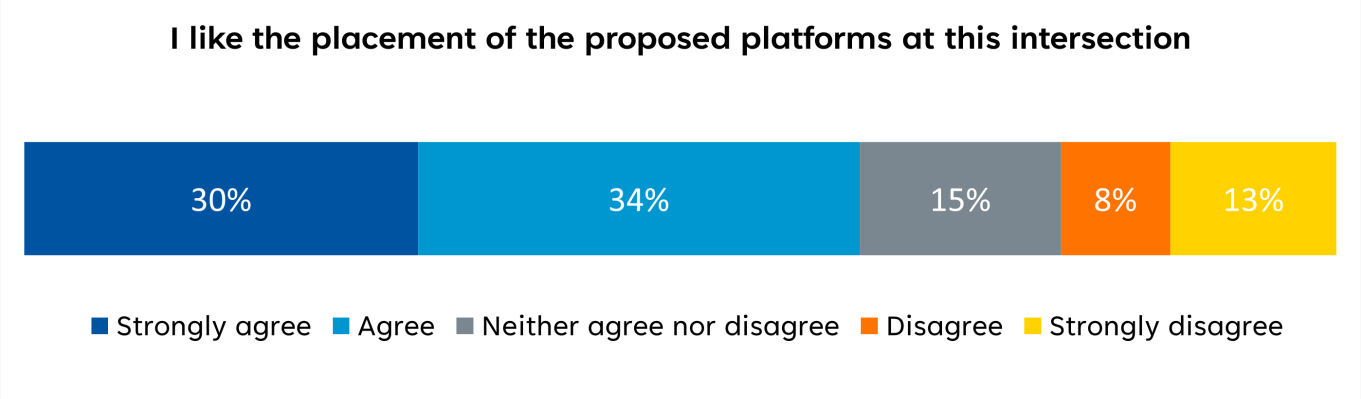


What We Heard: Overall G Line Station and Platform Locations

76% of respondents agree or strongly agree with the statement, “I like that the G Line will stop at this intersection.”

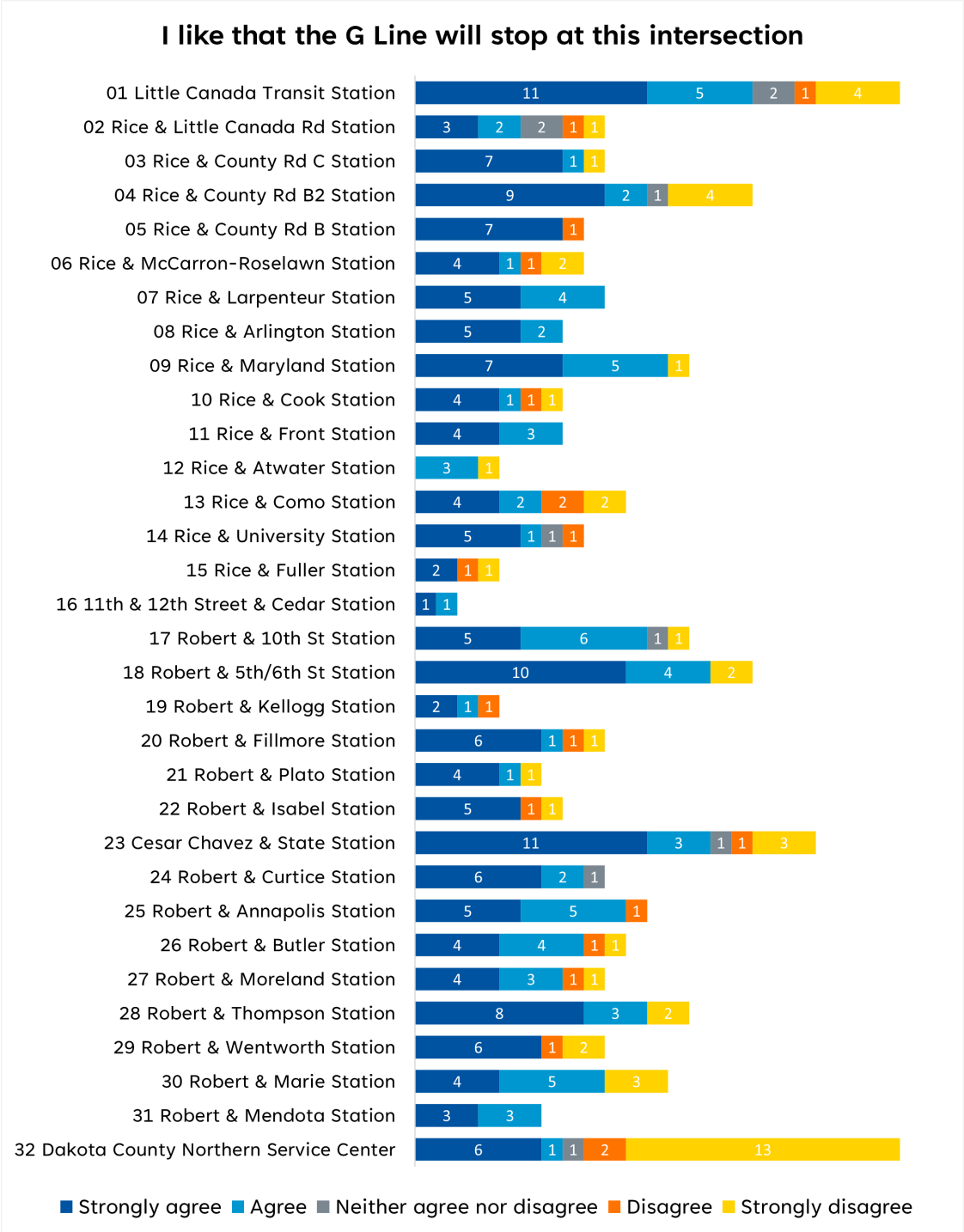


64% of respondents agree or strongly agree with the statement, “I like the placement of proposed platforms at this intersection.”



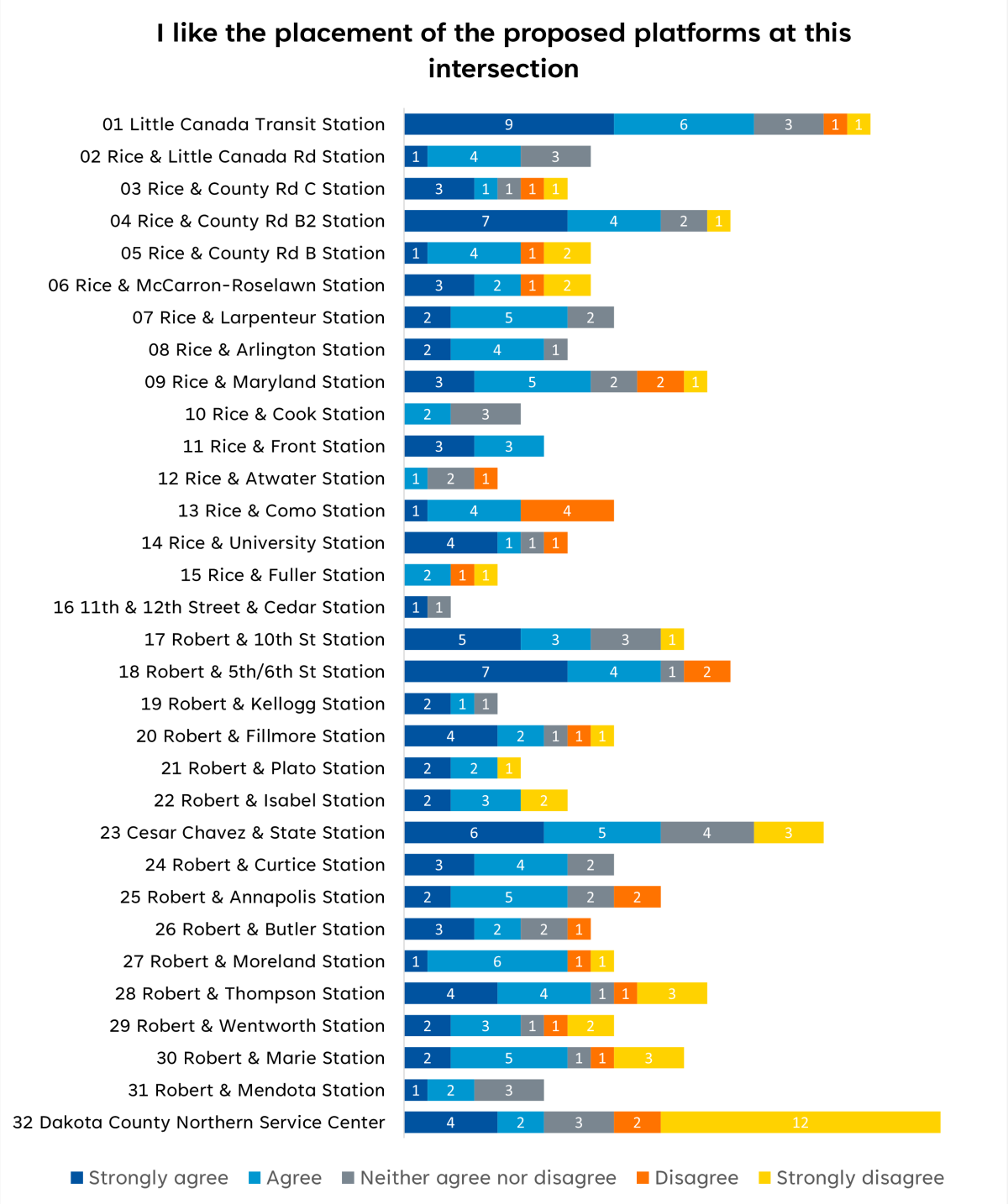
What We Heard: Proposed Station Locations

Stations at Little Canada Transit Station and Cesar Chavez & State had the most support, with **11 respondents strongly agreeing** with their respective station locations. **13 respondents strongly disagree** with the station location at the Dakota County Northern Service Center. Most "disagree" commenters at the Dakota County Northern Service Center wanted to see the G Line alignment and termini changed. See What We Heard: Written Responses section for more details.



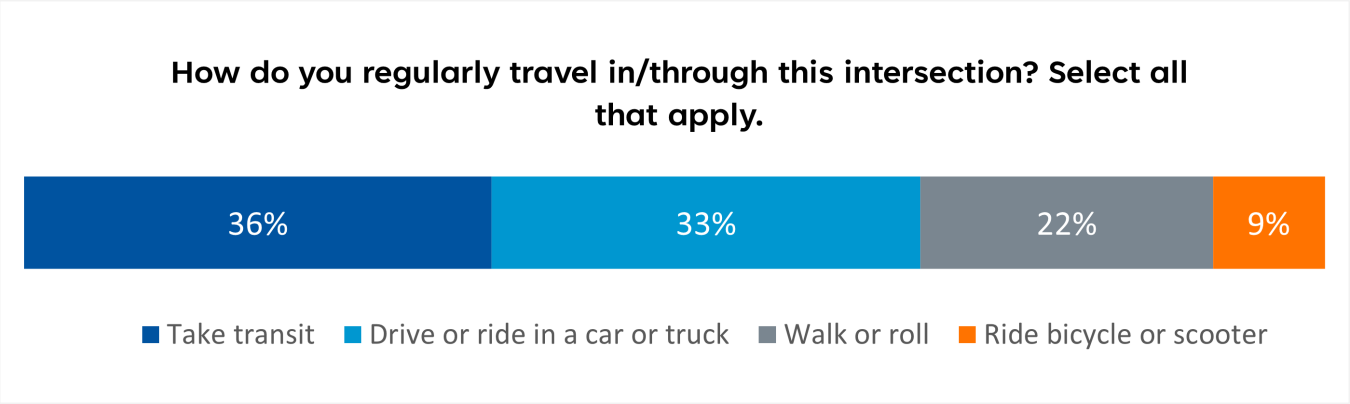
What We Heard: Proposed Platform Locations

Platforms at the Little Canada Transit Station had the most support, with **9 respondents strongly agreeing** with the proposed platform locations. **12 respondents strongly disagree** with the platform location at the Dakota County Northern Service Center. Most "disagree" commenters at the Dakota County Northern Service Center wanted to see the G Line alignment and termini changed. See What We Heard: Written Responses section for more details.

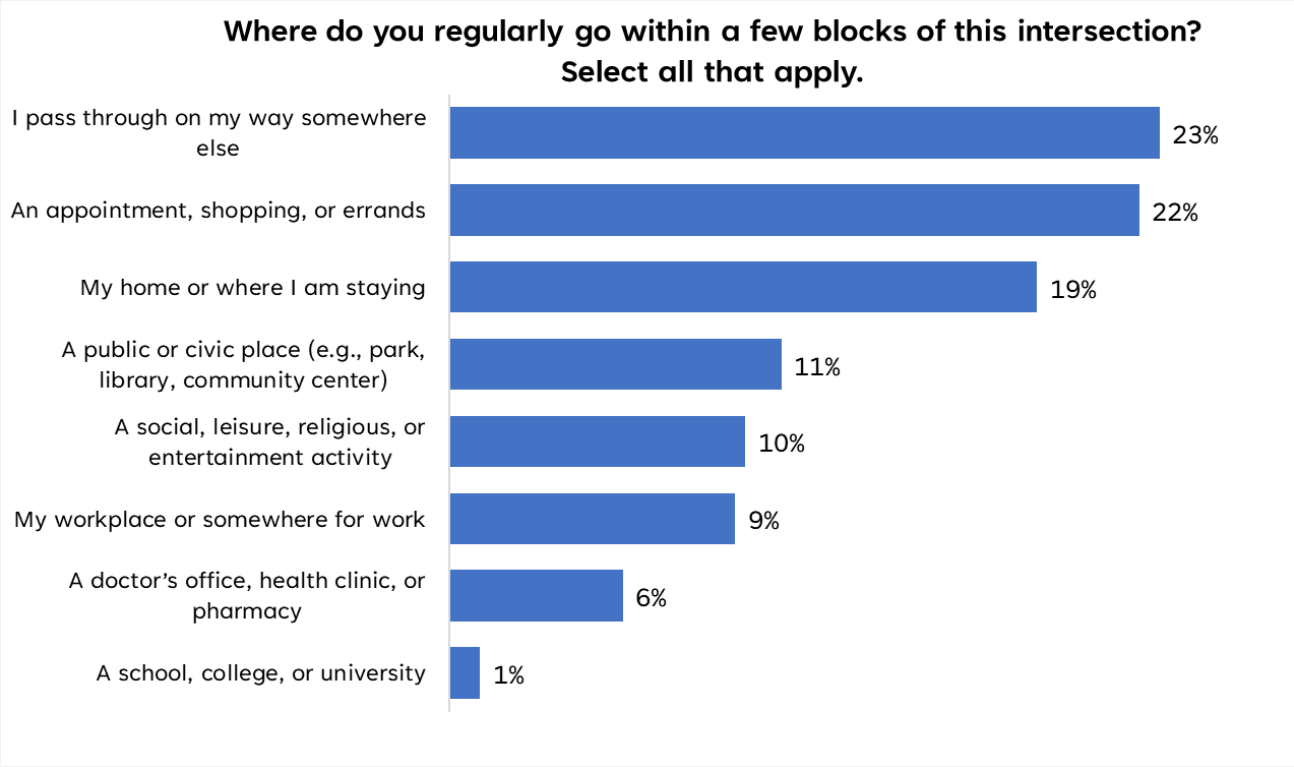


What We Heard: How Respondents Use Station Intersections

Respondents use a **variety of modes** when traveling through station intersections.



77% of respondents visit G Line station intersections to access destinations.

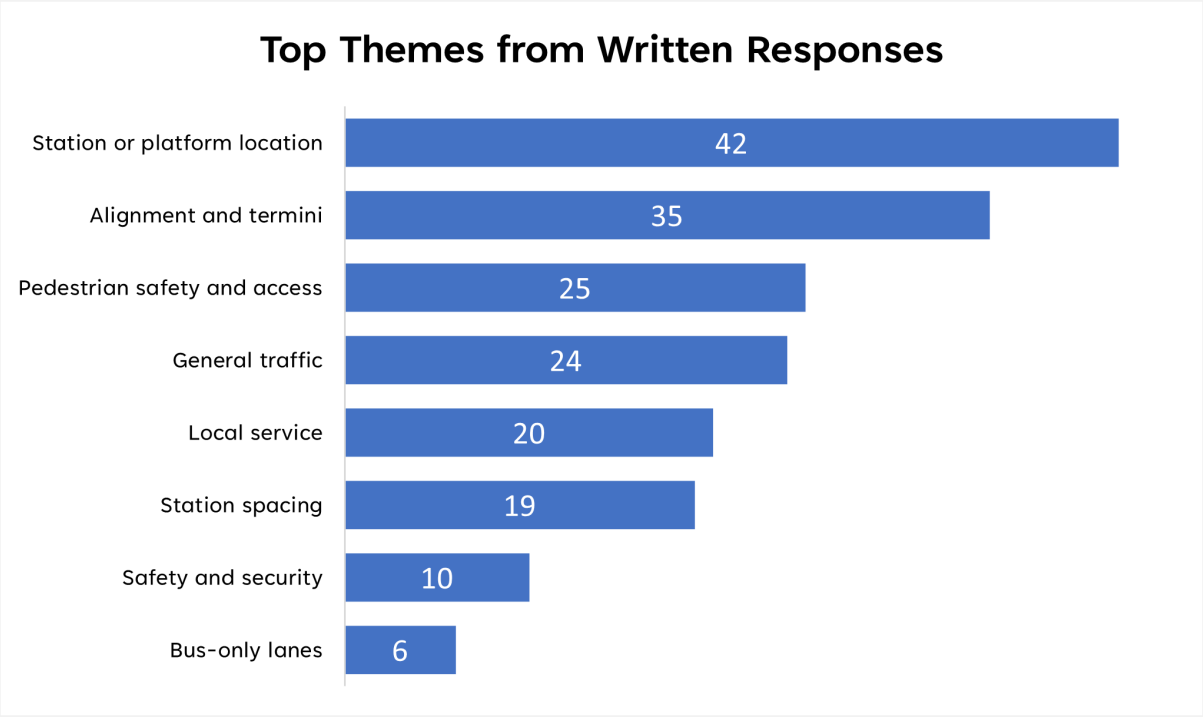


What We Heard: Written Responses

Survey takers had the option to respond to two open-ended questions:

- “What are your comments about this G Line station?”
- “What are your general comments about the plan for the G Line?”

Several themes emerged in the open-ended response data. The project team developed responses to these common themes.



Station or platform location

27 of the responses were from commenters who liked or disliked the proposed **station** locations.

15 of the responses were from commenters who liked or disliked the proposed **platform** locations.

Our Response

- When proposing BRT stations, Metro Transit considers these factors: Station spacing, existing transit ridership and connections, community feedback, access to destinations, safe pedestrian crossings, and the street design and available right-of-way.
- Proposed platforms are normally either nearside or farside of the intersection. Metro Transit generally prefers platforms to be farside of the intersection. Nearside platforms may be proposed if there are street design limitations that make farside platforms difficult or infeasible.

G Line alignment and termini

25 written responses were about changing the **southern** terminus of the G Line to serve destinations in Inver Grove Heights.

5 written responses were about changing the **northern** terminus of the G Line.

5 written responses were about **keeping the G Line alignment on Robert Street** instead of serving Cesar Chavez & State.

Our Response

- The G Line alignment was identified during the Network Next process in 2020-2021. The G Line was adopted by the Metropolitan Council in March 2021.
- Arterial BRT lines are designed to serve areas where many people live and use the bus. Lines are planned to be direct and easy to understand.
- There are no plans at this time to change the G Line alignment or termini. Local bus service will continue to serve destinations in the area that aren't on the G Line. A new Metro Transit micro zone is being explored for the southern end of the G Line. This would serve portions of the cities of West St Paul, Mendota Heights, Mendota, Lilydale, and Inver Grove Heights. For more information, see the Service section of this plan.

Pedestrian safety and access

25 written responses were about improving pedestrian safety and access along the G Line corridor. Comments included feedback about **crosswalks**, **sidewalks**, and **access to destinations** from BRT platforms.

Our Response

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

- Many G Line stations will be developed with planned street projects throughout the corridor. Metro Transit works with agency partners to make sure that pedestrian safety is prioritized along the corridor and at G Line station locations.
- When proposing BRT platforms, Metro Transit considers pedestrian access to nearby destinations. When pedestrian access improvement suggestions are outside the scope of the G Line project, we share that feedback with our agency partners.

General traffic

24 written responses were about impacts to general traffic. Comments were about **vehicle safety**, **roadway design**, and the **impact of BRT platforms on traffic operations**.

Our Response

- During the engineering phase of the G Line project, Metro Transit will finalize the design details of each BRT station. We work with our agency partners to ensure that platforms are designed to consider impacts to general traffic operations.
- Metro Transit does not own the streets that the G Line will travel on. Metro Transit works with agency partners to ensure that traffic safety is prioritized along the corridor and at G Line station locations.

Local service

20 written responses were about local bus service**.** Commenters asked for more information about changes to local bus service in the G Line corridor: **Route 62**, **Route 68**, and **Route 75**.

Our Response

- Network Now, Metro Transit's project to determine the vision for the transit system through 2027, is expected to make updates to these routes. For more information on the proposed changes, see the Phase 1 opening service section of this plan or visit metrotransit.org/network-now.
- When the full G Line corridor opens in 2028, updates to local service routes are expected. For more information on the proposed changes, see the Phase 2 opening service section of this plan. Local service plans will be finalized closer to the opening of the G Line.

Station spacing

6 written responses were about making stations **closer together.**

13 written responses were about making stations **further apart**.

Our Response

- 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.

- Stations may have closer spacing in some circumstances. Areas with high density of destinations, like downtown areas, generally have closer station spacing. Station spacing may also be closer in other areas of the corridor to ensure access to transfer points, housing, jobs, or other destinations.

Safety and security

10 written responses were about safety and security. Commenters shared concerns about **crime** or **personal safety** at BRT stations.

Our Response

- Arterial BRT platforms have safety infrastructure built-in, including lighting, security cameras, and emergency telephones.
- Metro Transit is also engaged in agency-level efforts to improve public safety on transit. The Safety & Security Action Plan was endorsed by the Metropolitan Council in 2022. We are seeing system-wide progress on crime. Metro Transit is continuing to prioritize safety and security across the network.

Bus-only lanes

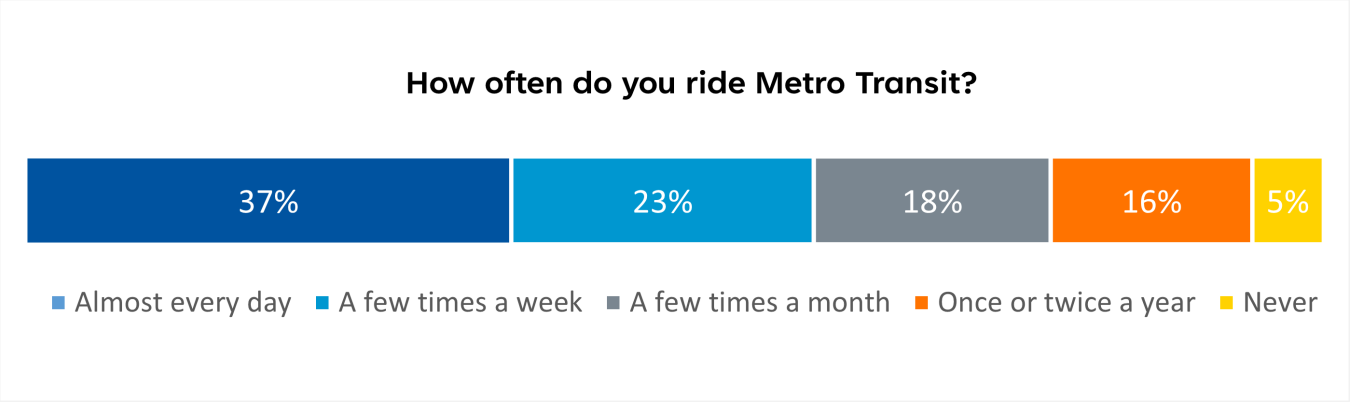
6 written responses were about bus-only lanes. All the commenters requested that **bus-only lanes be added to the G Line corridor**.

Our Response

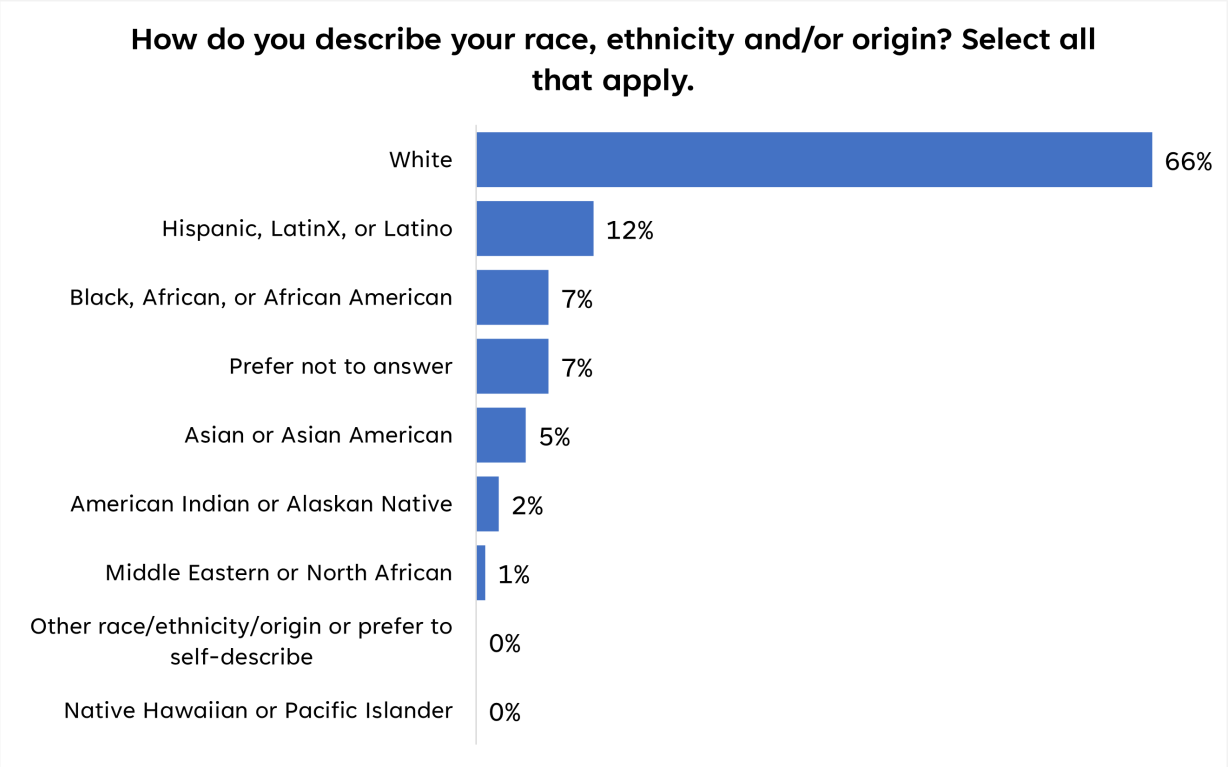
- Metro Transit works with its partners to add bus priority treatments, including bus-only lanes, to arterial BRT corridors. Bus priority treatments are finalized in the engineering phase of the project.
- Bus-only lanes were considered in the City of St. Paul's downtown Robert Street reconstruction 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.

Who We Heard From: Demographics

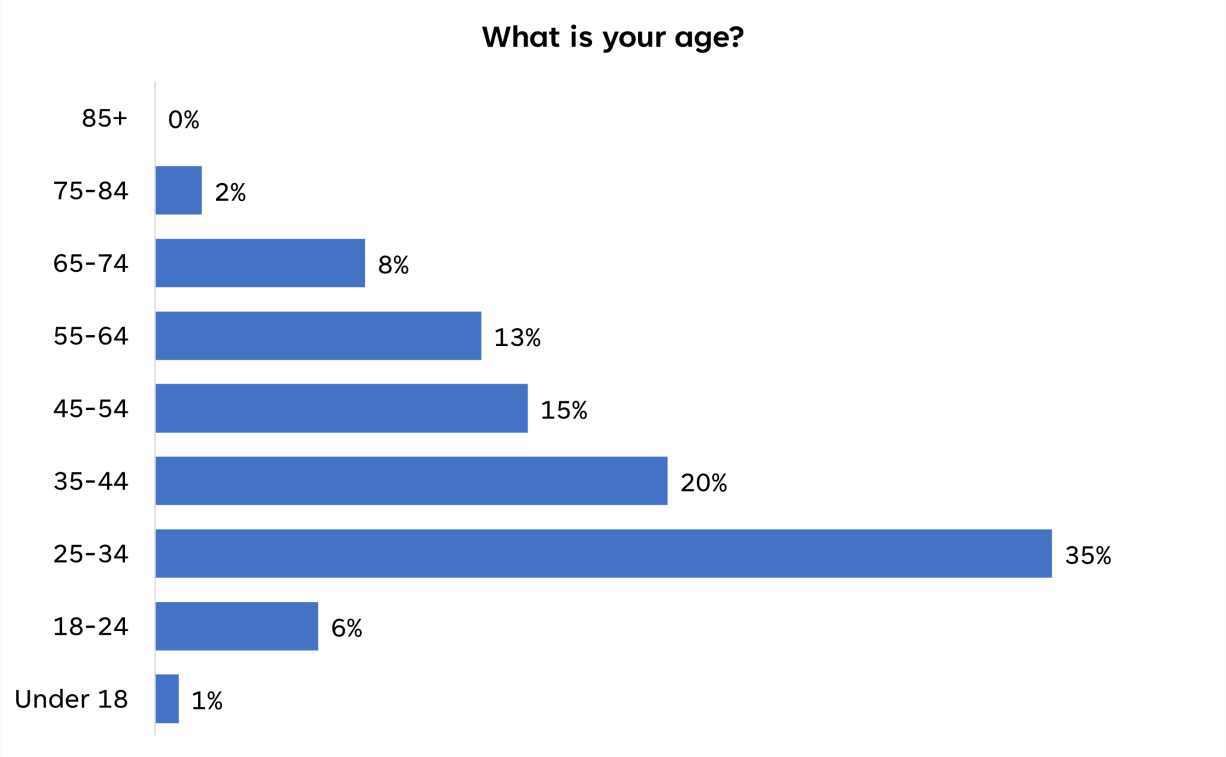
61% of respondents ride Metro Transit a few times a week or more.



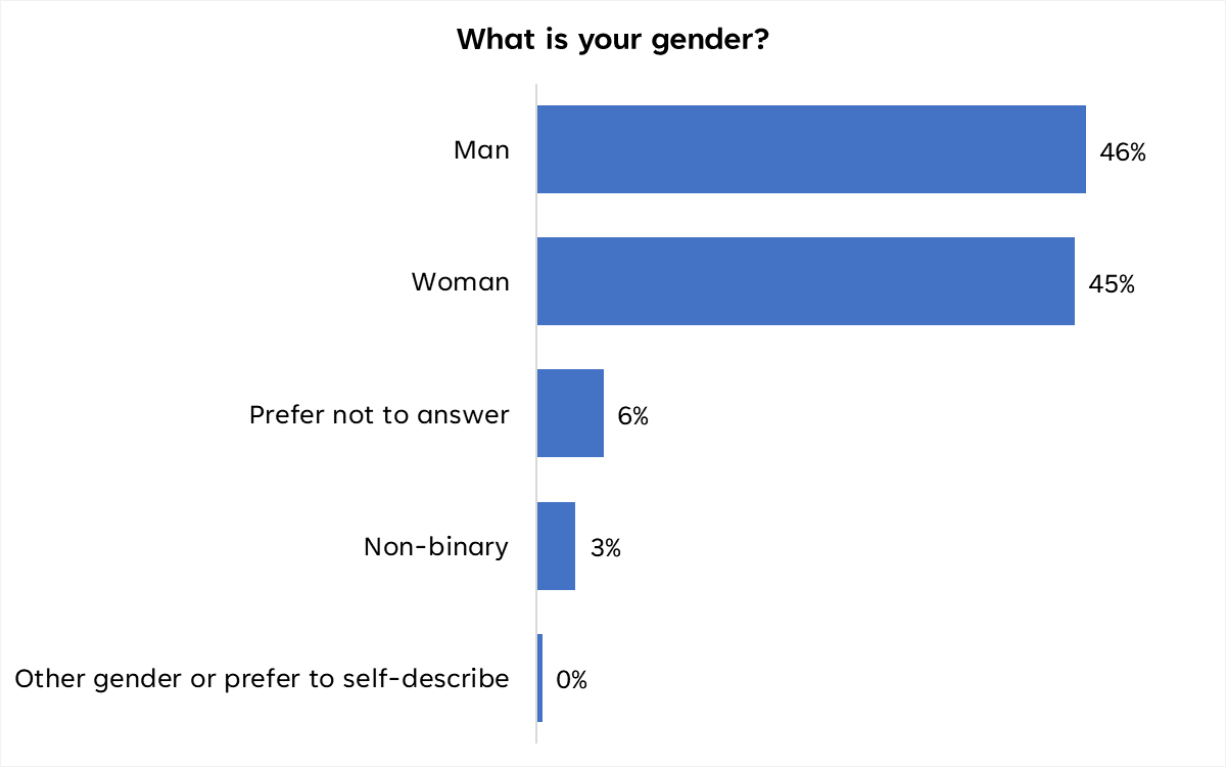
66% of survey respondents identify as White, **12%** identify as Hispanic, LatinX, or Latino, and **7%** identify as Black, African, or African American. In comparison, in the Travel Behavior Inventory (TBI) 2022 Transit On Board Survey, 35% of Route 62 and Route 68 customers identify as White, 8% identify as Hispanic, LatinX, or Latino, and 44% identify as Black, African, or African American.



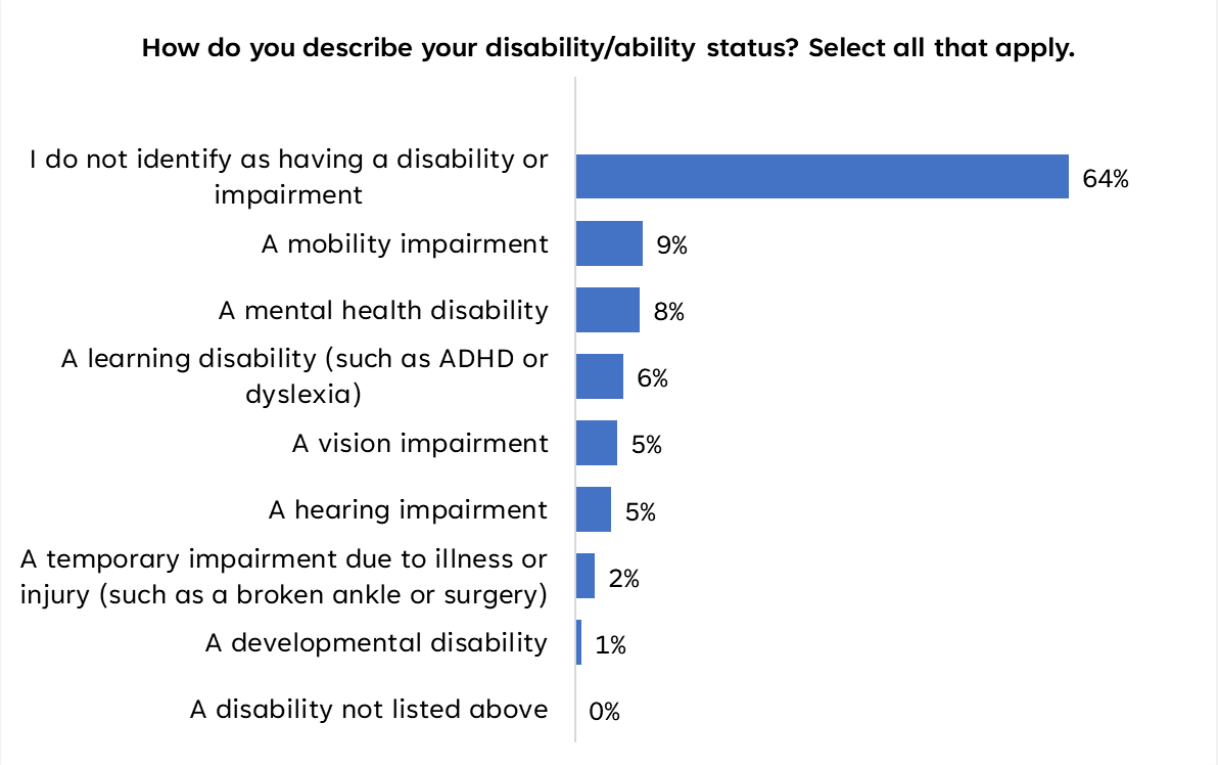
Most respondents are age 44 or younger.



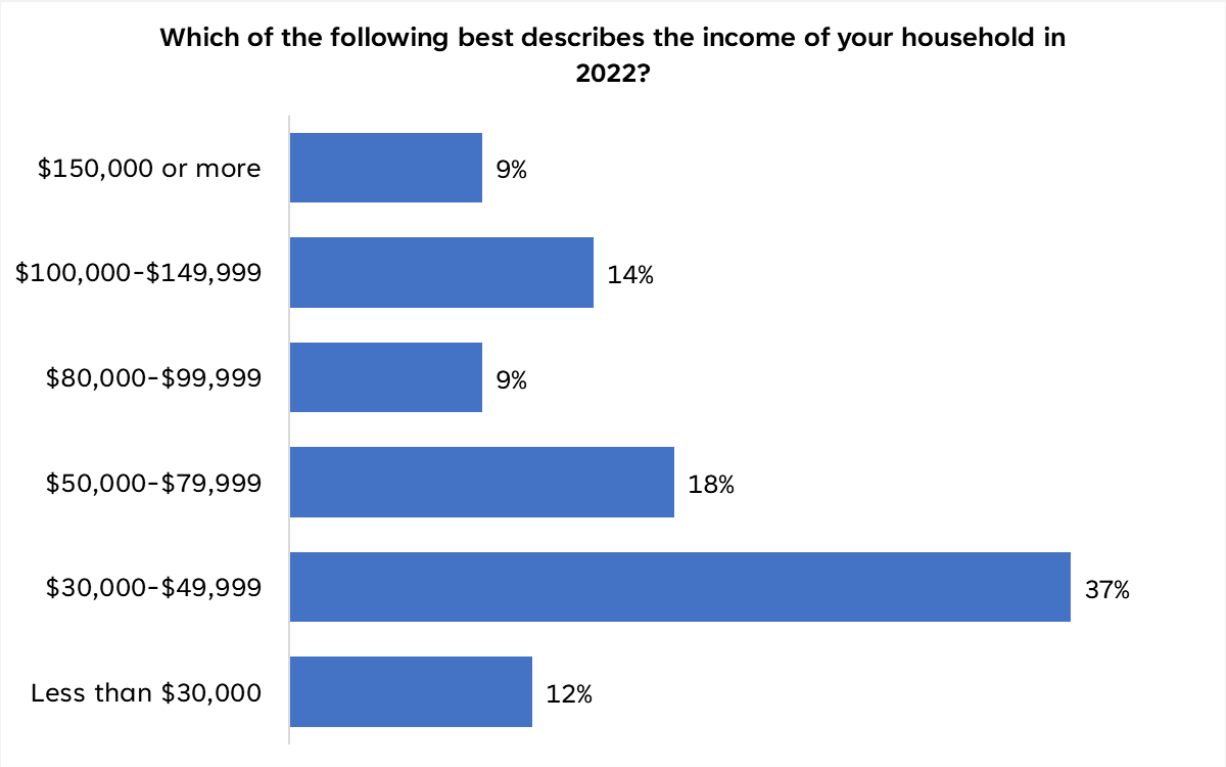
Respondents have **diverse** gender identities.



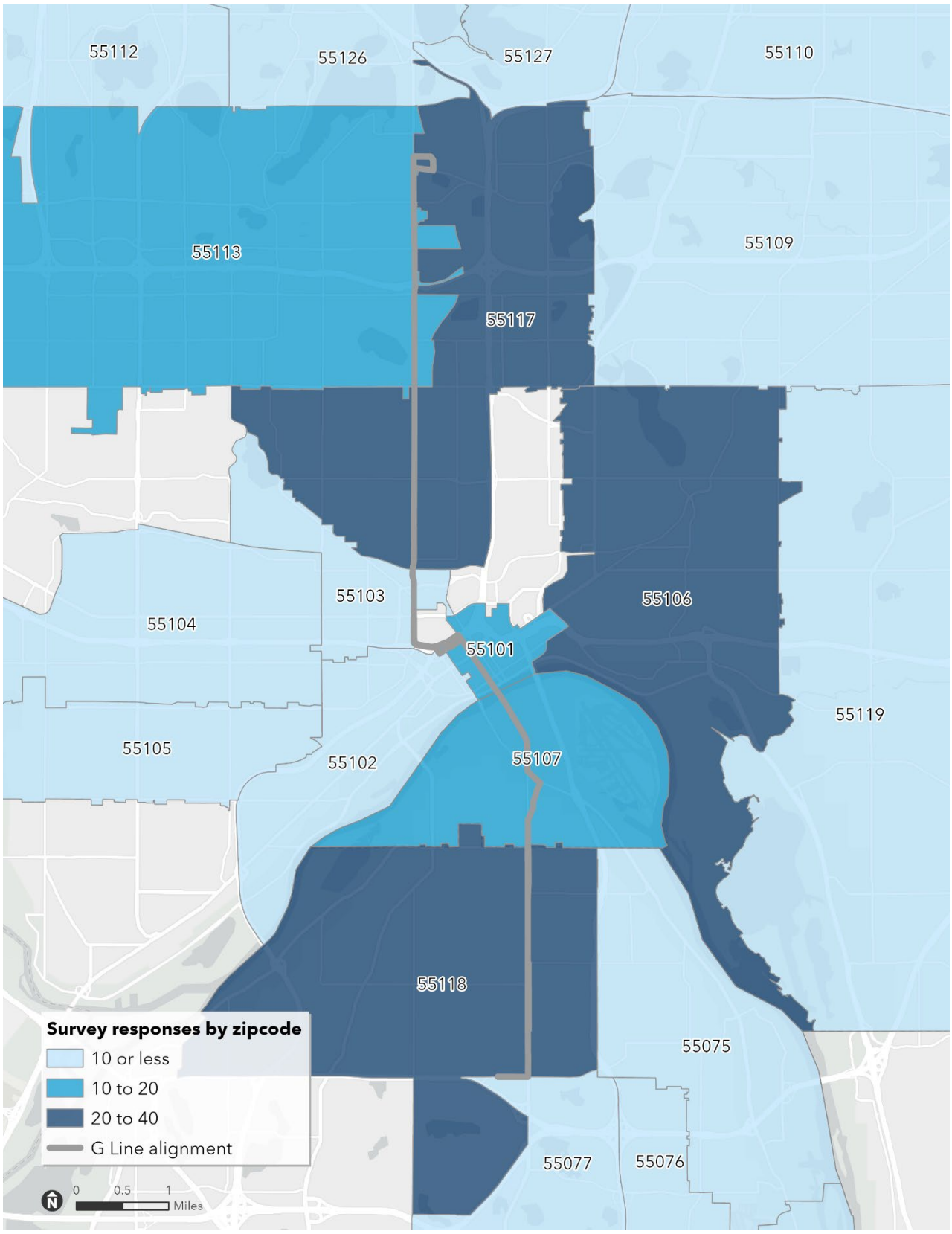
36% of respondents identify as having a disability or impairment.



49% of respondents had a household income less than $50,000.



65% of respondents live in a zip code along the G Line corridor.



Updates from the Draft Corridor Plan Proposals

Based on community and agency feedback, Metro Transit reviewed several proposed stations or platforms. Use the below links to go directly to the full analysis.

Rice & Cook

- The recommended southbound platform is shifted to mid-block between the western leg of Cook Avenue and Lawson Avenue. See Rice & Cook.

Rice & Como

- During the engagement period, we heard comments from the public about moving this station. Metro Transit recommends keeping the proposed station at Rice & Como. See Rice & Como.

Rice & Fuller

- The recommended southbound platform is shifted to nearside of the driveway entrance. See Rice & Fuller.

Robert & Isabel

- The recommended southbound platform is shifted to nearside of Robert & Isabel. See Robert & Isabel.

Cesar Chavez & State

- During the engagement period, we heard comments from the public about moving the southbound platform. Metro Transit recommends keeping the proposed platform location. See Cesar Chavez & State.

Robert & Sidney

- Metro Transit recommends moving the station from Curtice Street to Sidney Street. See Robert & Sidney.

Robert & Annapolis

- Metro Transit recommends shifting the proposed southbound platform farside of Robert & Annapolis. See Robert & Annapolis.

Robert & Butler

- During the engagement period, we heard comments from the public about moving the southbound platform. Metro Transit recommends keeping the proposed platform location. See Robert & Butler.

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

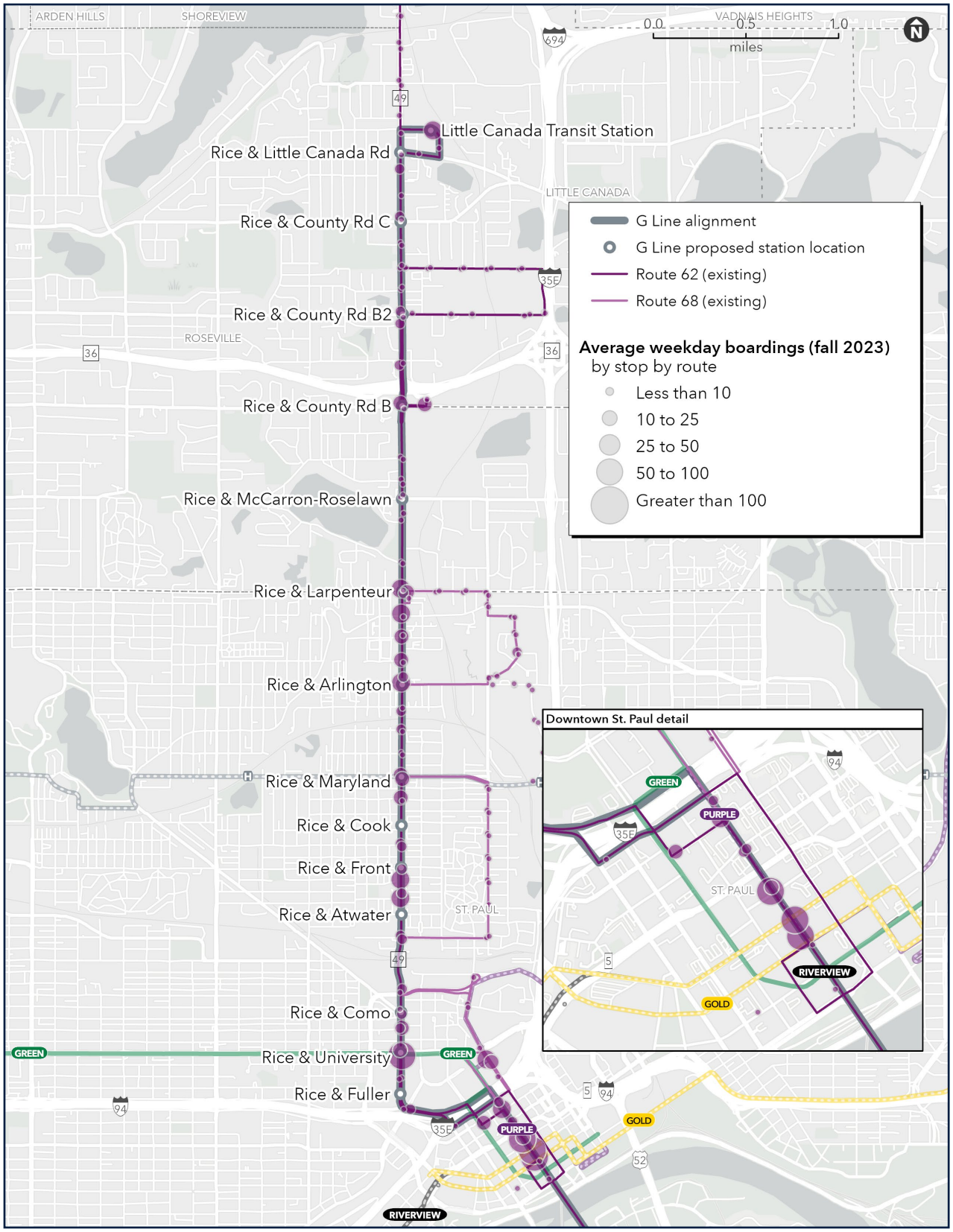
There are 32 stations in the 11.5-mile G Line corridor. The individual station plan pages are in order from north to south beginning at the Little Canada Transit Station in Little Canada and ending at the Dakota County Northern Service Center in West St. Paul.

Corridor-wide Maps

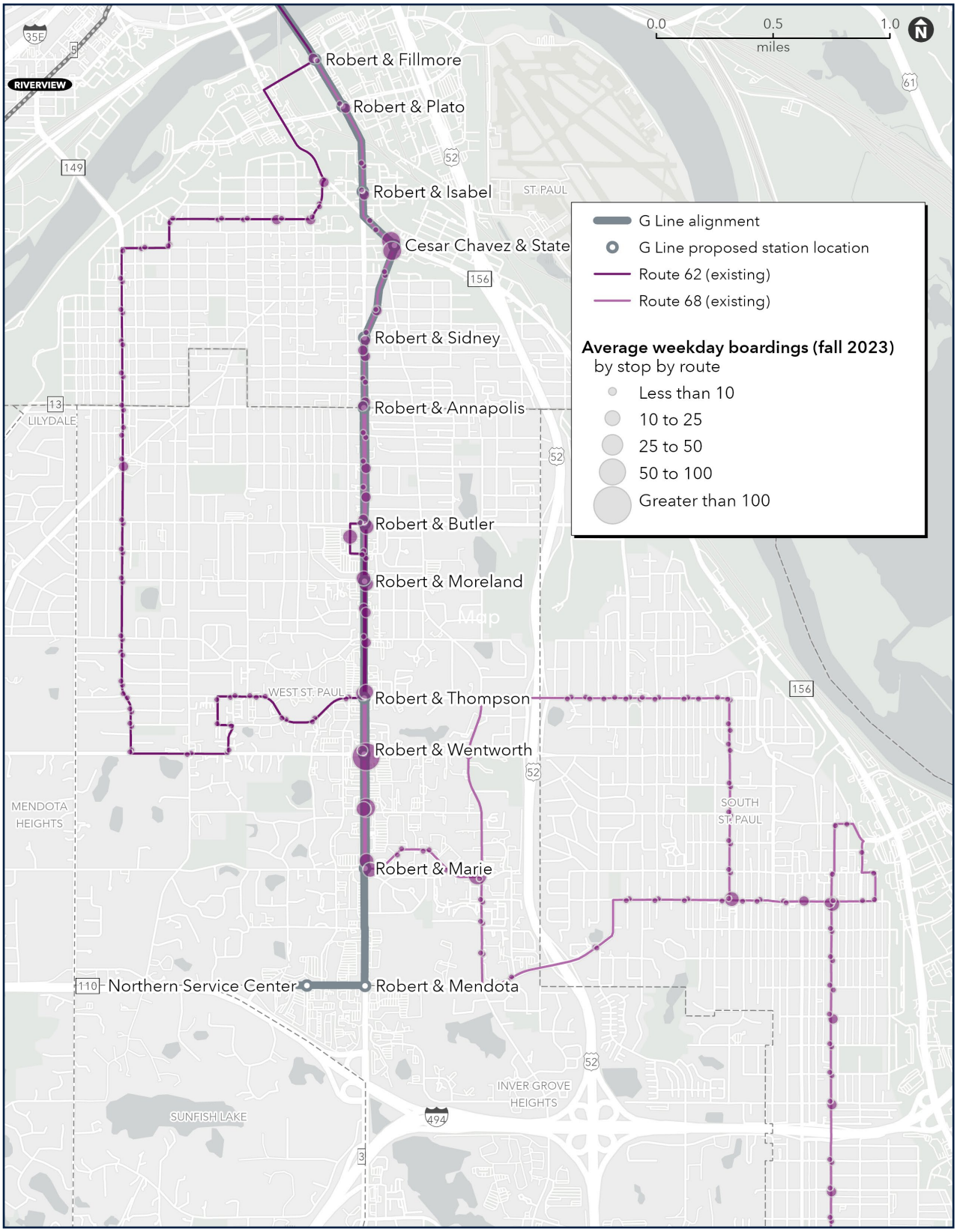
- Existing Route 62 and Route 68 Ridership (North)
- Existing Route 62 and Route 68 Ridership (South)
- Planned Station Spacing (North)
- Planned Station Spacing (South)

G Line Stations

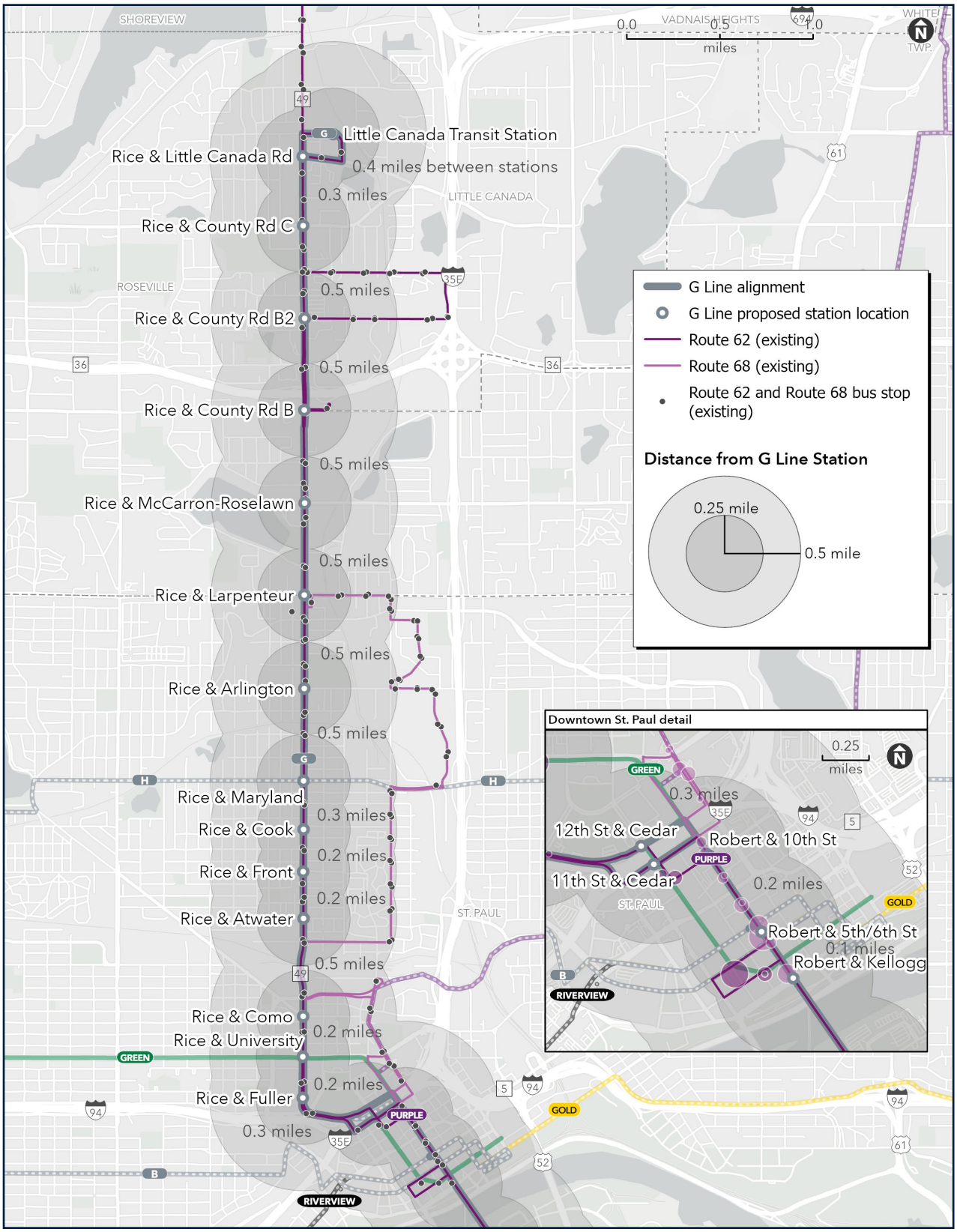
Existing Route 62 and Route 68 Ridership (North)



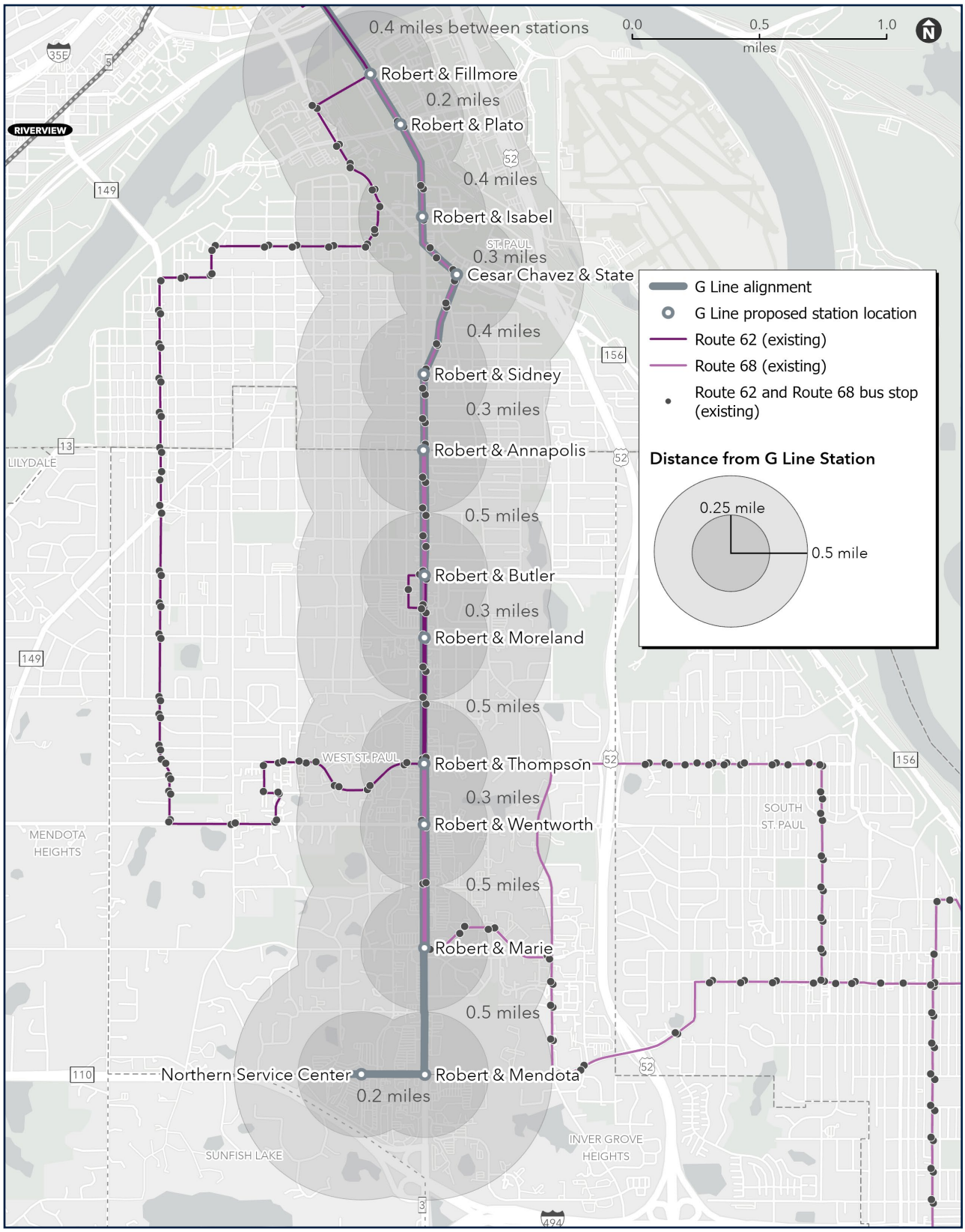
Existing Route 62 and Route 68 Ridership (South)



Planned Station Spacing (North)



Planned Station Spacing (South)

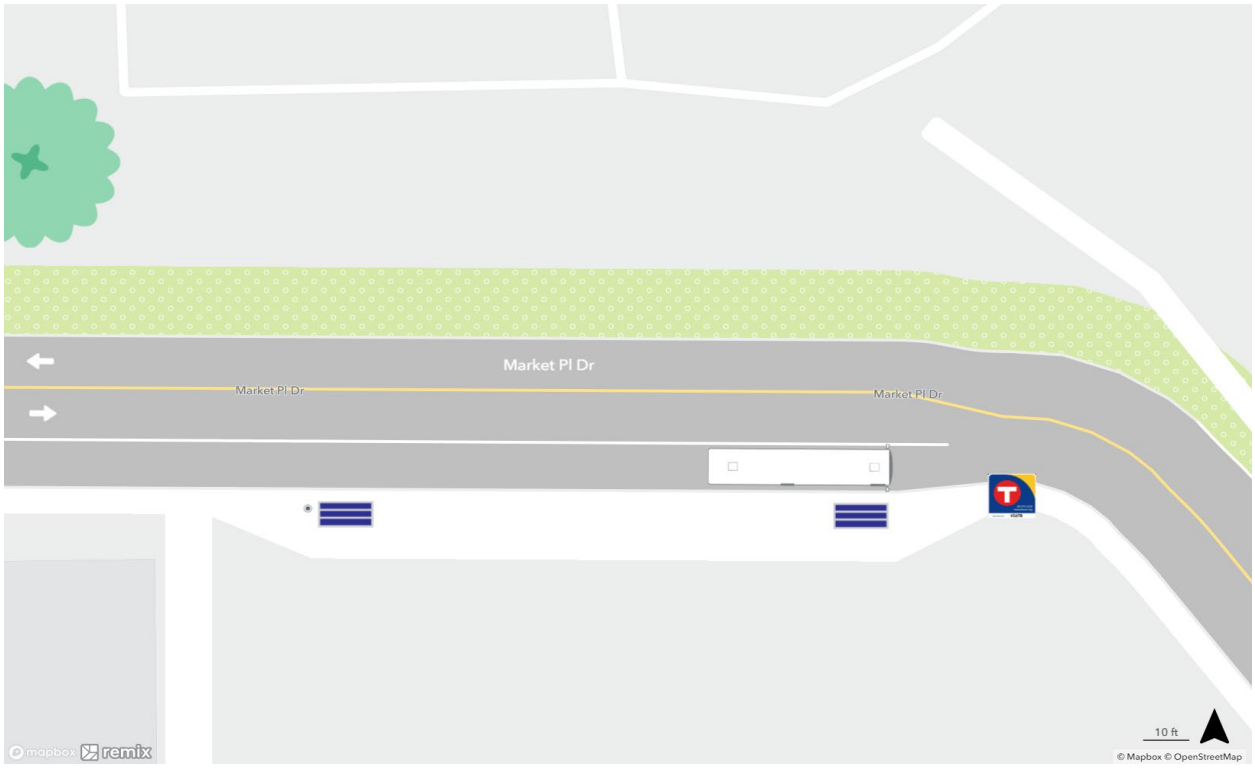


Little Canada Transit Station

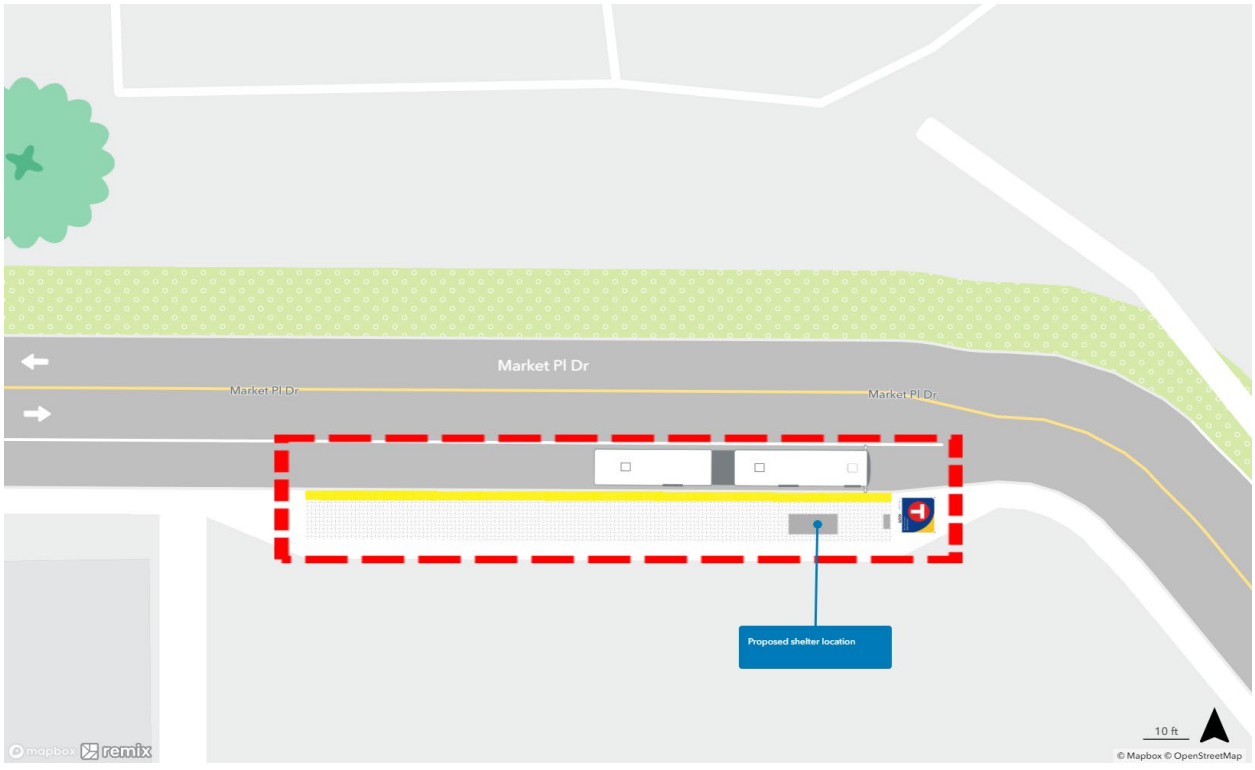
Little Canada Transit Station is the northern terminal of the G Line. Known as the Marketplace Center in Little Canada today, this station will be renamed in 2027 as part of the G Line project. Metro Transit is exploring options to construct an operator restroom facility near this platform. The proposed 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.

Proposed transit connections

- Route 223 and Route 229.

Parking impacts

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

Other locations considered

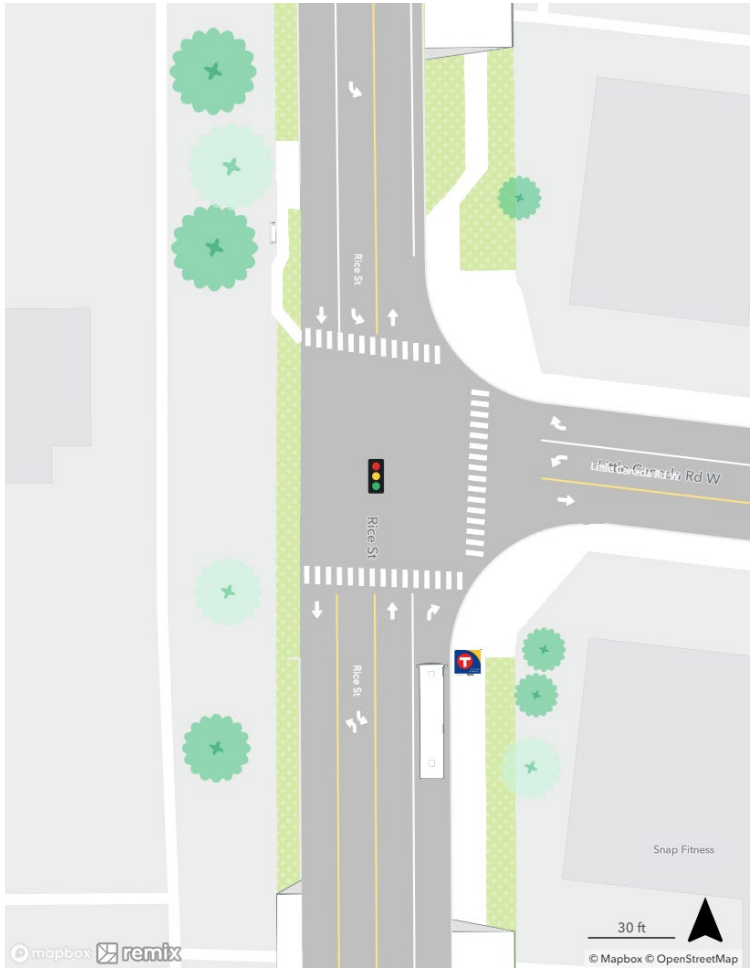
- No other station locations were considered to serve this area.

Rice & Little Canada Road

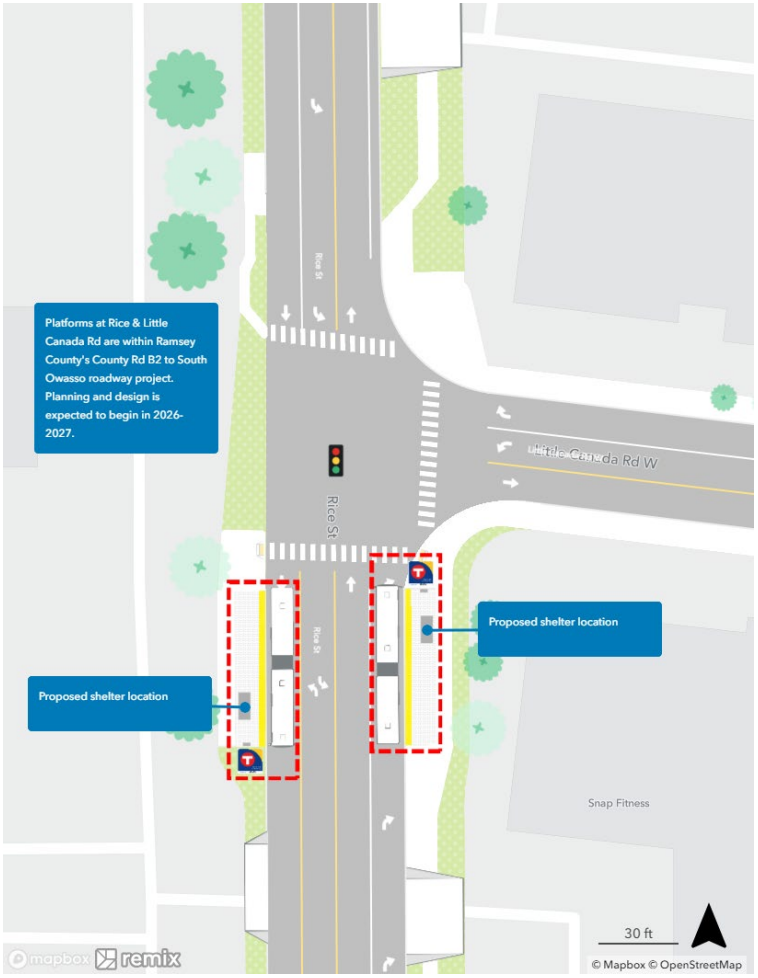
The proposed northbound platform is at the same nearside location as the current Route 62 stop. The proposed southbound platform is on the farside of the intersection of Rice Street and Little Canada Road. The City of Little Canada is the roadway authority for Little Canada Road. Ramsey County is the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

Proposed transit connections

- None.

Parking impacts

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

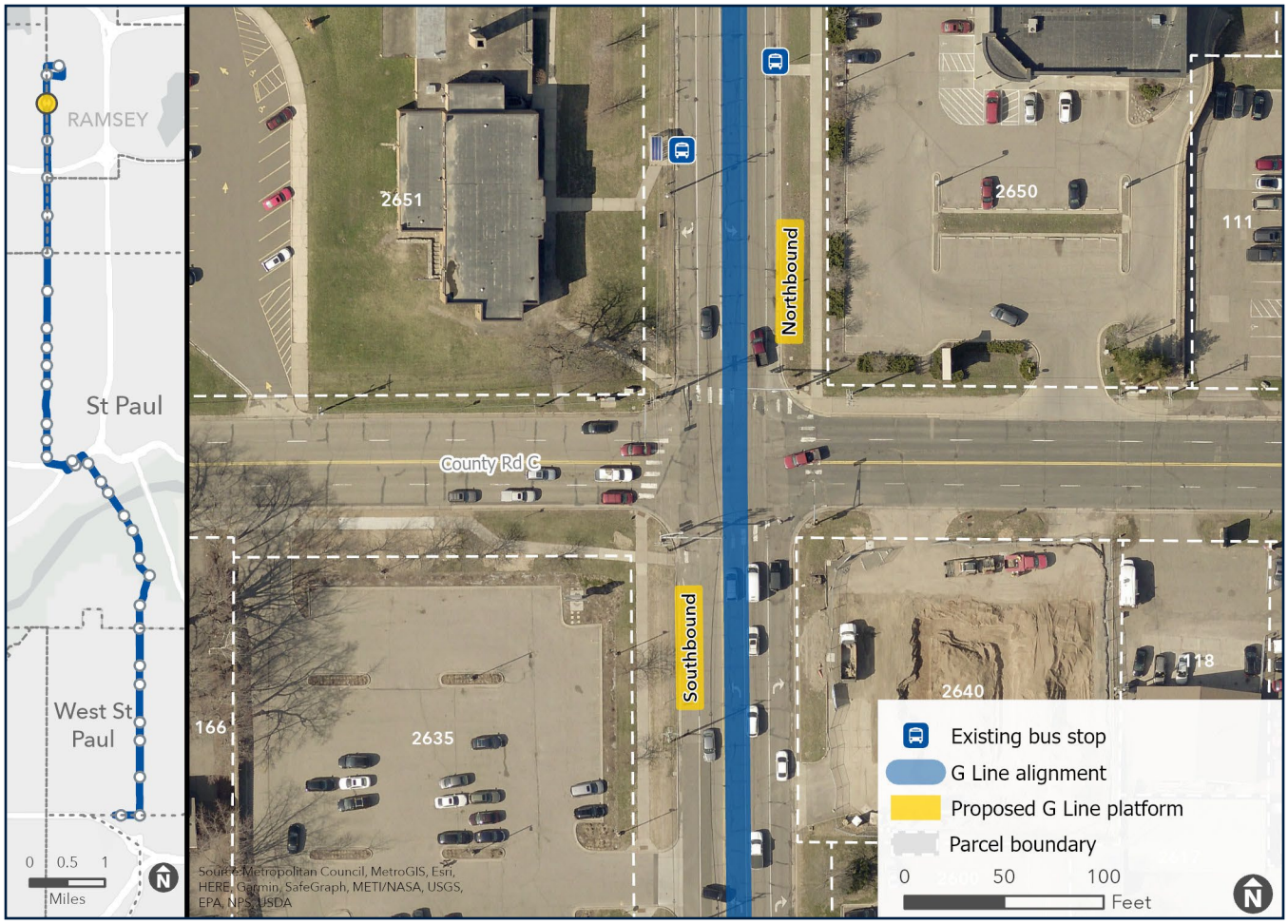
Other locations considered

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

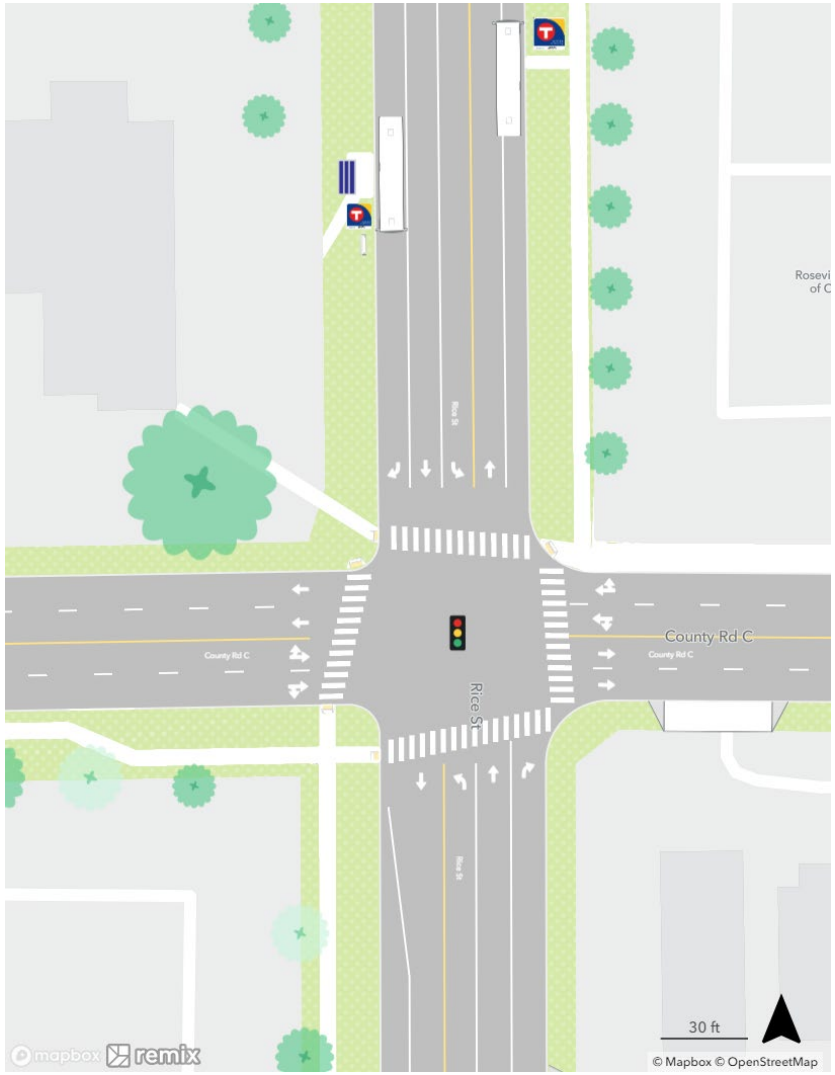
Rice & County Road C

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.

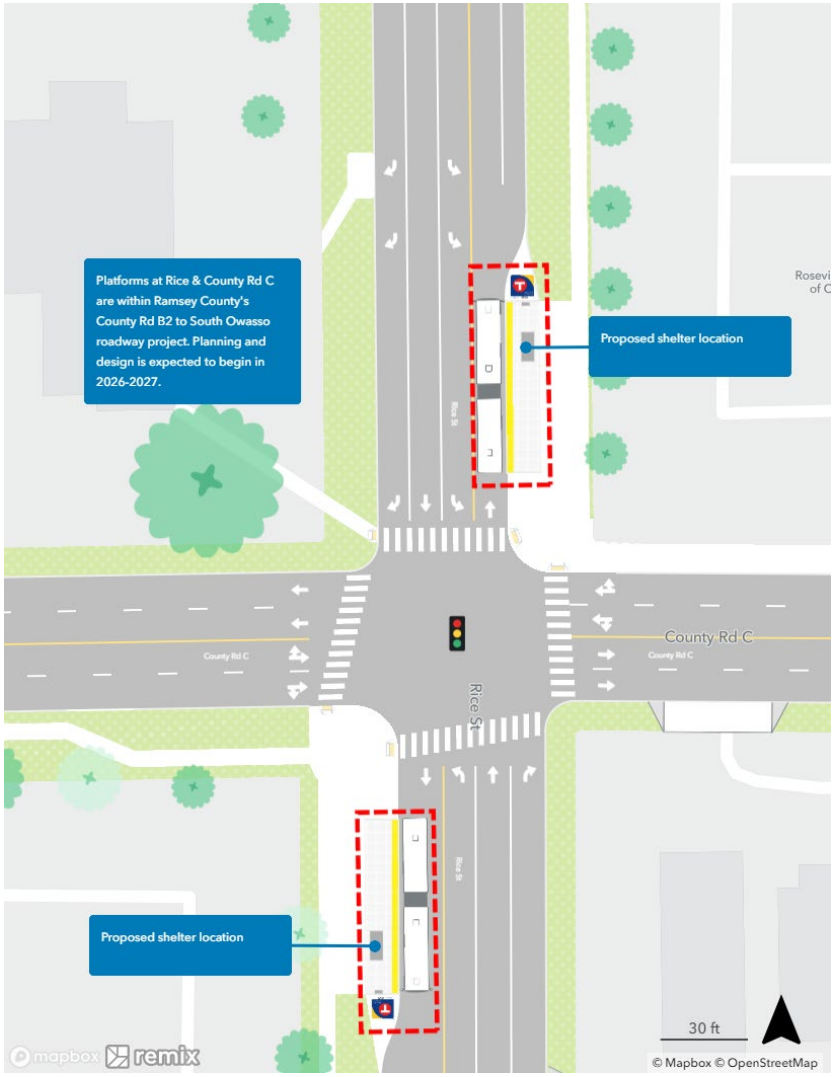
Proposed Station Location



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.

Proposed transit connections

- Route 223.

Parking impacts

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

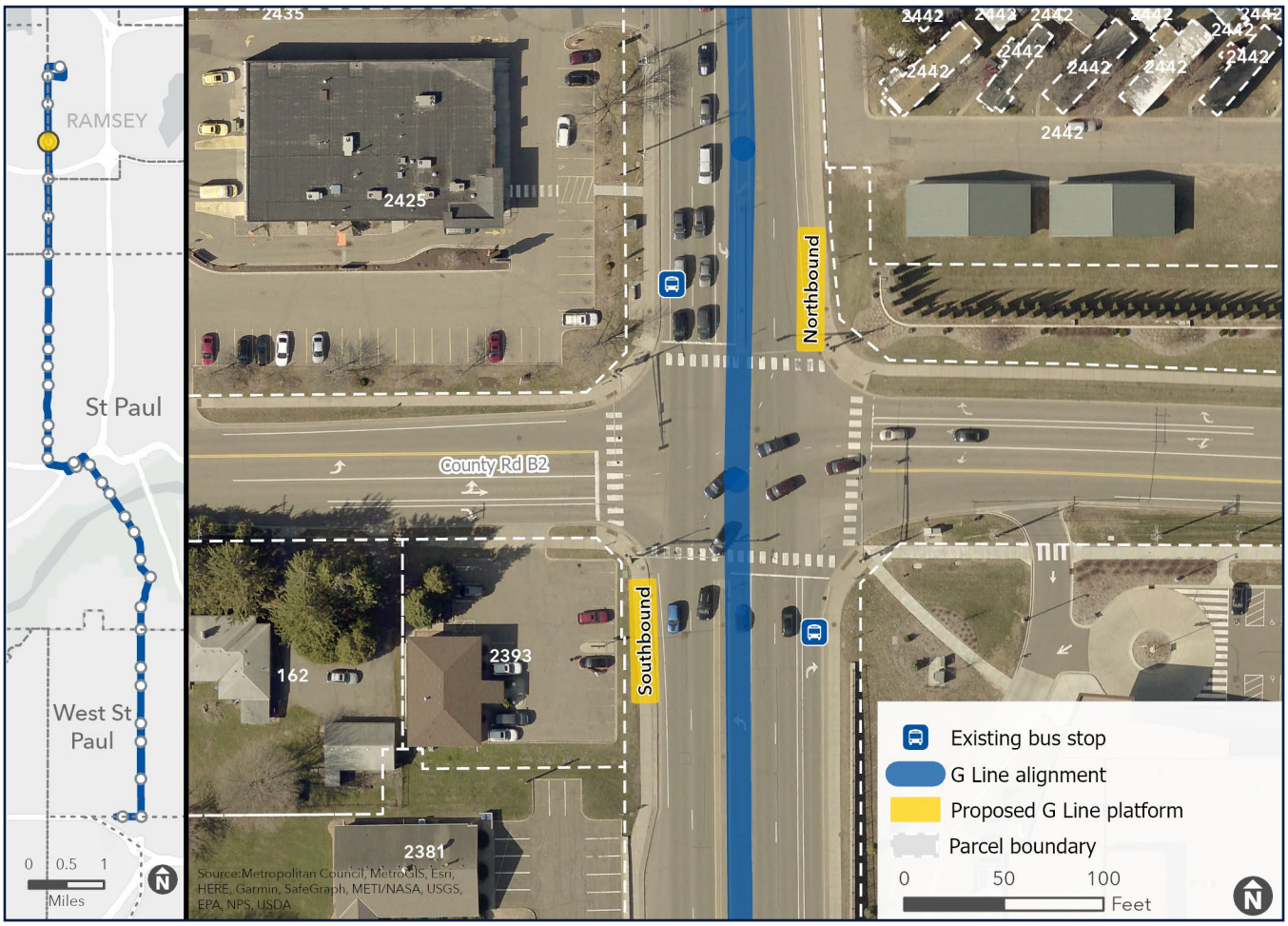
Other locations considered

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

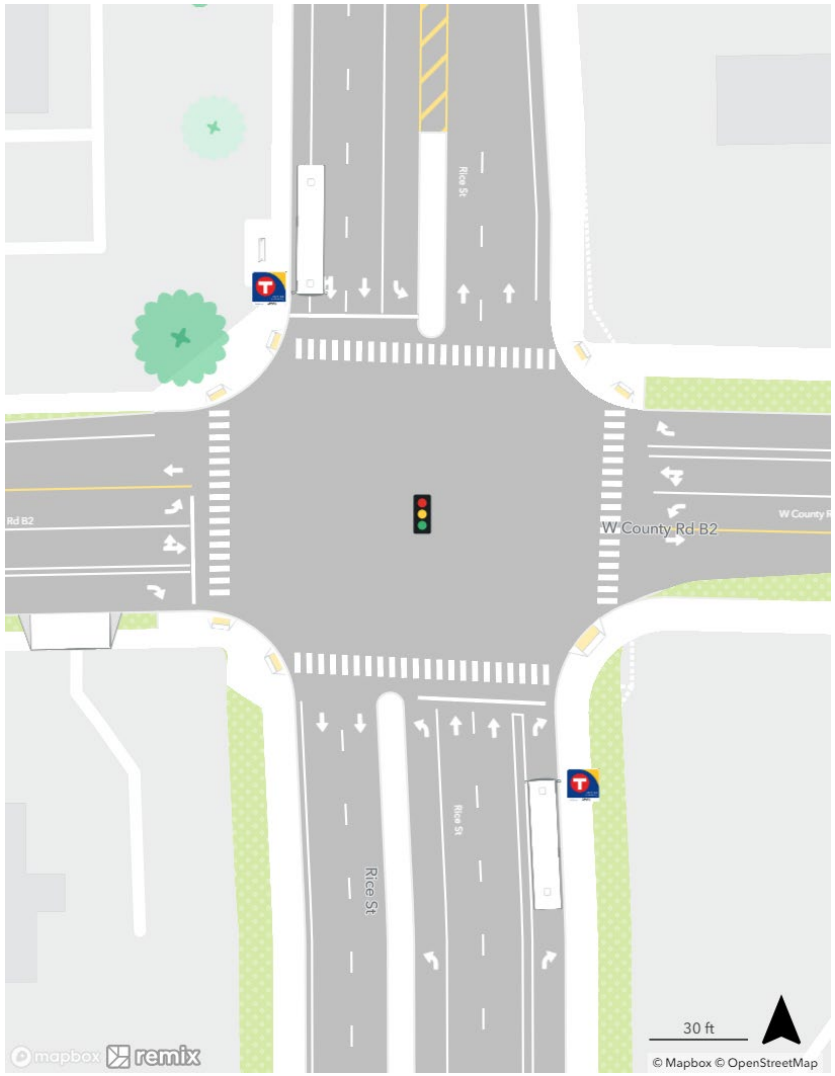
Rice & County Road B2

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.

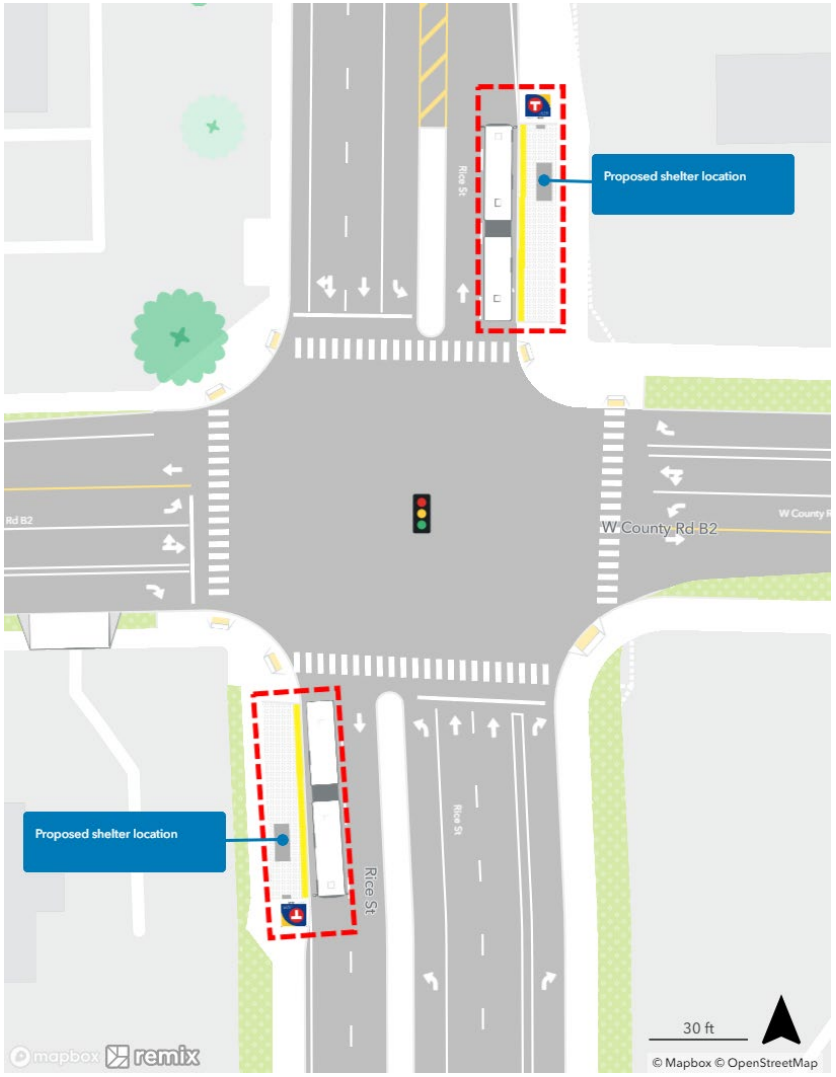
Proposed Station Location



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.

Proposed transit connections

- None.

Parking impacts

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

Other locations considered

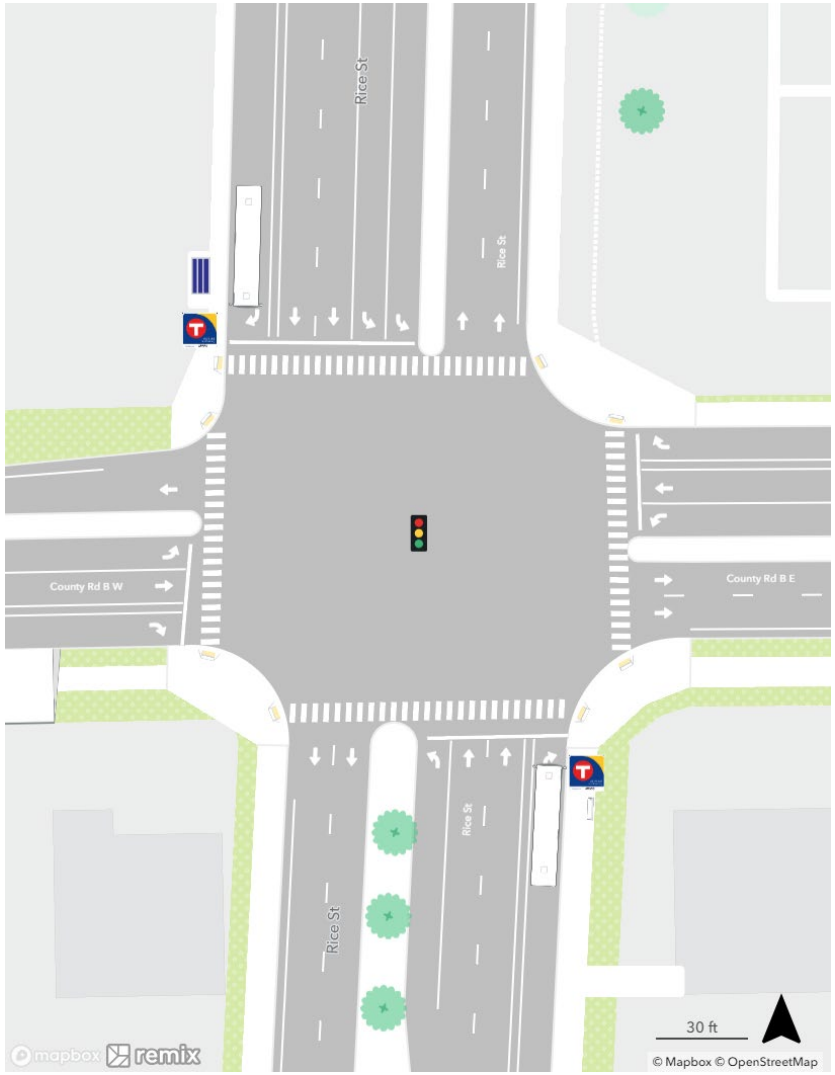
- No other station locations were considered to serve this area.

Rice & County Road B

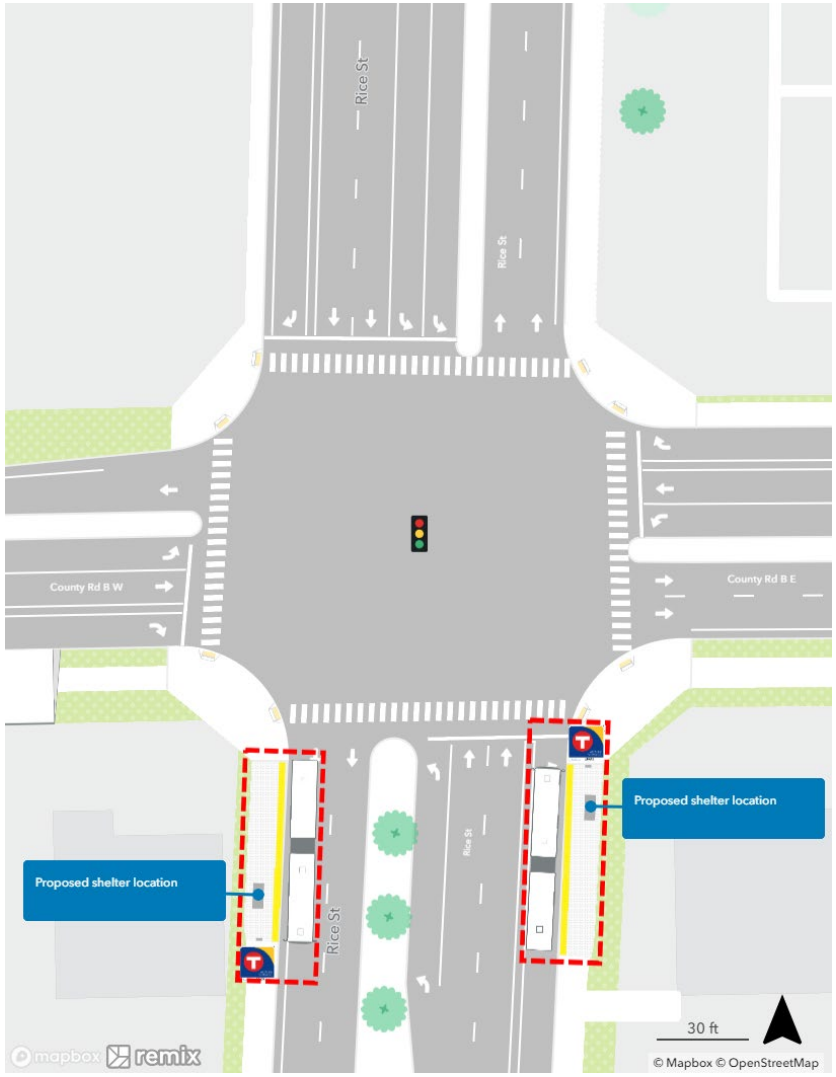
The proposed northbound platform is at the same nearside location as the current Route 62 stop. The proposed southbound platform is on the farside of the intersection of Rice Street and County Road B. Ramsey County is the roadway authority for Rice Street and County Road B.

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.

Proposed transit connections

- This station would provide transfers between the G Line and routes serving the Highway 36 Park & Ride.
- Route 64, Route 68, and 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.

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.

Proposed 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.

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 Bicycle Plan identifies Rice Street and Larpenteur Avenue as corridors for bicycle facilities.

Proposed transit connections

- Route 68.

Parking impacts

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

Other locations considered

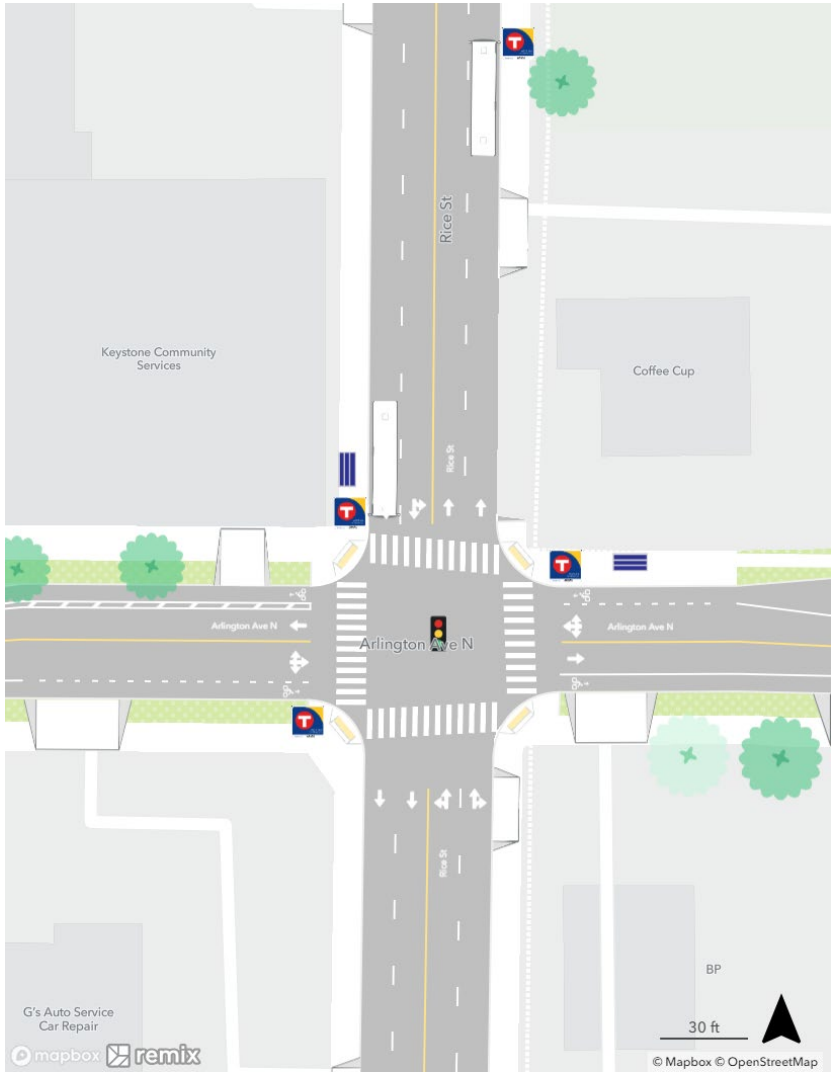
- No other locations were considered for this station.

Rice & Arlington

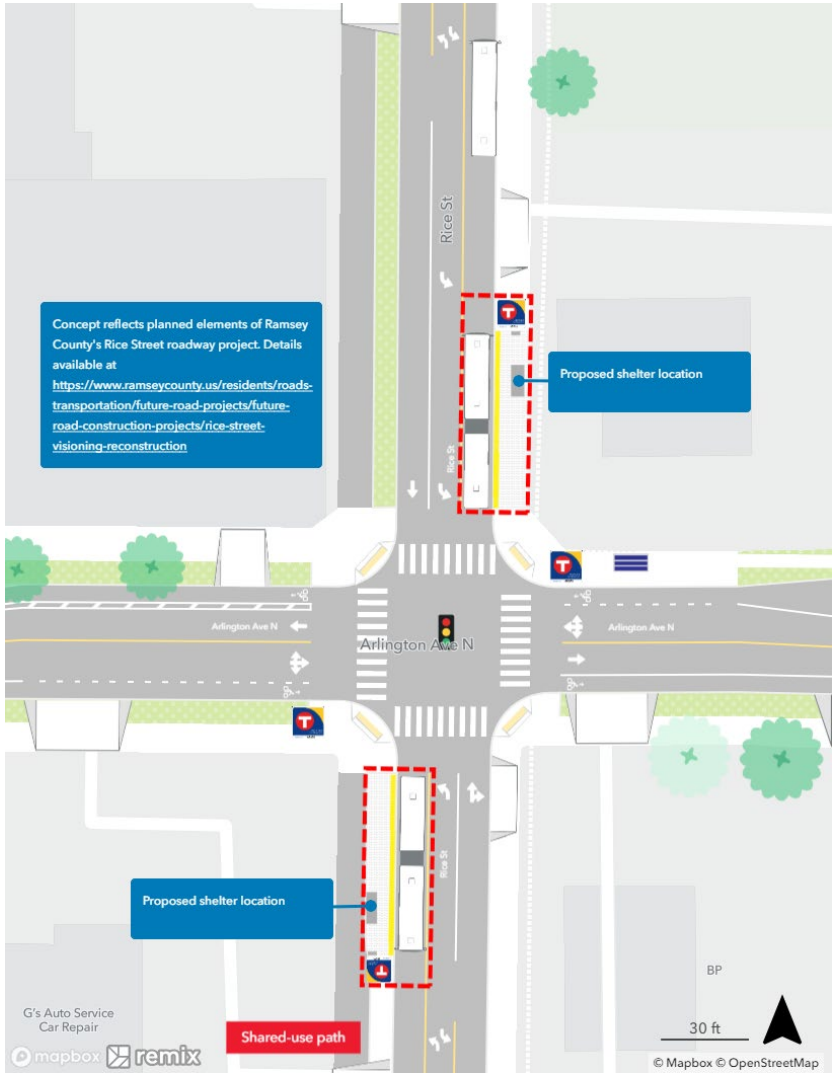
The proposed northbound and southbound platforms are on the farside of the intersection of Rice Street and Arlington Avenue. Ramsey County is the roadway authority for Rice Street. The City of St. Paul is the roadway authority for Arlington Avenue.

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 Visioning reconstruction project is planned for 2025 to 2027.

Pedestrian access

- Rice & Arlington is a signalized intersection. Planned pedestrian improvements at this intersection are part of the Rice Street Visioning 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 Visioning project.
- The City of St. Paul's Bicycle Plan identifies Arlington Avenue as a corridor for a bicycle facility.

Proposed 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

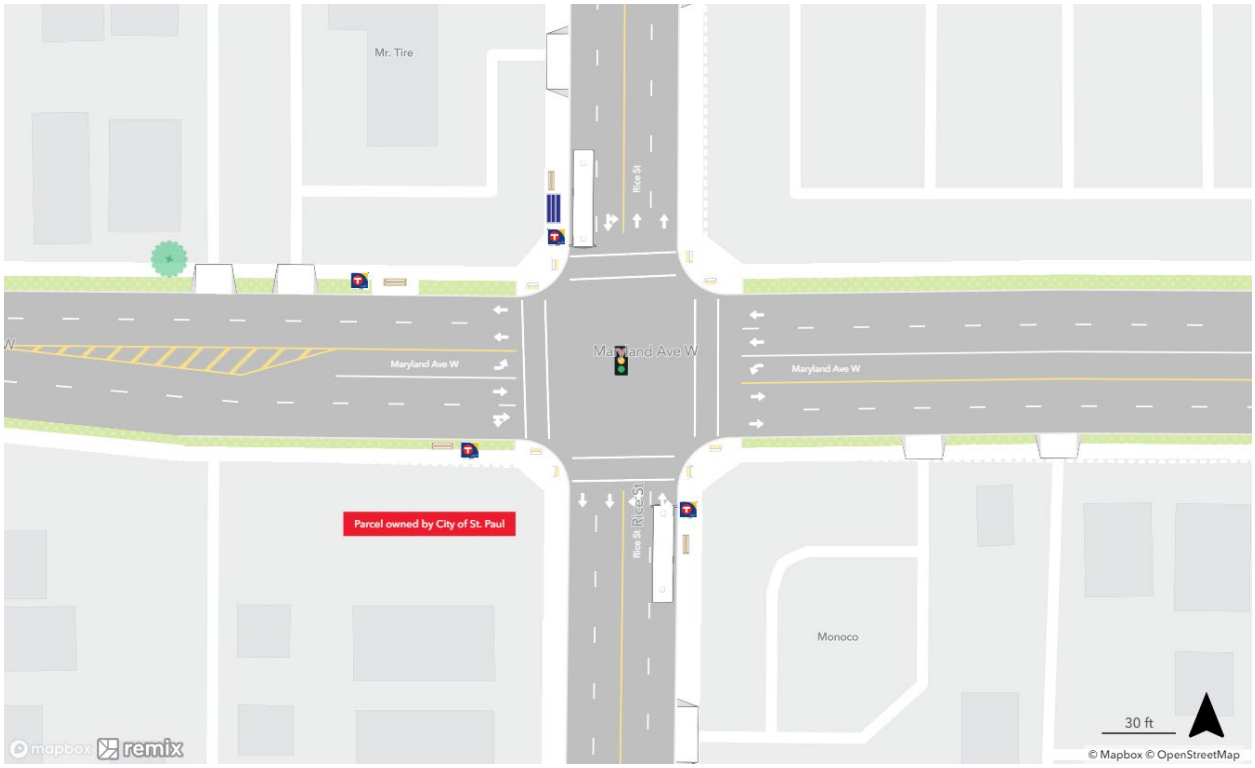
- No other locations were considered for this station.

Rice & Maryland

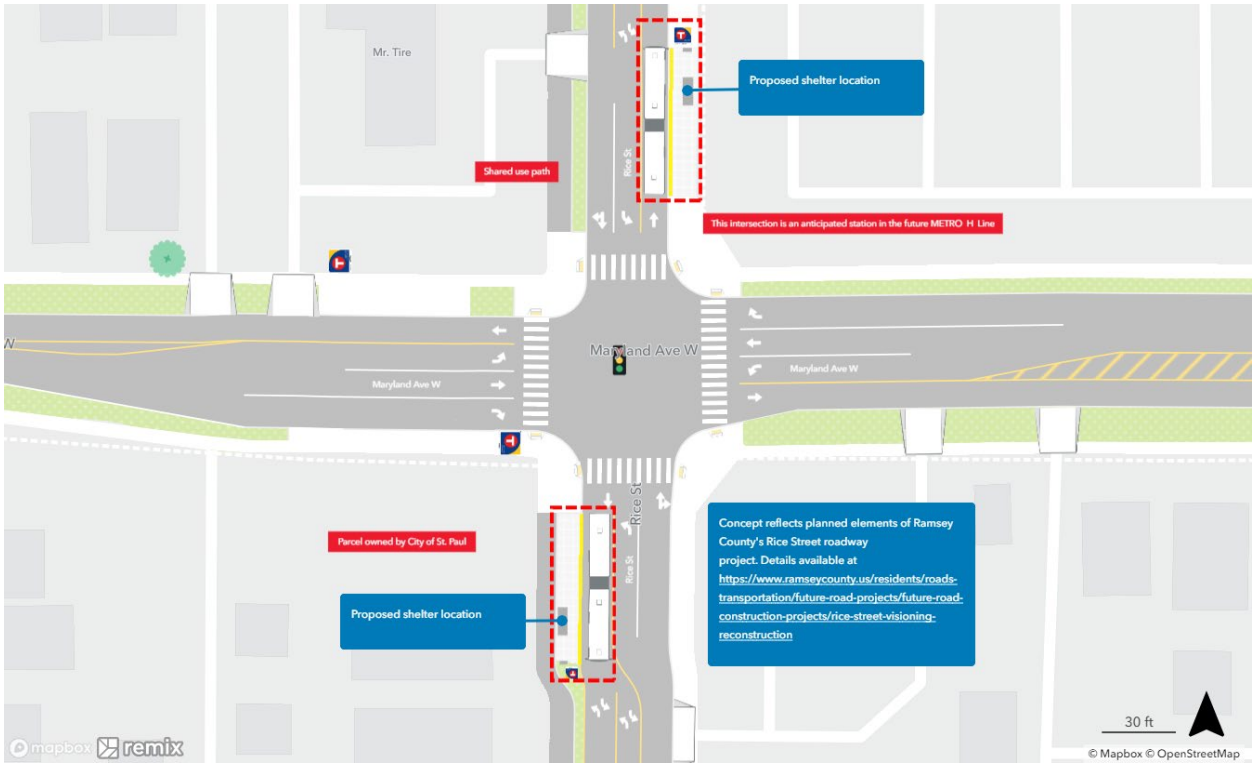
The proposed northbound and southbound platforms are on the farside of the intersection of Rice Street and Maryland Avenue. Ramsey County is the roadway authority for Rice Street and Maryland Avenue.

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 Visioning reconstruction project is planned for 2025 to 2027.

Pedestrian access

- Rice & Maryland is a signalized intersection. Planned pedestrian improvements at this intersection are part of the Rice Street Visioning 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 Visioning project.
- Ramsey County's 2015 Countywide Pedestrian & Bicycle Plan identified Maryland Avenue as a planned bike route.

Proposed transit connections

- Route 3 (Future METRO H Line).

Parking impacts

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

Other locations considered

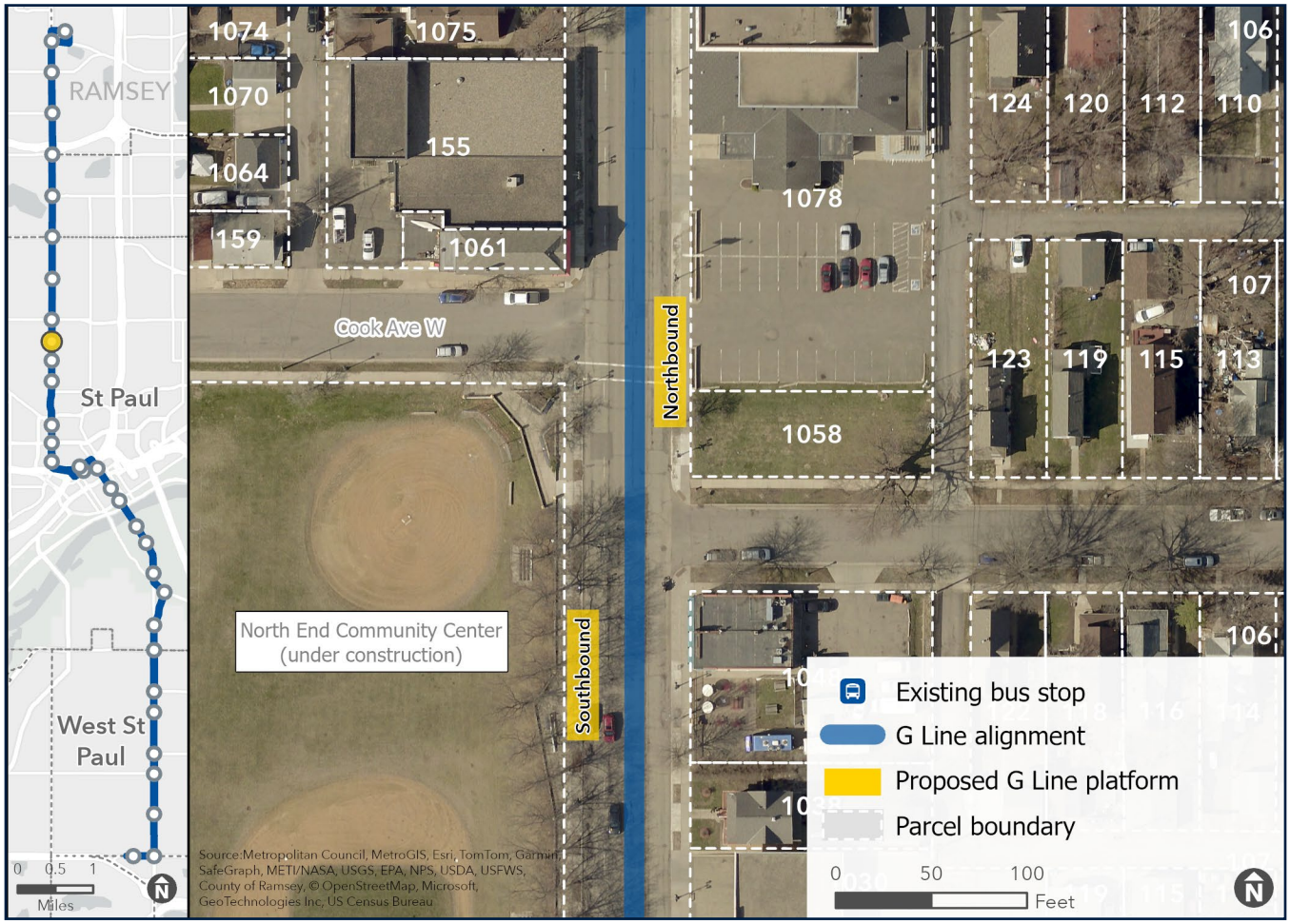
- No other locations were considered for this station.

Rice & Cook

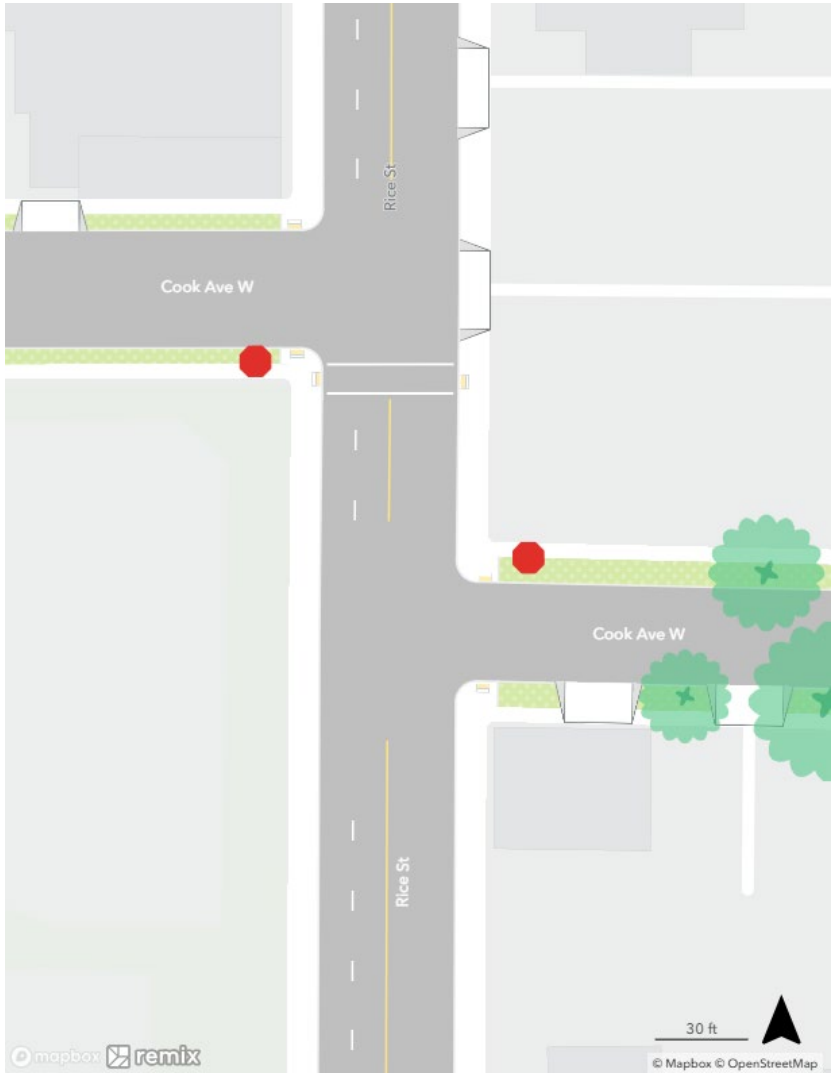
The proposed southbound platform is mid-block of the western leg of Cook Avenue and Lawson Avenue. The proposed northbound platform is between the two legs of Cook Avenue on Rice Street. Ramsey County is the roadway authority for Rice Street. The City of St. Paul is the roadway authority for Cook Avenue.

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

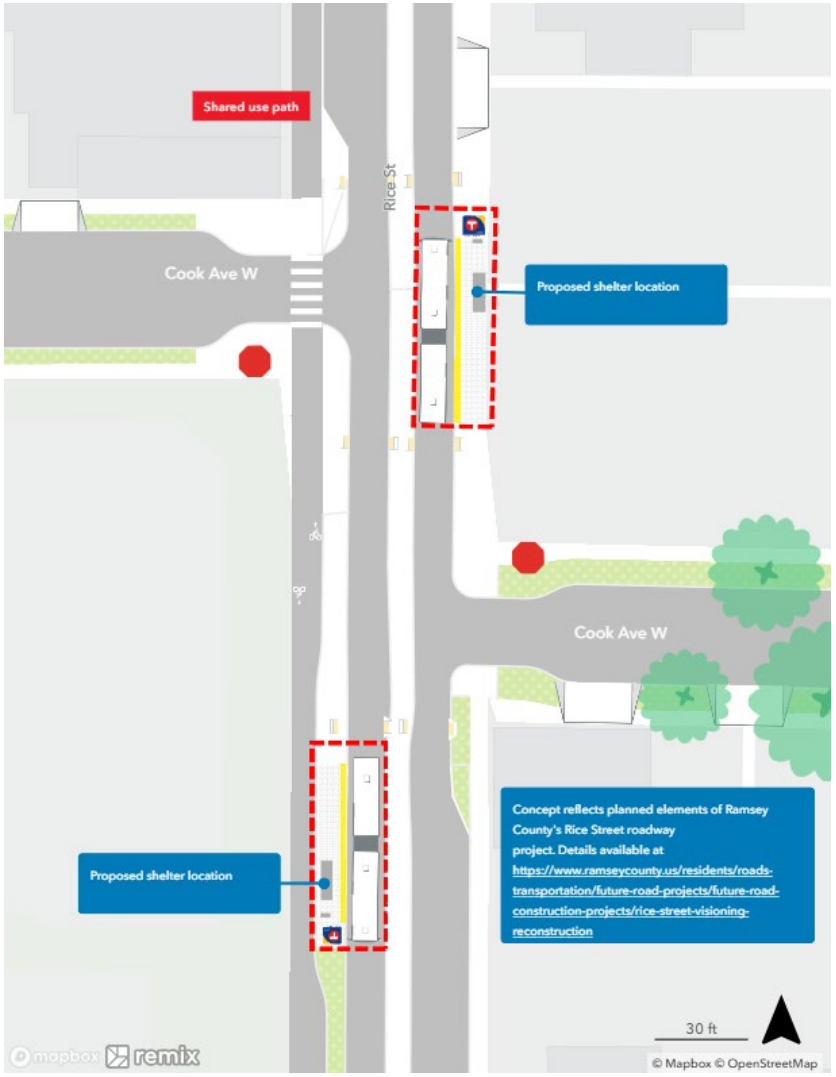
Proposed Station Location



Existing Station Area



Proposed Station Plan



Updates from the Draft Corridor Plan proposal

The recommended southbound platform is shifted to mid-block between the western leg of Cook Avenue and Lawson Avenue. A mid-block southbound platform will provide better access to the North End Community Center and the Rice Street Library. A median is expected to be constructed in this stretch of Rice Street through Ramsey County's Rice Street Visioning & Reconstruction project. A median will make it easier for customers to cross Rice Street since the station is not at a signalized intersection. Metro Transit will continue working with our partners at the City of St. Paul and Ramsey County to provide G Line service to these key destinations.

Planned Station Overview

Key destinations

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

Project coordination

- Ramsey County's Rice Street Visioning reconstruction project is planned for 2025 to 2027.

Pedestrian access

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

Proposed 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

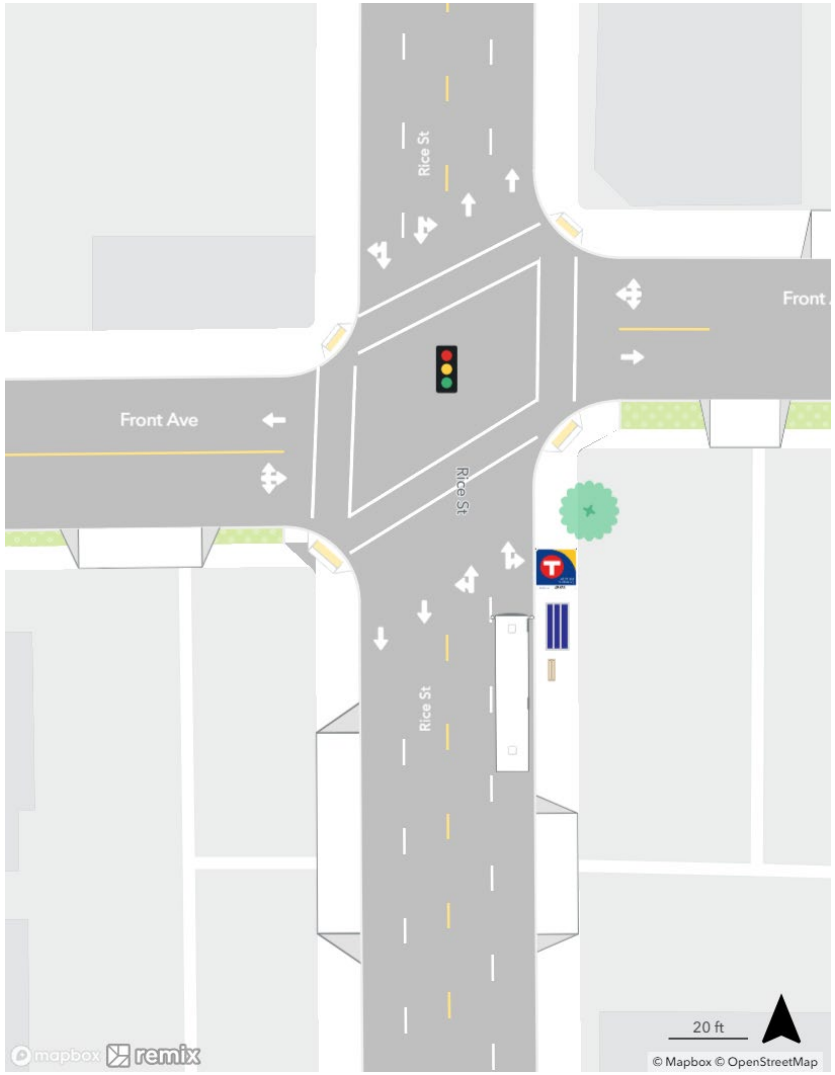
- Rice & Jessamine: This intersection was considered as an alternate station location for the G Line. However, due to constructability challenges, this option was not pursued.
- Rice & Magnolia: This intersection was considered as an alternate station location for the G Line. However, due to challenges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

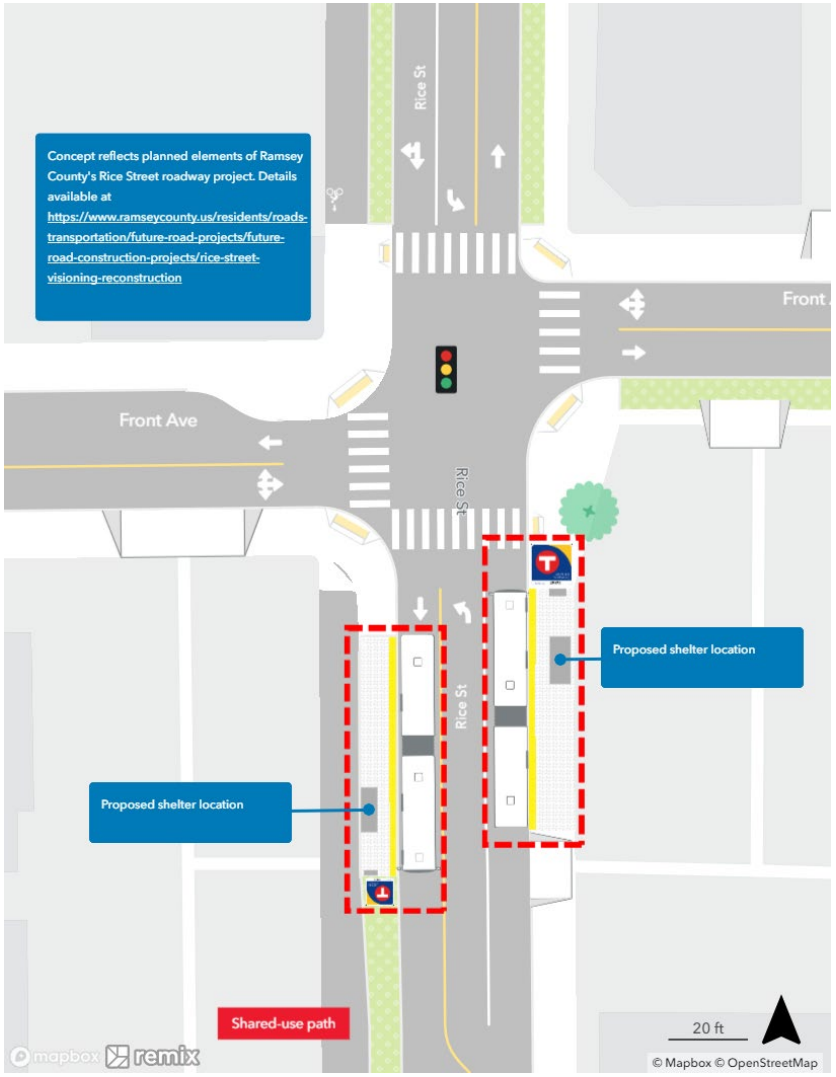
The proposed northbound platform is at the same nearside location as the current Route 62 stop. The proposed southbound platform is on the farside of the intersection of Rice Street and Front Avenue. The City of St. Paul is the roadway authority for Front Avenue. Ramsey County is the roadway authority 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 Visioning reconstruction project is planned for 2025 to 2027.

Pedestrian access

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

Proposed 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

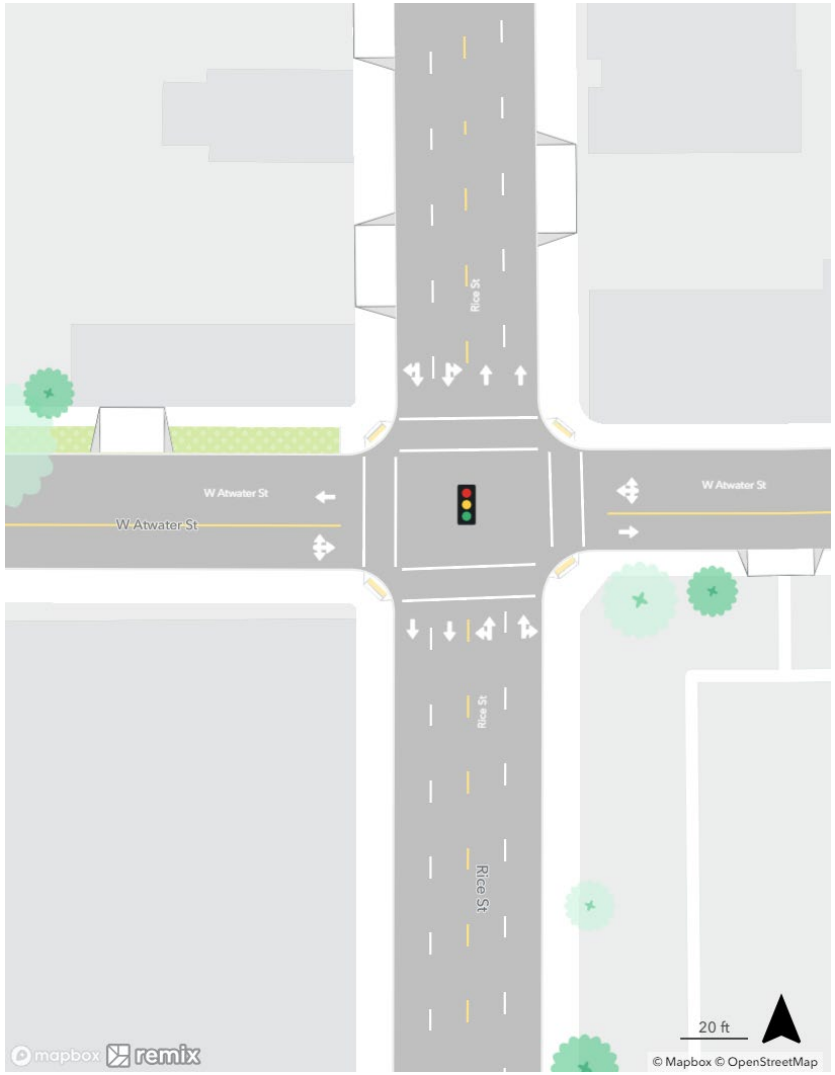
- Rice & Litchfield: This intersection was considered as an alternate station location for the G Line. However, due to constructability challenges, this option was not pursued.
- Rice & Wayzata: This intersection was considered as an alternate station location for the G Line. However, due to constructability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

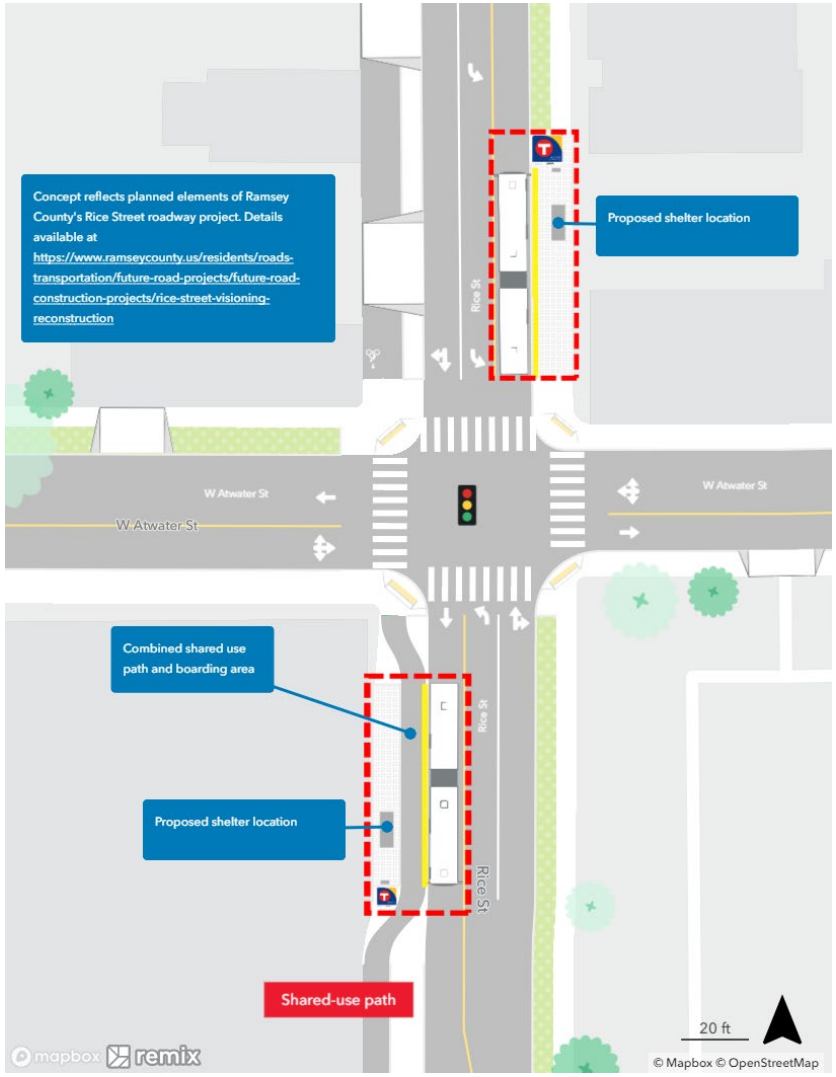
The proposed northbound and southbound platforms are on the farside of the intersection of Rice Street and Atwater Street. Ramsey County is the roadway authority for Rice Street. The City of St. Paul is the roadway authority for Atwater Street.

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 Visioning reconstruction project is planned for 2025 to 2027.

Pedestrian access

- Rice & Atwater is a signalized intersection. Planned pedestrian improvements at this intersection are part of the Rice Street Visioning 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 Visioning project.
- Ramsey County's 2015 Countywide Pedestrian & Bicycle Plan identified Atwater Street as a planned bike route.

Proposed 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.

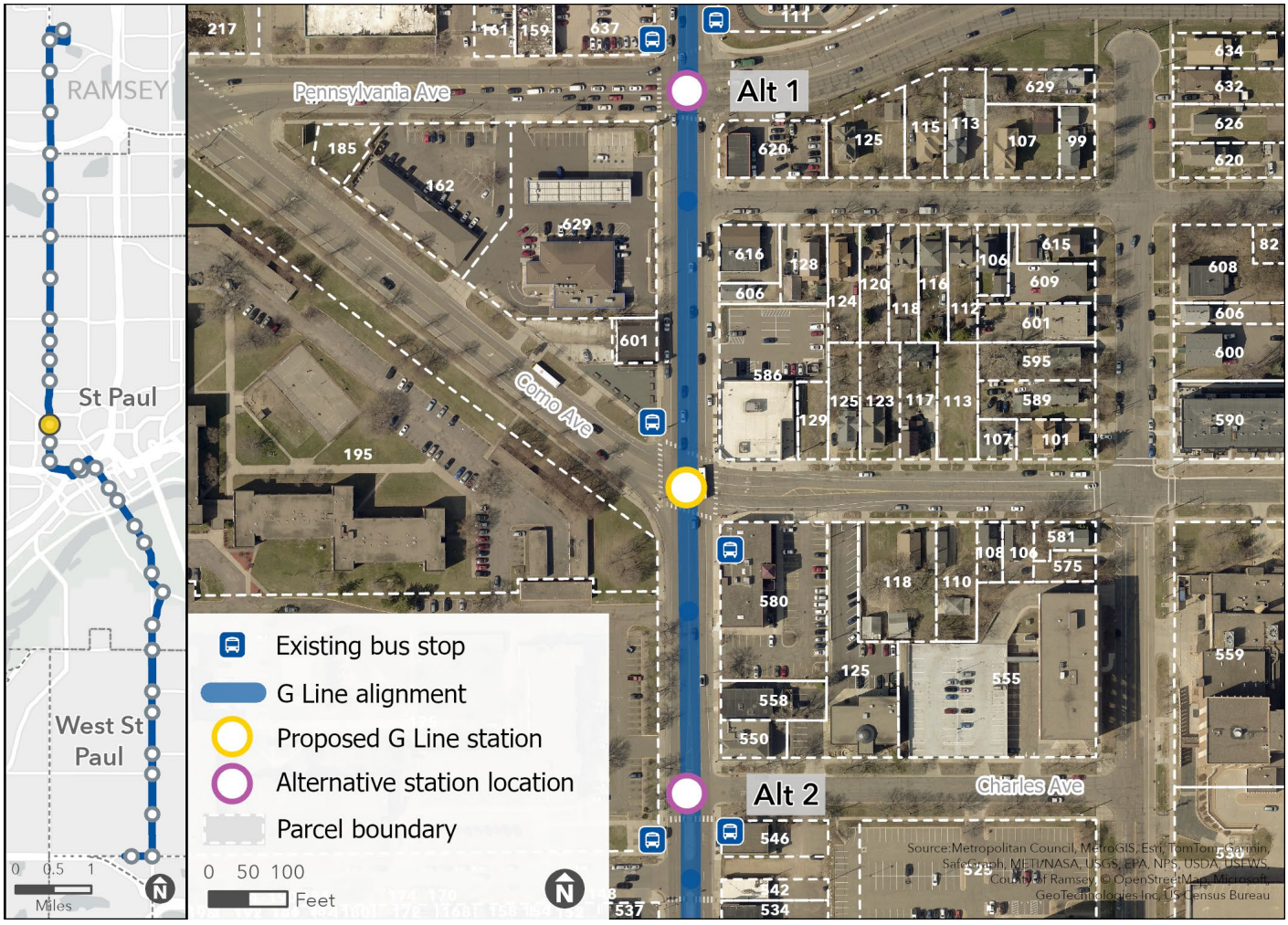
Proposed Station Location

Updates from the Draft Corridor Plan proposal

During the engagement period, we heard comments from the public about moving this station. Several commenters requested that we consider a station at Pennsylvania Avenue or Charles Avenue instead of at Rice & Como.

Metro Transit recommends keeping the proposed station at Rice & Como. A station at Rice & Como will provide a transfer point between the G Line and Route 3. It is a signalized intersection, which is preferred for safe pedestrian crossings. When making this recommendation, we considered two alternate station locations:

- Alternative 1: Rice & Pennsylvania
    - A station at Rice & Pennsylvania was not recommended because it would not provide a transfer point to Route 3. It would provide access to fewer destinations.
- Alternative 2: Rice & Charles
    - A station at Rice & Charles was not recommended because it would be too close to the station at Rice & University. Additionally, the intersection of Rice Street and Charles Avenue is unsignalized and would encourage pedestrians to cross the street mid-block.



Comparison of alternatives

Key	Green= Preferred	Yellow= Not preferred

	Draft Corridor Plan Proposal Rice & Como	**Alternative 1** Rice & Pennsylvania	**Alternative 2** Rice & Charles
Access to destinations	Would provide access to multi-family housing and healthcare destinations. [green]	Would provide access to fewer destinations. [yellow]	Would provide access to multi-family housing and commercial destinations. [green]
Safe pedestrian crossings	Encourages crossing at signalized intersection. [green]	Encourages crossing at signalized intersection. [green]	Encourages crossing at unsignalized intersection. [yellow]
Station spacing	Station is not too close to Rice & Atwater (about 1/2-mile) or Rice & University (1/4-mile). [green]	Station is not too close to Rice & Atwater (about 1/2-mile) or Rice & University (1/3-mile). [green]	Station is too far from Rice & Atwater (3/5-mile) and too close to Rice & University (1/10-mile). [yellow]
Transit connections	A station at Rice & Como would provide a transfer point between the G Line and Route 3. [green]	A station at Rice & Pennsylvania would not provide a transfer point for Route 3. [yellow]	A station at Rice & Charles would provide a transfer point between the G Line and Route 3. [green]
Recommendation	**Preferred option** [green]	Do not advance [yellow]	Do not advance [yellow]

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 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.

Proposed transit connections

- Route 3 and 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 & Charles: A station at Rice & Charles was not recommended because it would be too close to the station at Rice & University. Additionally, the intersection of Rice Street and Charles Avenue is unsignalized and would encourage pedestrians to cross the street mid-block.

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, St. 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.

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 Bicycle Plan identifies this portion of Rice Street as a corridor for a separate bicycle facility.

Proposed transit connections

- METRO Green Line Capitol/Rice St Station.
- Route 60.

Parking impacts

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

Other locations considered

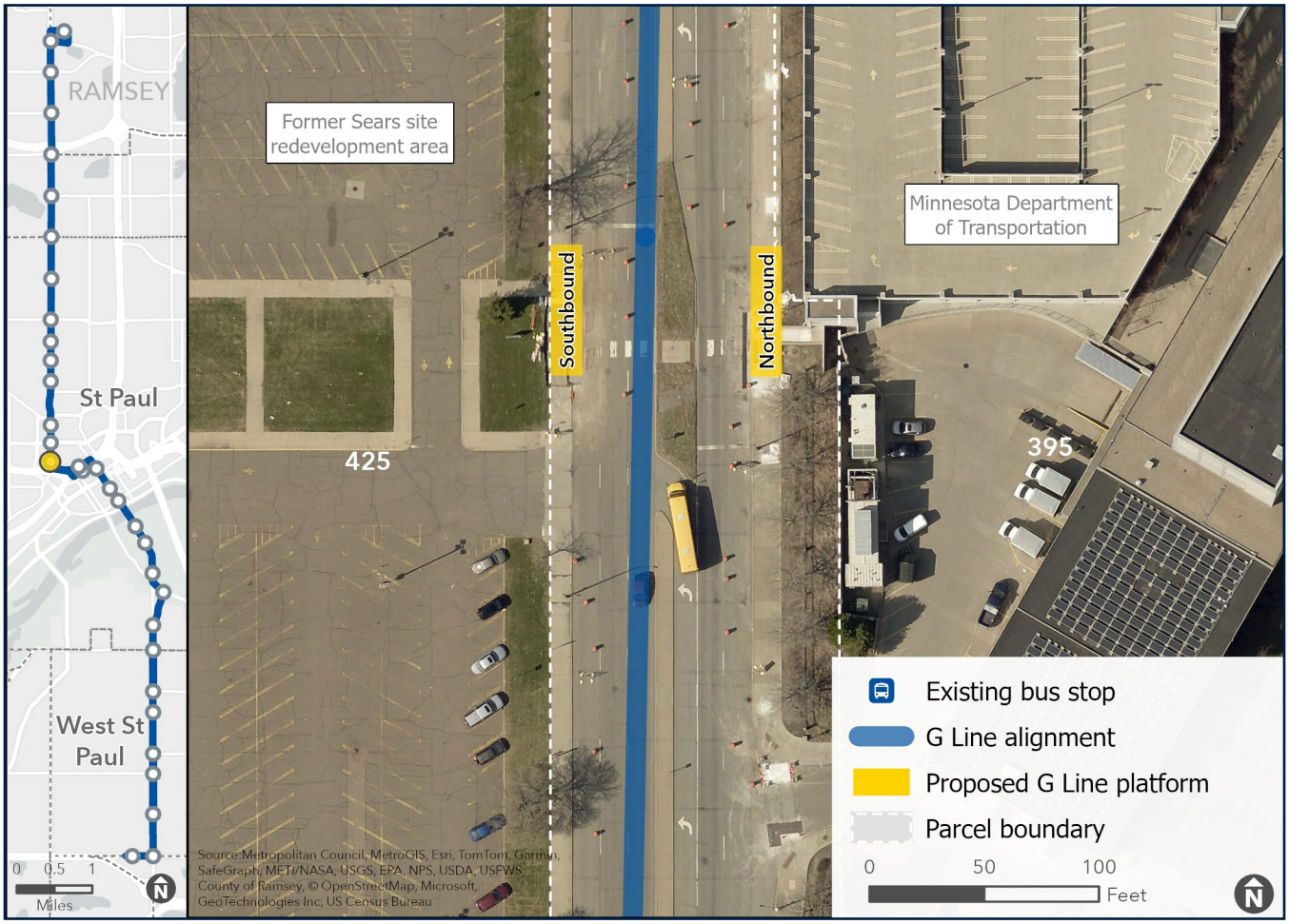
- No other locations were considered for this station.

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



Updates from the Draft Corridor Plan proposal

The recommended southbound platform is shifted to nearside of the driveway entrance. An alternative southbound platform location was considered farside of the parking lot driveway. Due to the moderate potential for intact historical and archaeological resources in the area, the farside platform location is no longer under consideration.

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 Bicycle Plan identifies this portion of Rice Street as a corridor for a bicycle facility.

Proposed 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

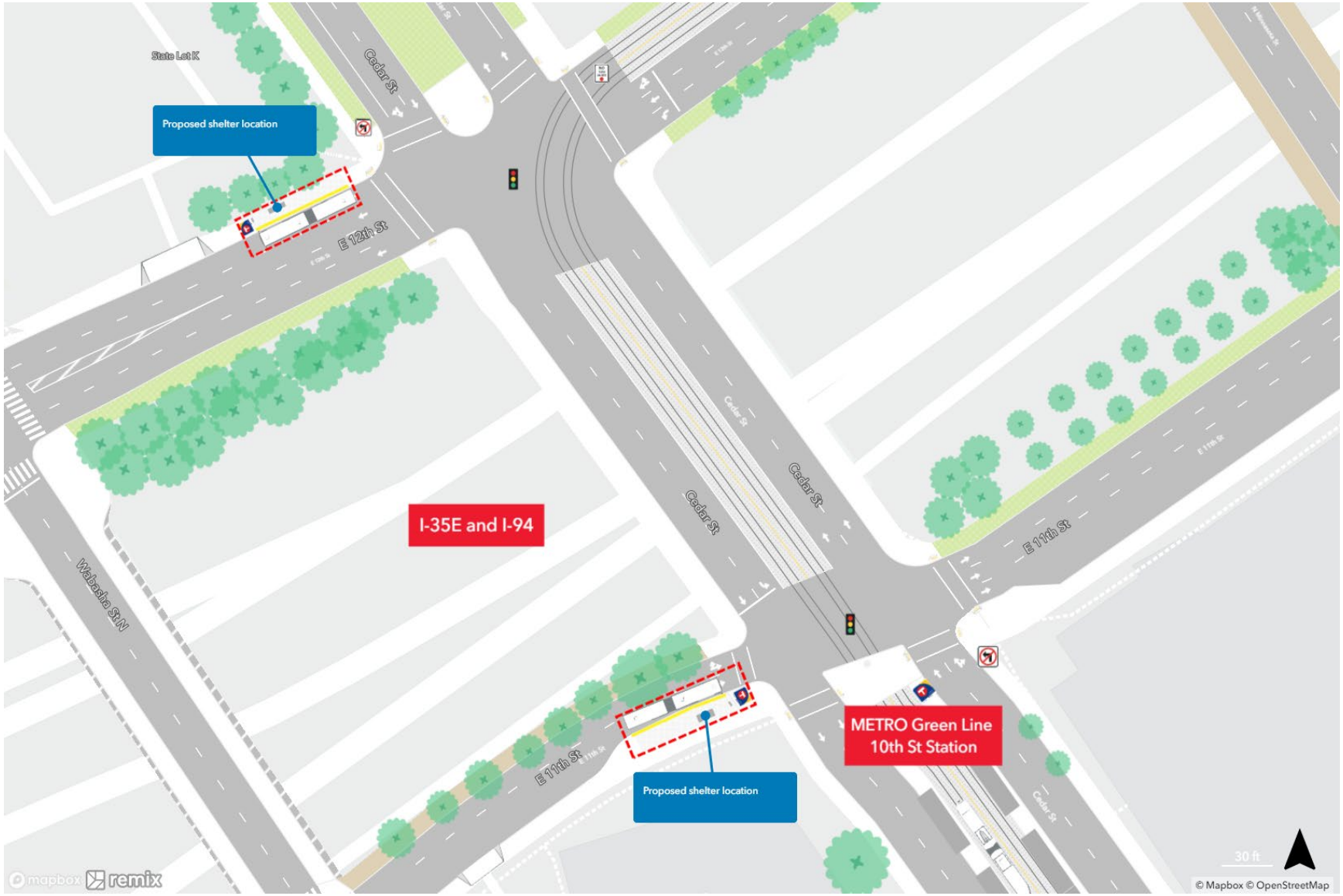
The proposed northbound platform is farside of Cedar Street on 12th Street. The proposed southbound platform is nearside of Cedar Street on 11th Street. The City of St. Paul is the roadway authority for Cedar Street, 11th Street, and 12th Street. The Capitol Area Architectural and Planning Board (CAAPB) 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 Bicycle Plan identifies this portion of Cedar Street as a corridor for a bicycle facility.

Proposed transit connections

- METRO Green Line 10th Street Station.
- Route 67, Route 75.

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.

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.

Proposed transit connections

- Planned METRO Purple Line BRT.
- Route 71.

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

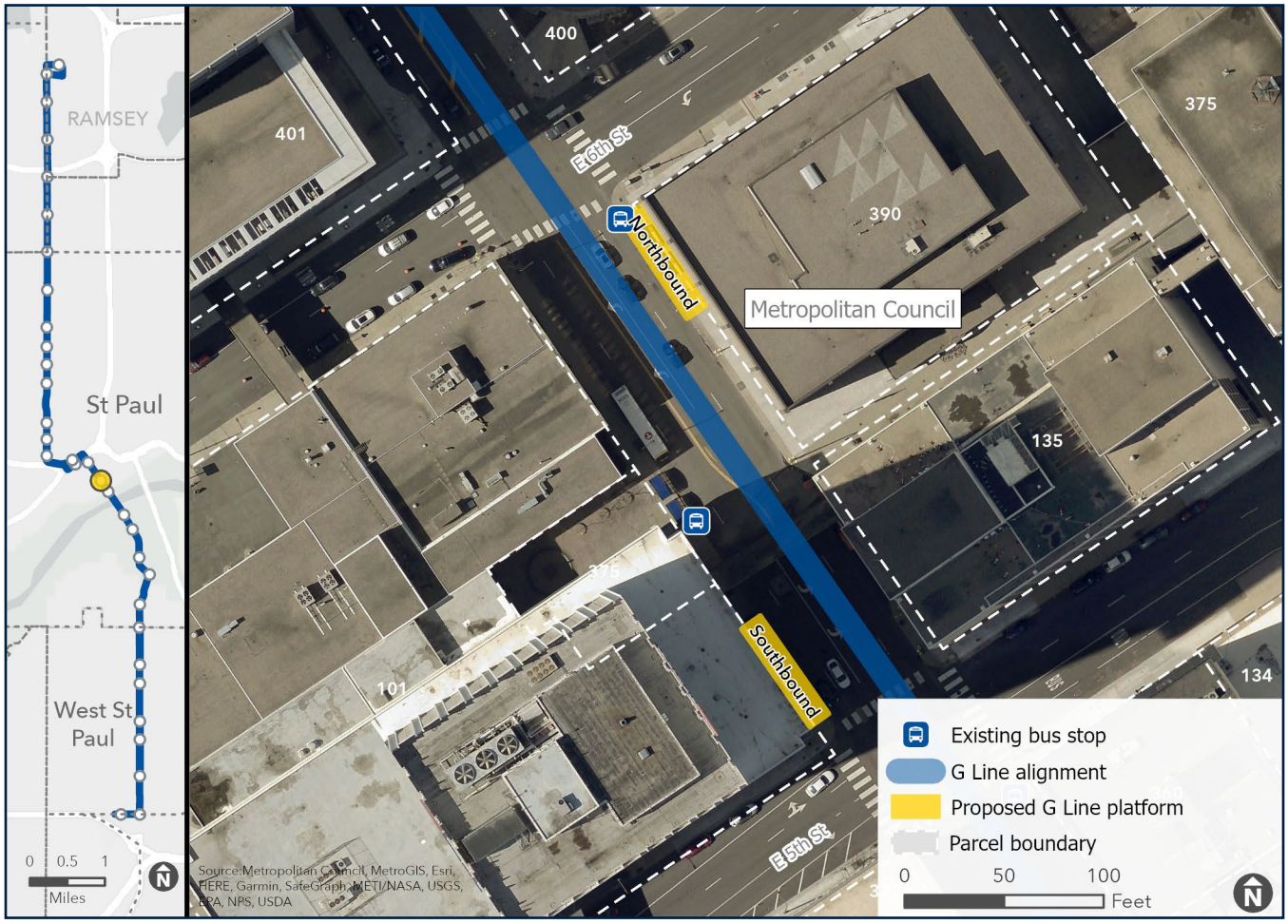
- A farside southbound platform location was considered at this intersection in coordination with the City of St. Paul's Robert Street downtown project. However, a platform location here was not compatible with the St. Paul Parks and Recreation Pedro Park project.

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.

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.

Proposed transit connections

- Planned Gold Line, B Line (will replace Route 21), and Purple Line BRT services.
- Route 54, Route 58, Route 63, Route 64, Route 70, Route 74, Route 94, Route 275, Route 291, Route 363, Route 480, Route 484, Route 489, Route 860.

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

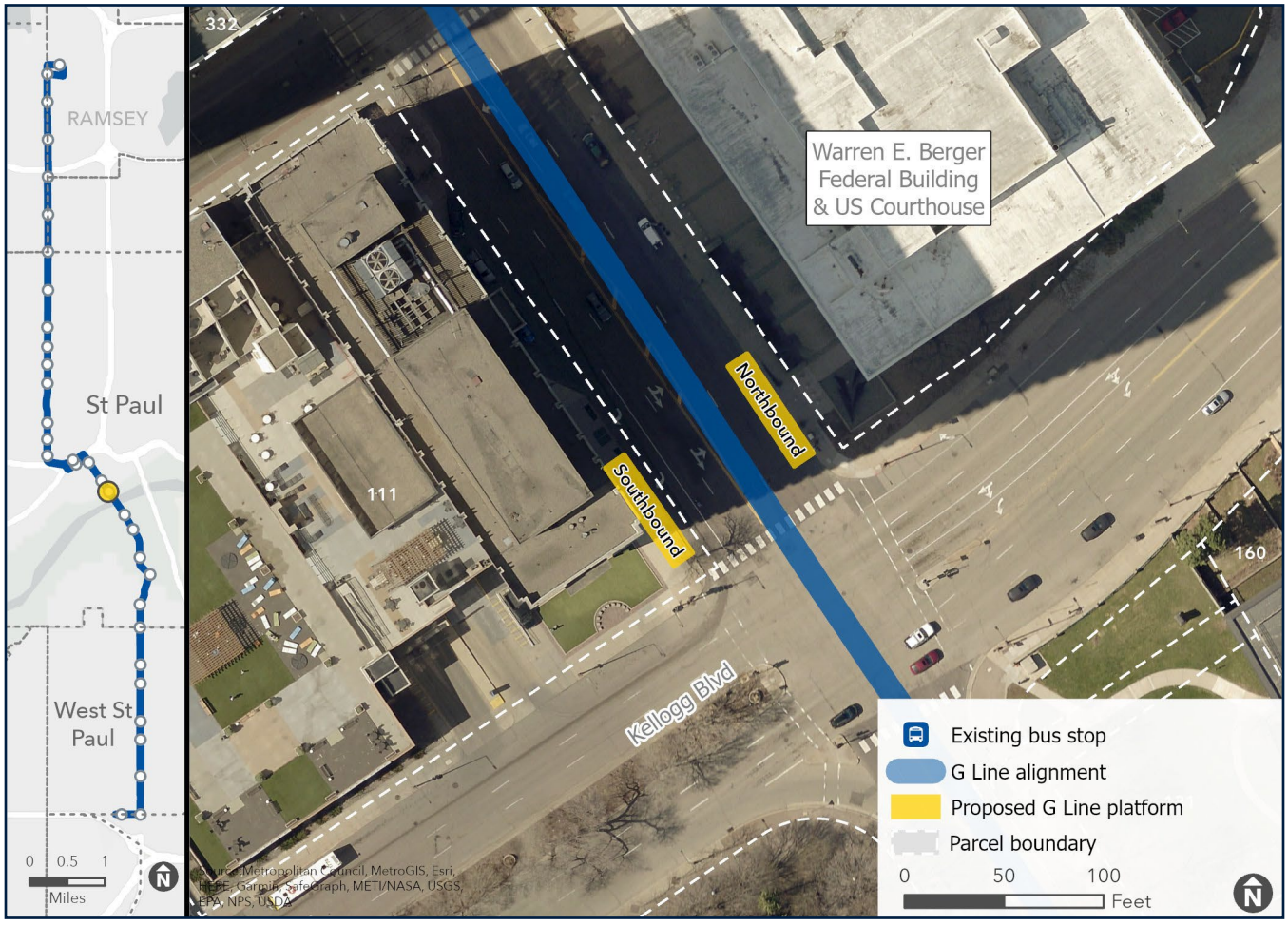
- No other locations were considered for this station.

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 is the roadway authority for Robert Street north of Kellogg Boulevard. 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.

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 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.

Proposed transit connections

- Route 3.

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

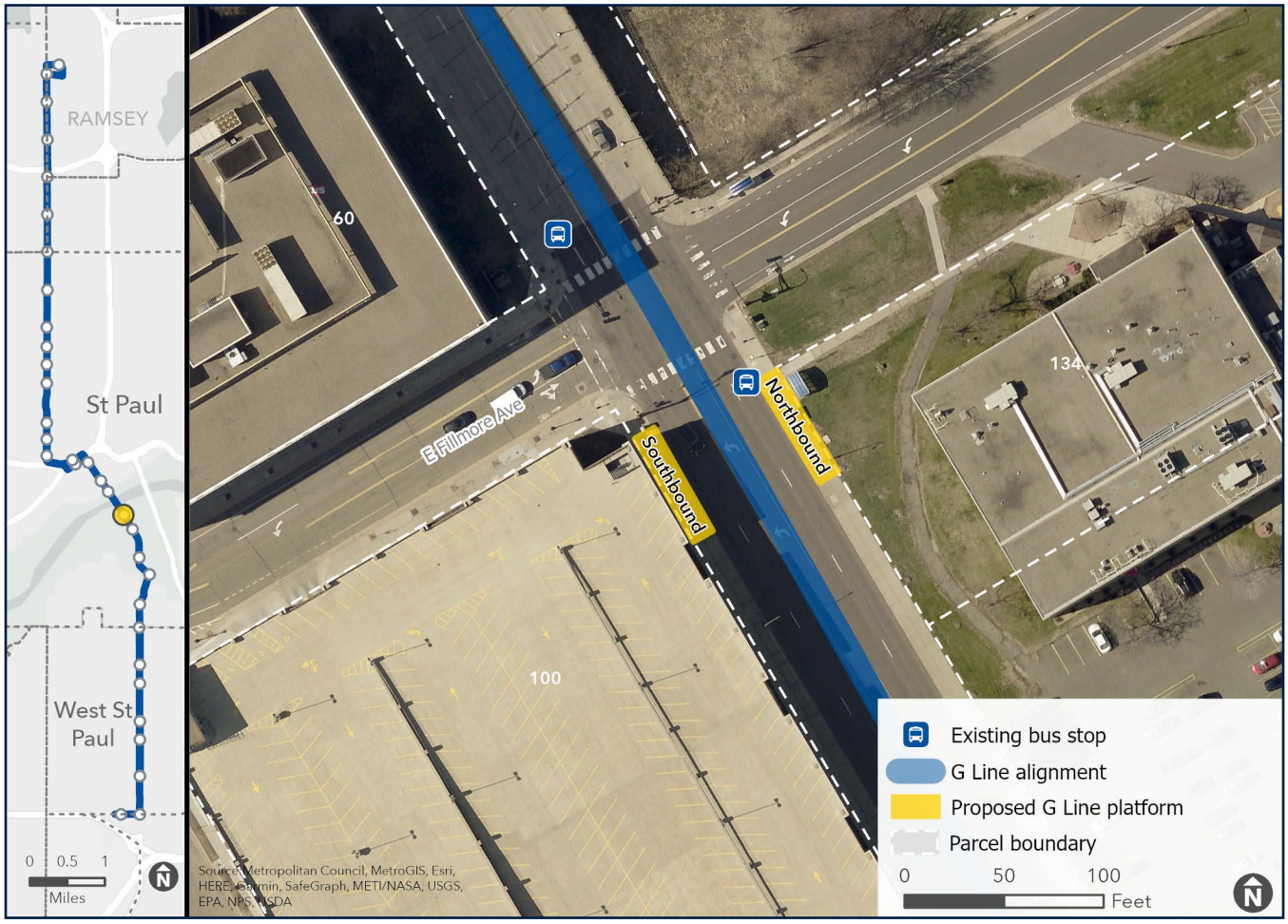
- No other locations were considered for this station.

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. 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 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.

Proposed transit connections

- Route 484.

Parking impacts

- There is no on-street parking in this portion of Robert Street today. Parking is not expected to change through 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. Ramsey County 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. 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 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.

Proposed transit connections

- None.

Parking impacts

- There is no on-street parking in this portion of Robert Street today. Parking is not expected to change through MnDOT's Robert Street South project.

Other locations considered

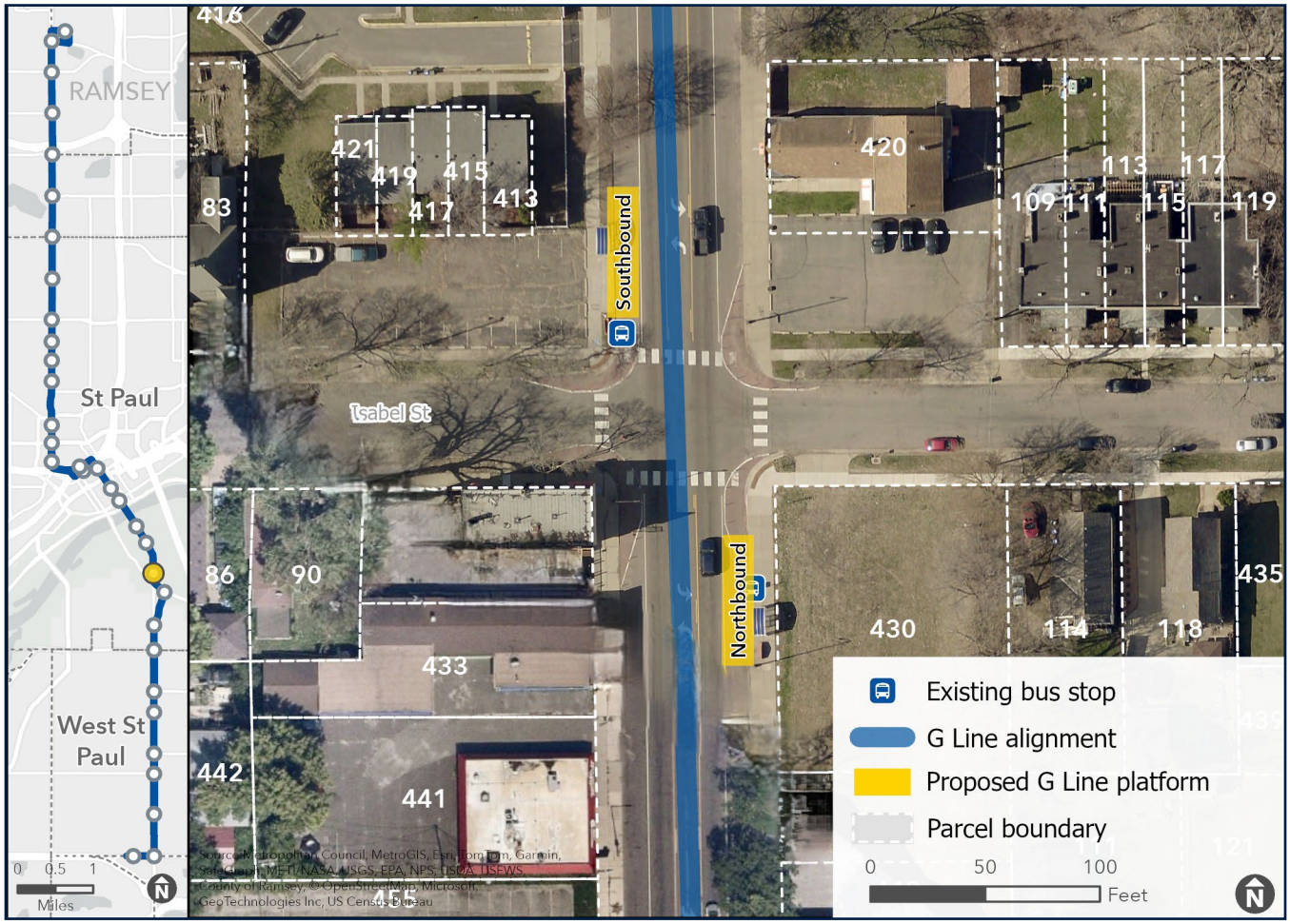
- No other locations were considered for this station.

Robert & Isabel

The proposed northbound and southbound platforms are at the same nearside locations as the current Route 68 stops. 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. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location



Updates from the Draft Corridor Plan proposal

The recommended northbound and southbound platforms are shifted to nearside of Robert & Isabel. Farside platforms are usually preferred for arterial BRT service. However, at unsignalized intersections like Robert & Isabel, nearside platforms don't cause as much delay. The updated proposed platform locations were selected in coordination with MnDOT. As part of the Highway 3/Robert Street Project, MnDOT will be improving the intersection of Robert & Isabel. Nearside platforms will provide MnDOT with more flexibility when designing other improvements at the intersection.

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 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.

Proposed 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.

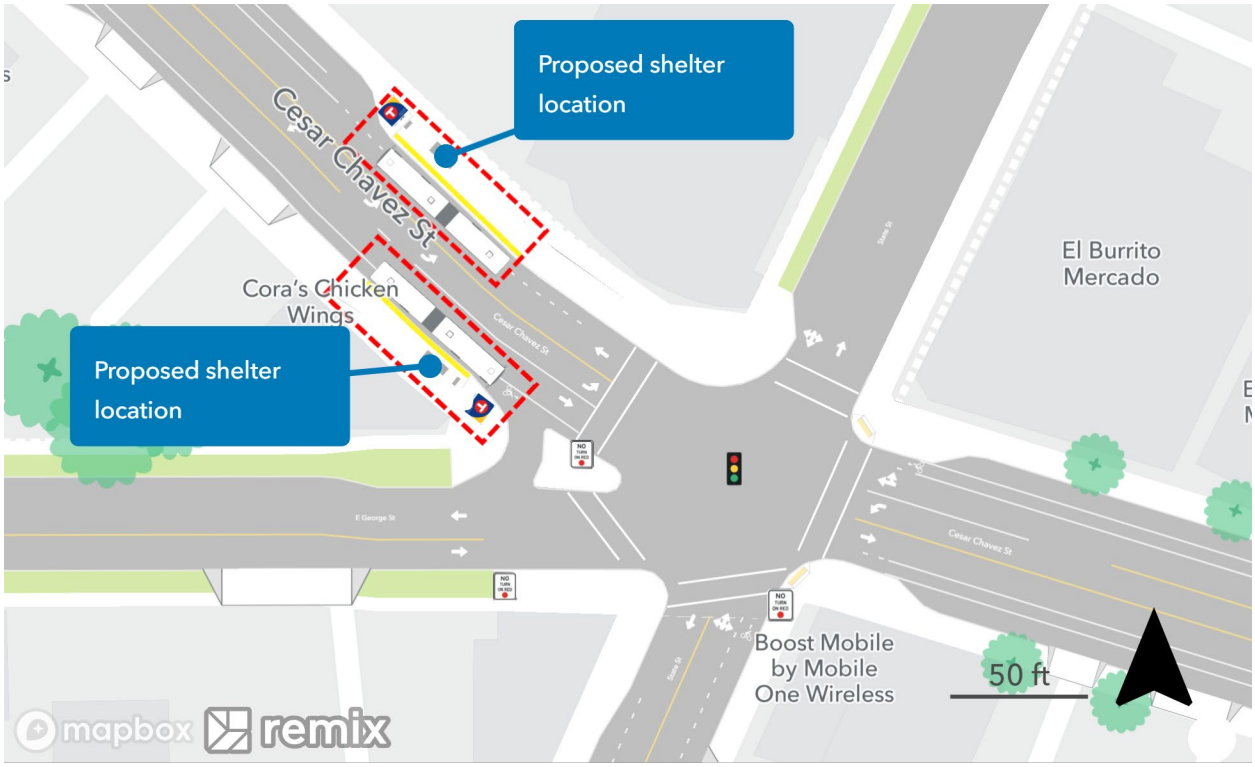
Cesar Chavez & State

The proposed northbound platform is at the same farside location as the current Route 68 stop. The proposed southbound platform is 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.

Proposed Station Location

Existing Station Area

Proposed Station Plan

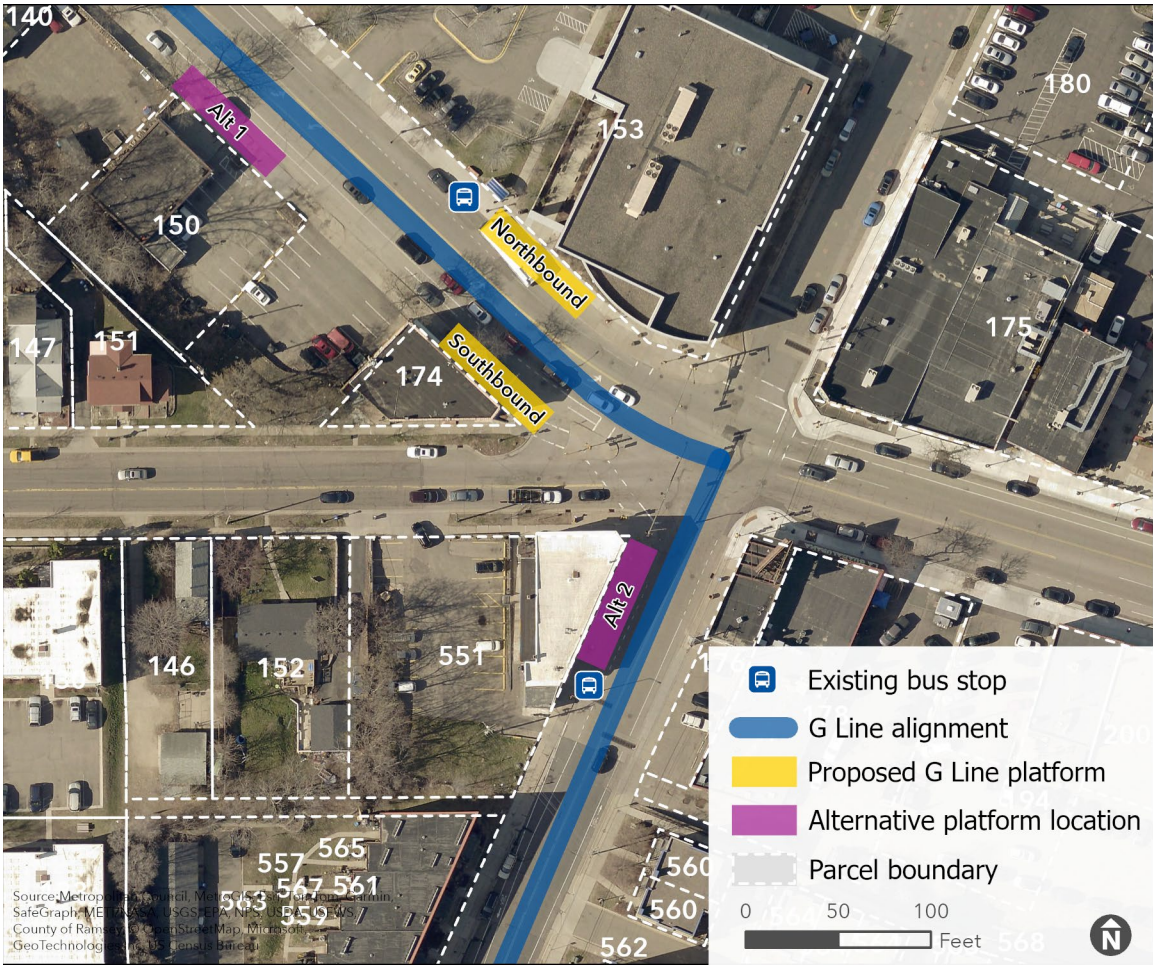


Updates from the Draft Corridor Plan proposal

During the engagement period, we heard comments from the public about moving the southbound platform. We heard concerns about how the platform would impact business fronts at this location.

Metro Transit recommends keeping the proposed southbound platform nearside of the intersection. A nearside platform is expected to have limited design and operation challenges. It will encourage people to cross at a signalized intersection. In the design phase of the project, we will explore ways to lessen impacts to business fronts. When making this recommendation, we considered two alternate platform locations:

- Alternative 1: Midblock between Robert St and State St
    - Moving the platform to midblock between Robert Street and State Street was not recommended because it would encourage pedestrians to cross the street between signalized intersections. A mid-block location would also potentially affect storefront visibility.
- Alternative 2: Farside Cesar Chavez & State
    - A farside Cesar Chavez & State platform was not recommended because of design and operational challenges.



Comparison of alternatives

Key	Green= Preferred	Yellow= Not preferred	Orange=Undesirable

	Draft Corridor Plan Proposal Nearside Cesar Chavez & State	**Alternative 1** Mid-block between Robert St and State St	**Alternative 2** Farside Cesar Chavez & State
Speed & reliability	Nearside platform before a signalized intersection is not preferred. [yellow]	Mid-block platform before signalized intersection is not preferred. [yellow]	Farside platform location after a signalized intersection is preferred. [green]
Access to destinations	Easy access to destinations at intersection. [green]	Less easy access to destinations at intersection. [yellow]	Easy access to destinations at intersection. [green]
Safe pedestrian crossings	Encourages crossing at signalized intersection. [green]	Encourages crossing mid-block. [yellow]	Encourages crossing at signalized intersection. [green]
Design considerations	Nearside platform location is not expected to have extraordinary design challenges. [green]	Mid-block platform location is not expected to have extraordinary design challenges. [green]	The slope of State St will pose design challenges. To ensure ADA compliance and efficient bus operations, platforms need to have limited slope. [orange]
Traffic safety	Nearside platform location is not expected to have traffic safety impacts. [green]	Mid-block platform location is not expected to have traffic safety impacts. [green]	A bus using a farside platform may not be visible to vehicles traveling through the intersection. [orange]
Storefront visibility	Some potential effect on storefront visibility. [yellow]	Some potential effect on storefront visibility. [yellow]	No or limited potential effect on storefront visibility. [green]
On-street parking	4 to 5 on-street parking spaces removed. Could add 3 to 4 spaces at former bus stop. [yellow]	3 to 4 on-street parking spaces removed. Could add 3 to 4 spaces at former bus stop. [yellow]	No on-street parking spaces removed. [green]
Recommendation	**Preferred option** [green]	Not preferred [yellow]	Do not advance [orange]

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 Common Cent sales tax project by the City of St. Paul.

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 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.

Proposed 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 & Sidney

In the Draft Corridor Plan, the proposed station was at Robert & Curtice. Metro Transit recommends moving the station from Curtice Street to Sidney Street. The proposed northbound platform is nearside of the intersection of Robert Street and Sidney Street. The proposed southbound platform is farside of Sidney Street. MnDOT is the roadway authority for Robert Street. The City of St. Paul is the roadway authority for Sidney Street.

Robert & Sidney 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. G Line platforms are expected to be within the yellow platform boxes in the proposed station location image. As part of the Highway 3/Robert Street Project, MnDOT will evaluate the removal of the driveway behind the proposed southbound platform location. Exact platform locations will be determined in the design phase of the project. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location

Updates from the Draft Corridor Plan proposal

Metro Transit recommends moving the station from Curtice Street to Sidney Street. Metro Transit first proposed a station at Robert & Curtice because the intersection is signalized. Arterial BRT stations are normally at signalized intersections to make it easier for pedestrians to cross the street. However, this stretch of roadway may look different when the G Line opens. As part of the Highway 3/Robert Street Project, MnDOT will be reconstructing the street and will evaluate the permanent removal of the traffic signal at Curtice Street. Without a traffic signal, a station at Curtice Street is a less preferred station location.

To facilitate pedestrian crossings along this stretch of Robert Street, MnDOT is expected to install improved pedestrian crossing safety measures at the intersection of Sidney Street. One option being considered is to construct a median refuge island. Moving the planned G Line station to Robert & Sidney will help facilitate pedestrian crossings and provide better service to one of the primary destinations, Humboldt High School. Metro Transit will continue to coordinate closely with MnDOT to include G Line platforms in the street design and provide a pedestrian crossing at Robert & Sidney.

Planned Station Overview

Key destinations

- Humboldt High School, single-family housing, various commercial destinations.

Project coordination

- MnDOT's Robert Street roadway project is planned for construction in 2027-2028.

Pedestrian access

- Robert & Sidney is expected to have improved pedestrian crossing safety countermeasures installed through the Robert Street roadway project.

Bicycle facilities

- This station does not currently have bicycle facilities.

Proposed 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 & Curtice: Robert & Curtice was the proposed station location in the Draft Corridor Plan. Metro Transit proposed a station at Robert & Curtice because the intersection is signalized. Arterial BRT stations are normally at signalized intersections to make it easier for pedestrians to cross the street. However, this stretch of roadway may look different when the G Line opens. As part of the Highway 3/Robert Street Project, MnDOT will be reconstructing the street and is expected to remove the traffic signal at Curtice Street. Without a traffic signal, a station at Curtice Street is a less preferred station location.

Robert & Annapolis

The proposed northbound and southbound platforms are on the farside of the intersection of Robert Street and Annapolis Street. 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. The proposed northbound platform is within the City of St. Paul and the proposed southbound platform is within the City of West 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. Metro Transit will coordinate with agency partners to include G Line platforms in the street design.

Proposed Station Location

Updates from the Draft Corridor Plan proposal

Metro Transit recommends shifting the proposed southbound platform farside of Robert & Annapolis. Farside platforms are usually preferred for arterial BRT service because they help the bus move faster. Metro Transit initially proposed a nearside platform at Robert & Annapolis because there is not currently space for a platform farside. However, as part of the Highway 3/Robert Street Project, MnDOT will be reconstructing the pedestrian ramps on the south side of Annapolis Street. MnDOT's project work will create enough space for the platform to be placed farside.

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.

Proposed transit connections

- None.

Parking impacts

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

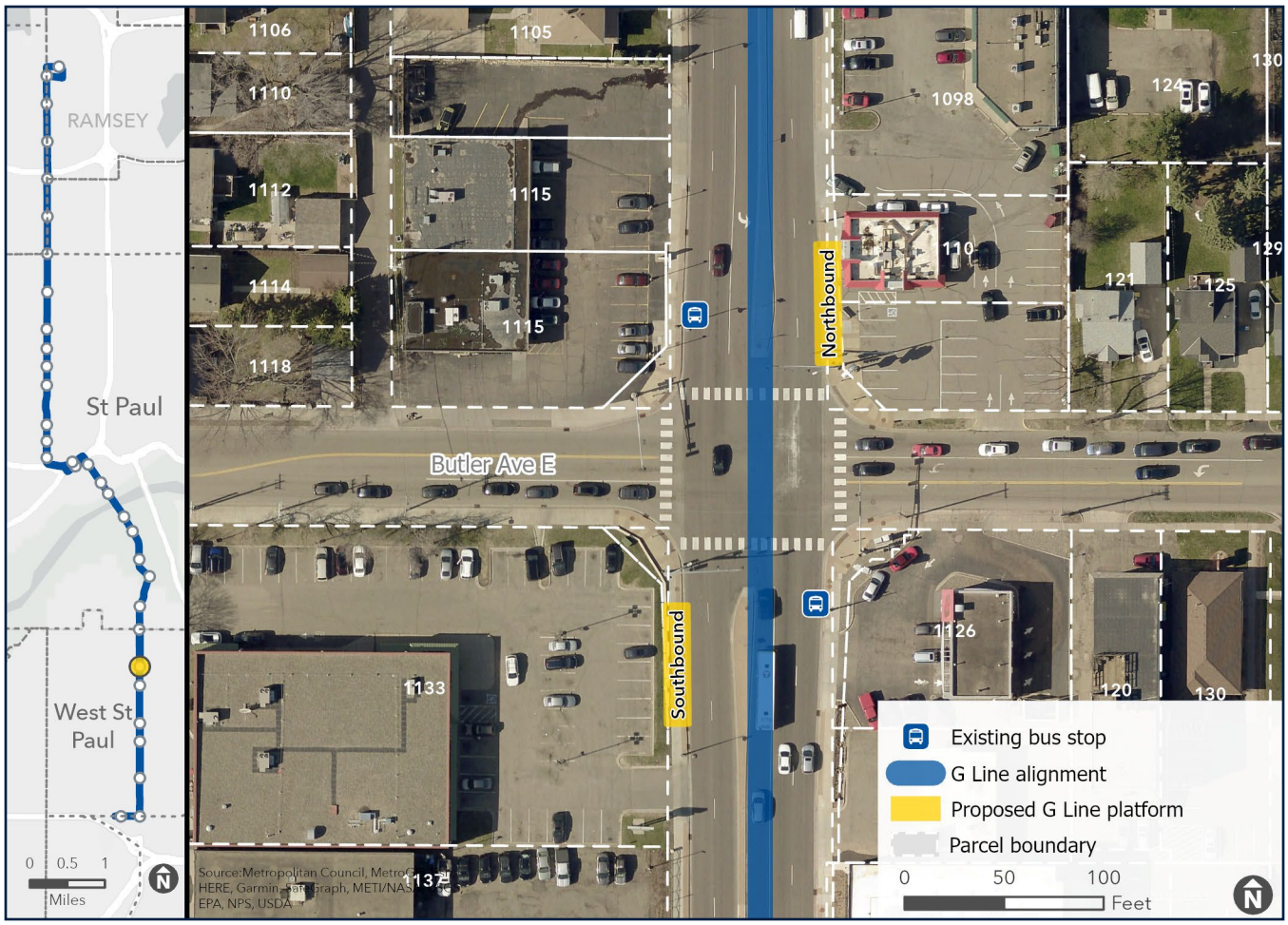
Other locations considered

- No other locations were considered for this station.

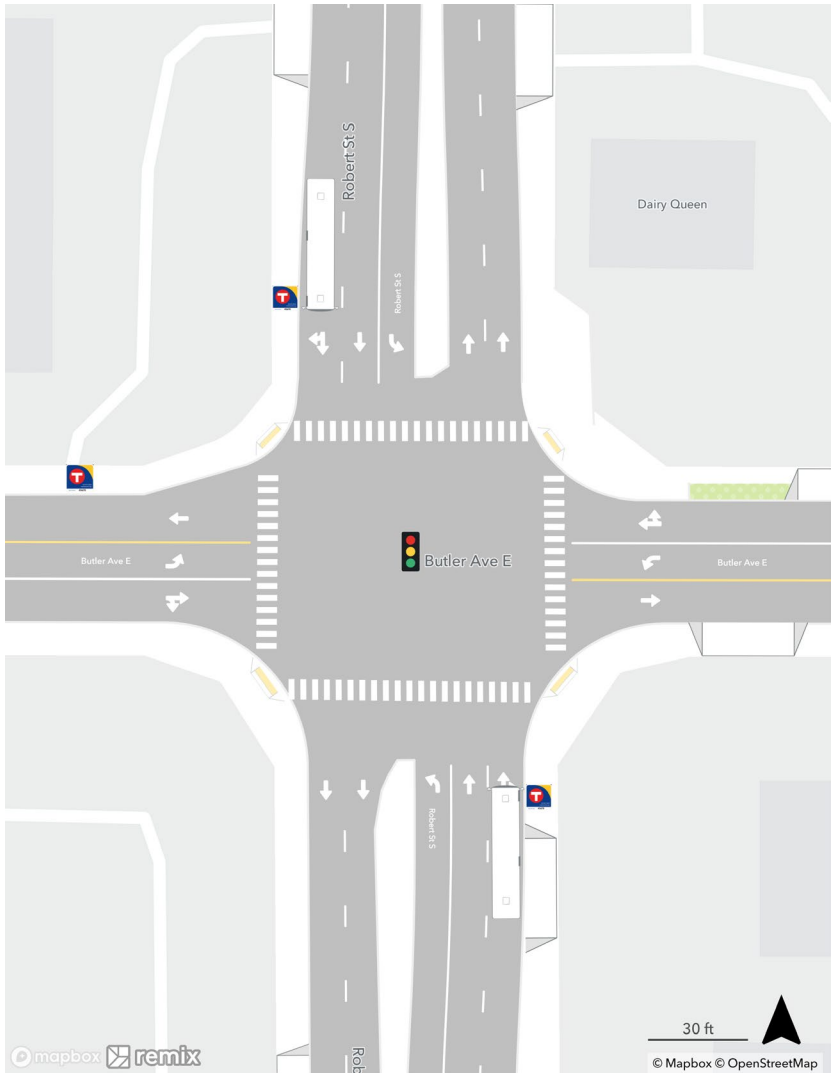
Robert & Butler

The proposed southbound platform is on the farside of the intersection of Robert Street and Butler Avenue. The proposed northbound platform is on the farside of the intersection. Metro Transit is exploring options to bump out the northbound platform. MnDOT is the roadway authority for Robert Street. Dakota County is the roadway authority for Butler Avenue.

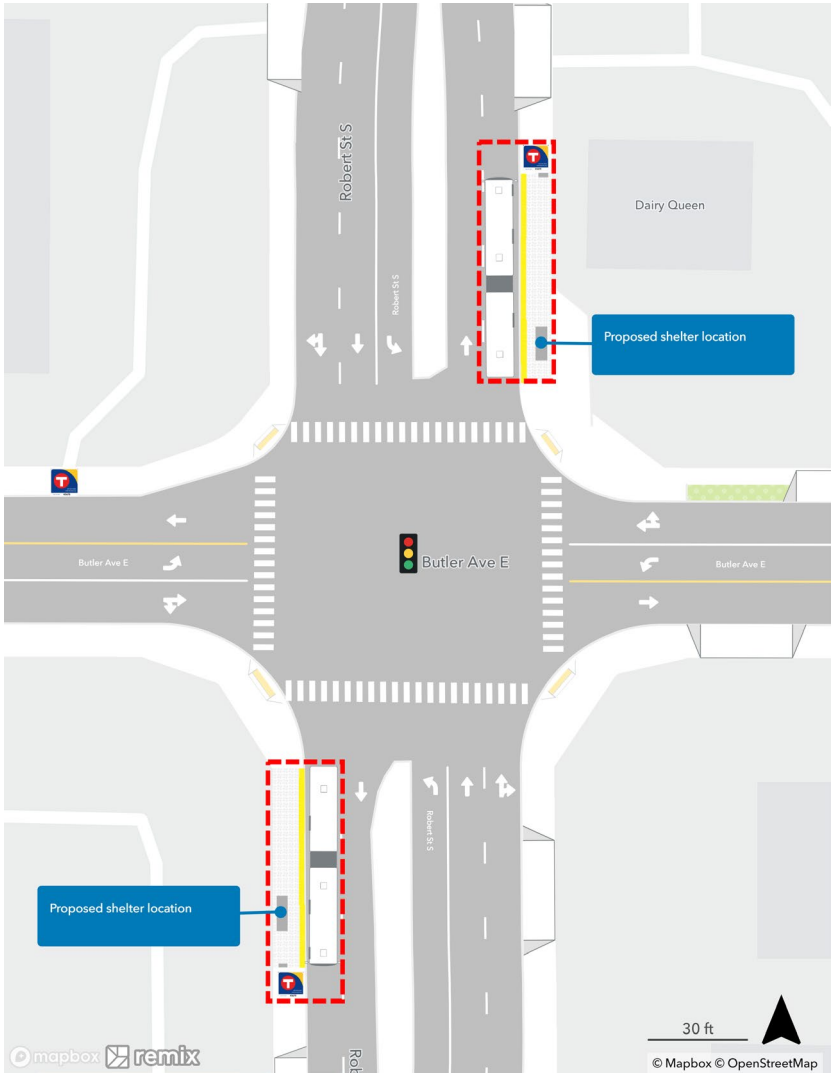
Proposed Station Location



Existing Station Area



Proposed Station Plan



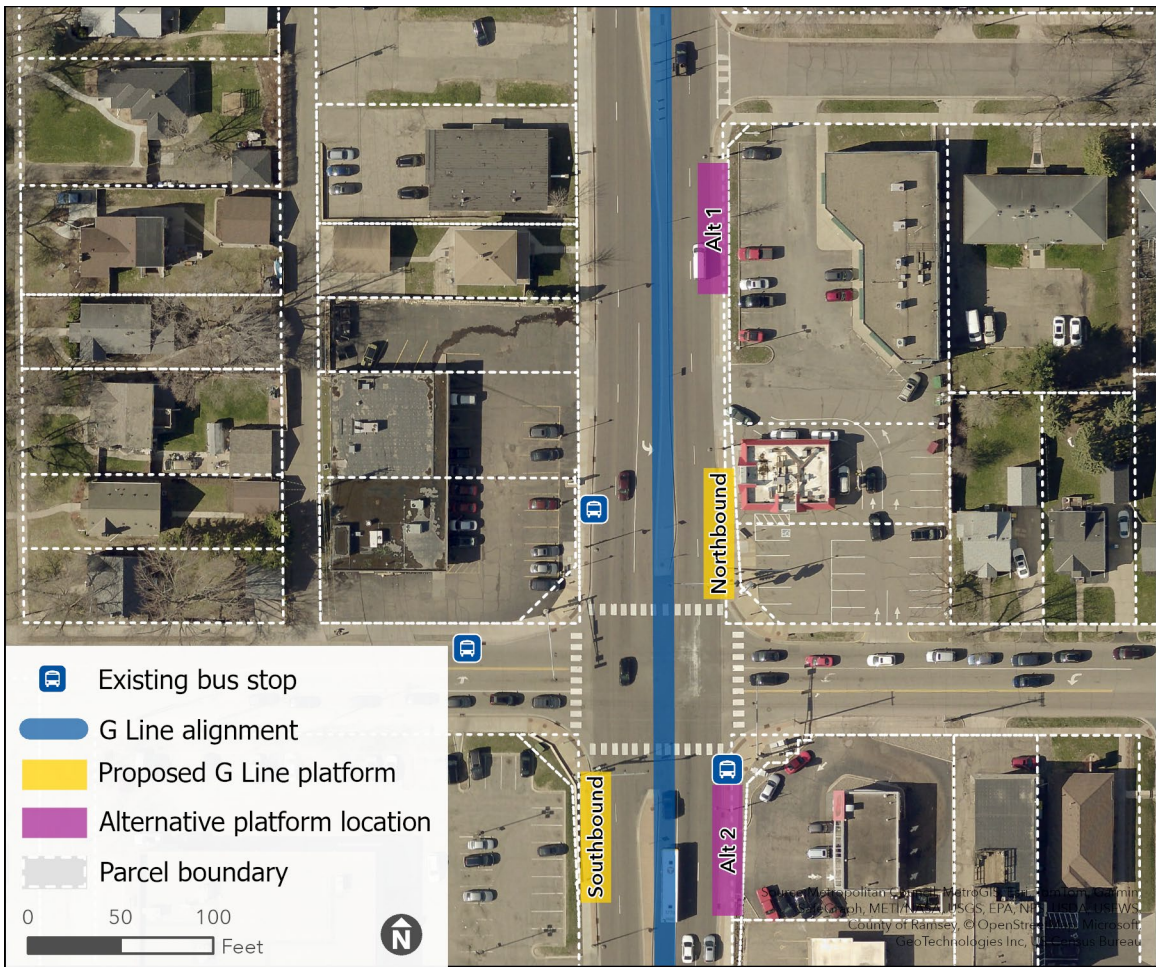
Updates from the Draft Corridor Plan proposal

In the Draft Corridor Plan, the proposed northbound platform was farside of the intersection. During the engagement period, we heard concerns about how the platform would impact the nearby business storefront.

Metro Transit recommends keeping the proposed northbound platform farside of the intersection. A farside platform will encourage people to cross at a signalized intersection. In the design phase of the project, we will explore ways to limit impacts to the business front. When choosing this recommendation, we considered two alternate platform locations:

- Alternative 1: Mid-block between Stanley Street and Butler Avenue
    - A mid-block platform was not recommended because it may encourage pedestrians to cross the street between unsignalized intersections.
- Alternative 2: Nearside at Robert & Butler

    This alternative was not recommended because of the significant design challenges expected. A nearside platform location would require the closure or modification of the driveway onto Robert Street.



Comparison of alternatives

Key	Green= Preferred	Yellow= Not preferred	Orange= Undesirable

	Draft Corridor Plan Proposal Farside Butler Ave	**Alternative 1** Mid-block between Butler Ave and Stanley St	**Alternative 2** Nearside Butler Ave
Access to destinations	Easy access to destinations at intersection. [green]	Less easy access to destinations at intersection. [yellow]	Easy access to destinations at intersection. [green]
Safe pedestrian crossings	Encourages crossing at signalized intersection. [green]	Encourages crossing mid-block or at unsignalized intersection. [yellow]	Encourages crossing at signalized intersection. [green]
Speed & reliability	Farside platform location is preferred. [green]	Mid-block platform farside of signalized intersection does not impact speed and reliability. [green]	Nearside platform location is not preferred. [yellow]
Design considerations	Farside platform location will require extension of curb to allow for adequate sidewalk space between building and station. [yellow]	Mid-block platform location is not expected to have extraordinary design challenges. [green]	Nearside platform location will pose design challenges. To make space for a platform, driveway closure or modification needed. [orange]
Impacts to business storefronts	The platform design is expected to have limited impact on the function of nearby business storefronts. [green]	The platform design is expected to have limited impact on the function of nearby business storefronts. [green]	The platform design is expected to have limited impact on the function of nearby business storefronts. [green]
Recommendation	**Preferred option** [green]	Not preferred [yellow]	Do not advance [orange]

Planned Station Overview

Key destinations

- Multi-family housing, 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.

Proposed transit connections

- Route 75.

Parking impacts

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

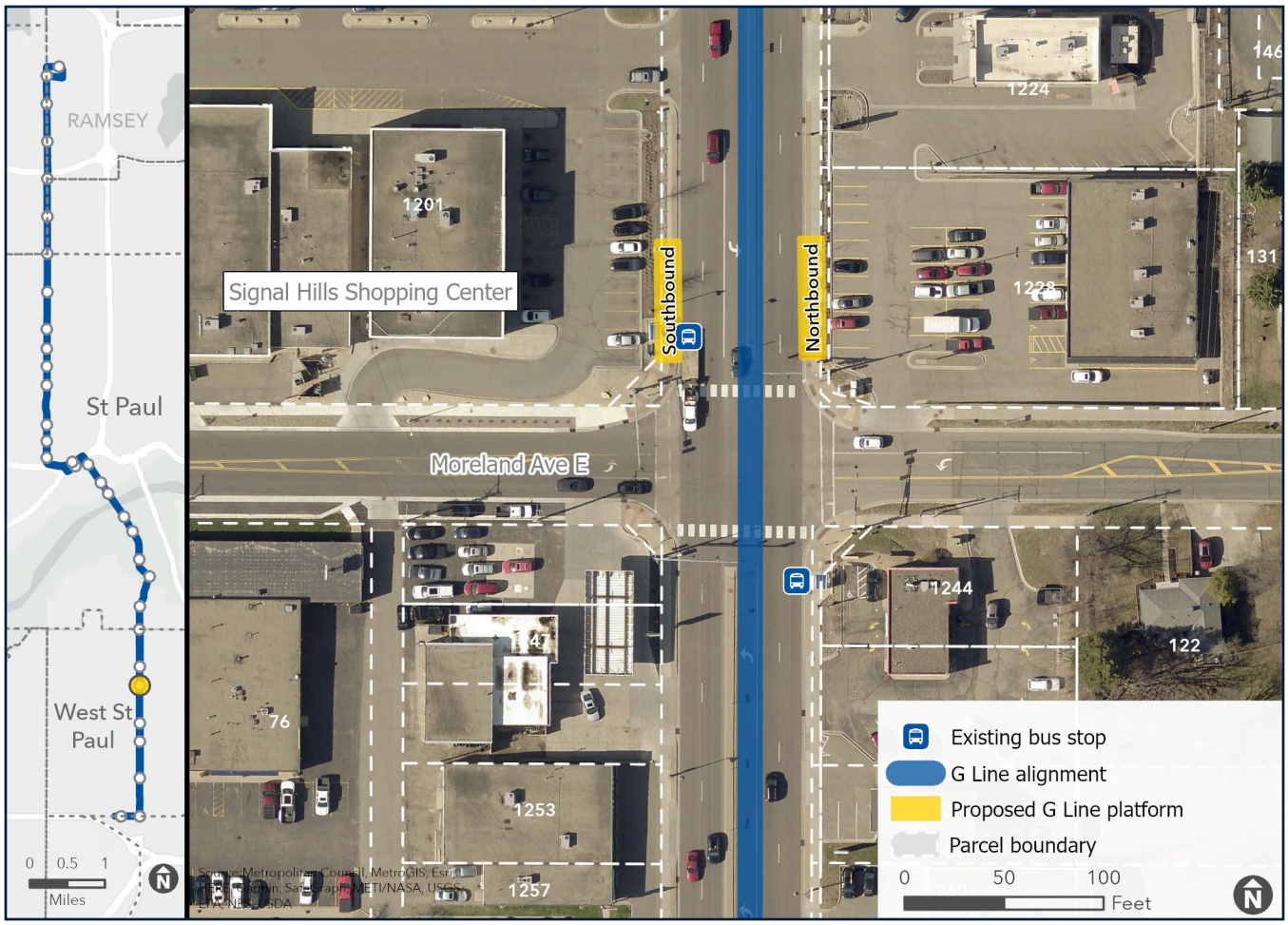
Other locations considered

- No other locations were considered for this station.

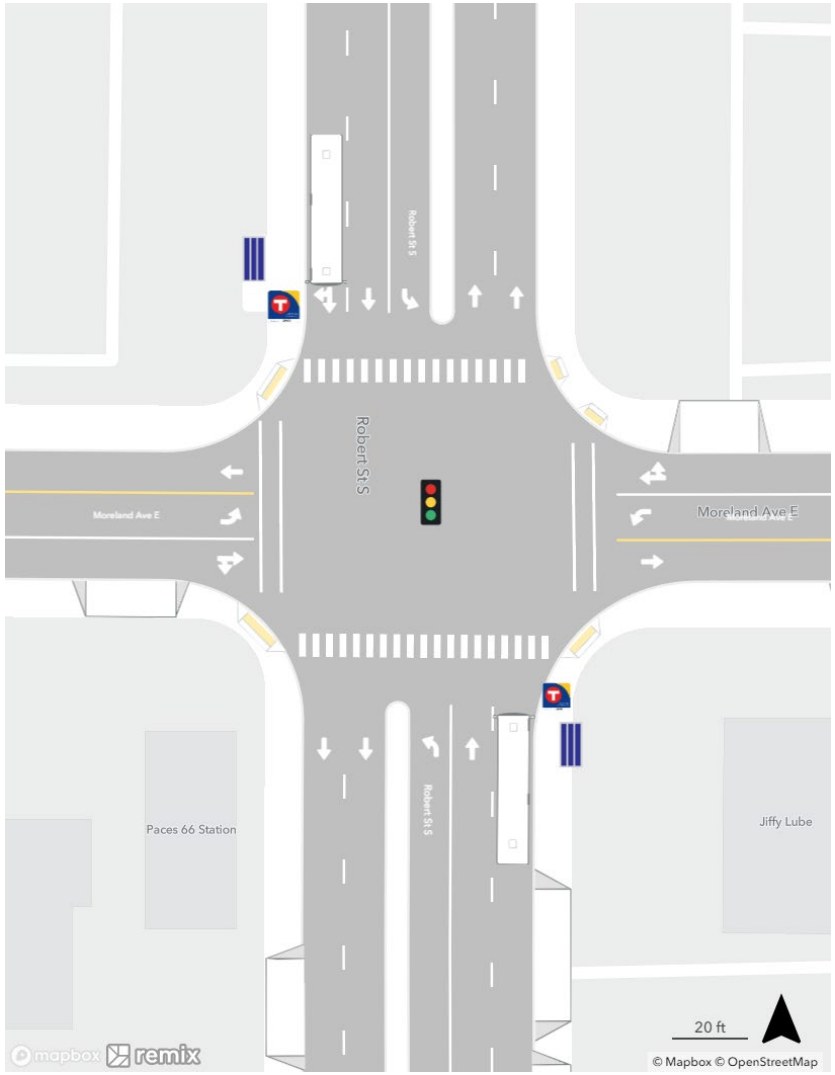
Robert & Moreland

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.

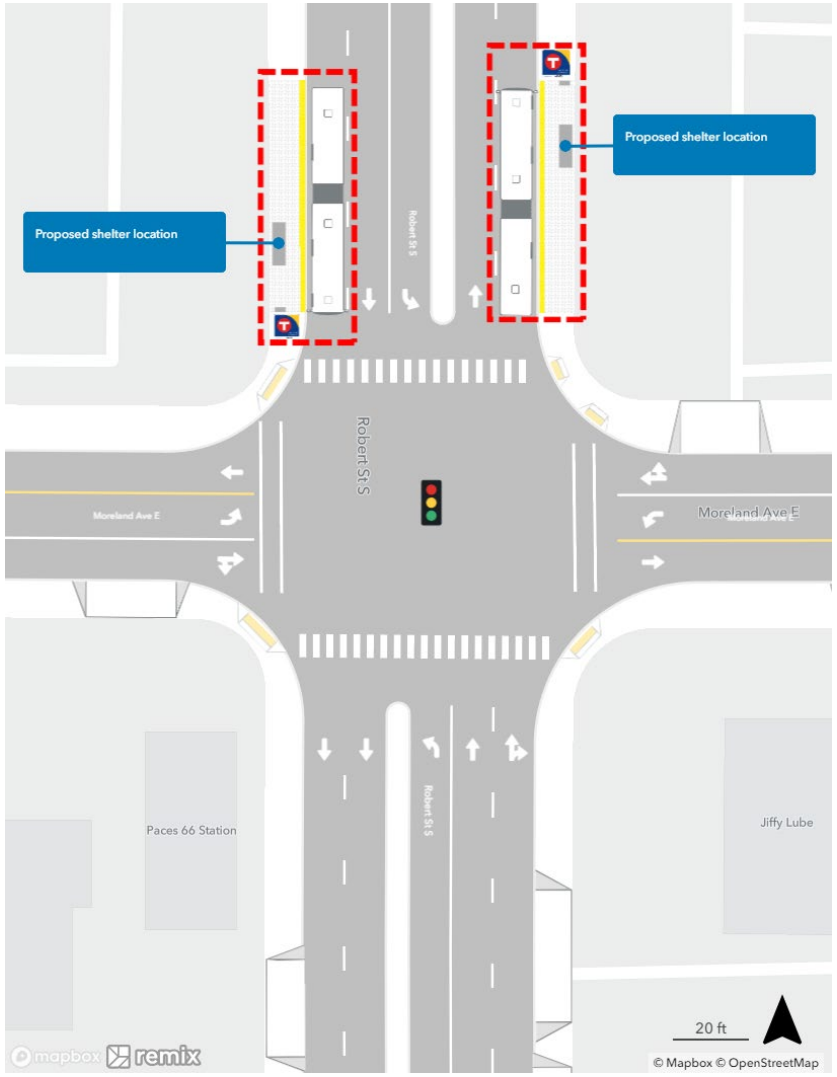
Proposed Station Location



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.

Proposed transit connections

- None.

Parking impacts

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

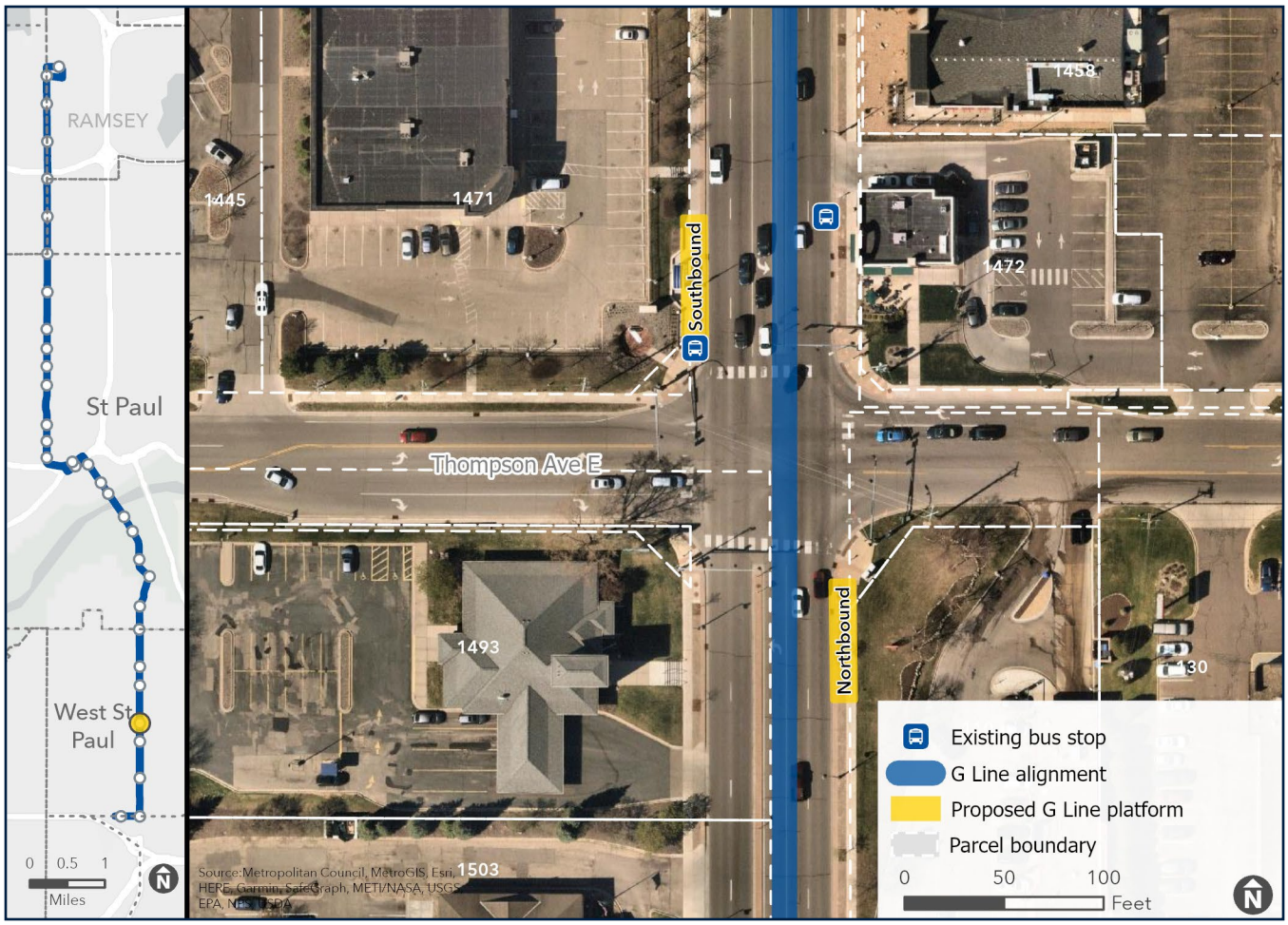
Other locations considered

- No other locations were considered for this station.

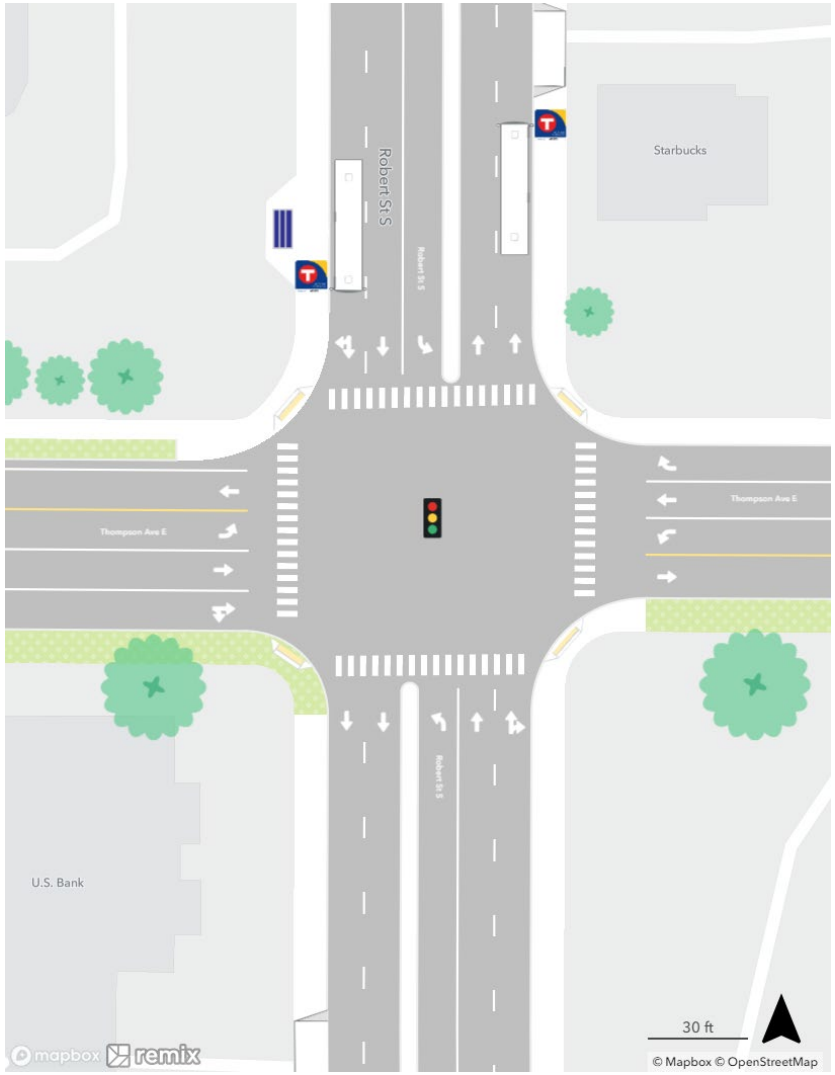
Robert & Thompson

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.

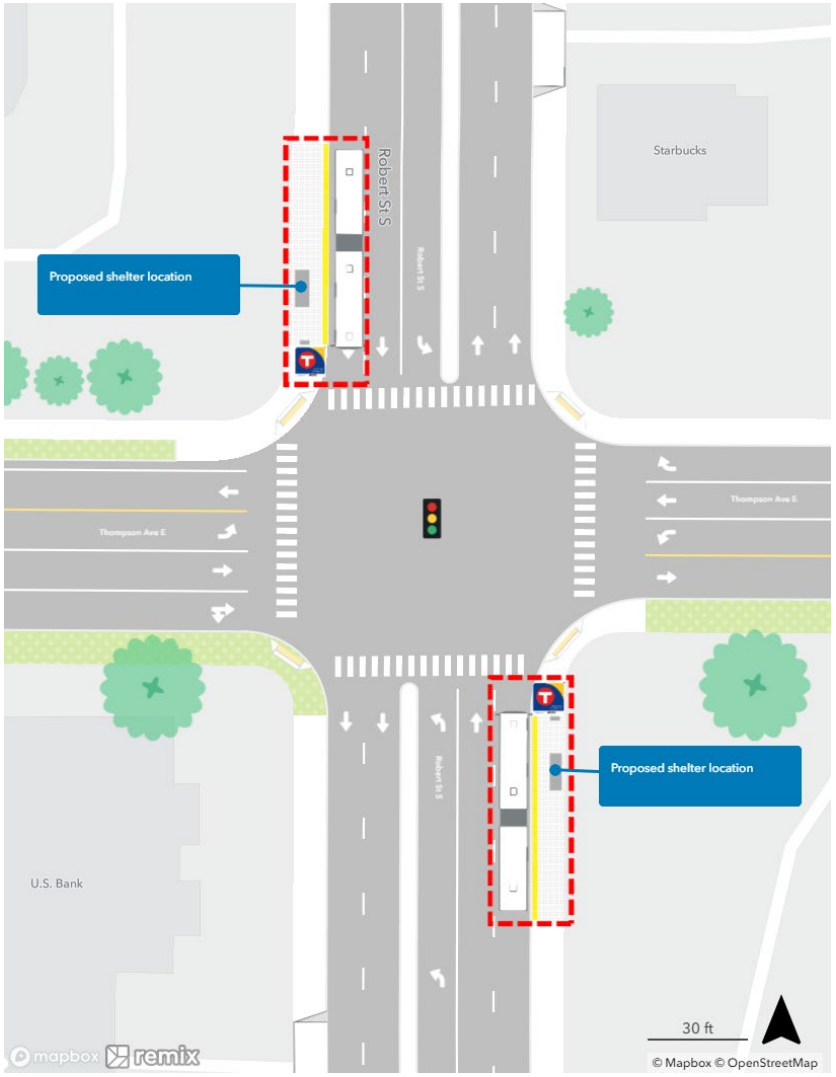
Proposed Station Location



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.
- Thompson Avenue has a multi-use trail on the south side east of Robert Street.
- 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.

Proposed transit connections

- Route 68.

Parking impacts

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

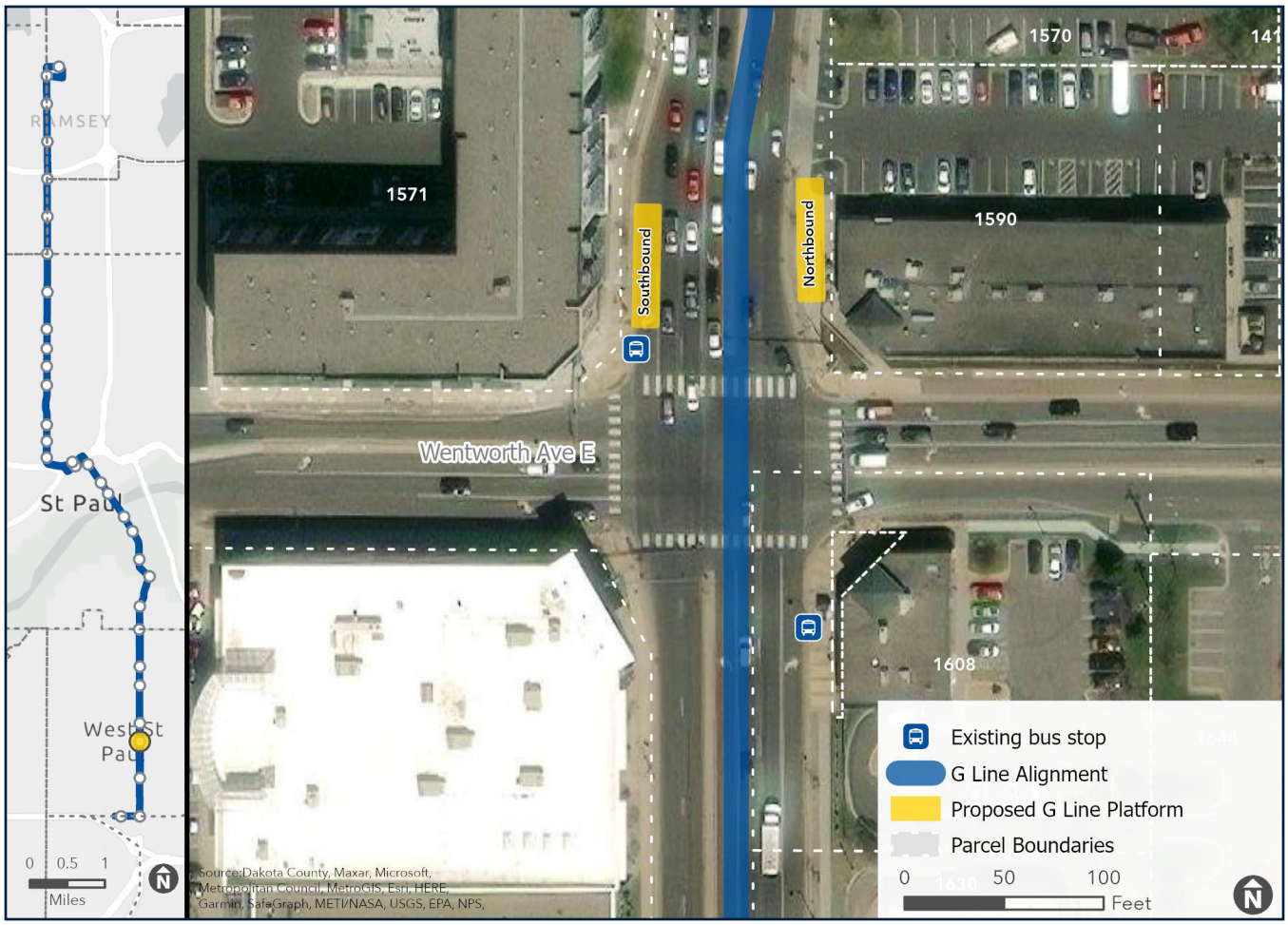
Other locations considered

- No other locations were considered for this station.

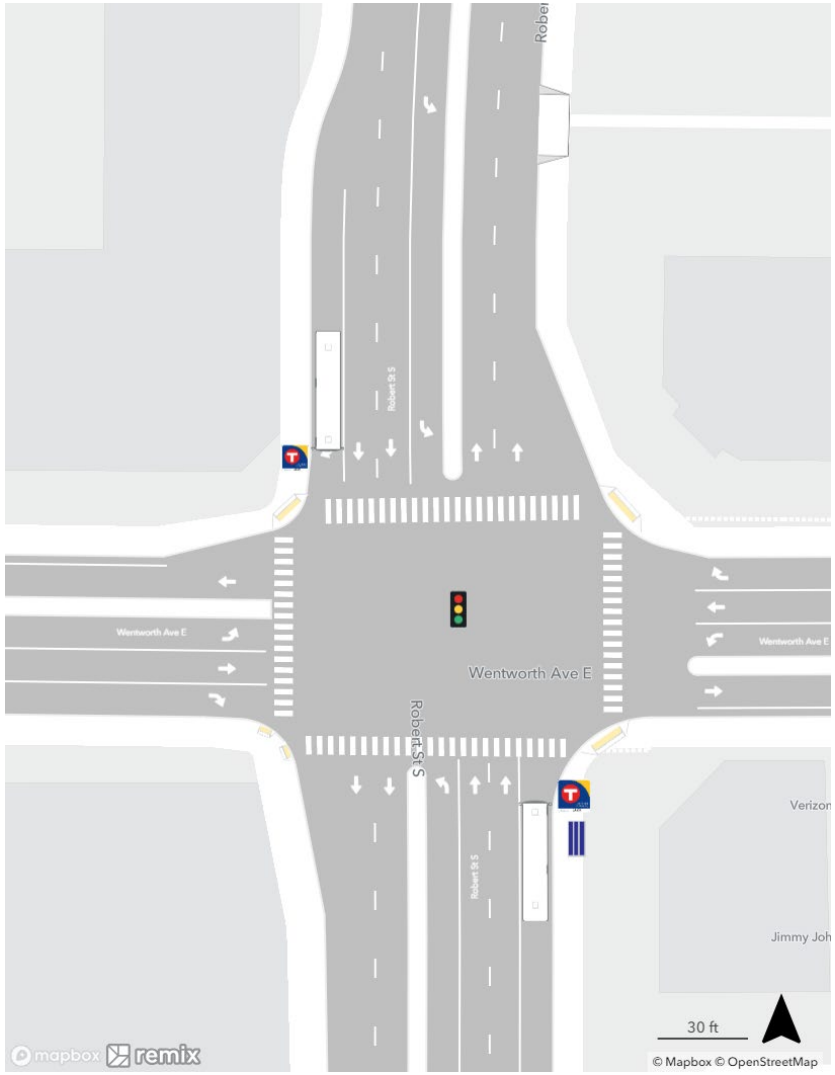
Robert & Wentworth

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.

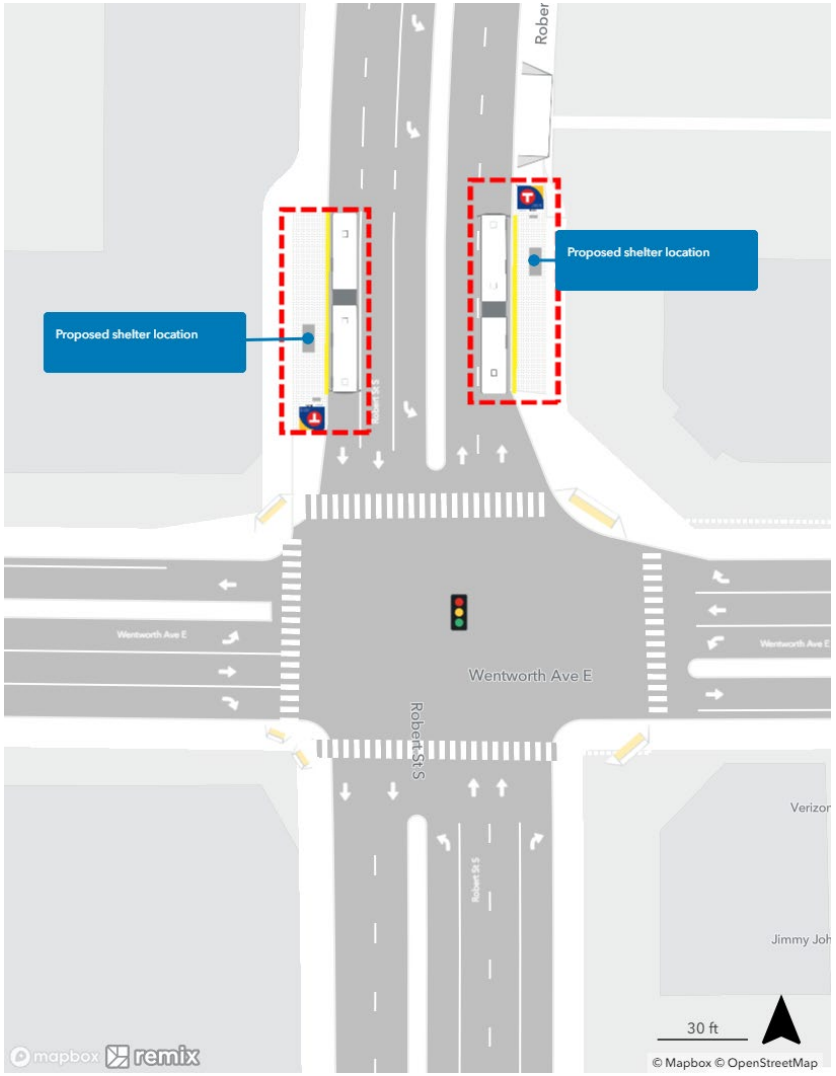
Proposed Station Location



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.

Proposed transit connections

- None.

Parking impacts

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

Other locations considered

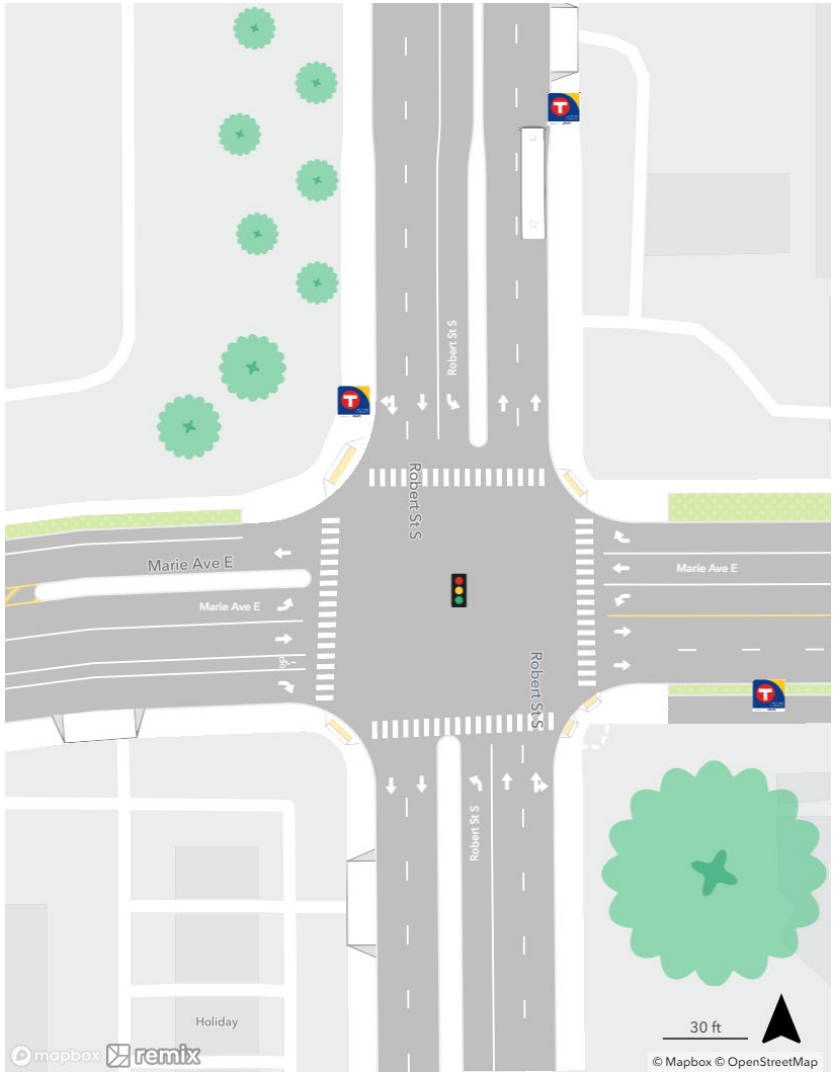
- No other locations were considered for this station.

Robert & Marie

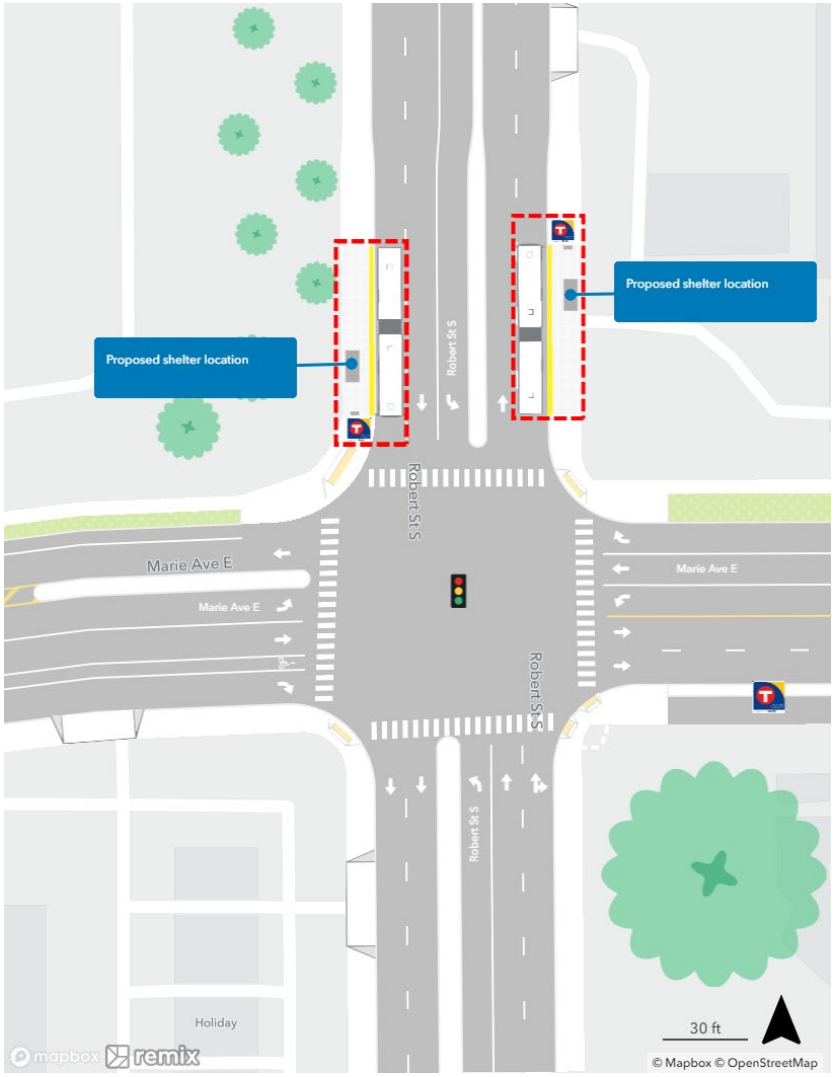
The proposed northbound and southbound platforms are at the same location as the current Route 68 stops. The proposed southbound platform is on the nearside of the intersection of Robert Street and Marie Avenue. The proposed northbound platform is on the farside of the intersection. MnDOT is the roadway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

Proposed transit connections

- Route 68.

Parking impacts

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

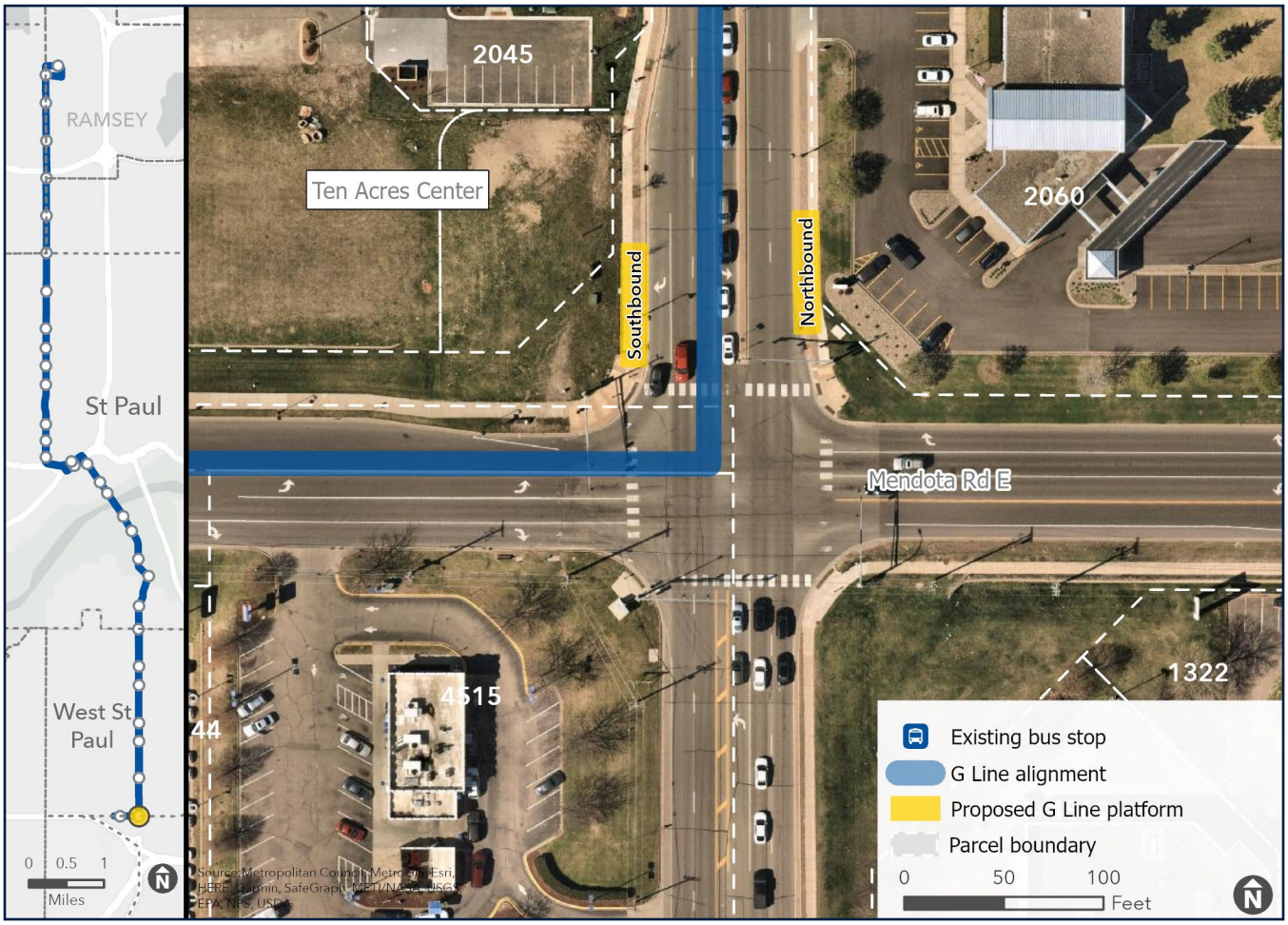
Other locations considered

- No other locations were considered for this station.

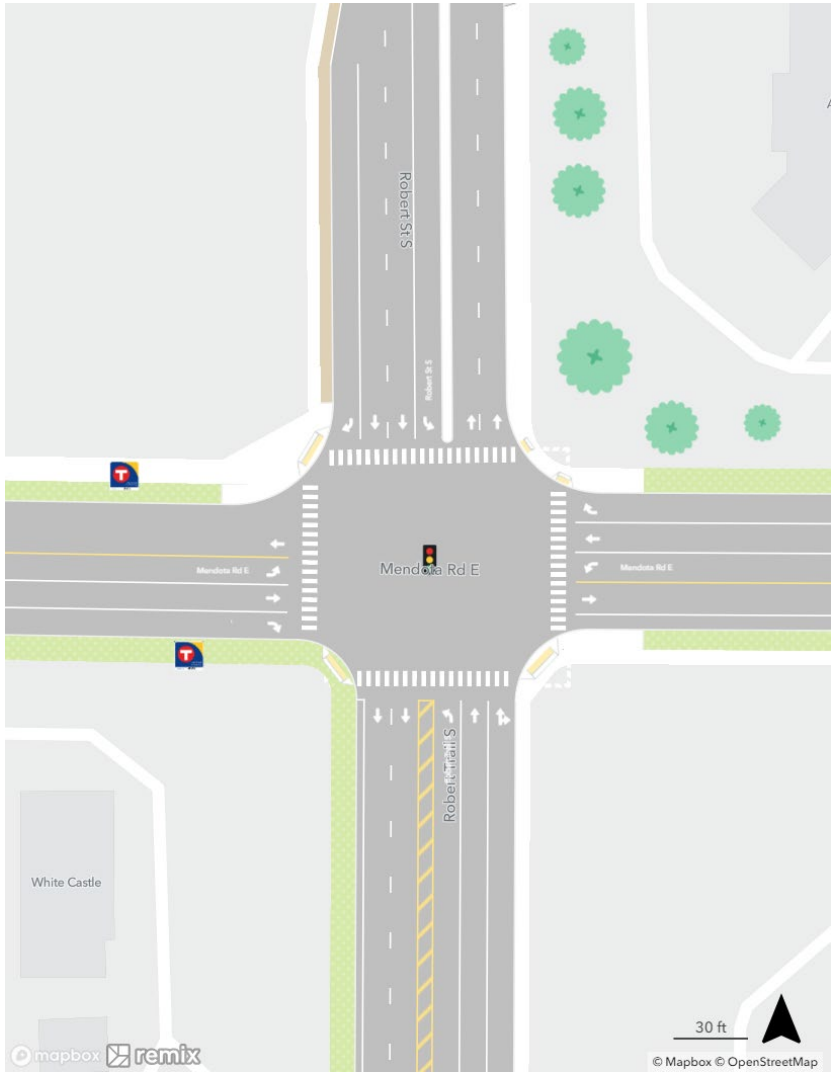
Robert & Mendota

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.

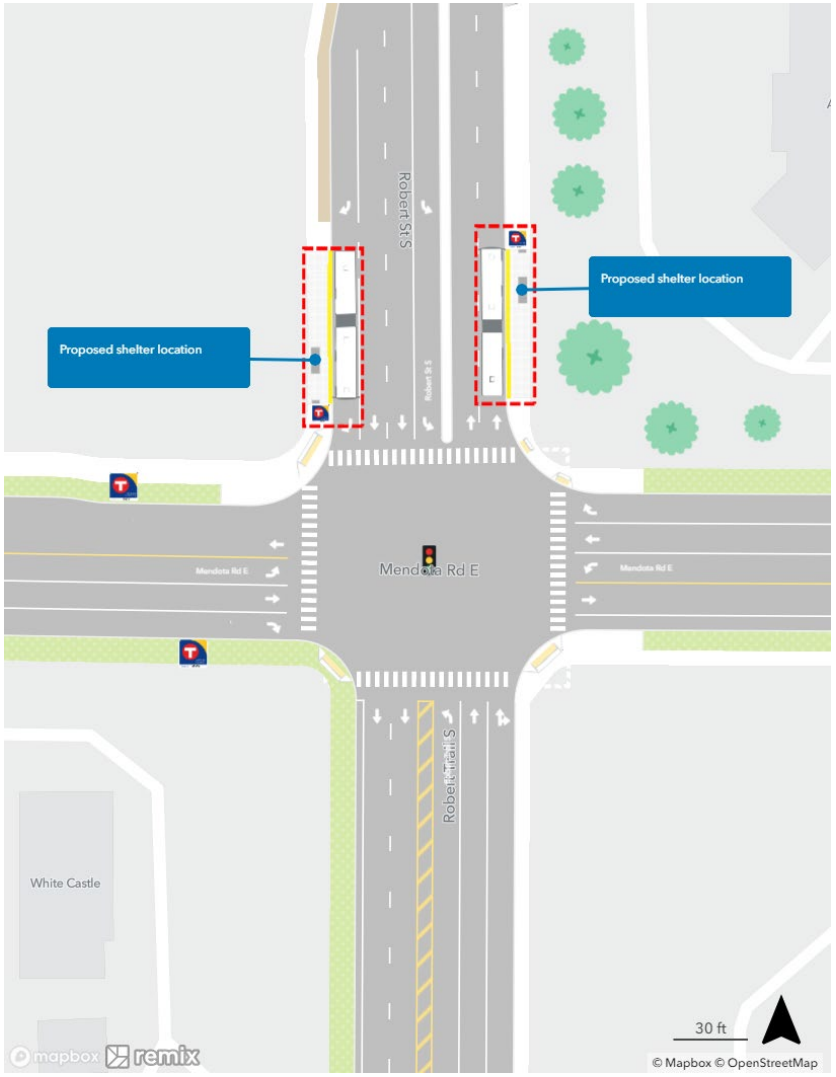
Proposed Station Location



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.

Proposed transit connections

- Route 75 and Route 354.

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, future Dakota County Crisis and Recovery Center, Ten Acres Center, and various commercial destinations.

Project coordination

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

Proposed transit connections

- Planned Metro micro service area.
- Route 75.

Other locations considered

- No other locations were considered for this station.

Appendix: Agency Comments

Metro Transit received formal comments on the Draft Corridor Plan from MnDOT.

DEPARTMENT OF TRANSPORTATION

November 3, 2023

Laura Greteman
Planner, Arterial Bus Rapid Transit
Metro Transit
560 Sixth Avenue North
Minneapolis, MN 55411-4398

Subject: MnDOT Comments on Metro Transit's G Line Arterial BRT Draft Corridor Plan

Dear Ms. Greteman,

MnDOT appreciates the opportunity to review and comment on the G Line Draft Corridor Plan. G Line arterial bus rapid transit (BRT) is proposed to operate in part on MN 3 (Robert Street) which is an important minor arterial on MnDOT's roadway system. Implementation of G Line will provide faster, more frequent transit service for riders on this corridor.

Through G Line's technical advisory committee, MnDOT has been a partner to Metro Transit in identifying preferred platform locations. We offer the following comments on the draft corridor plan:

- Page ii – consider improving the graphic resolution of the route map for the recommended corridor plan.
- Page 101 – please note that east of Robert Street, Dakota County is the roadway authority of Thompson Avenue, not MnDOT.
- Robert Street project coordination (SP 6217-50):
    - While MnDOT hopes to incorporate G Line platform design and construction into MnDOT's SP 6217-50 project where the two projects overlap, more information on how the finance, environmental, and project requirements align between FTA and FHWA funded projects is needed to determine if this will be feasible.
- Traffic comments:
    - The proposed southbound right turn lane removal on Robert at Wentworth will need traffic analysis to show the potential impacts. The positive pedestrian and transit impacts should also be noted, which could balance adverse vehicle impacts, if any.
    - Transit signal priority may require newer model signal controllers for operation. Coordination with MnDOT Traffic Operations has not yet occurred to confirm whether existing signal controllers can support TSP.
- Maintenance comments:
    - MnDOT anticipates executing a maintenance agreement with Metro Transit specific to G Line BRT.

    - MnDOT Maintenance has concerns about bump-outs and winter maintenance. Additional coordination regarding the benefits and tradeoffs of bump-outs will be needed as design progresses.
    - MnDOT Maintenance also expressed the need for a future maintenance agreement to specify that snow be hauled away from the areas at and around transit shelters. In areas with limited boulevard space, snow removed from transit platforms may otherwise end up on the roadway.
    - Any transit signage will need to be maintained by Metro Transit.
- ADA comments:
    - Ensure 6-foot pedestrian access route behind all bus shelters.
    - Ensure all curb ramps are compliant with all secondary ramps being designed at 4% until you reach the typical section curb height of 9 inches.
    - Ensure 9-inch curb height does not cause negative drainage to storefronts.
    - MnDOT's ADA Unit prepared preliminary ADA recommendations for the Robert Street roadway project (SP 6217-50) which will need to be coordinated with G Line platform design where the two projects overlap between Fillmore Avenue and Annapolis Street. ADA recommendations will be provided to the G Line design team.

Thank you again for the opportunity to review the plans and participate in the planning process. MnDOT looks forward to continued collaboration with Metro Transit on this project.

Sincerely,

Kimberly Zlimen

Digitally signed by Kimberly Zlimen
Date: 2023.11.03 12:44:32 -05'00'

Kimberly Zlimen, P.E.
MnDOT Transit Advantages Coordinator