TRANSFORMING
AN URBAN CORRIDOR
MINNEAPOLIS, MN

BACKGROUND
The Midtown Corridor, a culturally diverse commercial district within the city of Minneapolis, Minnesota that is currently undergoing analysis for proposed transit alternatives. This site was selected because of its potential to provide access and connect to many important local and regional transit networks. The Midtown Corridor needs to improve mobility, increase ridership, and enhance transit connections, so that auto-related traffic can be transformed. Car traffic is greater in some areas, as little as 6’ in some parts apart, and the public transit (bus) operates with signalized stops that are approximately 2-3 blocks apart. Lake Street is currently a 4 lane two-way street with parking along most of the corridor. Through the design of roadways, shelters, station platforms and sidewalks the transportation system in the Lake Street area will be strengthened and increased accessibility and use amongst all users.

RESEARCH FINDINGS
Design details can enforce a unified concept that symbolizes the perception of mass transit by bus will be made more positive, attractive with an efficient route and services. The design process will improve accessibility and use amongst all users. Design strategies can be applied to Bus Rapid Transit, to strengthen accessibility and use amongst all users. A high level of safety, comfort, speed and efficiency will exist and the public transit (bus) operates with signalized stops that are approximately 2-3 blocks apart. Lake Street is currently a 4 lane two-way street with parking along most of the corridor. Through the design of roadways, shelters, station platforms and sidewalks the transportation system in the Lake Street area will be strengthened and increased accessibility and use amongst all users.

DESIGN HYPOTHESIS
The perception of mass transit by bus will be made more positive, attractive with an efficient route and services. The design process will improve accessibility and use amongst all users. Design strategies can be applied to Bus Rapid Transit, to strengthen accessibility and use amongst all users. A high level of safety, comfort, speed and efficiency will exist and the public transit (bus) operates with signalized stops that are approximately 2-3 blocks apart. Lake Street is currently a 4 lane two-way street with parking along most of the corridor. Through the design of roadways, shelters, station platforms and sidewalks the transportation system in the Lake Street area will be strengthened and increased accessibility and use amongst all users.

SITE SPECIFIC
On-street location

STATION PLAN

FACE TO FACE

STATION TYPE 1

LARGE STATION

STATION TYPE 2

SMALL STATION

STATION TYPE 3

LARGE TRANSFER STATION

THREE SITE SPECIFIC

OFF STREET LOCATION

ON STREET LOCATION

 Universal design strategies can be applied to Bus Rapid Transit, to strengthen accessibility and use amongst all users. A high level of safety, comfort, speed and efficiency will exist and the public transit (bus) operates with signalized stops that are approximately 2-3 blocks apart. Lake Street is currently a 4 lane two-way street with parking along most of the corridor. Through the design of roadways, shelters, station platforms and sidewalks the transportation system in the Lake Street area will be strengthened and increased accessibility and use amongst all users.

PRODUCED BY AN AUTODESK EDUCATIONAL PRODUCT

EXISTING
STREET

PRODUCED BY AN AUTODESK EDUCATIONAL PRODUCT

REWORKING THE STREET

PRODUCED BY AN AUTODESK EDUCATIONAL PRODUCT

DAY

NIGHT
CREATE AN IDENTITY

DESIGN FOR THE PEDESTRIAN

ENFORCE EFFICIENCY

SHELTER DESIGN

It all started with a circle...

15 min
5' Furniture Zone
5' Pedestrian Zone
5' Frontage Zone

WAIT TIME NOTIFICATION SYSTEM

DESIGN GOALS

ENFORCE EFFICIENCY

WAIT TIME NOTIFICATION SYSTEM

SHELTER DESIGN

UNIFIED & STRONG

The design for the shelters stemmed from the character of Lake Street. Lake Street and the surrounding area has become an attractive area for immigrants from all over the world. It is now one of the most diverse neighborhoods in all of Minneapolis. Although diverse, Lake Street demonstrates an ability to unite in celebration of culture. It is said that Lake Street is where cultures meet. The concept behind the shelter came from this concept of unity and strength as one human race. No better shape represents this than the circle. The design stemmed from a circle and morphed into a functional shelter. The form remains as a whole, although there are different elements (i.e. benches, overhead planes, information systems). The breaks in the form are functional for efficient circulation. The indoor/outdoor transition is to appear seamless, to strengthen the unified feeling of the shelter. The slates along the south side of the shelters are not only an aesthetic representation of speed, but also serve a purpose as a shading system. The diagram to the left displays how the sun plays with the form in the contrasting summer/winter seasons.

SHELTER TY. 1

SHELTER TY. 2

STREET PLAN

STATION TYPE 2

ELEVATIONS

NORTH

SOUTH

EAST

WEST

106'
141'