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

Concept Booklet
May 23th 2019
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
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Nathan Johnson (Architect)
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Michael Lima (Designer)

Ten x Ten Studio Landscape Architects
211 N 1st St Suite 350,
Minneapolis, MN 55401

Satoko Muratake (Landscape Designer)
6th Street Between Sibley Street and Jackson Street

Preferred Option B

Floor/Site Plan

- **ELEC / COMM CABINET**
- **BIKE RACK**
- **SHIELD**
- **BENCH**
- **TRASH AND RECYCLING**
- **VMS**
- **STREET LIGHT**
- **TREE**
- **60 FT BUS**
- **40 FT BUS**
- **25'-6"**
- **DECORATIVE METAL SCREEN AT COLUMNS**
- **LEANING RAIL**
- **LEANING RAIL, BEYOND STREET LIGHT, BEYOND GLASS**
- **CANOPY**
- **METAL SCREEN**
- **OPEN BACK**
- **CANOPY W/VMS**
- **STREET LIGHT**
- **TREE**
- **6'-5" 7'-11"**
- **METAL SCREEN**
- **OPEN BACK**
- **LEANING RAIL**
- **SHIELD**
- **BENCH**
- **SHELTER**
- **TRASH AND RECYCLING**
- **LEANING RAIL**
- **ELEC / COMM CABINET**

6TH STREET

JACKSON STREET

5/22/2019 3:50:44 PM

DOWNTOWN ST PAUL BUS STOPS

6TH AND SIBLEY OPTIONS

A1 6TH AND SIBLEY PLAN OPTION A

A2 6TH AND SIBLEY SECTION OPTION A

B1 6TH AND SIBLEY PLAN OPTION B

B2 6TH AND SIBLEY SECTION OPTION B

24' 36' 12'

8' 12' 4'

25'-6"
Preferred Option B

Concept Designs for Downtown Saint Paul
Transit Customer Facility Improvements

Image and Section
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

MetroTransit 4RM+ULA
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
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: ~

Stops: 35

Year Implemented: 2012

Fare Collection: On Board

Number of trips per weekday: Approx. 60-70
Concept Designs for Downtown Saint Paul
Transit Customer Facility Improvements

Process - Existing Conditions

Site Plan with Bus Stop Location Options

Site Photos

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)
### 6th Street Between Sibley Street and Jackson Street

#### Process - Stop Considerations

<table>
<thead>
<tr>
<th>COMPONENTS</th>
<th>AESTHETICS AND FUNCTION CHOICES</th>
<th>AESTHETICS AND FUNCTION OPTIONS</th>
<th>PEDESTRIAN ENVIRONMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior Bench</td>
<td>[Image of Exterior Bench]</td>
<td>[Image of Exterior Bench]</td>
<td>[Image of Exterior Bench]</td>
</tr>
<tr>
<td>Bench in Shelter</td>
<td>[Image of Bench in Shelter]</td>
<td>[Image of Bench in Shelter]</td>
<td>[Image of Bench in Shelter]</td>
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<tr>
<td>Leaning Rail</td>
<td>[Image of Leaning Rail]</td>
<td>[Image of Leaning Rail]</td>
<td>[Image of Leaning Rail]</td>
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<tr>
<td>Bike Racks</td>
<td>[Image of Bike Racks]</td>
<td>[Image of Bike Racks]</td>
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<tr>
<td>Shelter: Open or Enclosed</td>
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<tr>
<td>Shelter Roof: Curved or Flat</td>
<td>[Image of Shelter Roof: Curved or Flat]</td>
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<tr>
<td>Shelter Base: Curb or Open</td>
<td>[Image of Shelter Base: Curb or Open]</td>
<td>[Image of Shelter Base: Curb or Open]</td>
<td>[Image of Shelter Base: Curb or Open]</td>
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<tr>
<td>Shelter: Bldg Integrated or Separate</td>
<td>[Image of Shelter: Bldg Integrated or Separate]</td>
<td>[Image of Shelter: Bldg Integrated or Separate]</td>
<td>[Image of Shelter: Bldg Integrated or Separate]</td>
</tr>
<tr>
<td>Trees</td>
<td>[Image of Trees]</td>
<td>[Image of Trees]</td>
<td>[Image of Trees]</td>
</tr>
<tr>
<td>Paving Patterns</td>
<td>[Image of Paving Patterns]</td>
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<tr>
<td>Pedestrian Scale Lighting</td>
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<tr>
<td>Streetscape</td>
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<tr>
<td>Decoration / Art</td>
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<tr>
<td>Wayfinding / Vicinity Kiosk</td>
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</tr>
</tbody>
</table>
# Concept Designs for Downtown Saint Paul

## Transit Customer Facility Improvements

### Concept Designs for Downtown Saint Paul

#### Location

<table>
<thead>
<tr>
<th>Configuration</th>
<th>Shelter Type</th>
<th>Canopy</th>
<th>Base Condition</th>
<th>Platform Surface</th>
<th>Boarding Edge</th>
<th>Curb Height</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4 Sides 4 Sides</td>
<td>Sides 3 Sides</td>
<td>Size</td>
<td>Multiple Areas</td>
<td>Size</td>
<td>Open Bottom</td>
</tr>
<tr>
<td>Jays Novelty</td>
<td>X</td>
<td>X</td>
<td>233 sf</td>
<td>X</td>
<td>412 sf</td>
<td>X</td>
</tr>
<tr>
<td>6th and Cedar</td>
<td>X</td>
<td>X</td>
<td>68 sf</td>
<td>X</td>
<td>464 sf</td>
<td>X</td>
</tr>
<tr>
<td>Nicollet Mall</td>
<td>X</td>
<td>X</td>
<td>150 sf</td>
<td>X</td>
<td>150 sf</td>
<td>X</td>
</tr>
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</table>

#### Stops for Reference

<table>
<thead>
<tr>
<th>Proposed Downtown St Paul Stops 6th Street Westbound between Sibley and Jackson</th>
<th>Option A</th>
<th>X</th>
<th>150 sf</th>
<th>X</th>
<th>150 sf</th>
<th>X</th>
<th>X</th>
<th>X</th>
<th>X</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option B</td>
<td>X</td>
<td>150 sf</td>
<td>X</td>
<td>500 sf</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

### Components

#### Static Information Devices

<table>
<thead>
<tr>
<th>Location</th>
<th>Signage</th>
<th>Rider Alert</th>
<th>Poster Panel</th>
<th>Bench Shelter</th>
<th>Bench Exterior</th>
<th>Trash + Recycle</th>
<th>Bike Rack</th>
<th>Windscreen</th>
<th>Platform Object</th>
<th>Glass</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Downtown St Paul Stops 6th Street Westbound between Sibley and Jackson</td>
<td>Option A</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Option B</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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</table>

### Electrical and Systems

#### Electrical

<table>
<thead>
<tr>
<th>Location</th>
<th>Cabinet Near</th>
<th>Light Shelter</th>
<th>Street Light</th>
<th>Heater</th>
<th>Camera</th>
<th>VMS</th>
<th>Annunciator</th>
<th>On Board</th>
<th>TVM</th>
<th>SCV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Downtown St Paul Stops 6th Street Westbound between Sibley and Jackson</td>
<td>Option A</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Option B</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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</table>
6th Street Between Sibley Street and Jackson Street

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

- SPIRE CREDIT UNION - SAINT PAUL
- MEARS PARK PLACE
- CRAY PLAZA GARAGE
- ST. PAUL DOWNTOWN YMCA

Metro Transit
4RM+ULA

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6th Street Between Sibley Street and Jackson Street

Process - Site Options

6TH AND SIBLEY STOP LOCATION OPTION A

6TH AND SIBLEY STOP LOCATION OPTION B
Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

Process - Design Options

OPTION A

OPTION B
Coments:

- 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