

**Concept Designs for Downtown Saint Paul  
Transit Customer Facility Improvements  
6th Street Between Sibley Street and Jackson Street**

**Concept Booklet**

May 23th 2019



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# 6th Street Between Sibley Street and Jackson Street

## Project Team

### Owner

#### Metropolitan Council

390 Robert St. North  
St. Paul, MN 55101

Berry Farrington (Project Manager)  
Elizabeth Jones (Community Engagement)

### Design Team

#### 4RM+ULA

#### Architects

275 East 4th Street Suite 400  
Saint Paul, MN 55101

Nathan Johnson (Architect)  
Paola Sánchez (Project Manager)  
Michael Lima (Designer)

#### Ten x Ten Studio

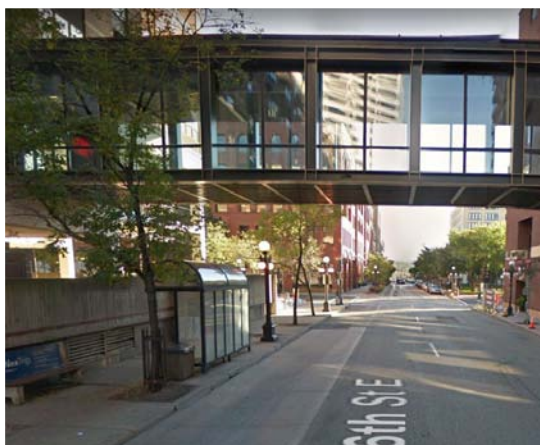
#### Landscape Architects

211 N 1st St Suite 350,  
Minneapolis, MN 55401

Satoko Muratake (Landscape Designer)

# Site Location Map

## Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements



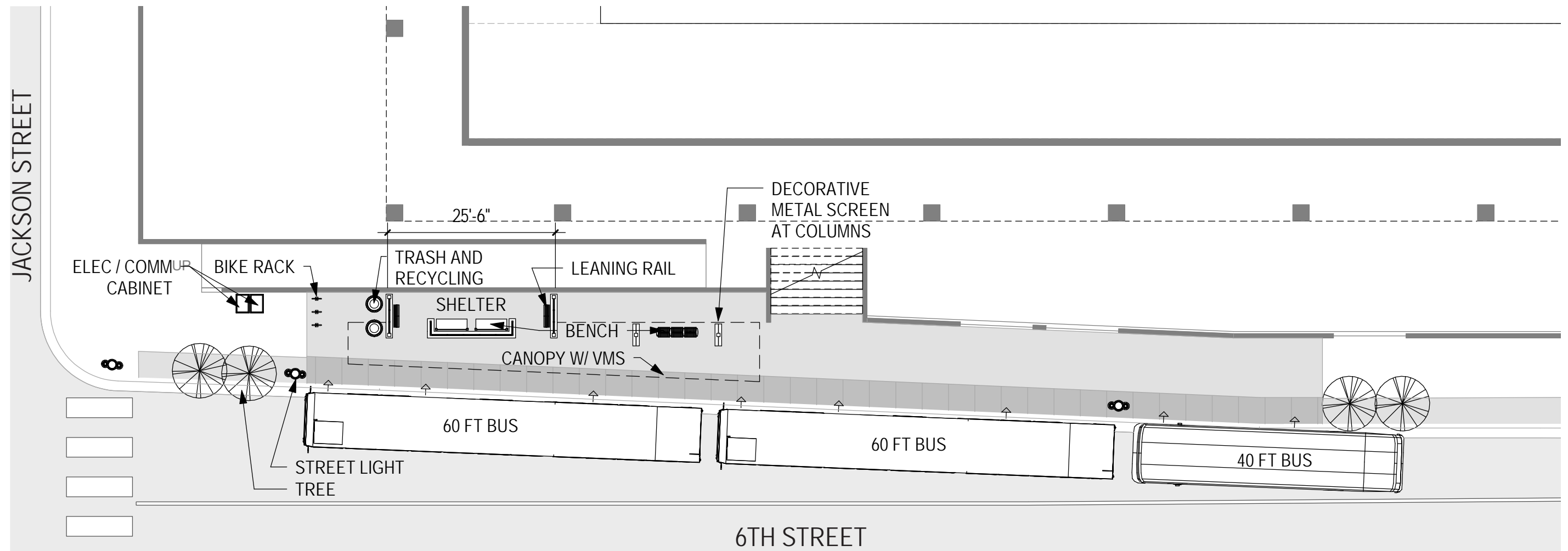
Site Photos



# 6th Street Between Sibley Street and Jackson Street

# Preferred Option B

## Floor/Site Plan



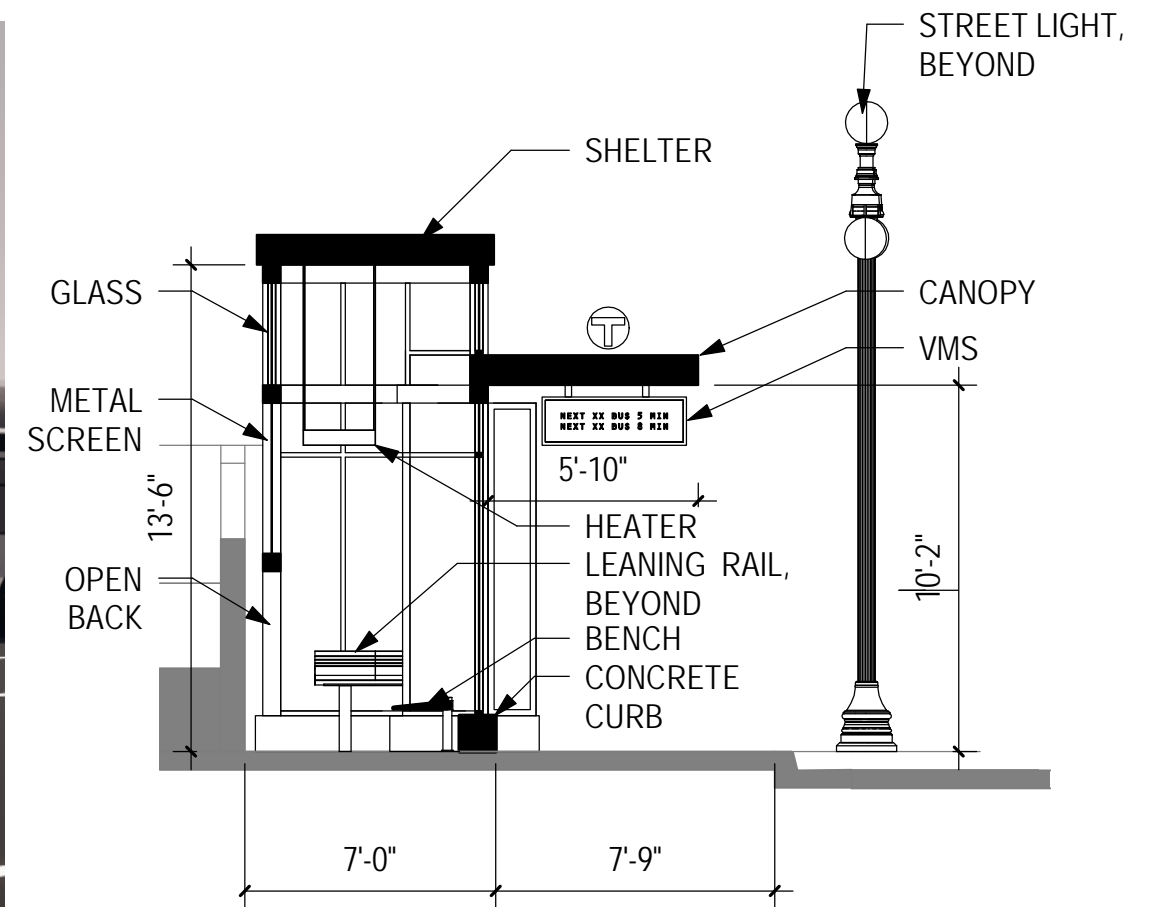
ⓑ1 6TH AND SIBLEY PLAN OPTION B

0 12' 24' 36'

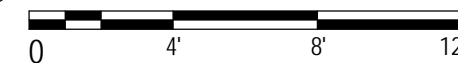
# Preferred Option B

## Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

### Image and Section



ⓑ 6TH AND SIBLEY SECTION OPTION B



# 6th Street Between Sibley Street and Jackson Street

# Preferred Option B

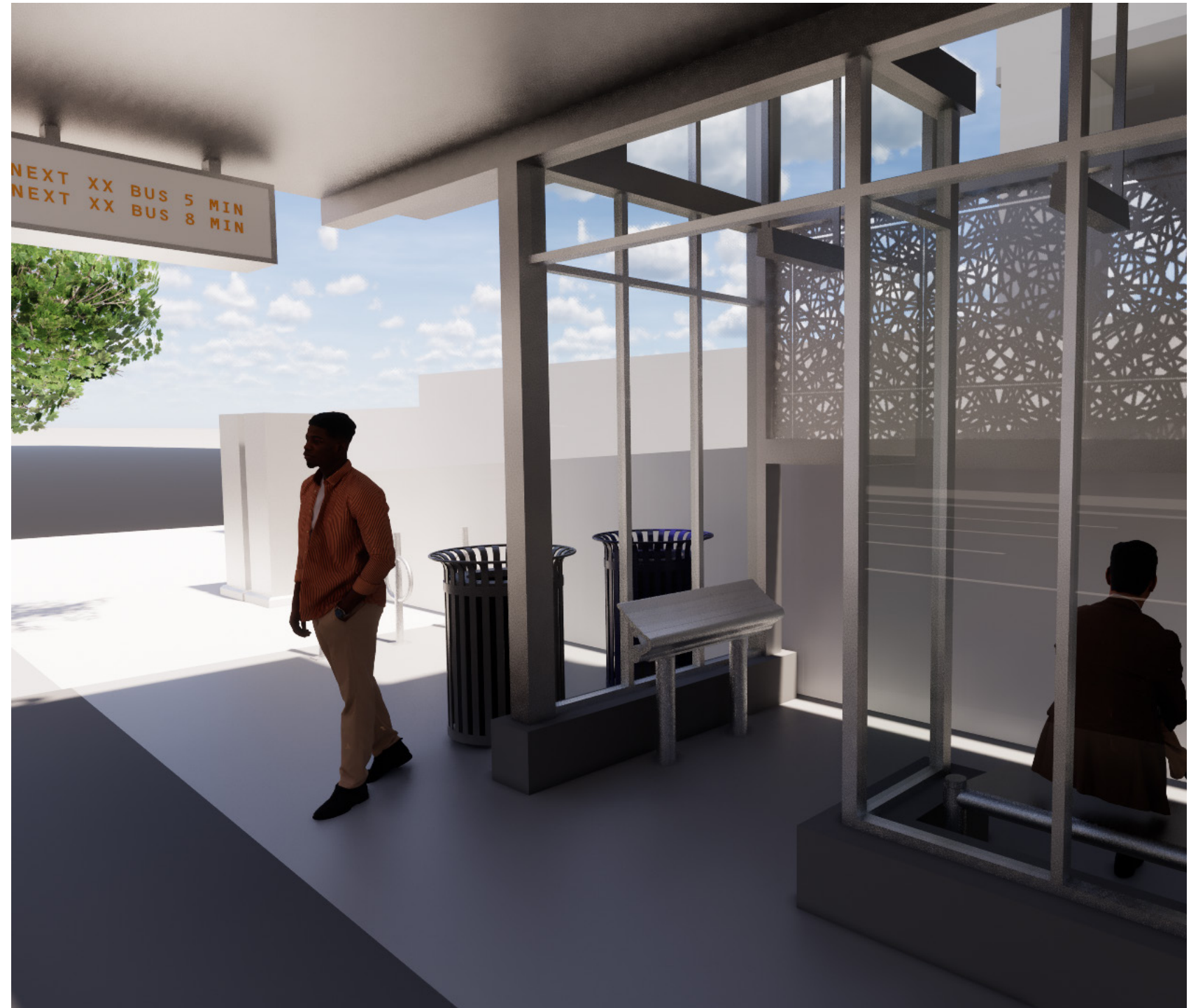
## Images



# Preferred Option B

## Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

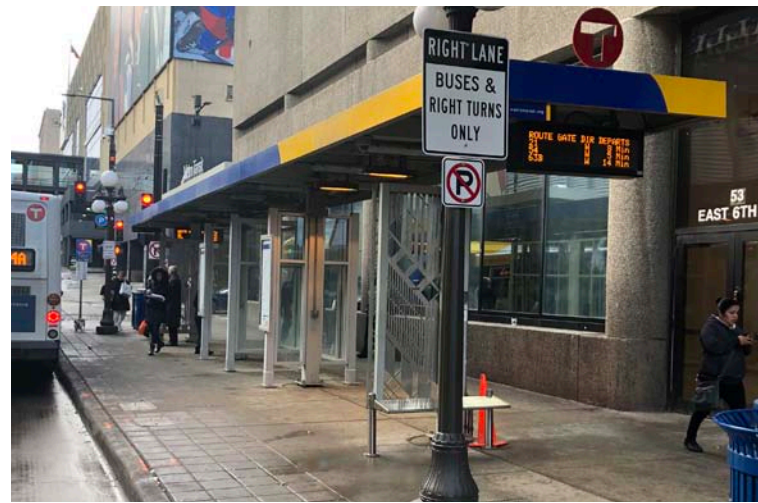
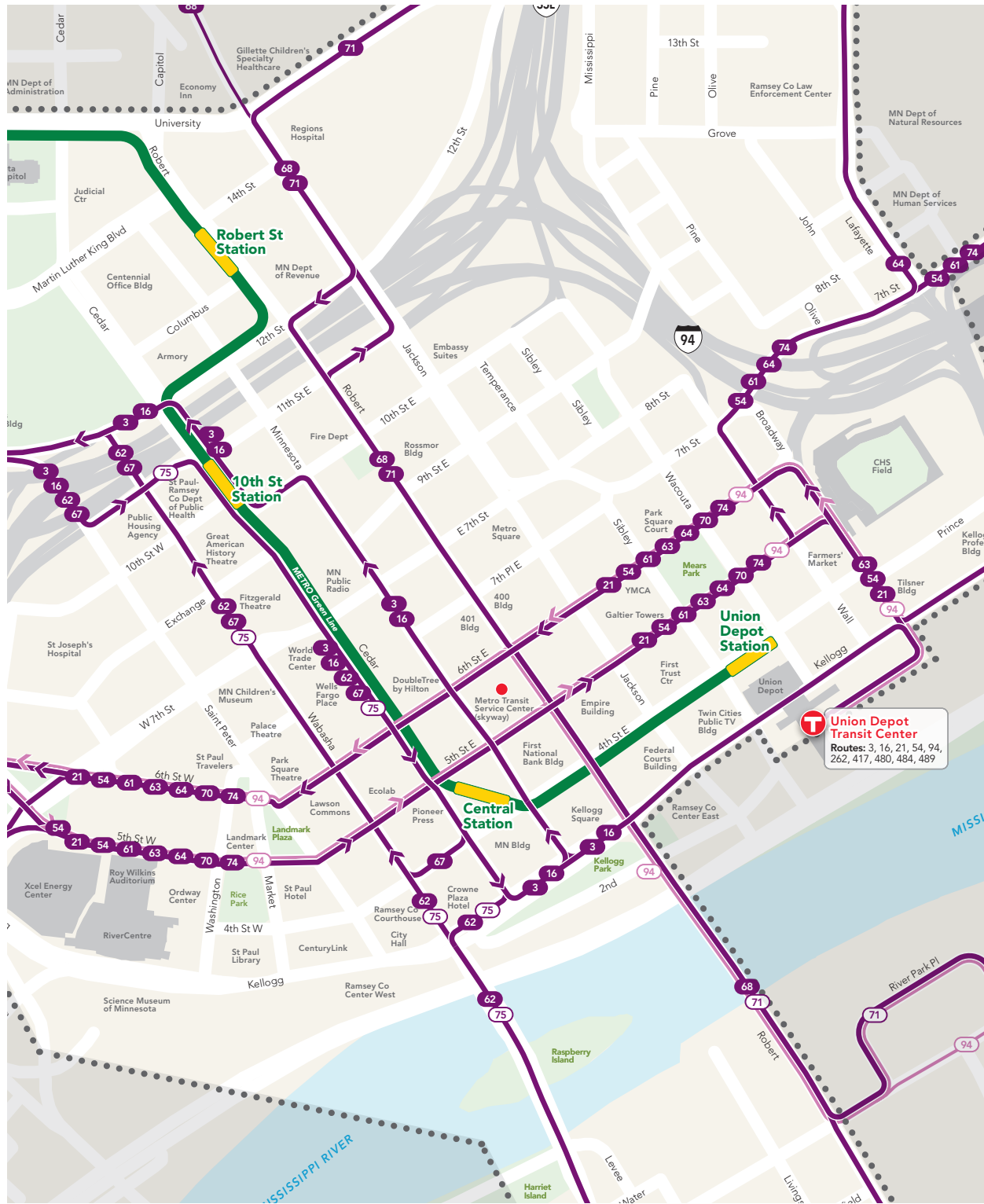
### Images





# 6th Street Between Sibley Street and Jackson Street

# Process - Project Precedents



## St Paul, MN 2015 Downtown Bus Stop Improvements

Metro Area Population:  
3,551,036

Stop Average Daily Boarding:  
Approx 1,500

Stops: 3

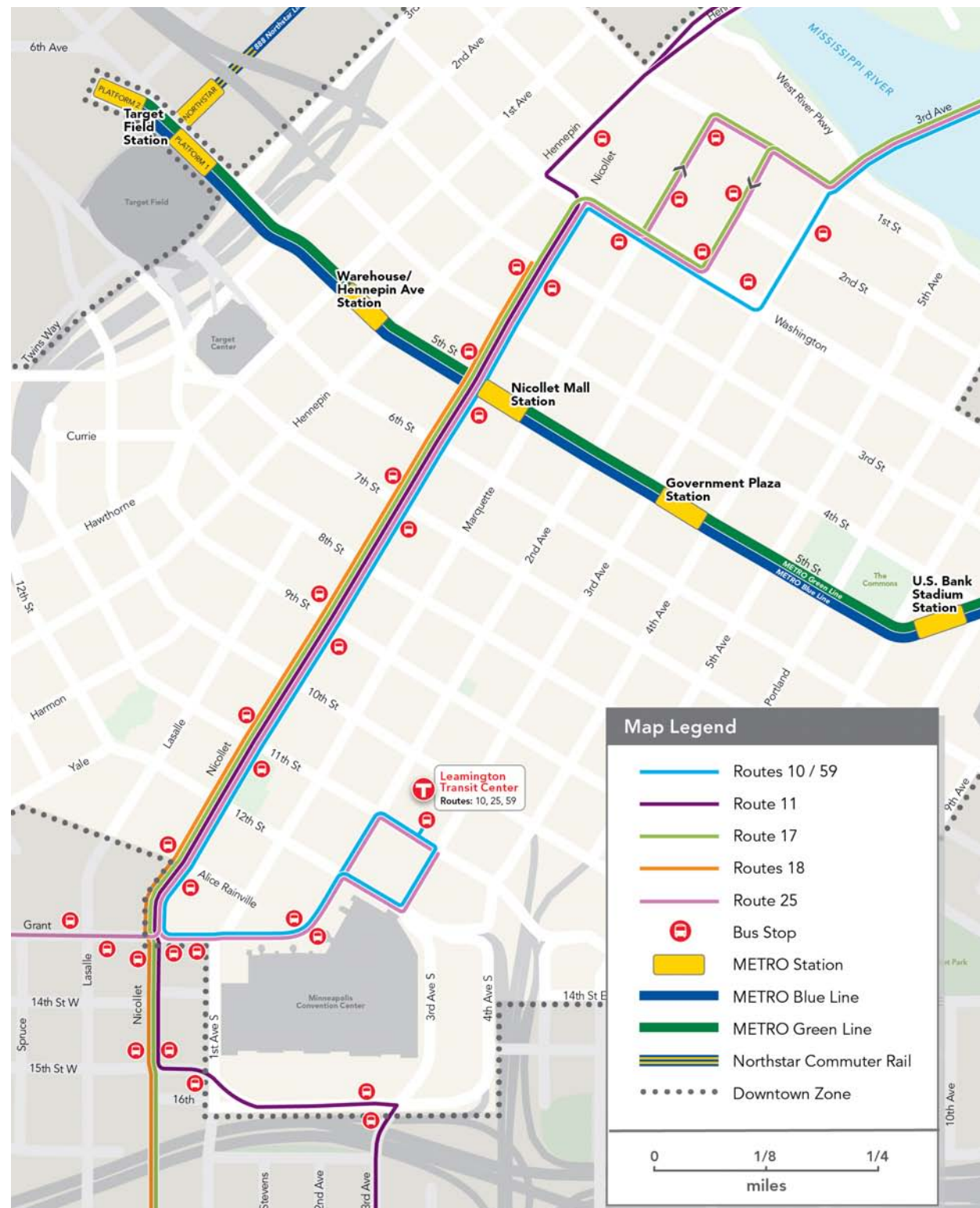
Year Implemented: 2015

Fare Collection: On Board

Number of trips per weekday:  
Approx. 300

# Process - Project Precedents

## Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements



### Minneapolis, MN Nicollet Mall

Metro Area Population:  
3,551,036

Stop Average Daily Boarding:  
Approx 1,200

Stops: 12

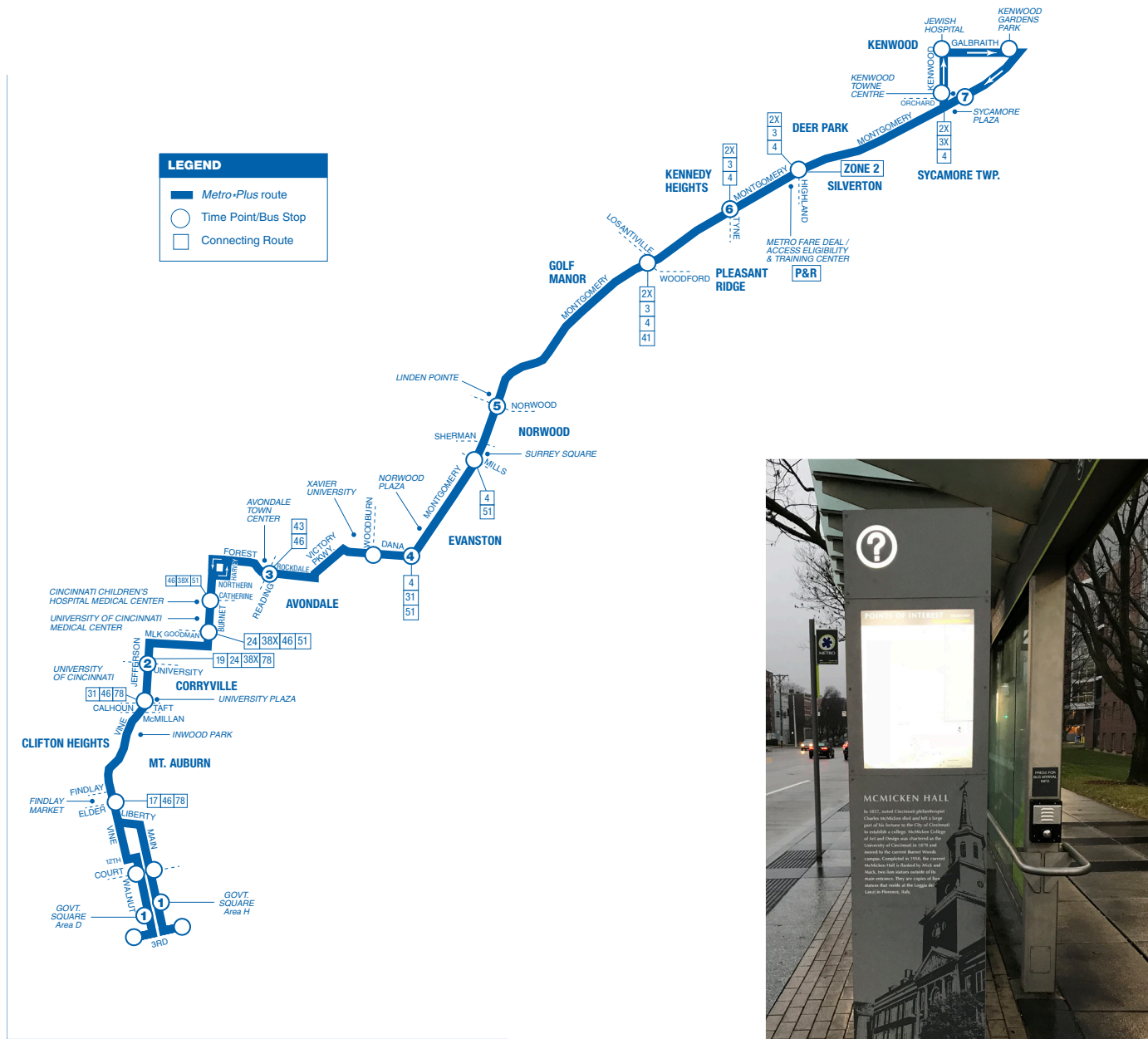
Year Implemented: 2017

Fare Collection: On Board

Number of trips per weekday:  
Approx. 400

# 6th Street Between Sibley Street and Jackson Street

## Process - Project Precedents



### Cincinnati, Oh Metro Plus

Metro Area Population:  
2,137,406

Stop Average Daily Boarding:  
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Stops:  
35

Year Implemented: 2012

Fare Collection: On Board

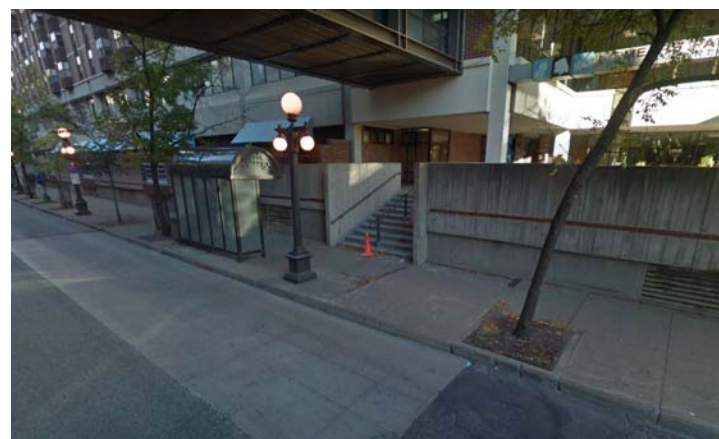
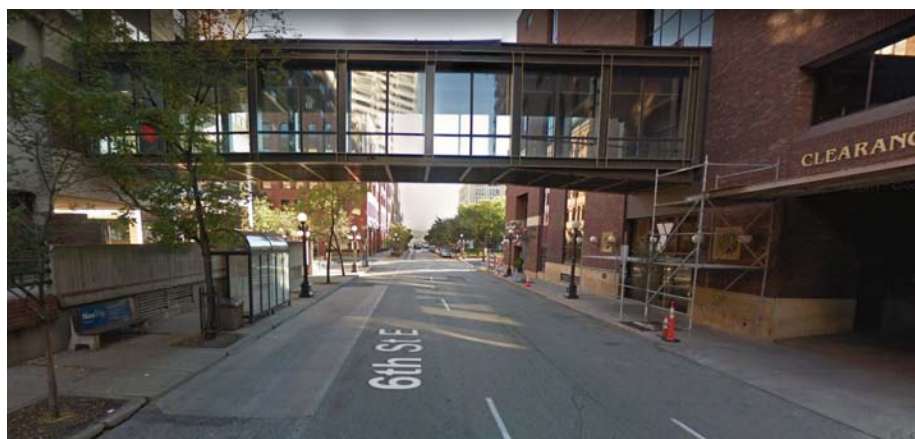
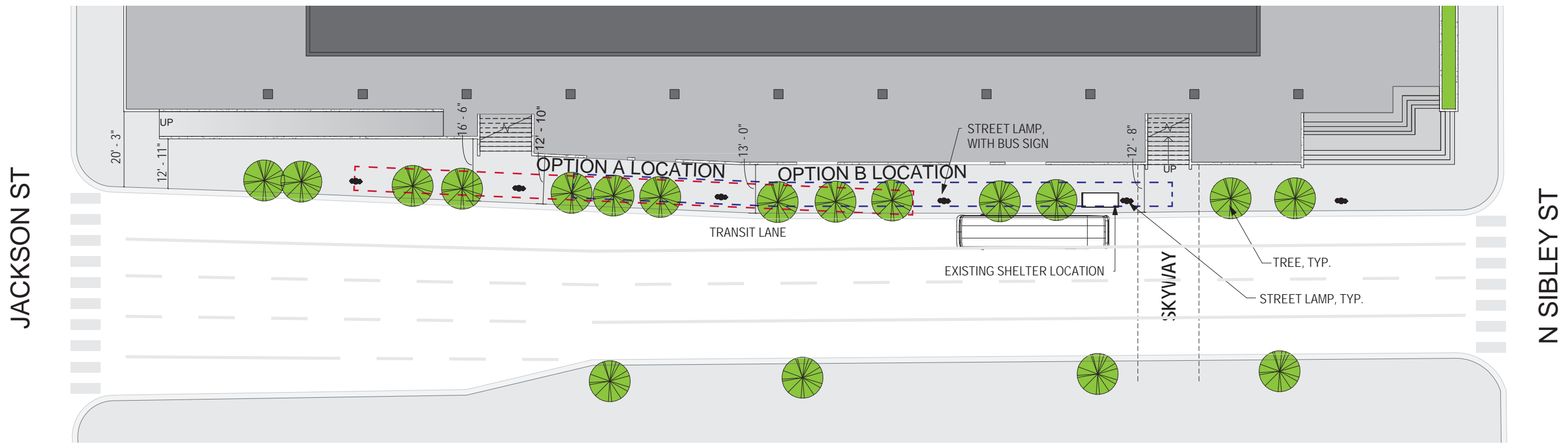
Number of trips per weekday:  
Approx. 60-70



# Process - Existing Conditions

## Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

### Site Plan with Bus Stop Location Options



Routes: 21, 53, 54, 61, 63, 64, 70, 74, 94, 353, 417, 480, 484, 489  
 Daily Boardings: 400  
 Alightings: 400  
 15 Minute Peak Boardings: 19  
 Buses: 2 - 60 ft articulated buses and 1 - 40 ft bus (180 ft stop length)

Site Photos

# 6th Street Between Sibley Street and Jackson Street

## Process - Stop Considerations

### COMPONENTS



Exterior Bench



Bench in Shelter



Leaning Rail



Bike Racks

### AESTHETICS AND FUNCTION CHOICES



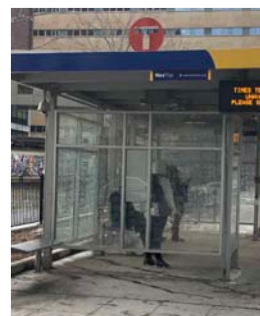
Shelter: Open or Enclosed



Shelter Roof: Curved or Flat



Shelter Base: Curb or Open



Shelter: Bldg Integrated or Separate



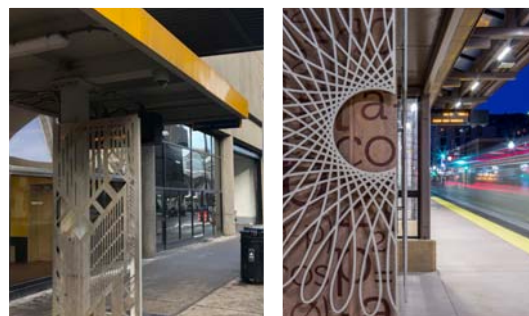
### AESTHETICS AND FUNCTION OPTIONS



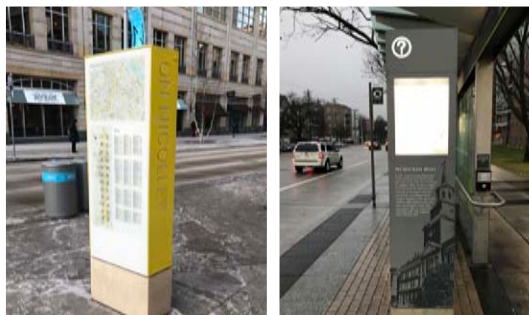
Stop Reference: 2015 Improvements



Stop Reference: 2015 Improvements



Decoration / Art



Wayfinding / Vicinity Kiosk

### PEDESTRIAN ENVIRONMENT



Streetscape



Trees



Paving Patterns



Pedestrian Scale Lighting

# Process - Program Analysis

## Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

Configuration	Shelter Type				Canopy			Base Condition		Platform Surface			Boarding Edge			Curb Height	
Location	4 Sides	4 Sides S	3 Sides U	Size	Shelter Only	Multiple Areas	Size	Open Bottom	Curb	Concrete	Color-ed Conc	Pavers	Concrete	Pattern Conc	Detect. Pavers	6"	9"
Stops for Reference																	
5th and Minnesota	X			233 sf		X	412 sf	X		X				X			X
6th and Cedar			X	68 sf		X	464 sf	X		X				X		X	
Nicollet Mall		X		150 sf	X		150 sf		X		X			X		X	
Proposed Downtown St Paul Stops 6th Street Westbound between Sibley and Jackson																	
Option A	X			150 sf	X		150 sf		X	X				X		X	
Option B	X			150 sf		X	500 sf		X	X				X		X	

Components	Static Information Devices							Furniture				Art / Decoration			
Location	Stop Sign	Marker / Pylon	Route Information	System Map	Sign-age	Rider Alert	Poster Panel	Bench Shelter	Bench Exterior	Trash + Recycle	Bike Rack	Wind-screen	Platform	Object	Glass
Stops for Reference															
5th and Minnesota	X		X		X	X		X	X	X	X	X			
6th and Cedar	X				X				X	X		X			
Nicollet Mall			X	X	X		X	X		X	Varies		X		
Proposed Downtown St Paul Stops 6th Street Westbound between Sibley and Jackson															
Option A	X		X		X			X		X	X				
Option B	X		X		X			X		X	X	X			

Electrical and Systems	Electrical				Systems			Fare Collection		
Location	Cabinet Near	Light Shelter	Street Light	Heater	Camera	VMS	Annun- ciator	On Board	TVM	SCV
Stops for Reference										
5th and Minnesota	X	X	X	X	X	X	X	X		
6th and Cedar	X	X		X	X	X	X	X		
Nicollet Mall		X		X		X	X	X		
Proposed Downtown St Paul Stops 6th Street Westbound between Sibley and Jackson										
Option A	X	X	X	X	X	X	X	X		
Option B	X	X		X	X	X	X	X		

# 6th Street Between Sibley Street and Jackson Street

## Process - Initial Design Input

### COMMENTS:

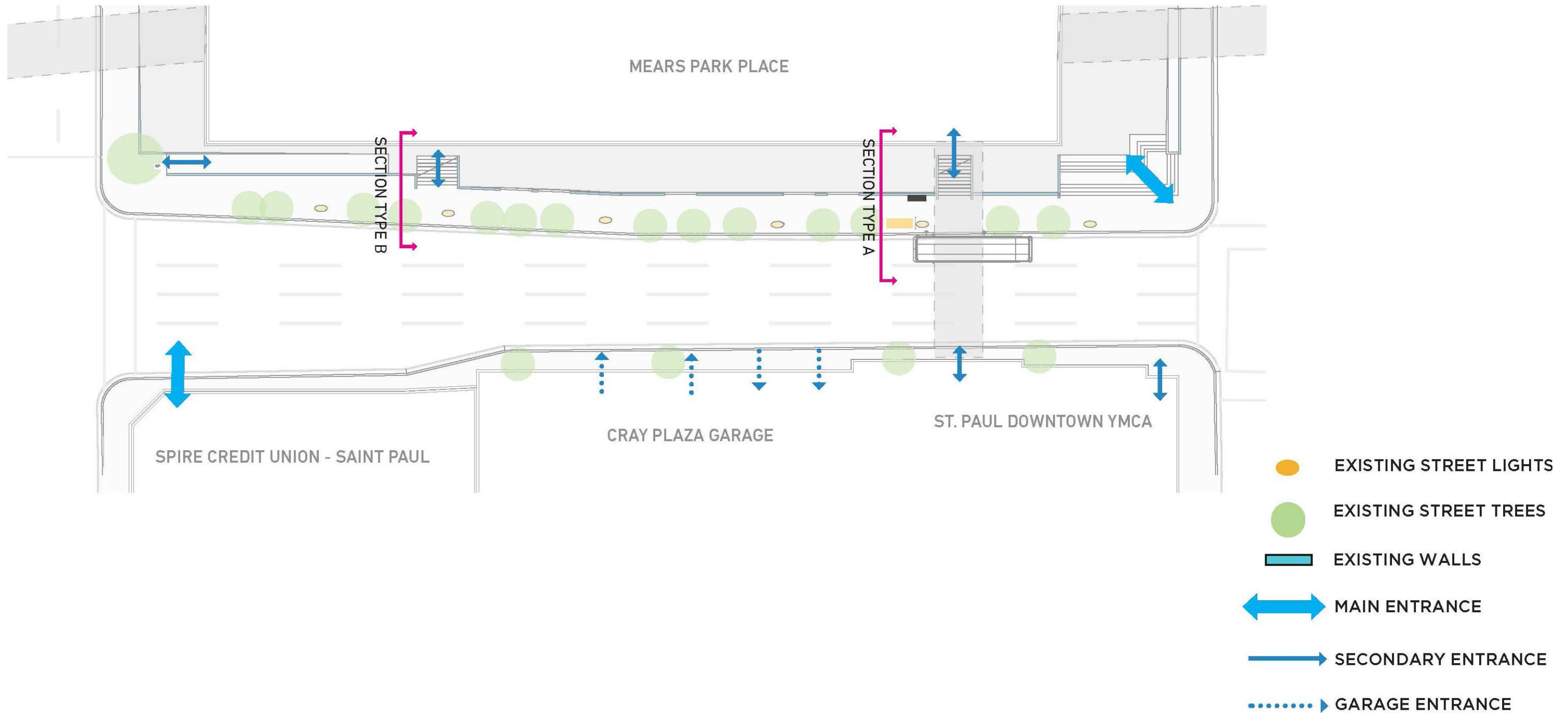
- Preferred location option is the one closest to Jackson Street
- Locating it near the accessible entry of Mears Park Place will be good for residents who use that entry
- More seating because the bus stop is a transfer point
- Create a safe environment for riders and pedestrians (note that the trees could pose as an obstruction in boarding and alighting)
- From shelter glass/frit should allow view out to see bus coming
- Good lighting and illumination paramount
- Proximity to large buildings (Galtier and Securian buildings) blocks natural light in this area
- Shelter should be comfortable for people of all mobility/ability levels
- Branding of Metro Transit in bold and colorful letters (MT colors create consistency even if configuration/position of shelter is different)
- Prefer solid wall at the base of the shelter
- Prefer shelter is located within 20 feet of the transit sign

### DESIGN TEAM RESPONSES:

- The bus stop design options will be located closest to Jackson Street
- The bus stop design options will be near the Mears Park Place building accessible entry
- The bus stop design options will integrate enough seating area inside and outside the shelter
- The bus stop design options will integrate transparency and lighting to create safe environments
- The shelter on the design options will be ADA compliant
- The design options will be consistent with the 2015 bus stops improvements in downtown Saint Paul
- The design options will incorporate concrete curbs

# Process - Site Analysis

## Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements





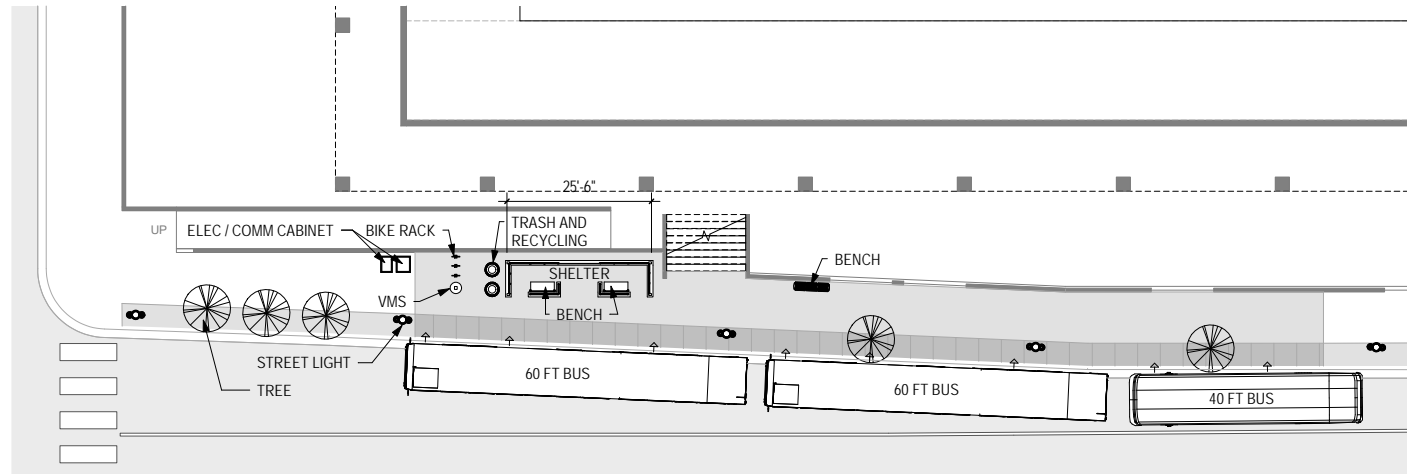
# 6th Street Between Sibley Street and Jackson Street

## Process - Site Options

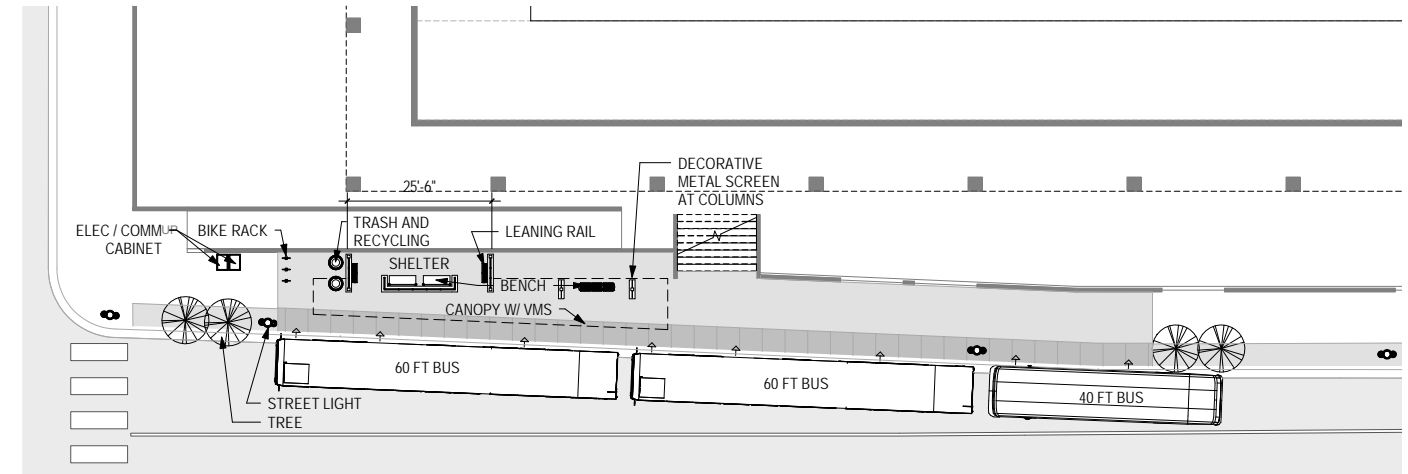


# Process - Design Options

# Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements



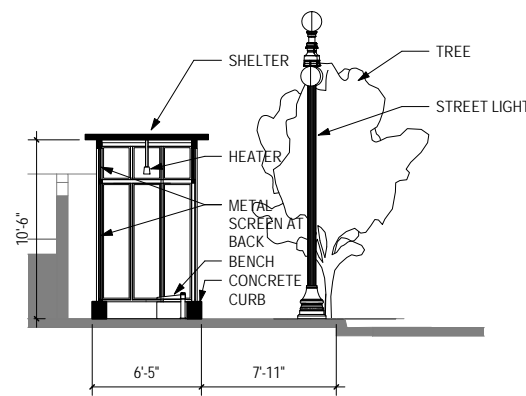
(A1) 6TH AND SIBLEY PLAN OPTION A



(B1) 6TH AND SIBLEY PLAN OPTION B



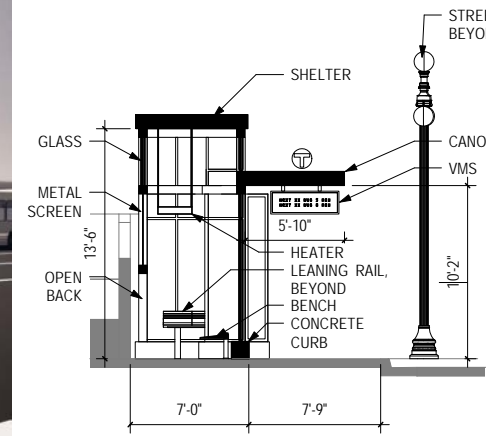
OPTION A



(A2) 6TH AND SIBLEY SECTION OPTION A



OPTION B



(B2) 6TH AND SIBLEY SECTION OPTION B

# 6th Street Between Sibley Street and Jackson Street

## Process - Feedback on Design Options

### COMMENTS:

- Better from operations standpoint – makes left turns easier, allows you to fit more buses, keeps you closer to Lowertown than detour routing, makes connections to/from Gold Line easier (now stops are located just across the street from one another)
- Closer to building's ADA accessible ramp
- Option A – See potential issue of people climbing on the wall and on top (shelter as furniture)
- Option B – (canopy) allows for consistent branding and strong identity throughout Downtown
- The wall near the stairwell may pose visibility issues can we shave part of it off to follow the rail?
- Needs wider openings or more openings in the shelter, customers don't like feeling too enclosed
- Also need to ensure there's space for customers to stand in the sunlight

### DESIGN TEAM RESPONSES:

- Preferred option is closest to Jackson Street
- Preferred option is closest to the ADA accessible ramp at the Mears Park Place building
- Preferred option is consistent with the 2015 bus stops improvements in downtown Saint Paul
- Metro Transit and the Mears Park Place building need to coordinate efforts
- Preferred option will integrate wider openings on the shelter for better user mobility
- The bus stop design options will integrate enough seating area, inside and outside of the shelters