Linking Transportation Initiatives with City Design Options:
Re-thinking the University/Cedar Avenue LRT Station

Ignacio San Martin, Dayton Hudson Professor
Director, Metropolitan Design Center
College of Design
University of Minnesota
A Trilogy of Issues

Cedar Riverside Community
  • Provide Design Improvements to Cedar Ave.

University District Alliance
  • Transform and Restore The Washington Trench Gap

University of Minnesota
  • Provide Alternative Designs for the West Bank LRT Station
Looking West from the Bridge

Cedar Ave. Bridge Perspective

Site location

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Research Assistants: Khanh Nguyen and Ryan Diedrich

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Cedar Ave. Bridge Perspective

Proposed LRT Station

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Cedar/Riverside & 7 Corners Neighborhoods
University LRT Station Zone of Influence

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Design a Platform as a Public Hallway to the Station

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Station Options
A - upper lobby

B - lower lobby

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Enclosure Options

1 - complete enclosure

2 - canopy enclosure
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Typology A: Dedicated bus lanes

Typology B: No change in street width

Typology C: Wide walks with parking bays

Typology D: Cycle Tracks and Parking

Typology E: Buffered Bike Lanes

DISCUSSION

Typology A
Positive Features:
+ Moderately wider pedestrian areas
+ Dedicated bus lanes do not interfere with bikes or cars and allow for easy stops
+ Two bikes lanes
Negative Features:
- Bike lanes between travel lanes can be dangerous and uncomfortable
- No on-street parking

Typology B
Positive Features:
+ No change in pavement necessary
- only painted lane changes
+ Two parking lanes
+ Two bike lanes
+ One turn lane
Negative Features:
- No increase in pedestrian area
- Narrow travel and parking lanes

Typology C
Positive Features:
+ Significantly wider pedestrian areas
+ Parking in bays
+ Three driving lanes
+ Two bike lanes
Negative Features:
- ?

Typology D
Positive Features:
+ Wide bike lanes (cycle tracks) separated from travel lanes
+ Two parking lanes
+ Moderately wider pedestrian areas
+ Two cycle tracks

Typology E
Positive Features:
+ Bike lanes physically buffered from travel lanes
+ One parking lane
+ Significantly wider pedestrian areas
+ Two bike lanes
Negative Features:
- Bus stops must load on buffer area or buses must cross buffer and bike lane

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Ignacio San Martin, Professor and Director
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