



**Concept Designs for Downtown Saint Paul
Transit Customer Facility Improvements
Robert Street between 5th Street and 6th Street**

Concept Booklet

July 18th 2019



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Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

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Robert Street Between 5th Street and 6th 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

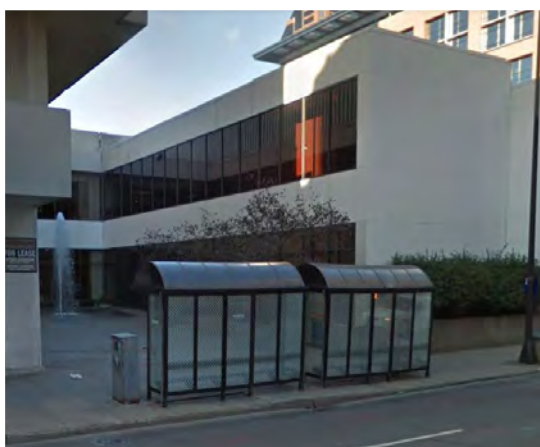
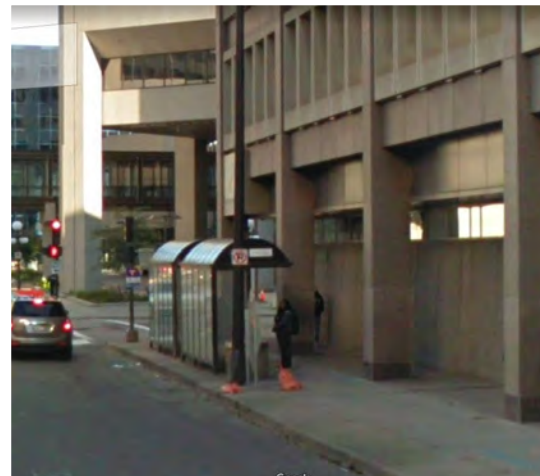
211 N 1st St Suite 350,
Minneapolis, MN 55401

Satoko Muratake (Landscape Designer)



Site Location Map

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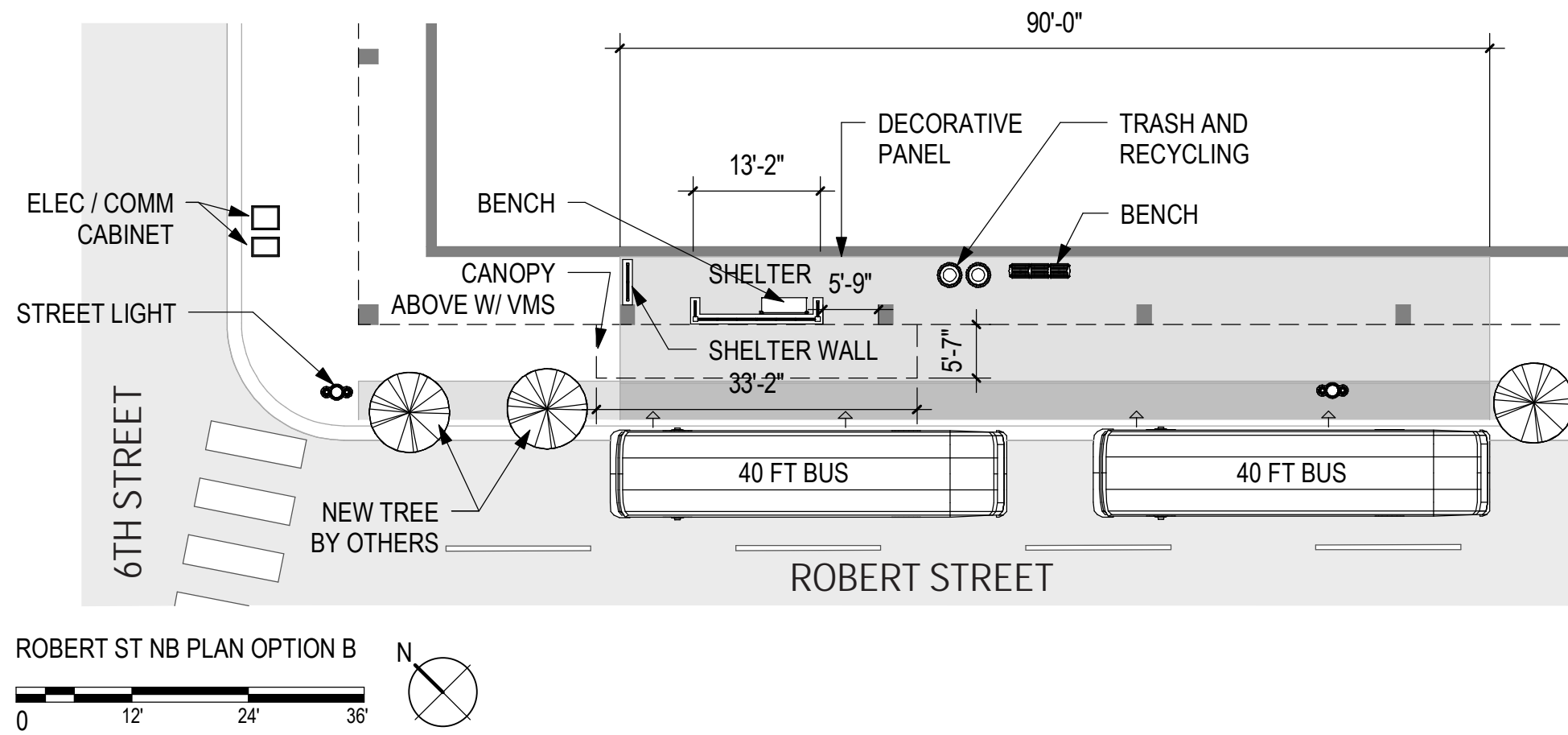
Site Photos



Robert Street Between 5th Street and 6th Street

Preferred Option B

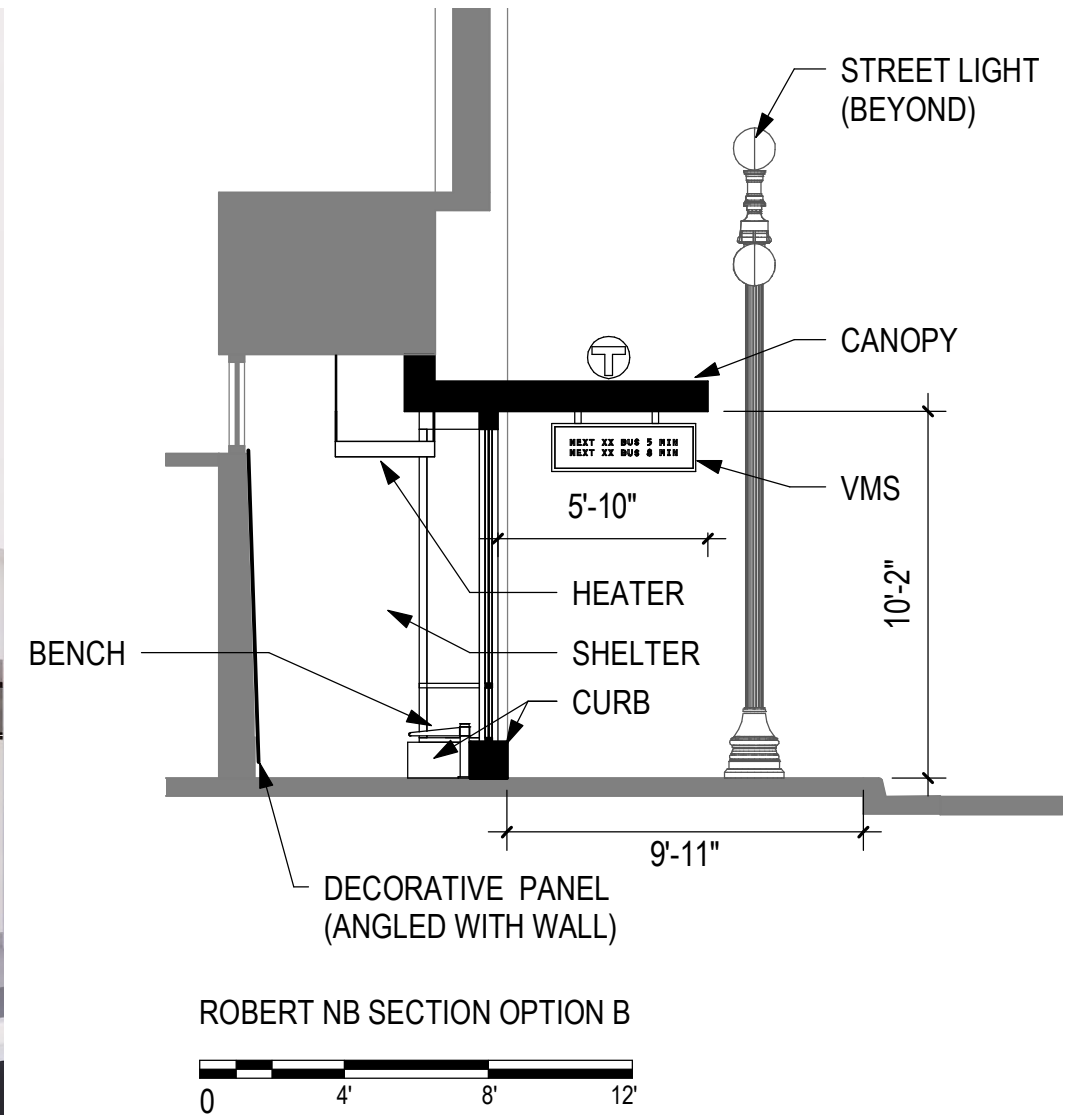
Northbound-Floor/Site Plan



Preferred Option B

Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

Northbound-Image and Section



Robert Street Between 5th Street and 6th Street

Preferred Option B

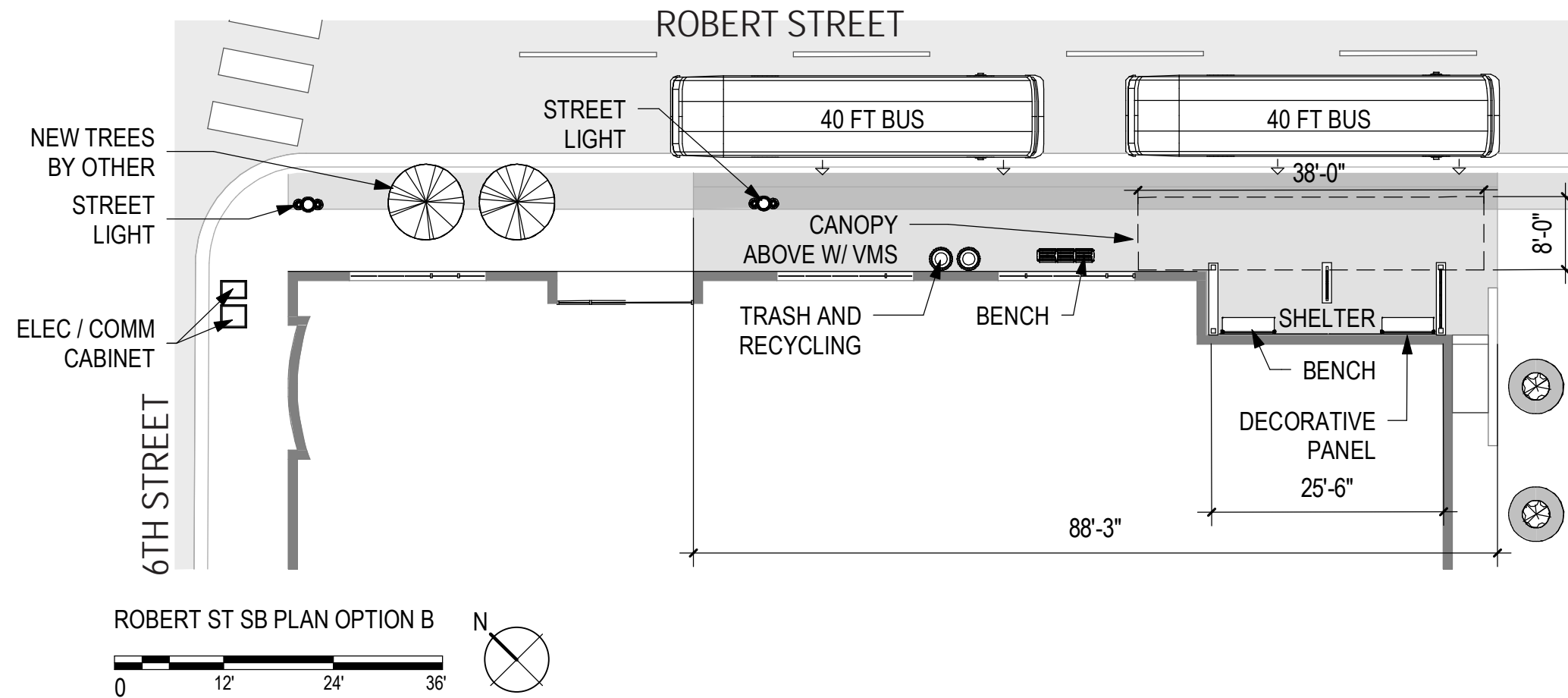
Northbound-Images



Preferred Option B

Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

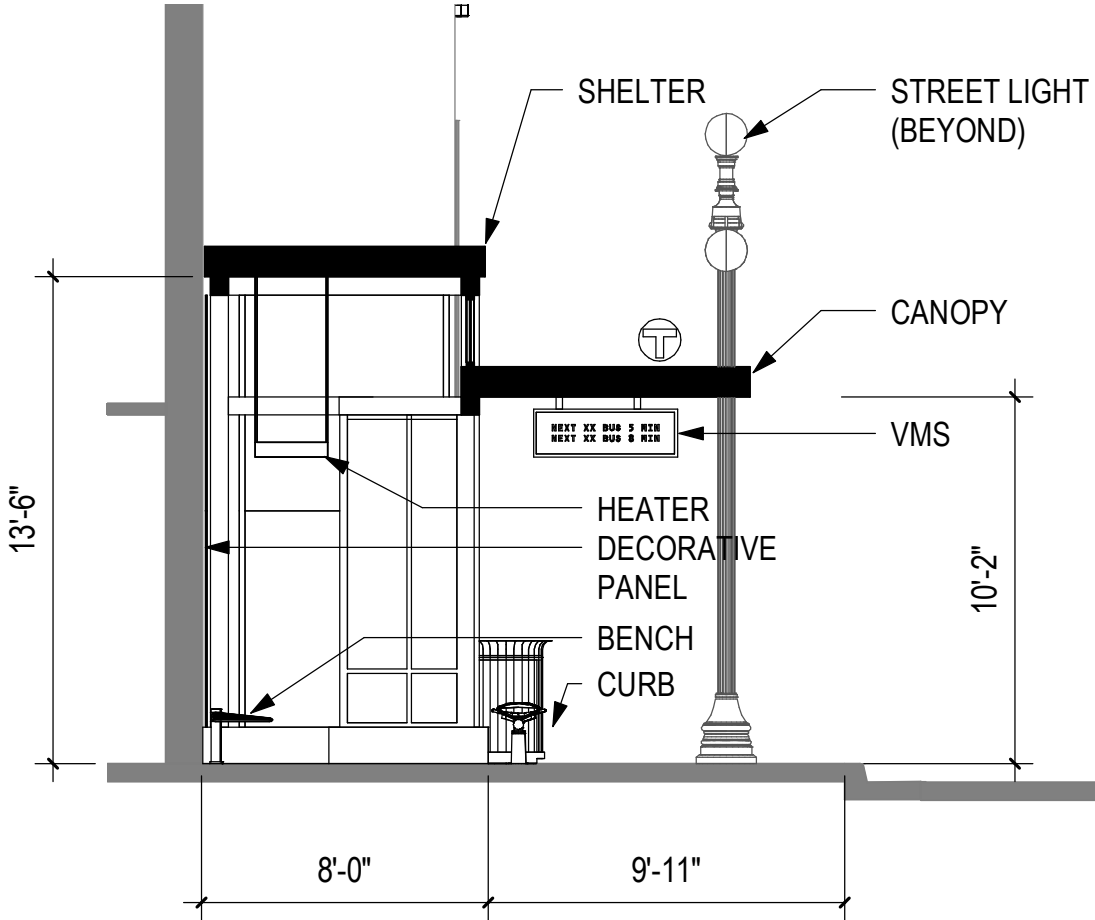
Southbound-Floor/Site Plan



Robert Street Between 5th Street and 6th Street

Preferred Option B

Southbound-Image and Section



ROBERT SB SECTION OPTION B



Preferred Option B

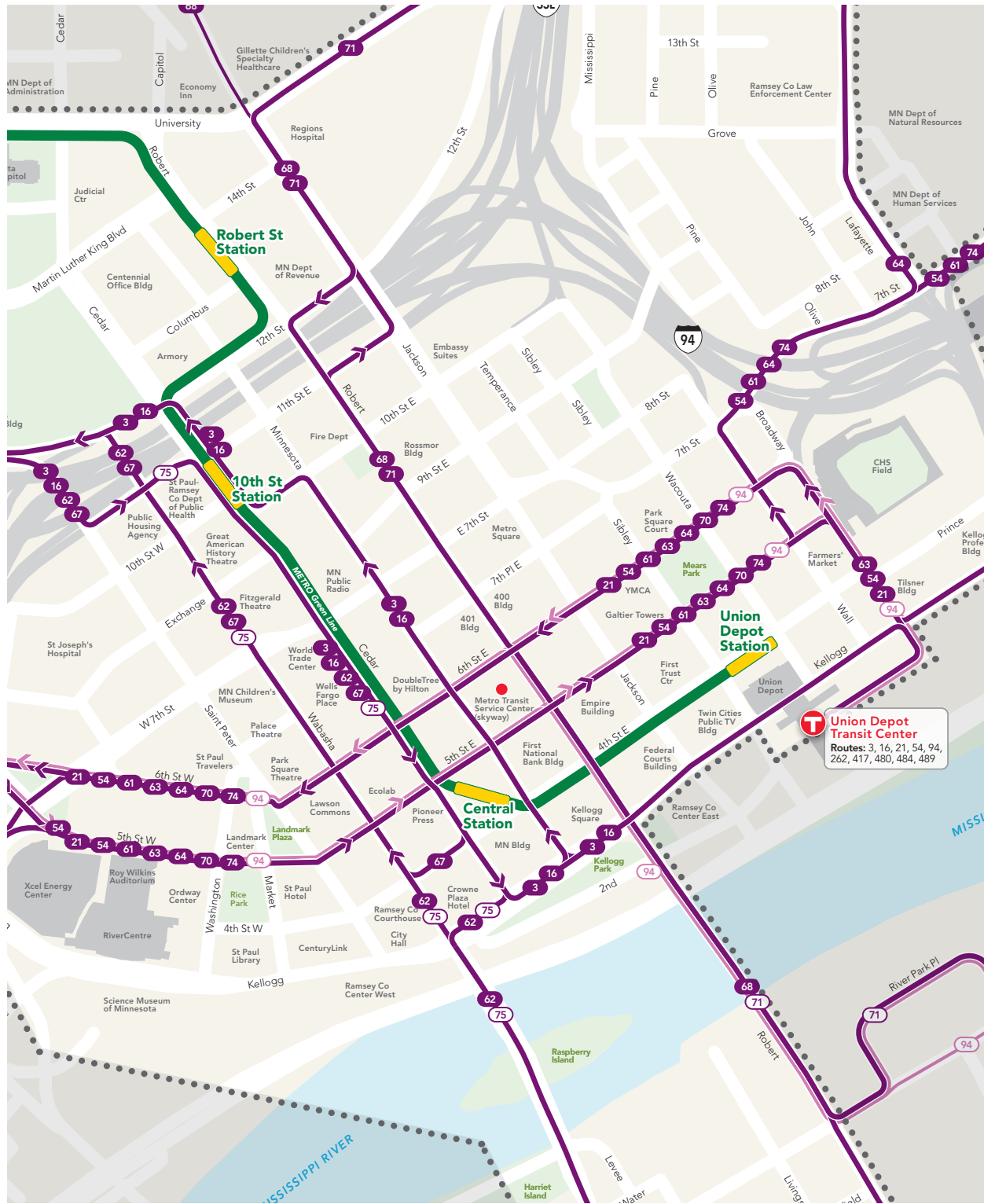
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Southbound-Images



Robert Street Between 5th Street and 6th 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

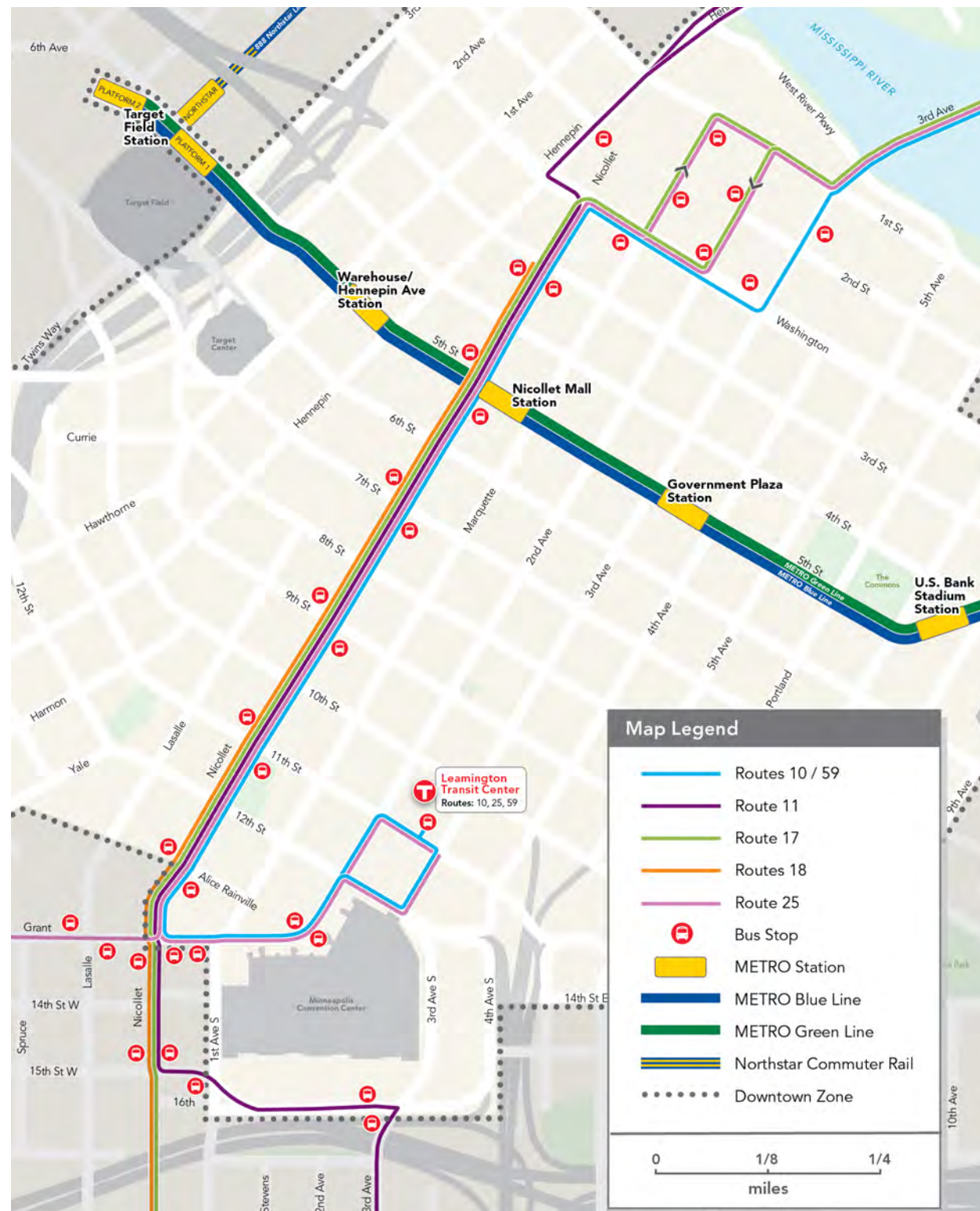
Fare Collection: On Board

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

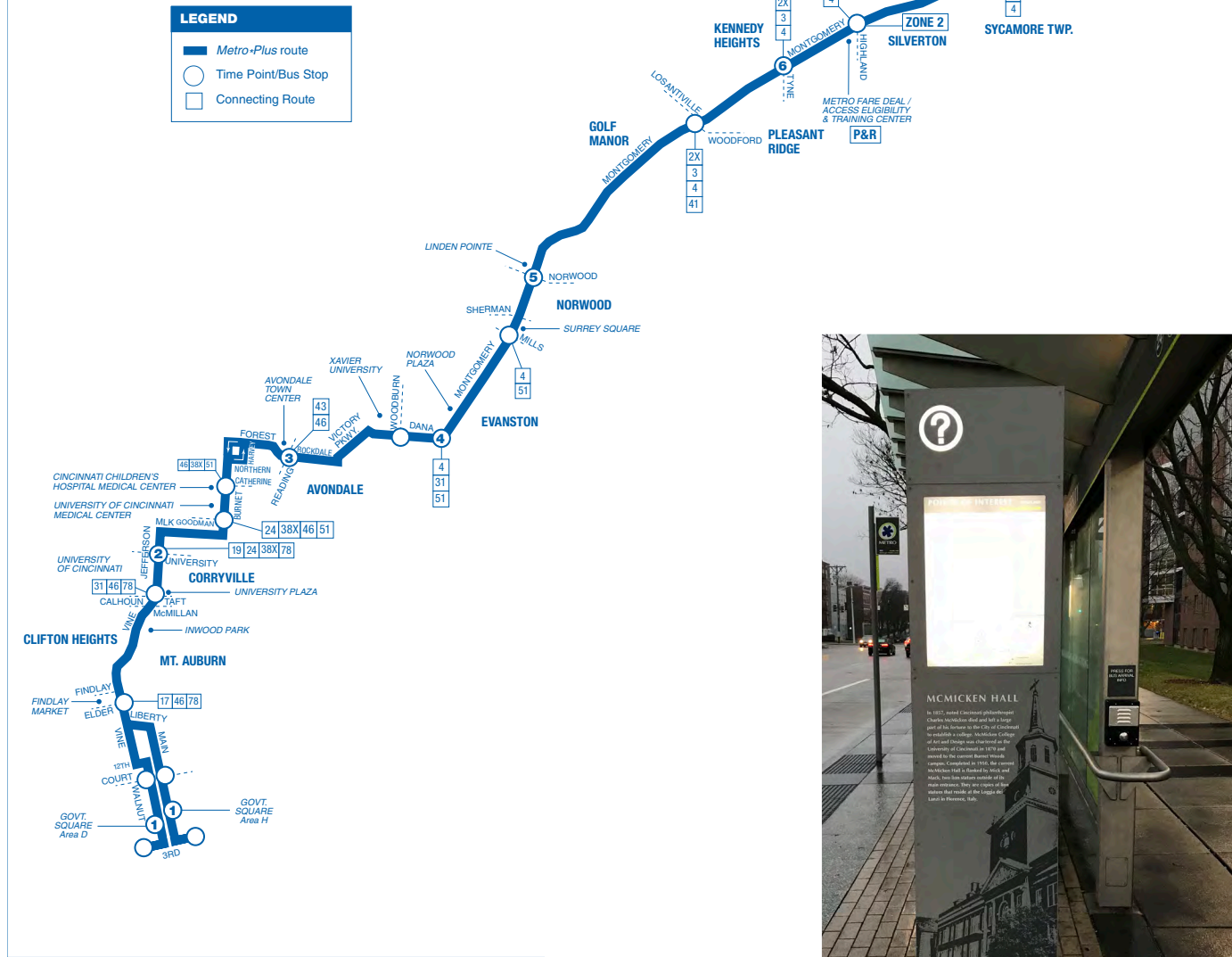
Year Implemented: 2017

Fare Collection: On Board

Number of trips per weekday:
Approx. 400

Robert Street Between 5th Street and 6th Street

Process - Project Precedents



Cincinnati, Oh Metro Plus

Metro Area Population:
2,137,406

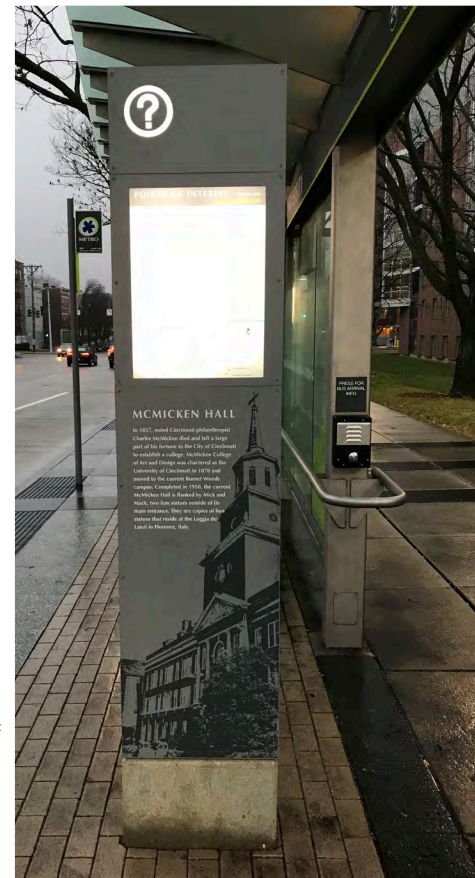
Stop Average Daily Boarding:

Stops:
35

Year Implemented: 2012

Fare Collection: On Board

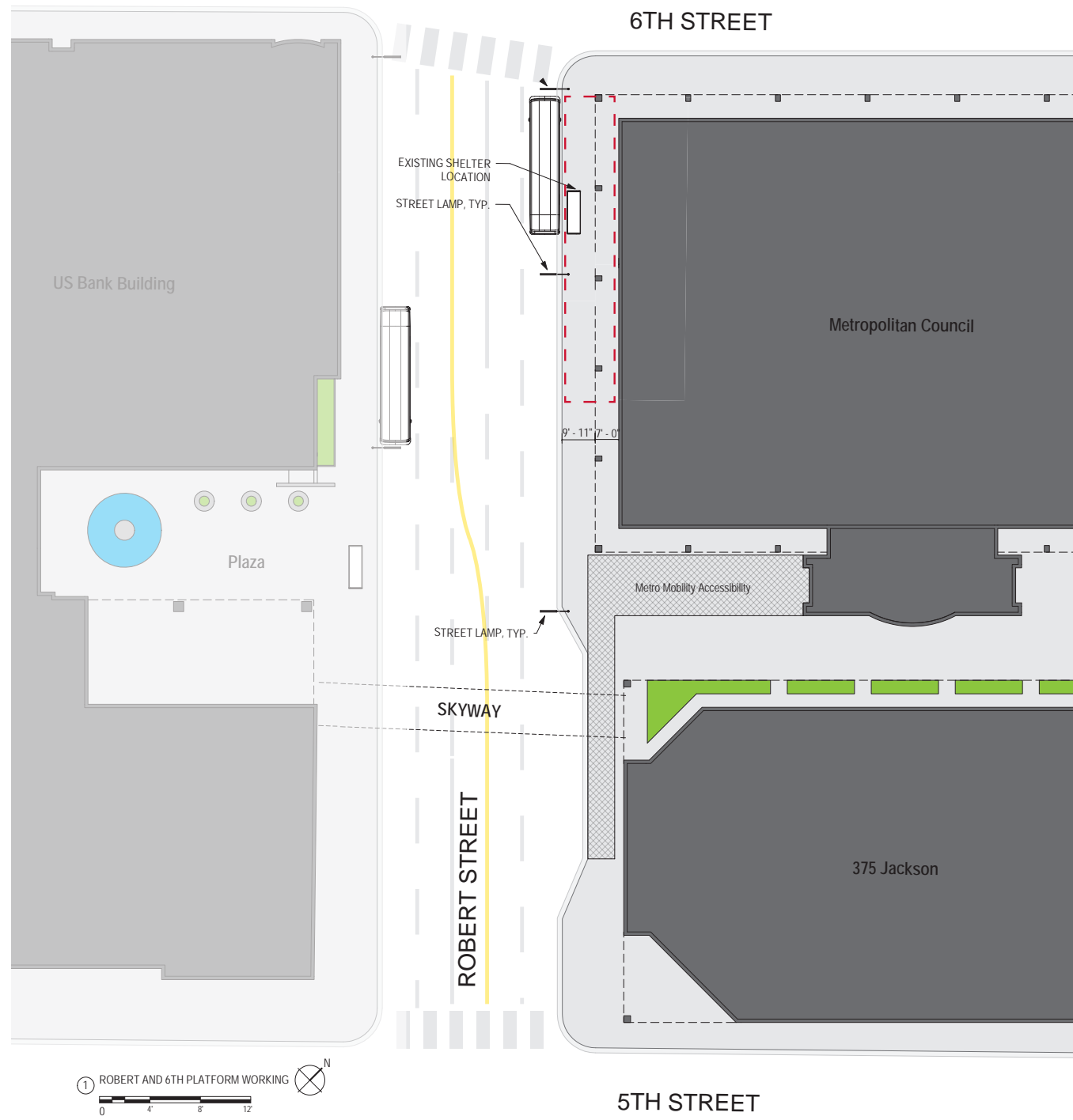
Number of trips per weekday:
Approx. 60-70



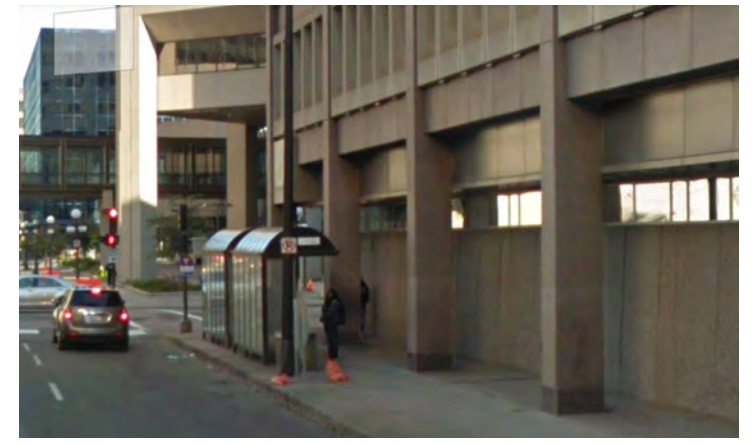
Process - Existing Conditions

Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

Northbound-Site Plan with Bus Stop Location Options



Routes: 68, 71
 Daily Boardings: 384
 Alightings: 283
 15 Minute Peak Boardings: 12
 Buses: 2 - 40 ft buses
 (90 ft stop length)



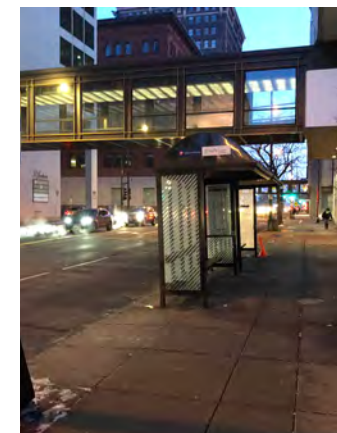
Site Photos

Robert Street Between 5th Street and 6th Street

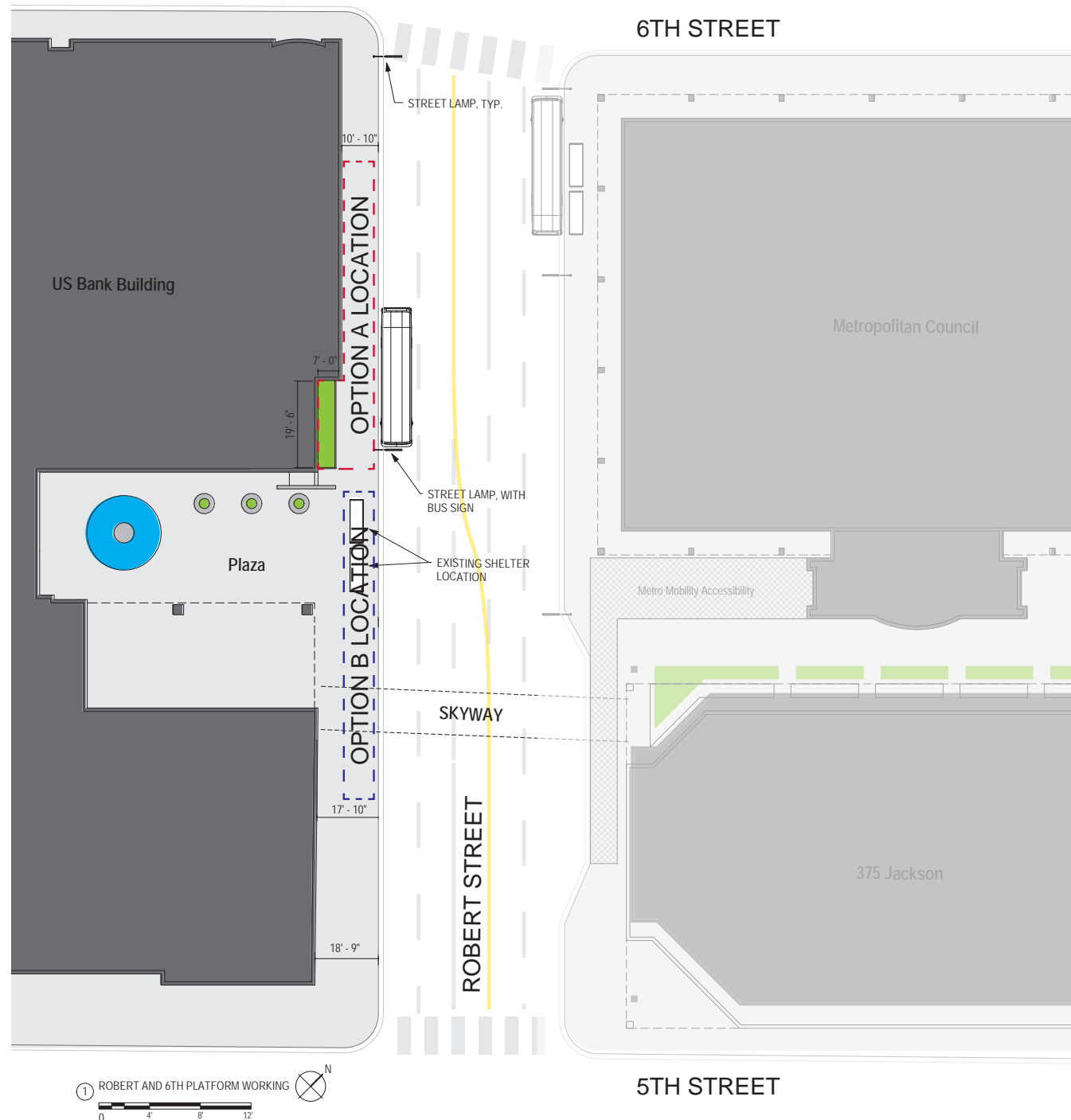
Process - Existing Conditions

Southbound-Site Plan with Bus Stop Location Options

Routes: 68, 71
 Daily Boardings: 775
 Alightings: 220
 15 Minute Peak Boardings: 19
 Buses: 2 - 40 ft buses
 (90 ft stop length)



Site Photos



Process - Stop Considerations

Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

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



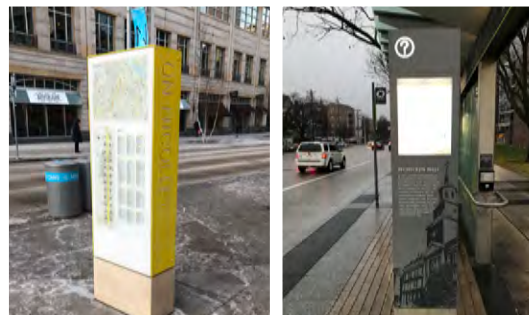
Stop Reference: 2015 Improvements



Stop Reference: 2015 Improvements



Decoration / Art



Wayfinding / Vicinity Kiosk

PEDESTRIAN ENVIRONMENT



Streetscape



Trees



Paving Patterns



Pedestrian Scale Lighting

Robert Street Between 5th Street and 6th Street

Process - Program Analysis

Configuration	Shelter Type				Canopy		Base Condition		Platform Surface			Boarding Edge			Curb Height		
	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 Robert Street between 5th and 6th																	
Option A NB	X			80 sf	X		80 sf		X	X				X			X
Option B NB	X			80 sf		X	250 sf		X	X				X			X
Option C NB	X			150 sf	X		150 sf		X	X				X			X
Option A SB	X			150 sf		X	150 sf		X	X				X			X
Option B SB			X	150 sf	X		500 sf		X	X				X			X
Option C SB	X			150 sf		X	150 sf		X	X				X			X

Components	Static Information Devices							Furniture				Art / Decoration			
	Stop Sign	Marker / Pylon	Route Information	System Map	Sign- age	Rider Alert	Poster Panel	Bench Shelter	Bench Exterior	Trash + Recycle	Bike Rack	Wind- screen	Plat- form	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	Varies		X			
Proposed Downtown St Paul Stops Robert Street between 5th and 6th															
Option A NB	X		X		X			X	X	X	X				
Option B NB	X		X		X			X	X	X	X	X			
Option C NB	X		X		X			X	X	X	X				
Option A SB	X		X		X			X	X	X	X				
Option B SB	X		X		X			X	X	X	X	X			
Option C SB	X		X		X			X	X	X	X				

Electrical and Systems	Electrical				Systems			Fare Collection		
	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 Robert Street between 5th and 6th										
Option A NB	X	X	X	X	X	X	X	X		
Option B NB	X	X	X	X	X	X	X	X		
Option C NB	X	X	X	X	X	X	X	X		
Option A SB	X	X	X	X	X	X	X	X		
Option B SB	X	X	X	X	X	X	X	X		
Option C SB	X	X	X	X	X	X	X	X		

Process - Initial Design Input

Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

COMMENTS ON BUS STOP NORTHBOUND:

- Include pedestrian scale ornamental street furniture
- The design needs to consider people of all ability/mobility levels
- The current bus stop adds to congestion at the corner, new stop should create clear, visible, zones for seating/waiting and movement
- The shelter needs to have clear glass rather than fritted glass (maximize visibility [in and out])
- Mid-block stops make it easier for riders to catch the bus and can offer better connections
- Metropolitan Council bus stop should be a 'flagship' bus stop
- Borrow space below overhang (Metropolitan Council building)
- Greening opportunities (add trees and landscaping)
- Audio announcement for people with limited sight

DESIGN TEAM RESPONSES ON BUS STOP NORTHBOUND:

- The bus stops design options will reflect Metro Transit Brand
- The bus stop design option will integrate enough seating area inside and outside the shelter
- The bus stop design options will integrate transparency and lighting to create safe environment
- The shelter on the design options will be ADA compliant and include the best practices for accessibility
- The design options will be consistent with the 2015 bus stops improvements in downtown Saint Paul

Robert Street Between 5th Street and 6th Street

Process - Initial Design Input

COMMENTS ON BUS STOP SOUTHBOUND:

- Better visibility from street and plazas
- Modern design for the bus stop and shelter
- Good lighting and illumination
- The design needs to consider people of all ability/mobility levels
- Audio announcement for people with limited sight
- Add wayfinding directional signage
- The plaza should be part of the bus stop

DESIGN TEAM RESPONSES ON BUS STOP SOUTHBOUND:

- The design options will be visible from street and plazas
- The design options will reflect Metro Transit Brand
- The bus stop design option will integrate enough seating area inside and outside the shelter
- The bus stop design options will integrate transparency and lighting to create safe environment
- The shelter on the design options will be ADA compliant and include the best practices for accessibility
- The design options will be consistent with the 2015 bus stops improvements in downtown Saint Paul

Process - Site Analysis

Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

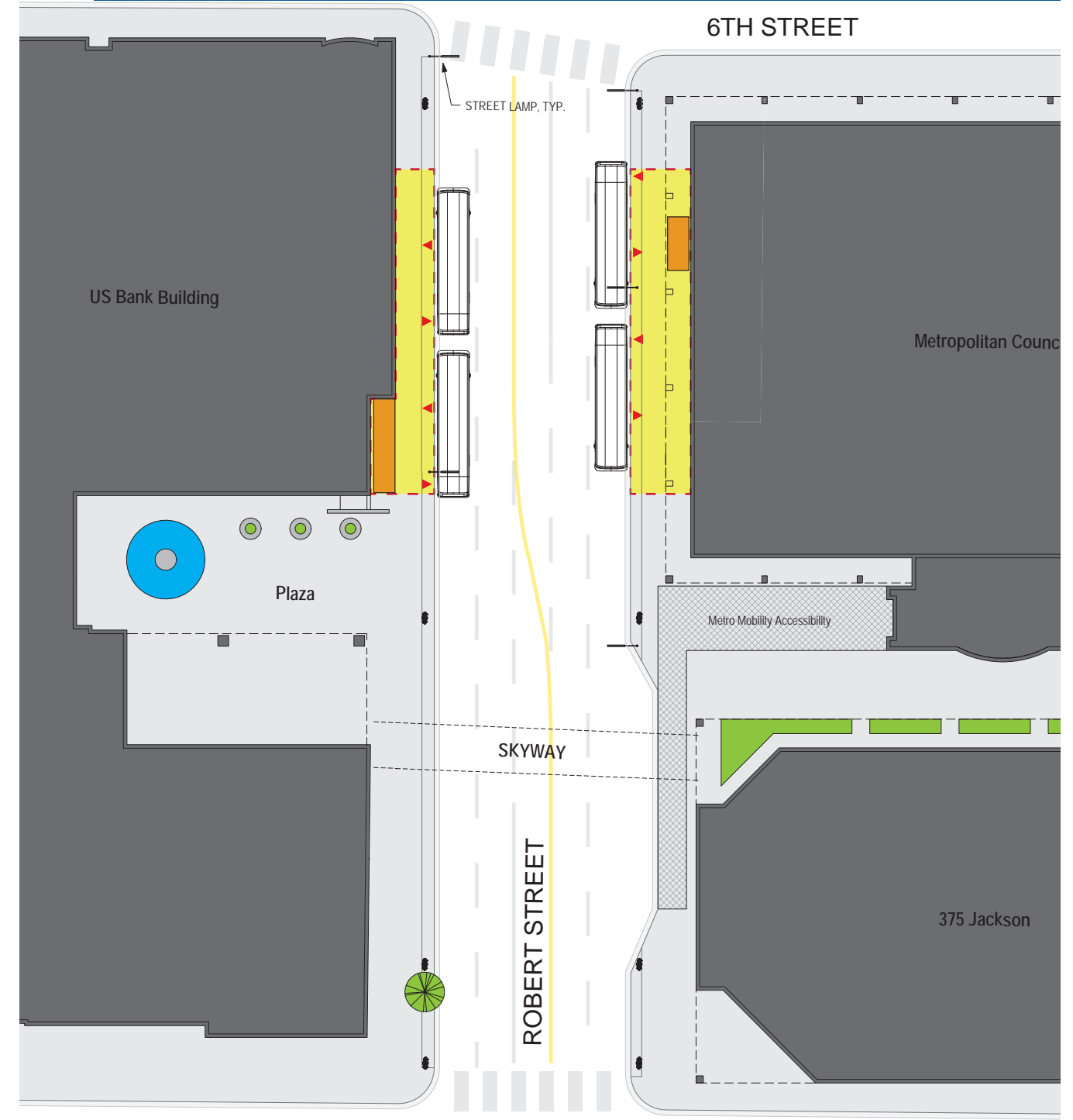


Robert Street Between 5th Street and 6th Street



OPTION A

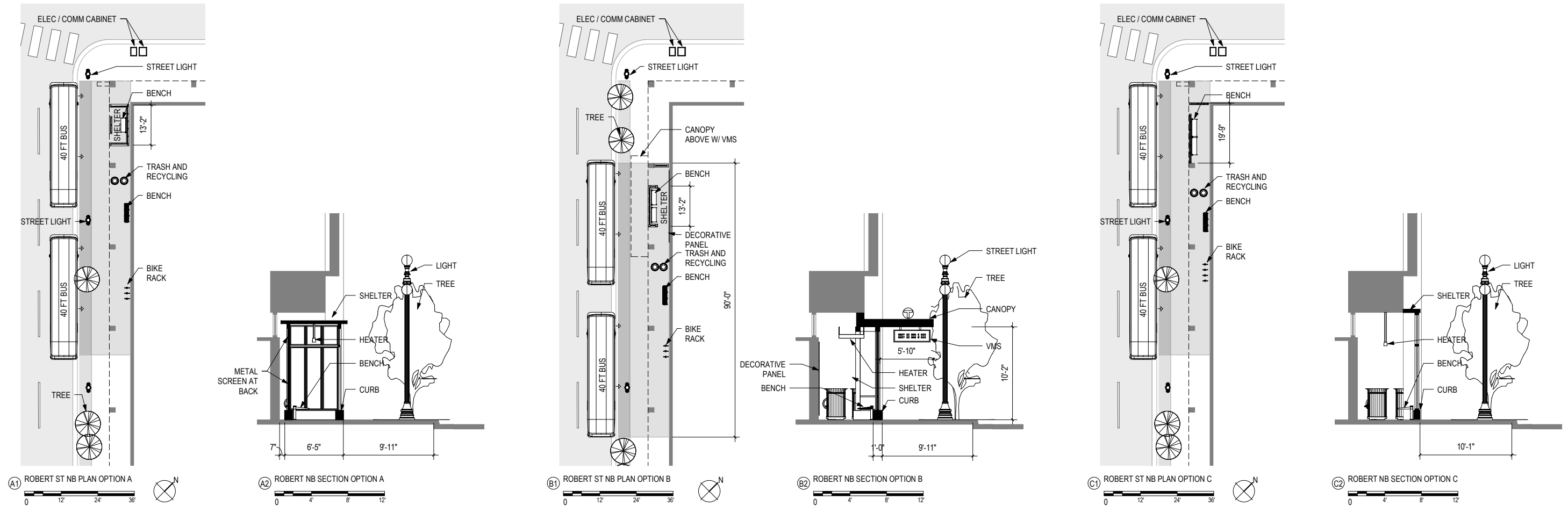
Process - Site Options



OPTION B

Process - Design Options Northbound

Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements



OPTION A



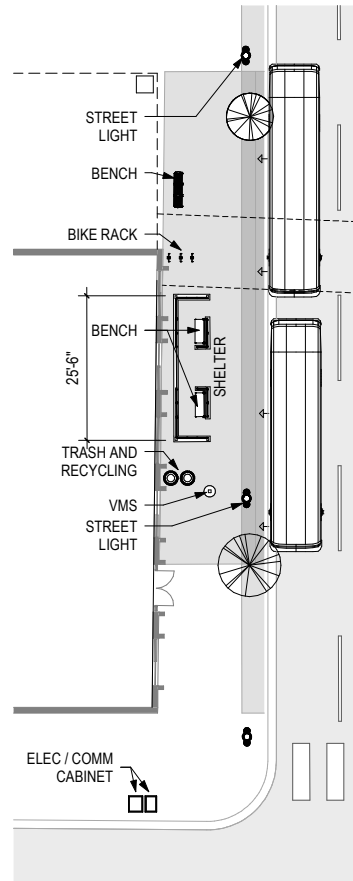
OPTION B



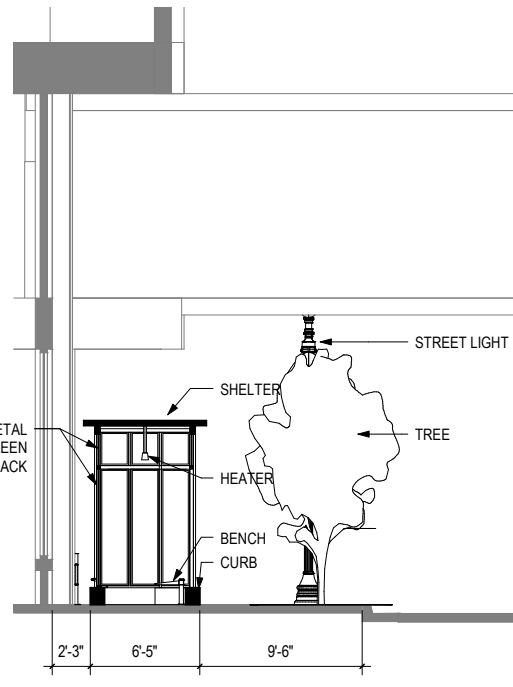
OPTION C

Robert Street Between 5th Street and 6th Street

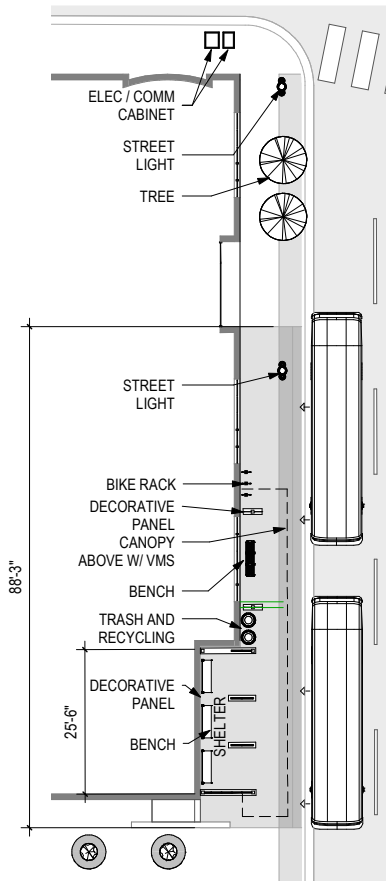
Process - Design Options Southbound



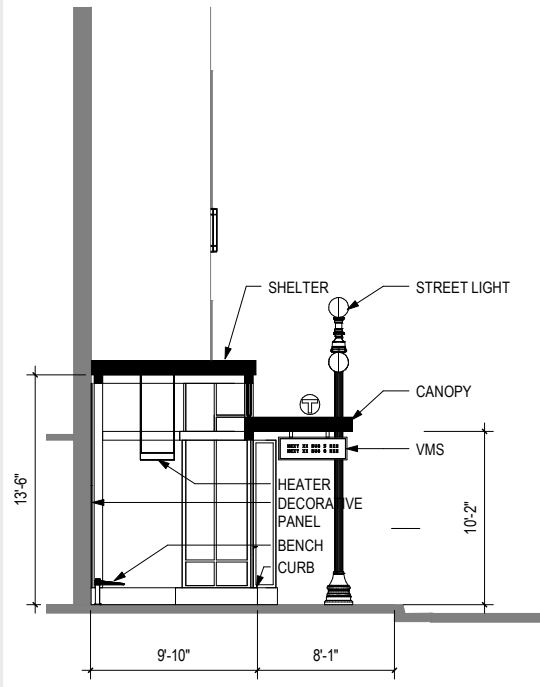
A1 ROBERT STREET SB PLAN OPTION A



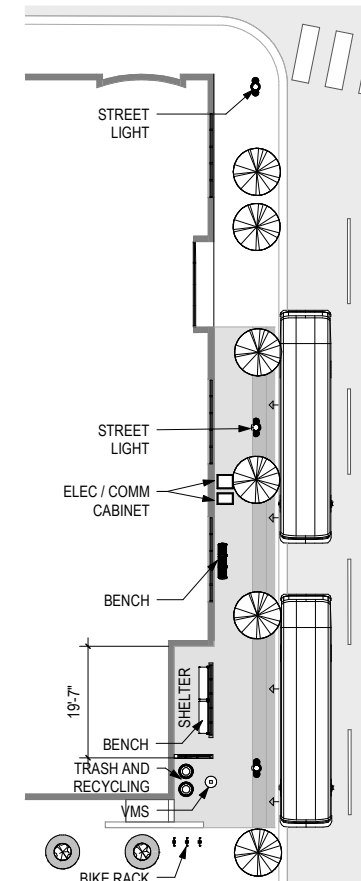
A2 ROBERT SB SECTION OPTION A



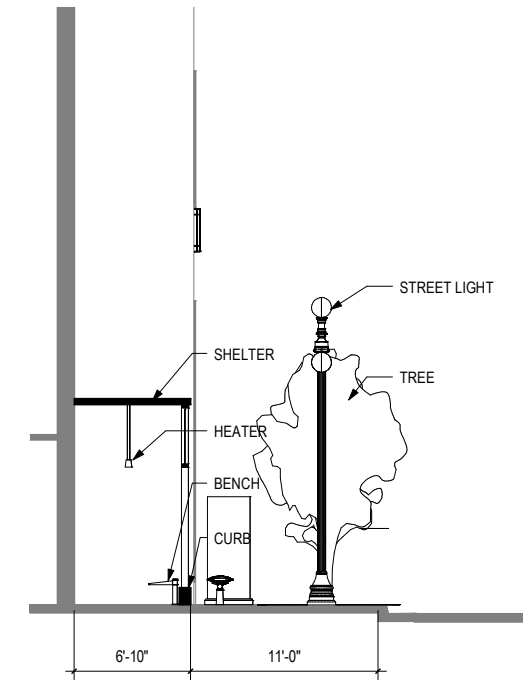
B1 ROBERT STREET SB PLAN OPTION B



B2 ROBERT SB SECTION OPTION B



C1 ROBERT STREET SB OPTION C



C2 ROBERT SB SECTION OPTION C



OPTION A



OPTION B



OPTION C

Process - Feedback on Design Options

Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

COMMENTS ON BUS STOP NORTHBOUND:

- Option A - It is too simple. The shelter does not integrate with the building
- Option B - Great design. Represents Metro Transit.
 - The Design aligns with the 2015 Metro Transit improvement in Downtown Saint Paul From shelter glass/frit should allow view out to see bus coming
 - The canopy can raise to the ceiling. The walls can be higher
 - Make the windows of the shelter at the same height as the windows of the Metropolitan Council building
- Option C - Different option that integrates well with the Metropolitan Council building
 - Provide bigger opening
 - Make the logo bigger
 - Need coordination with the Metropolitan Council building.
 - Add art to the bus stops
- Consider heating benches so heat rises from below

DESIGN TEAM RESPONSES ON BUS STOP NORTHBOUND:

- Preferred option is represent Metro Transit brand
- Preferred option is consistent with the 2015 bus stops improvements in downtown Saint Paul
- Metro Transit and Metropolitan Council need to coordinate efforts
- Preferred option will integrate wider openings on the shelter for better user mobility

COMMENTS ON BUS STOP SOUTHBOUND:

- Downtown transit wayfinding is needed
- The security at Option B and C will depend on plaza use
- The possibility of 2 bus stops facing each other is good
- Option A - Fewer panes of continuous glass for a more open shelter would feel more secure and be easier to maintain
 - Add street trees at post office location instead of shelter
 - This option feels more secure because customers are more out in the open
- Option B - Planter is a security question
 - Wider opening on the front for safety purposes
 - Architectural similar pair of bus stops across from each other is good in lieu/meantime of plaza connections
 - Change the back shelter wall and get rid of planter
 - Design is consistent with other bus stops in the Downtown Saint Paul area
 - Option B or C creates a shorter bus stop compared to Option A. Bus operations prefers a longer bus stop
- Option C - Keep working on mutual positive relationship (bus stops and plaza)
 - Accessibility-Move message sign from pole to canopy
 - Does not reflect the Metro Transit branding
 - Has a blind corner
- Consider heating benches so heat rises from below

DESIGN TEAM RESPONSES ON BUS STOP SOUTHBOUND

- Preferred option is closest to 6th Street
- Preferred option is consistent with the 2015 bus stops improvements in downtown Saint Paul
- Preferred option will integrate wider openings on the shelter for better user mobility