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
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
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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

Metro Transit

4RM+ULA
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

- New Tree
- Stake
- 88'-3" (Elec/Comm)
- Decorative Panel
- 8'-0" (Elec/Comm)
- 10'-2"
- 13'-2"
- 5'-7"
- 5'-9"
- Trash and Recycling
- Trash and Recycling Canopy Above W/ VMS
- Bench Shelter
- 25'-6"
- Decorative Panel (Angled With Wall)
- Street Light (Beyond)
- 24' 36' 12'
- 8' 12' 4'
- 13'-6" (Beyond)
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
Preferred Option B

Concept Designs for Downtown Saint Paul Transit Customer Facility Improvements

Southbound-Images
Robert Street Between 5th Street and 6th Street

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
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)
Robert Street Between 5th Street and 6th Street

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

Process - Existing Conditions

Southbound-Site Plan with Bus Stop Location Options

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
- Stop Reference: 2015 Improvements
- Stop Reference: 2015 Improvements

**PEDESTRIAN ENVIRONMENT**

- Streetscape
- Trees
- Paving Patterns
- Wayfinding / Vicinity Kiosk
- Pedestrian Scale Lighting

**Additional Elements**

- Decoration / Art
- Metro Transit
- 4RM+ULA

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### Robert Street Between 5th Street and 6th Street

**Process - Program Analysis**

<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><strong>Location</strong></td>
<td>4 Sides</td>
<td>4 Sides</td>
<td>Sides</td>
<td>U</td>
<td>Size</td>
<td>Shelter Only</td>
</tr>
<tr>
<td>5th and Minnesota</td>
<td>X</td>
<td>233 sf</td>
<td>X</td>
<td>412 sf</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>6th and Cedar</td>
<td>X</td>
<td>68 sf</td>
<td>X</td>
<td>464 sf</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Nicollet Mall</td>
<td>X</td>
<td>150 sf</td>
<td>X</td>
<td>150 sf</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**Proposed Downtown St Paul Stops: Robert Street between 5th and 6th**

- **Option A NB**
  - 80 sf
  - 80 sf
  - 150 sf
  - 150 sf
  - 500 sf

- **Option B NB**
  - 80 sf
  - 250 sf
  - 150 sf
  - 150 sf
  - 6" 9"

- **Option C NB**
  - 150 sf
  - 500 sf
  - 150 sf
  - 150 sf

**Proposed Downtown St Paul Stops: Robert Street between 5th and 6th**

- **Option A NB**
  - 80 sf
  - 150 sf
  - 150 sf
  - 6" 9"

- **Option B NB**
  - 150 sf
  - 500 sf
  - 150 sf
  - 150 sf

- **Option C NB**
  - 150 sf
  - 150 sf
  - 150 sf
  - 150 sf

**Components**

<table>
<thead>
<tr>
<th>Location</th>
<th>Stop Sign / Pylon</th>
<th>Route Information</th>
<th>System Map</th>
<th>Signage</th>
<th>Rider Alert</th>
<th>Poster Panel</th>
<th>Bench Shelter</th>
<th>Bench Extender</th>
<th>Trash Recycling</th>
<th>Bike Rack</th>
<th>Wind-screen Platform Object Glass</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th and Minnesota</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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<td>6th and Cedar</td>
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<td>Nicollet Mall</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>Varies</td>
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</table>

**Electrical Systems**

<table>
<thead>
<tr>
<th>Location</th>
<th>Cabinet Near Light</th>
<th>Shelter Light</th>
<th>Heater</th>
<th>Camera</th>
<th>VMS</th>
<th>Annunciator</th>
<th>Off Board</th>
<th>TVM</th>
<th>SCV</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th and Minnesota</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<td>6th and Cedar</td>
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</tbody>
</table>

**Metro Transit**

<table>
<thead>
<tr>
<th>Location</th>
<th>Shelter Light</th>
<th>Street Light</th>
<th>Heater</th>
<th>Camera</th>
<th>VMS</th>
<th>Annunciator</th>
<th>Off Board</th>
<th>TVM</th>
<th>SCV</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th and Minnesota</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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<tr>
<td>6th and Cedar</td>
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<td>X</td>
<td>X</td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

**Process - Program Analysis**

- 4Sides
- 3Sides
- U
- Only
- Mult
- Areas
- Size
- Open
- Bottom
- Curb
- Concrete
- Edged
- Pavers
- Concrete
- Pattern
- Detect
- Pavers
- 6" 9"
Process - Initial Design Input

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

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Transit Customer Facility Improvements

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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 a 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

- Metropolitian Courthouse
- 375 Jackson West
- Butterfly Building
- US Bank

BLANK + COVERED WINDOW WALL
MAIN BUILDING + SKYWAY ENTRANCE
SECONDARY BUILDING ENTRANCE
Robert Street Between 5th Street and 6th Street

Process - Site Options

OPTION A

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

Option A

Option B

Option C
Process - Feedback on Design Options

**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 reflects the Metro Transit branding
  - Has a blind corner
- Consider heating benches so heat rises from below