

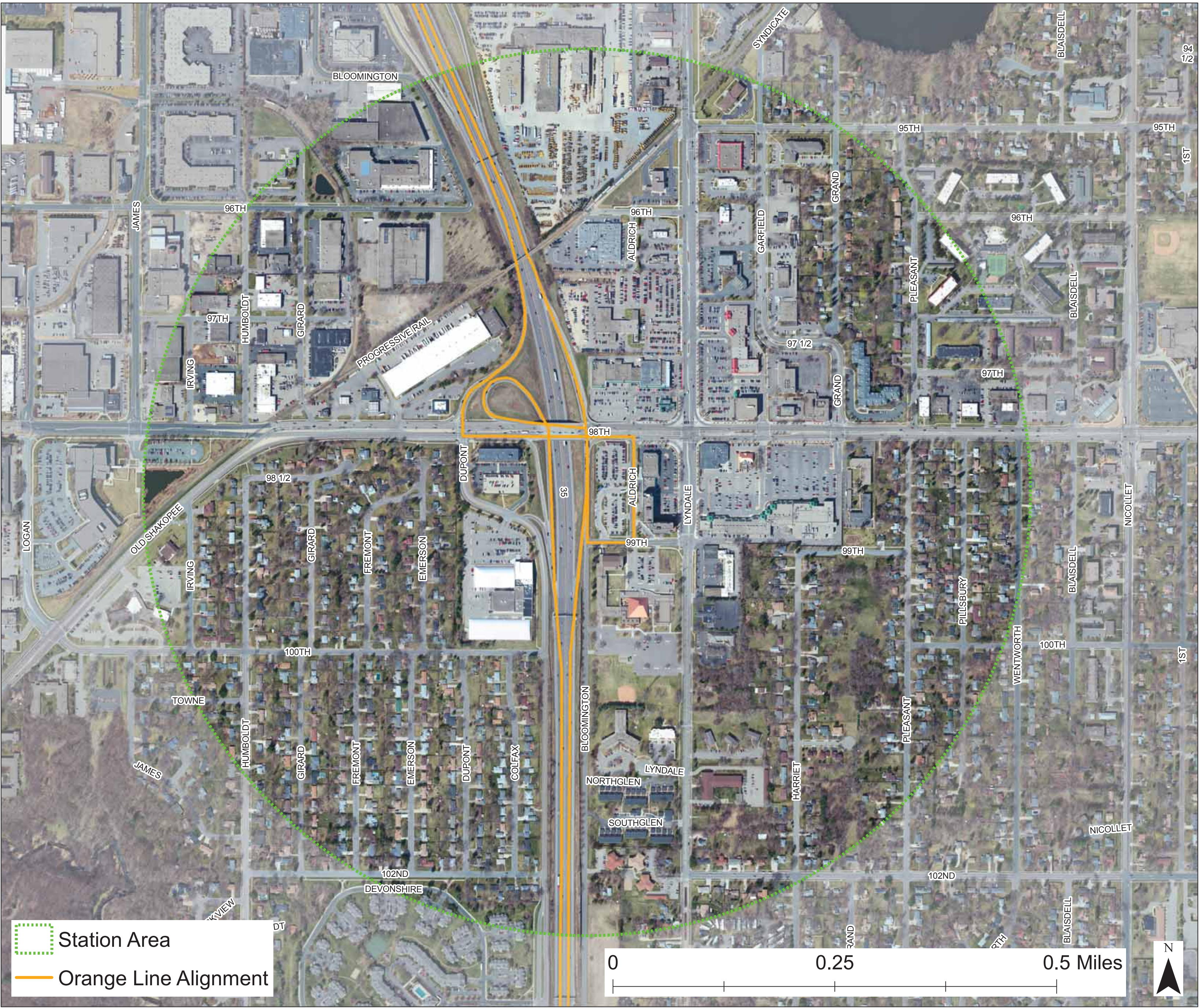
98th STREET STATION AREA PLAN

What is a station area plan?

A document that evaluates issues around a transit station and develops short term and long term solutions.

What is the vision for the station area?

- Improved access to the station for all users
- Development patterns that support transit
- Enhanced public realm that creates a sense of place



Expected to open
in 2021!

metrotransit.org/metro-orange-line

What is Bus Rapid Transit (BRT)?

- Frequent service - frequent enough you don't need a schedule
- Train-like features - pay fare before boarding
- Improved Stations - real time departure signs, enhanced maps
- Security - cameras, emergency phones, improved lighting

Orange Line Improvements Will Include:

- 17-mile transitway connecting Burnsville, Bloomington, Richfield, and Downtown Minneapolis
- 12 transit stations with enhanced amenities All-day, reliable, frequent service, seven days a week
- Accessibility and pedestrian improvements

Check out the project website for more information and schedule

BLM.MN/ORANGELINE

Station Area



Area-wide Recommendations

- Upgrade Accessible Pedestrian Signals (APS)
- Improve directionality through streetscaping (tree-lined sidewalks, signage, striping)
 - Enhance East-West connection between Civic Plaza to Kennedy High School, and North-South connection from railroad crossing on Lyndale to 102nd Street and Lyndale Ave
- Gateway indicator to represent entry into Bloomington
- Lighting along streets for pedestrians

Area History



Lyndale Avenue and 98th Street
Circa 1910



Future Public Works Building
1700 W 98th Street
June 12, 1960



1947 Aerial Photo



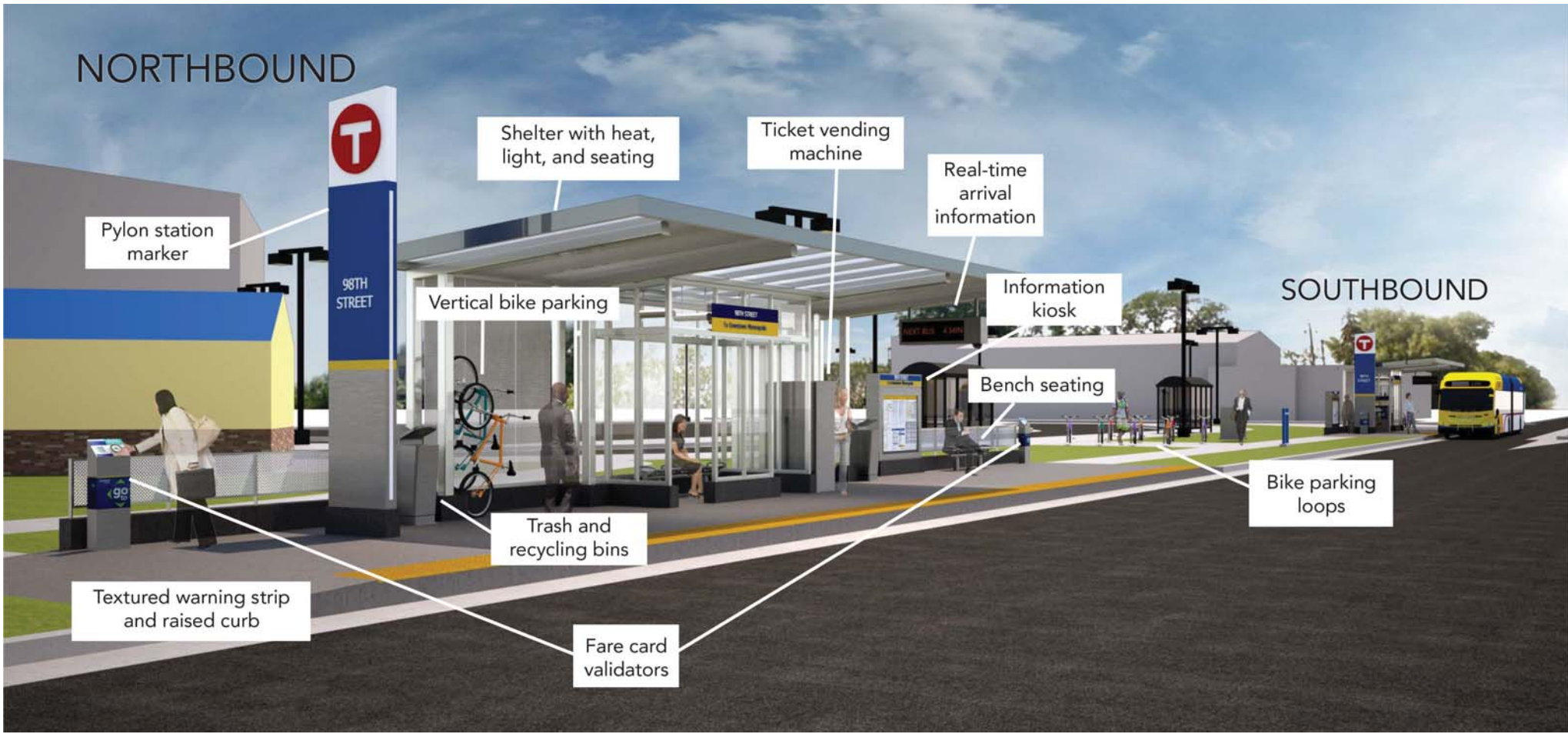
Railroad Cut Across Lyndale at 95th Street
Friendshush Farm on Left



Clover Shopping Center
1960s

Planned Improvements

Station Design



Real-time info



LED lighting



Ticket vending machines



Heaters



Benches

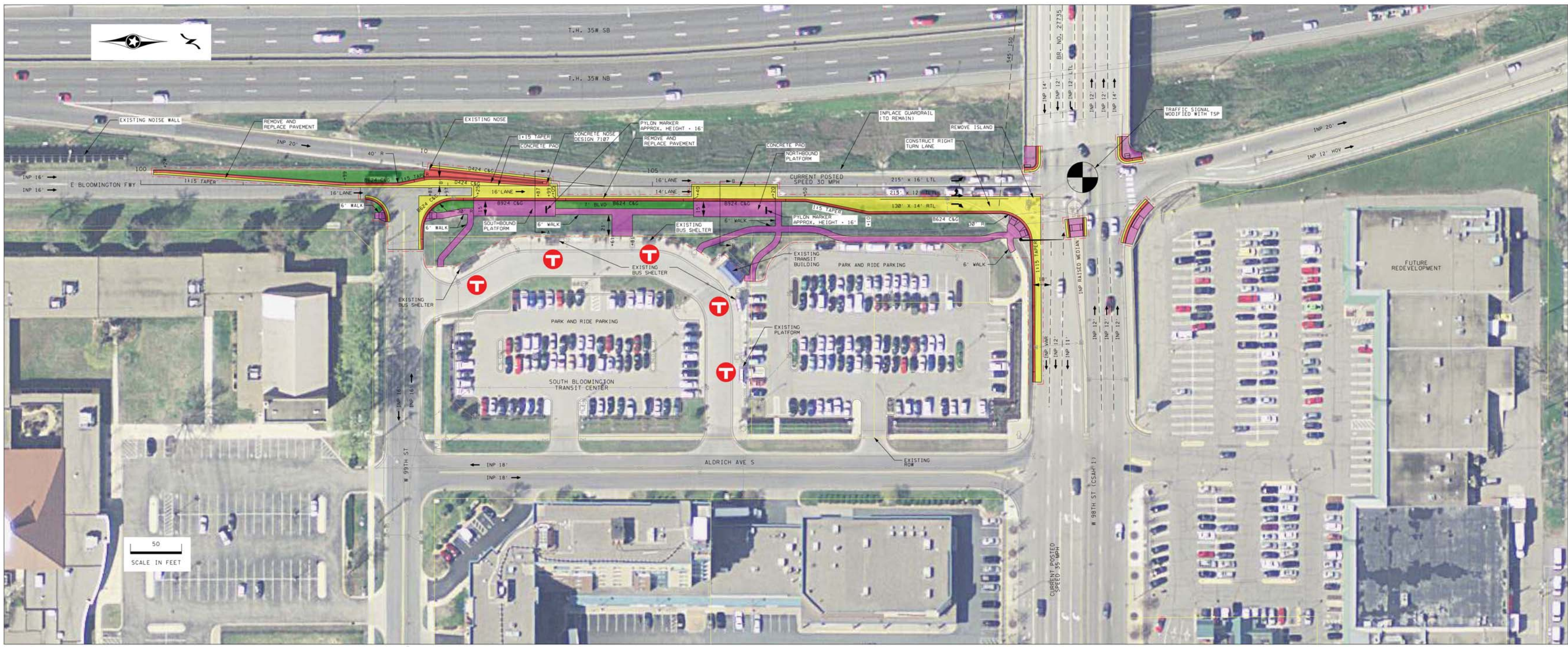


Pylon

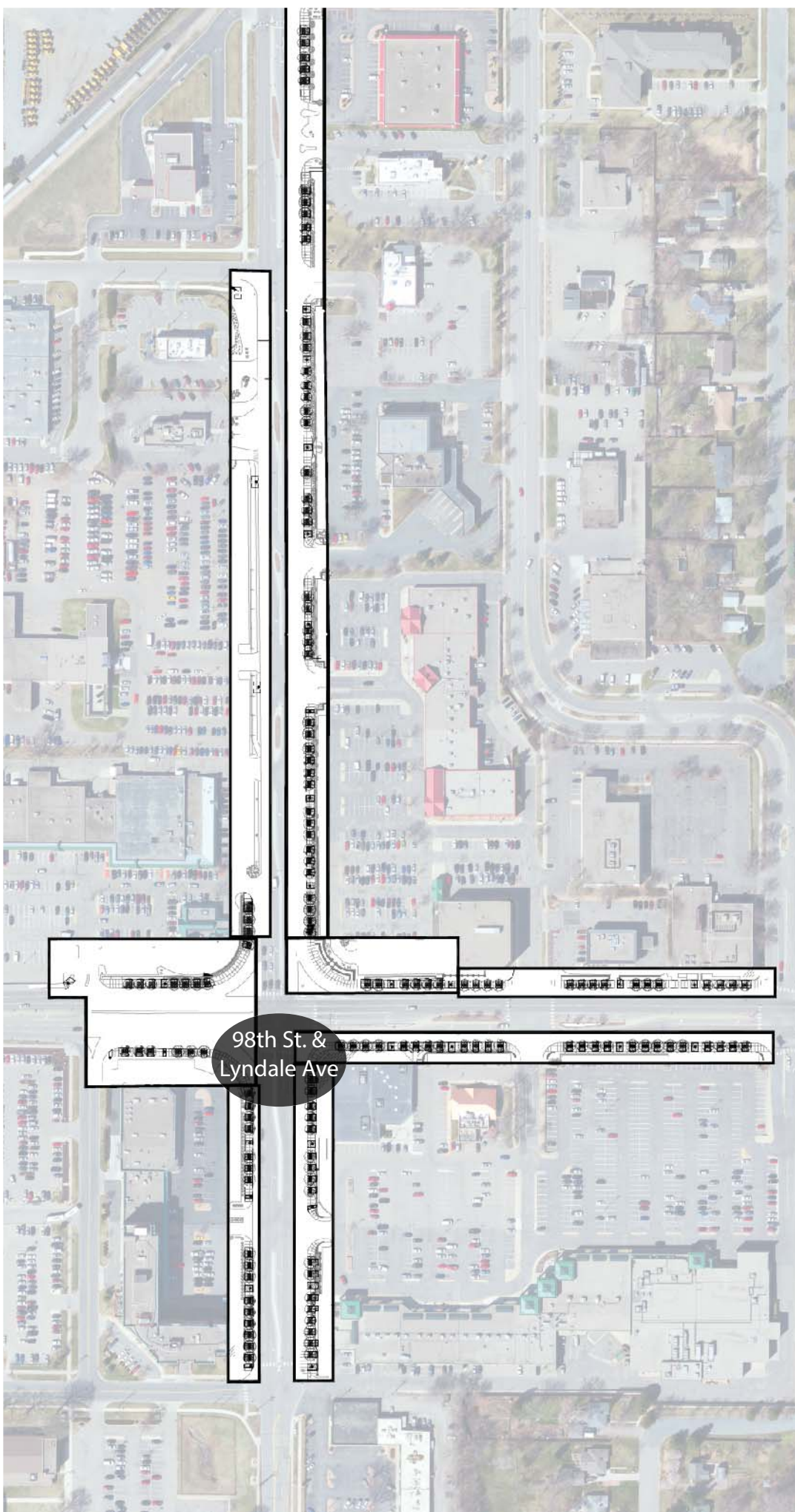
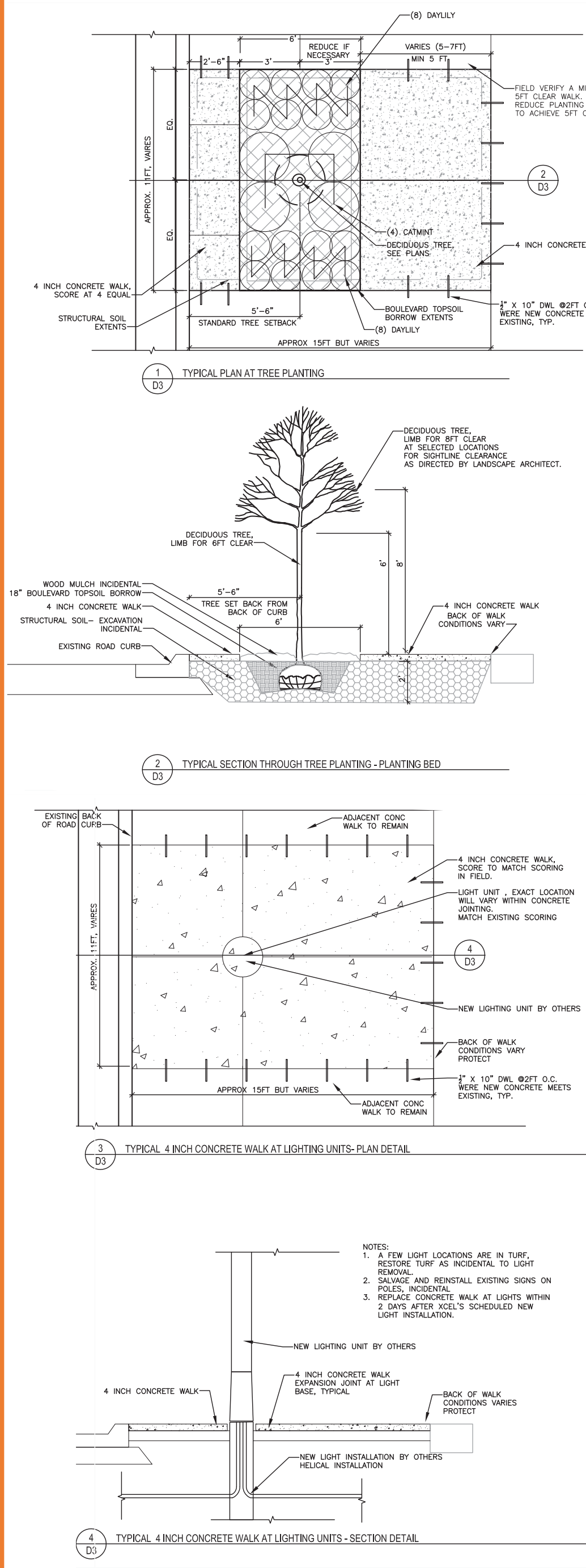
DESIGN FILE COLOR KEY	FEATURE
	ROADWAYS (INCLUDING TURN LANES)
	RAISED MEDIAN & CURBS
	SIDEWALK/PLATFORM
	TURF ESTABLISHMENT
	PROPOSED STRIPING
	PROPOSED MILL & OVERLAY
	CONSTRUCTION LIMITS
	EXISTING SIGNAL
	LOCAL BUS STOP

- LAYOUT NOTES
- RIGHT TURN LANE AT 9TH STREET WILL BE SIGNED NO RIGHT TURN DUE TO INTERSECTION SIGHT DISTANCE RESTRICTION WITH BRIDGE RAIL INTERSECTION SIGHT DISTANCE FOR RIGHT TURN IS NOT UNDER EXISTING CONDITIONS.
 - A STOP SIGN WILL BE ADDED TO E BLOOMINGTON Fwy (FRONTAGE ROAD) AT N 9TH STREET.
 - THE 9TH STREET SIGNAL WILL BE REVISED TO INCLUDE TRANSIT SIGNAL PRIORITY (TSP).

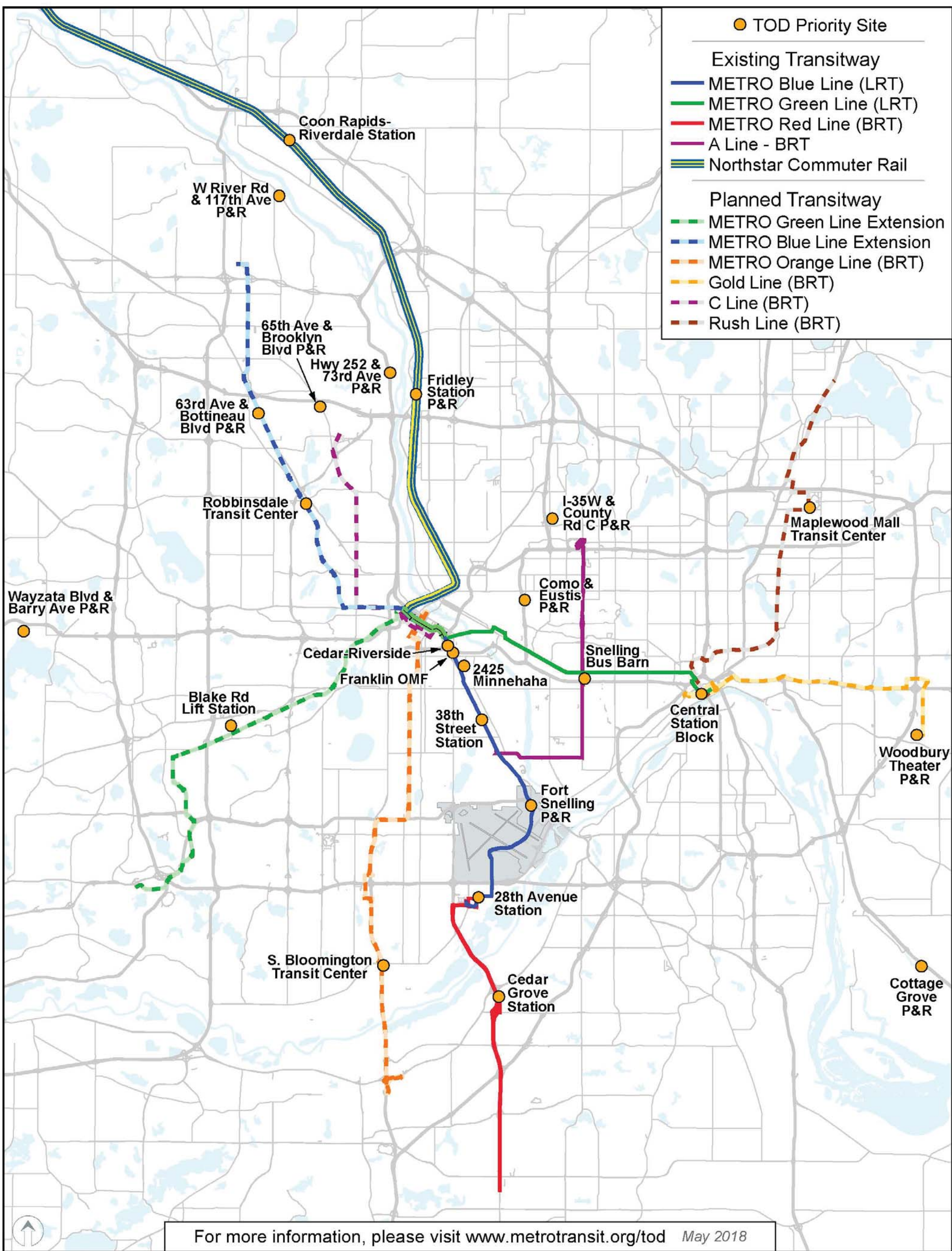
HENNEPIN COUNTY
CITY OF BLOOMINGTON



Street Trees & Lighting Improvements



Metro Area Transit-Oriented Development



Public Engagement Feedback

Walking Audit

Area 1

- Well striped crossing and signage
- Fairly decent sidewalk connection
- Clear path to take
- Could benefit from flashing crossing indicator

Area 2

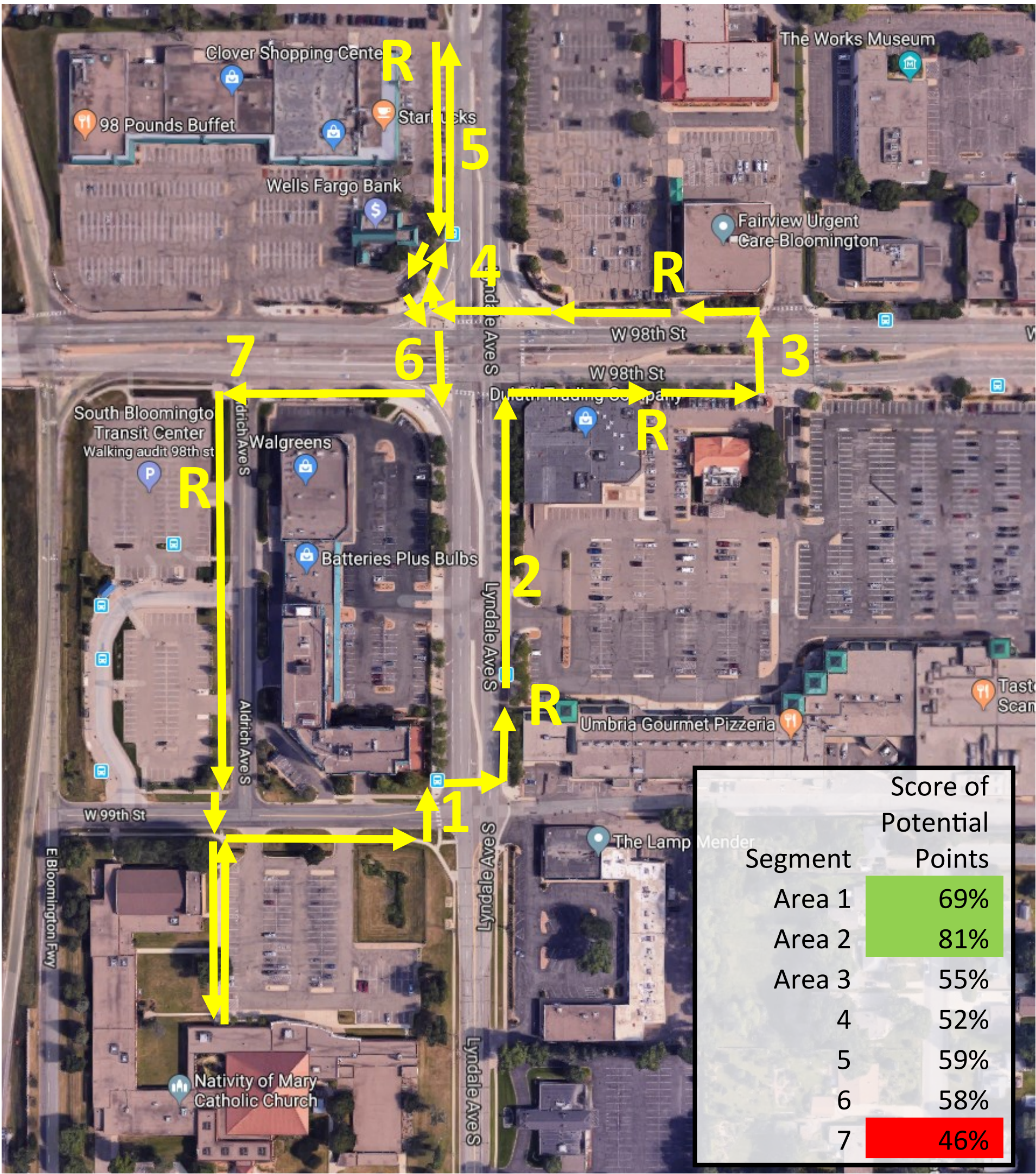
- Nice tree canopy
- Fairly well maintained walkway
- Minimal vehicle conflict
- Noisy along 98th street

Area 3

- Not enough time to cross
- Needs accessible pedestrian signal
- Would benefit from refuge island
- Narrow walkway on north side of street

Area 4

- Free right turns difficult for pedestrians
- Not enough time to cross
- Not enough shade



Area 5

- Many driveways lead to vehicle pedestrian conflicts
- Connection of sidewalk from old to new is not adequate
- Noisy

Area 6

- Free right turns difficult for pedestrians
- Not enough time to cross
- Mismatched streetscaping with bollards on south side
- Noisy

Area 7

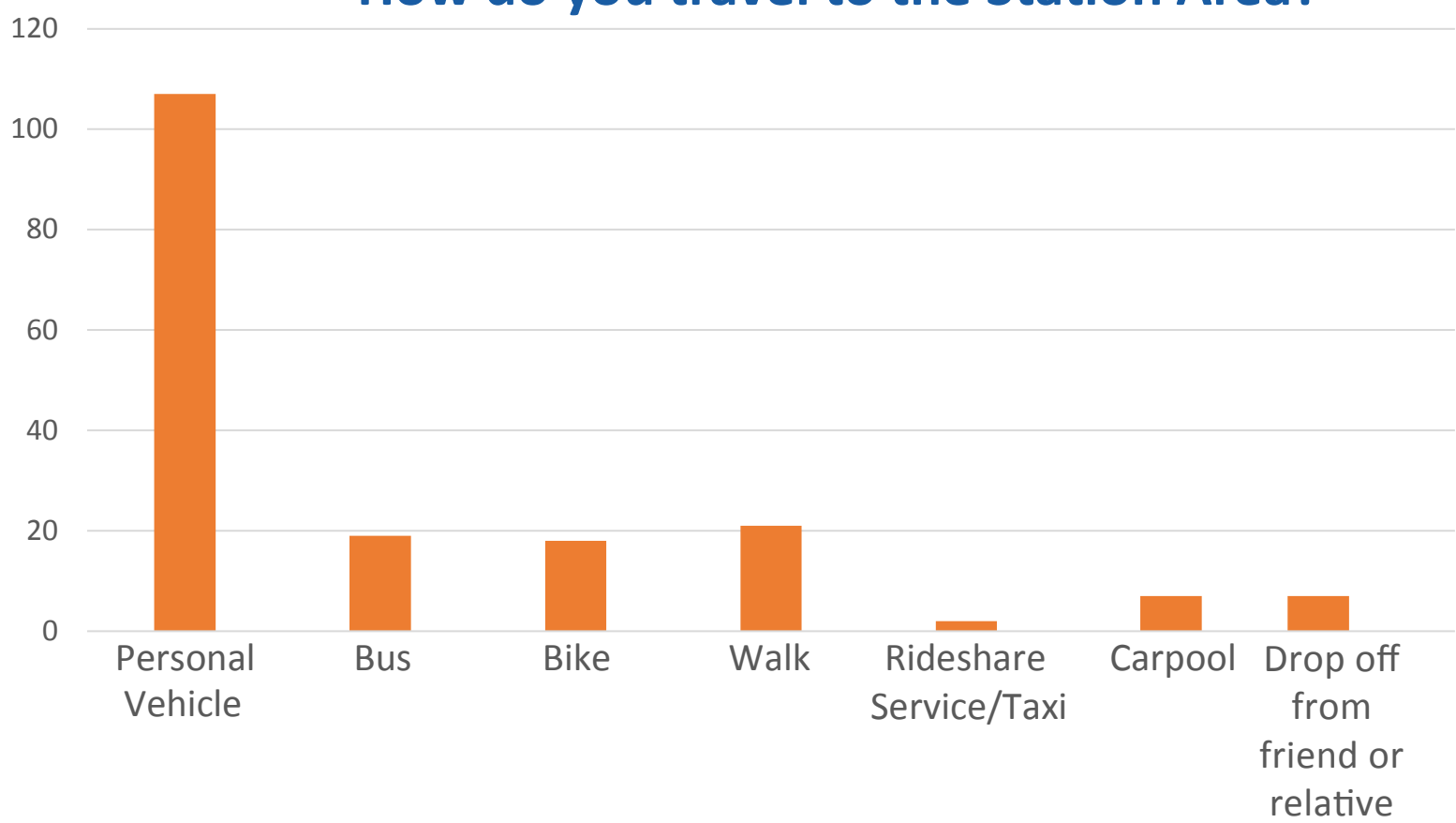
- Curb cuts are not adequate
- Median on Aldrich is not ADA compliant

Survey Results

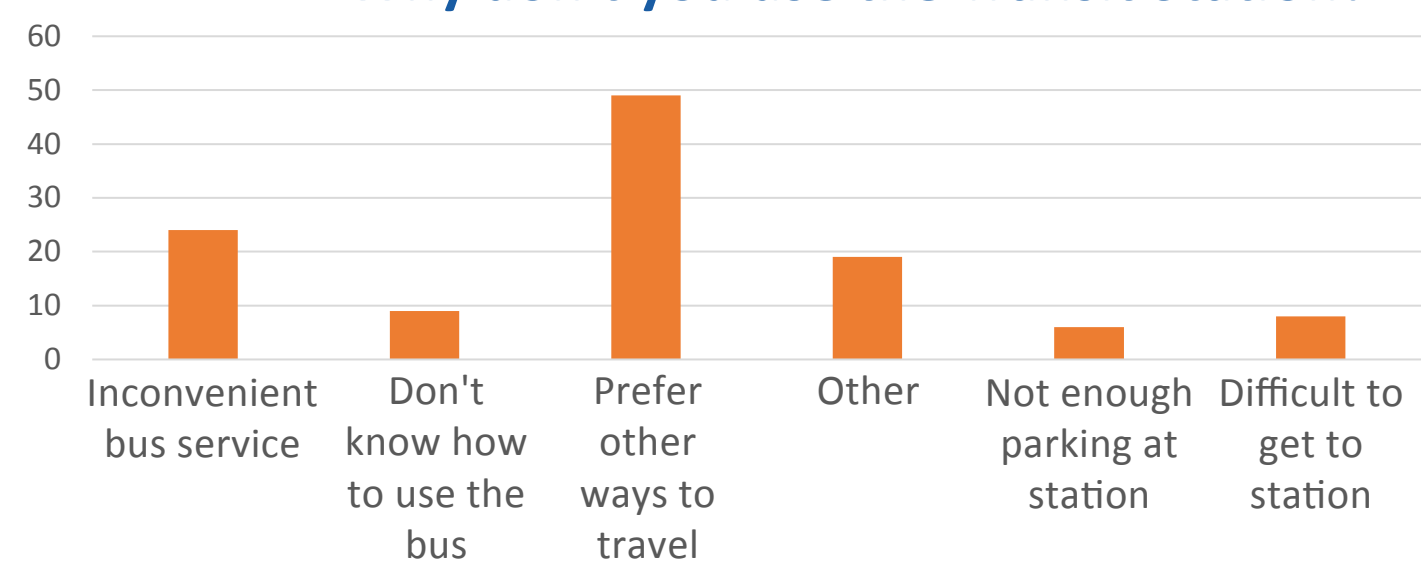
167 Total Respondents

Most respondents travel to the Northwest and Southeast corners of 98th Street & Lyndale Avenue

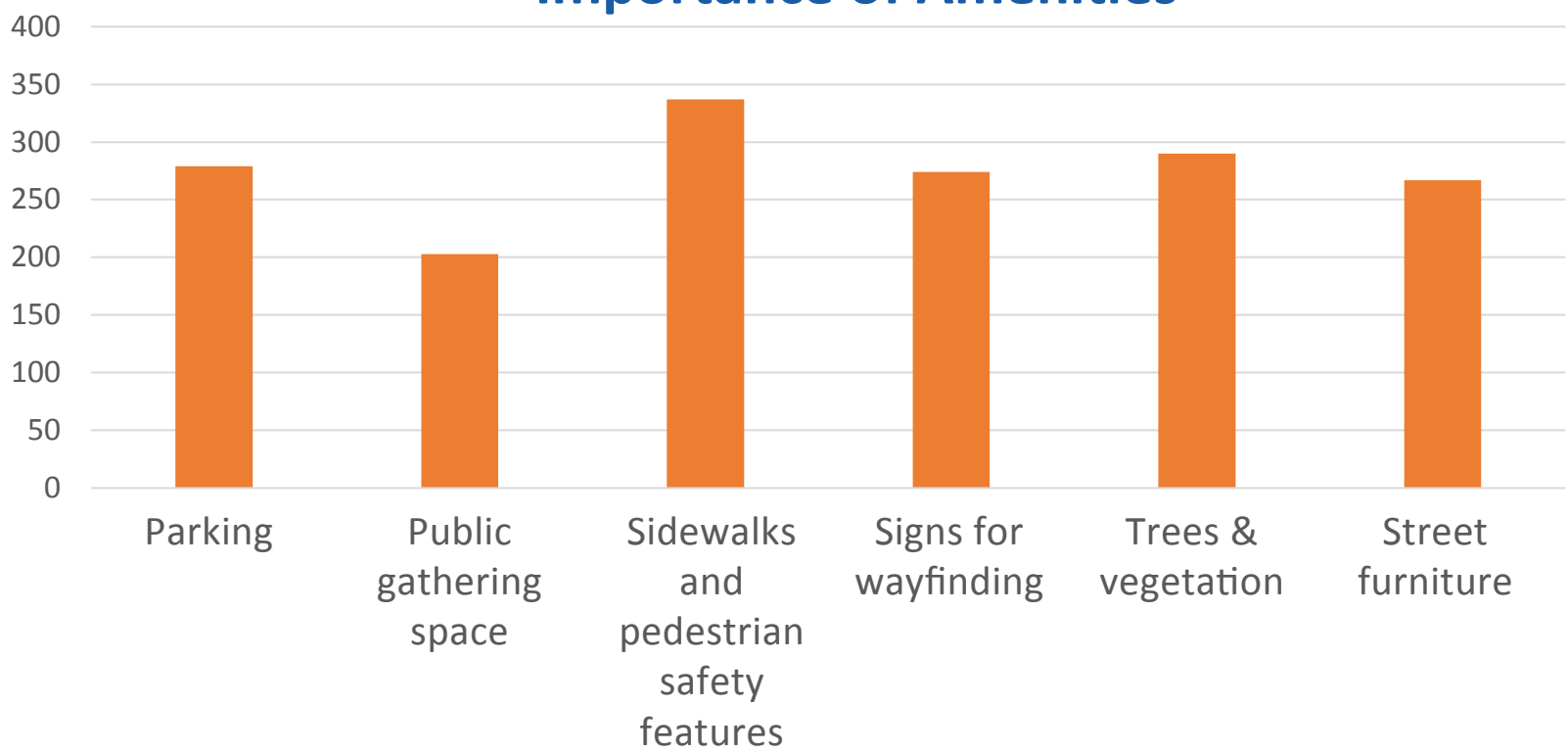
How do you travel to the Station Area?



Why don't you use the Transit Station?



Importance of Amenities



Respondents under 35:

- 20% less likely to regard parking as important in the station area.
- Regard public gathering space and street furniture as more important than other demographic groups.

Demographics

30.7% of all zero vehicle households in Bloomington live in the station area.

14.1 % of those 20-64 in age living in the station area have a disability

Most employees come from:
Bloomington 17.10%,
Minneapolis 10.3%,
St Paul 4.6%,
Burnsville 4.1%, and
Eagan 3.8%

In the Station Area, the poverty rate is double that of the City Average.

Top Industries



Source: 2016 ACS data for the Census Block Groups that intersect with Station Area

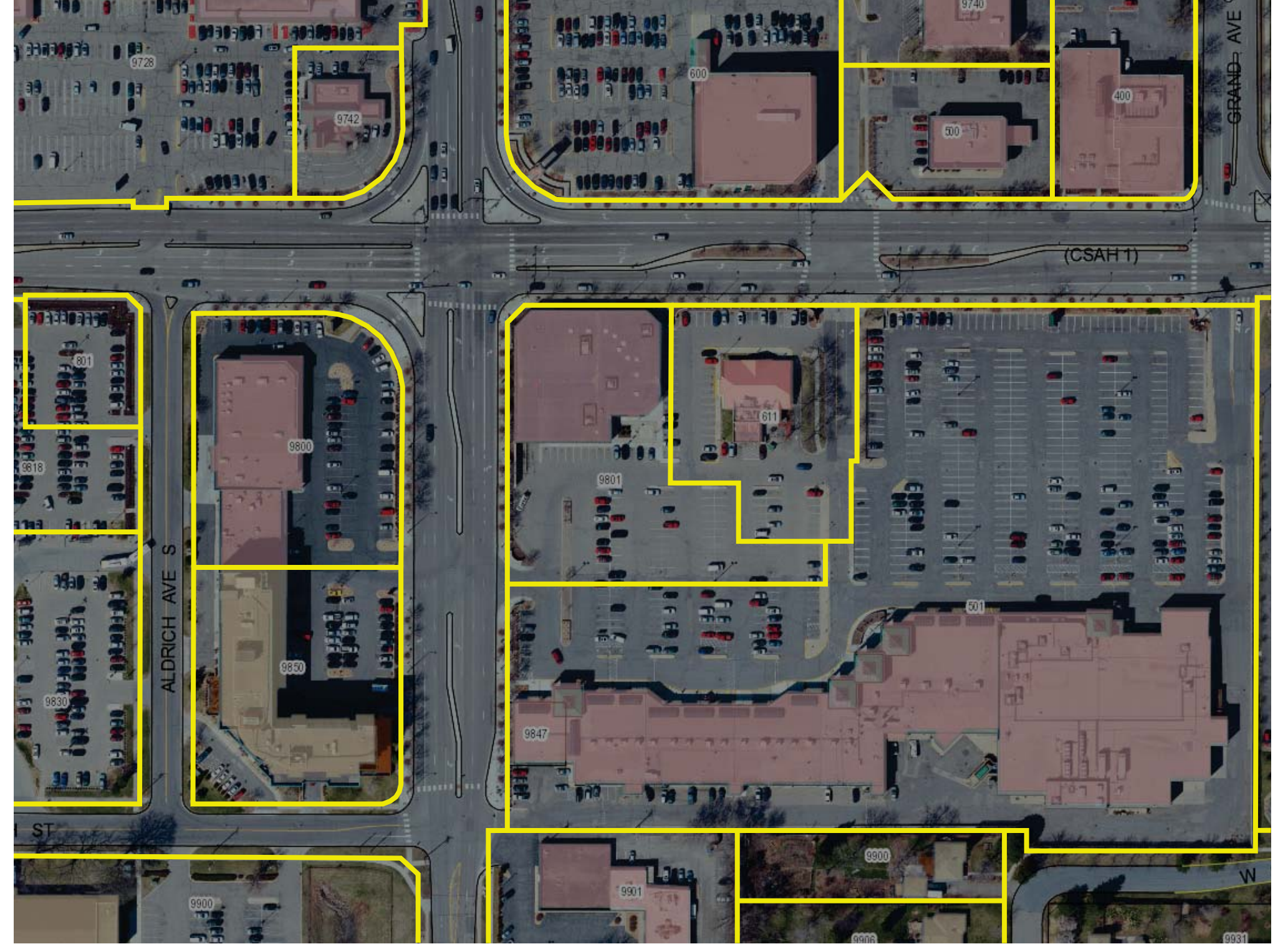
Barriers to Transit-Oriented-Development

Lack of Directionality & Accessibility



- Poorly configured intersections create barriers for pedestrians and bicyclists
- Extension of street trees indicates preferred pedestrian routes
- Safety can be enhanced through updated striping, better constructed truncated domes, adding accessible pedestrian signals, removing free right turns, and adding pedestrian refuge islands.

Piecemeal Development



- Multiple property owners have resulted in: parking lots with poor circulation, dead end roads, and poor sidewalk connections
- The Station Area Plan can help by:
 - Recommending public improvements that compliment sites and create connections
 - Potentially rezone properties to encourage transit supportive environment

Design of the station area doesn't match today's use patterns



- The Oxboro Redevelopment Plan provided a vision for the Station Area in the auto oriented 80's. There was little to no transit service at that time.
- In the 2020's the Station Area will be one of the best served areas with transit in the Twin Cities.
- Redevelopment should match these improvements by moving buildings closer to the street and provide a range of residential and commercial uses.

Roadways not conducive to creating a sense of place



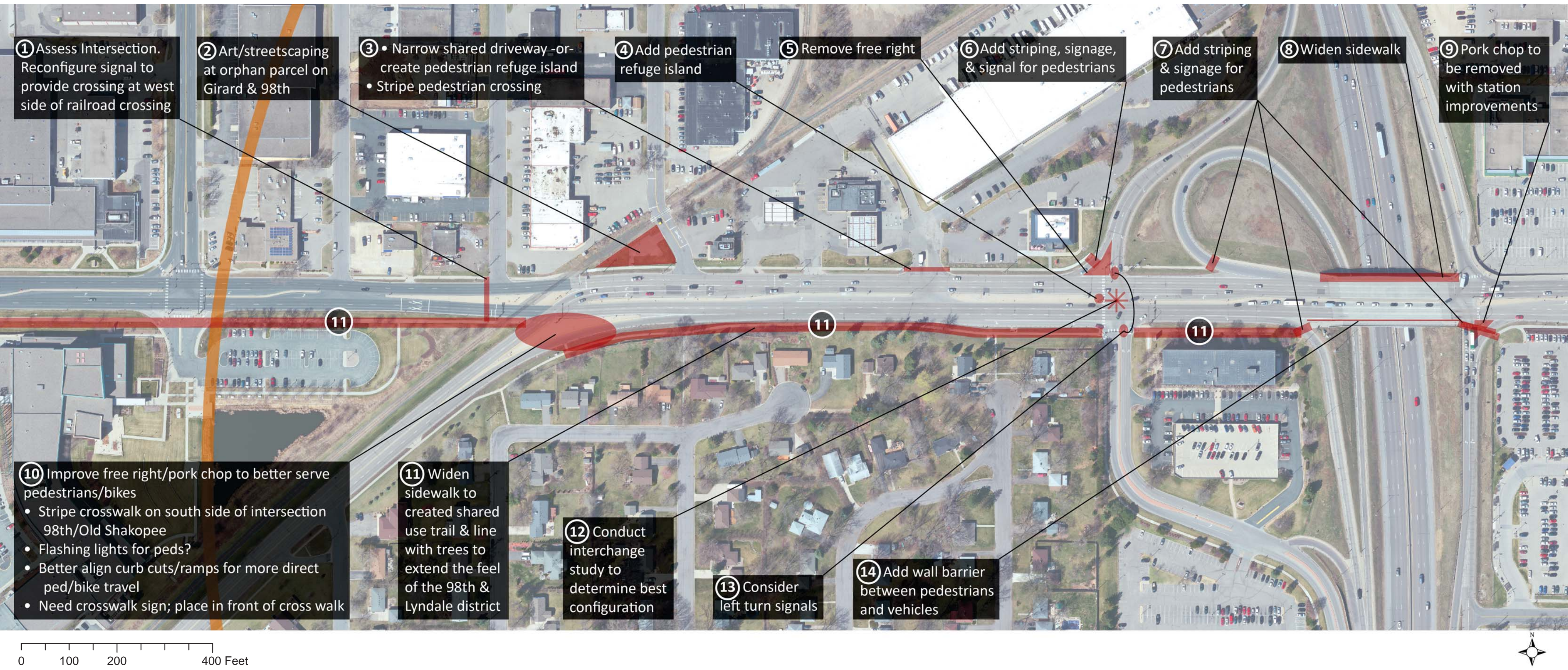
- This is a key gateway to the City
- However, the area lacks a sense of place because it is missing unique site elements including:
 - pedestrian lighting, signage, pavement markings, consistent and continuous street trees, and vegetation
- The existing benches and walking environment are hindered by the volume and speed of vehicles

Park & Ride Near Full Capacity



- The parking and ride lot is near capacity most days
- Shared parking agreements between adjacent property owners may ease the issue
- In the long term, reconstruction of the 98th Street Bridge and Interchange could lead to an inline highway station allowing potential redevelopment of the transit station
- Parking needs for the area in the long term should be evaluated. Potential redevelopment should encourage local use of the transit station

Recommendations - Area 1



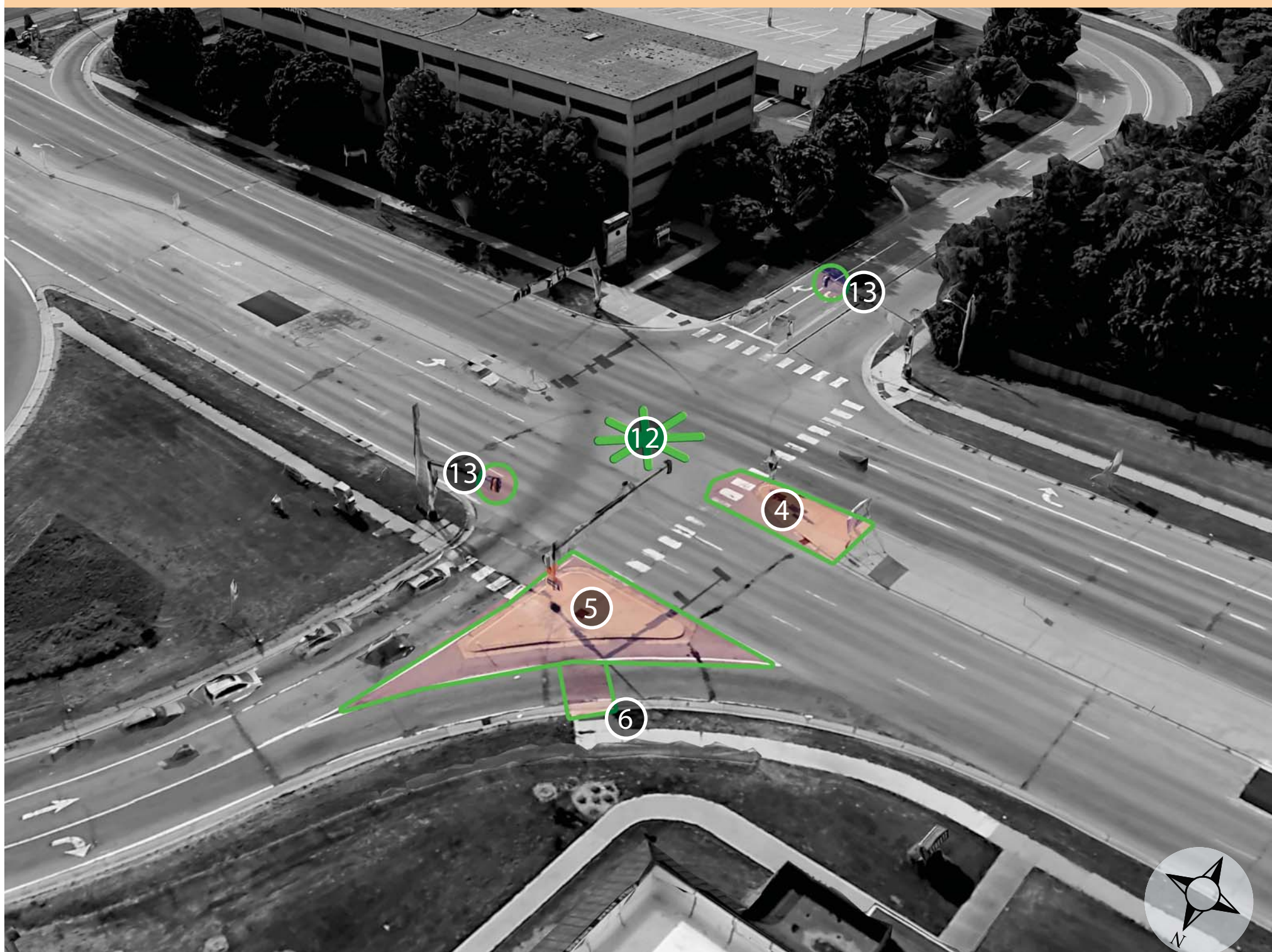
98th St. & Old Shakopee



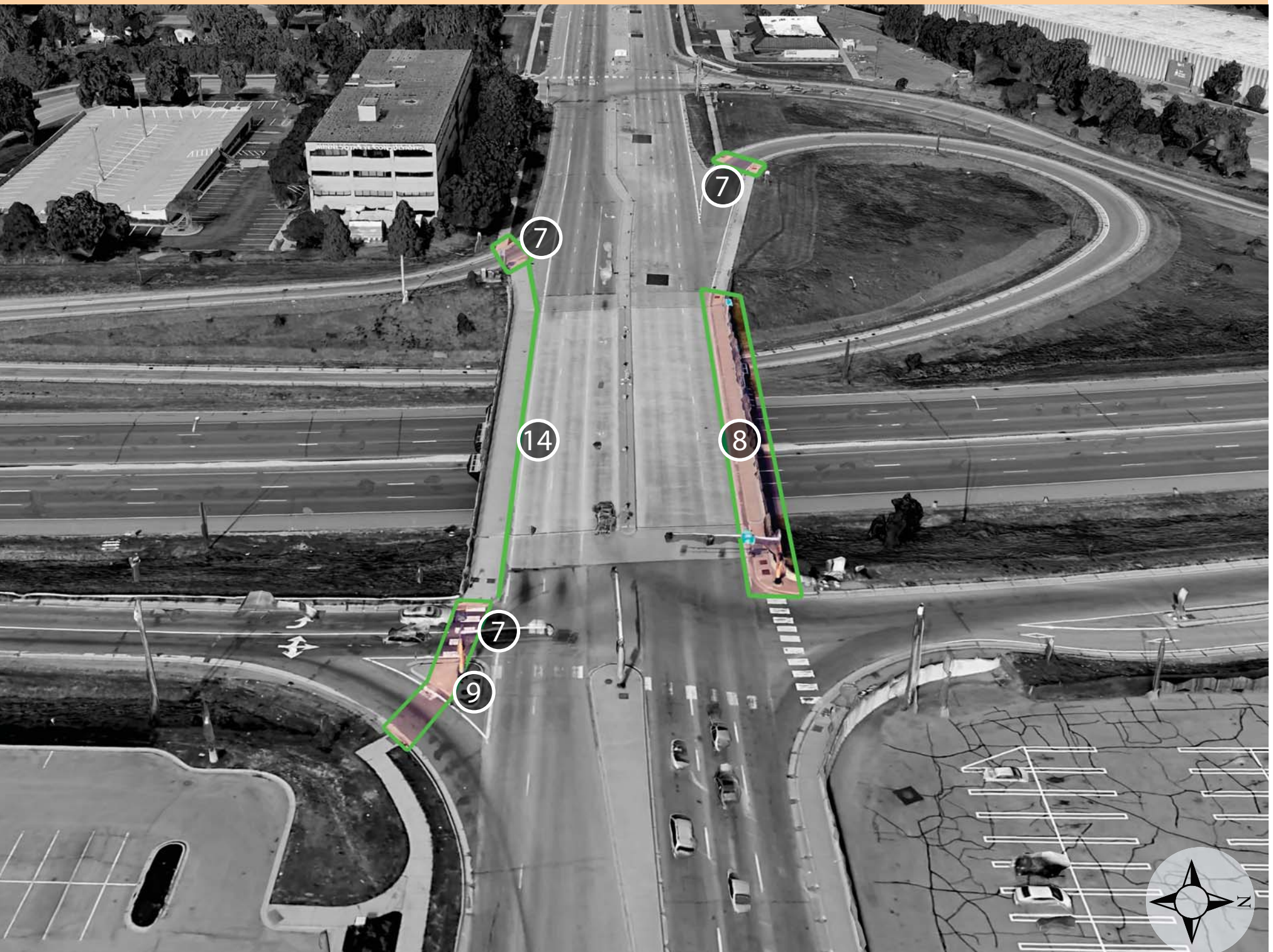
98th Street, west of I-35W



98th St. & Dupont / I-35W off-ramp



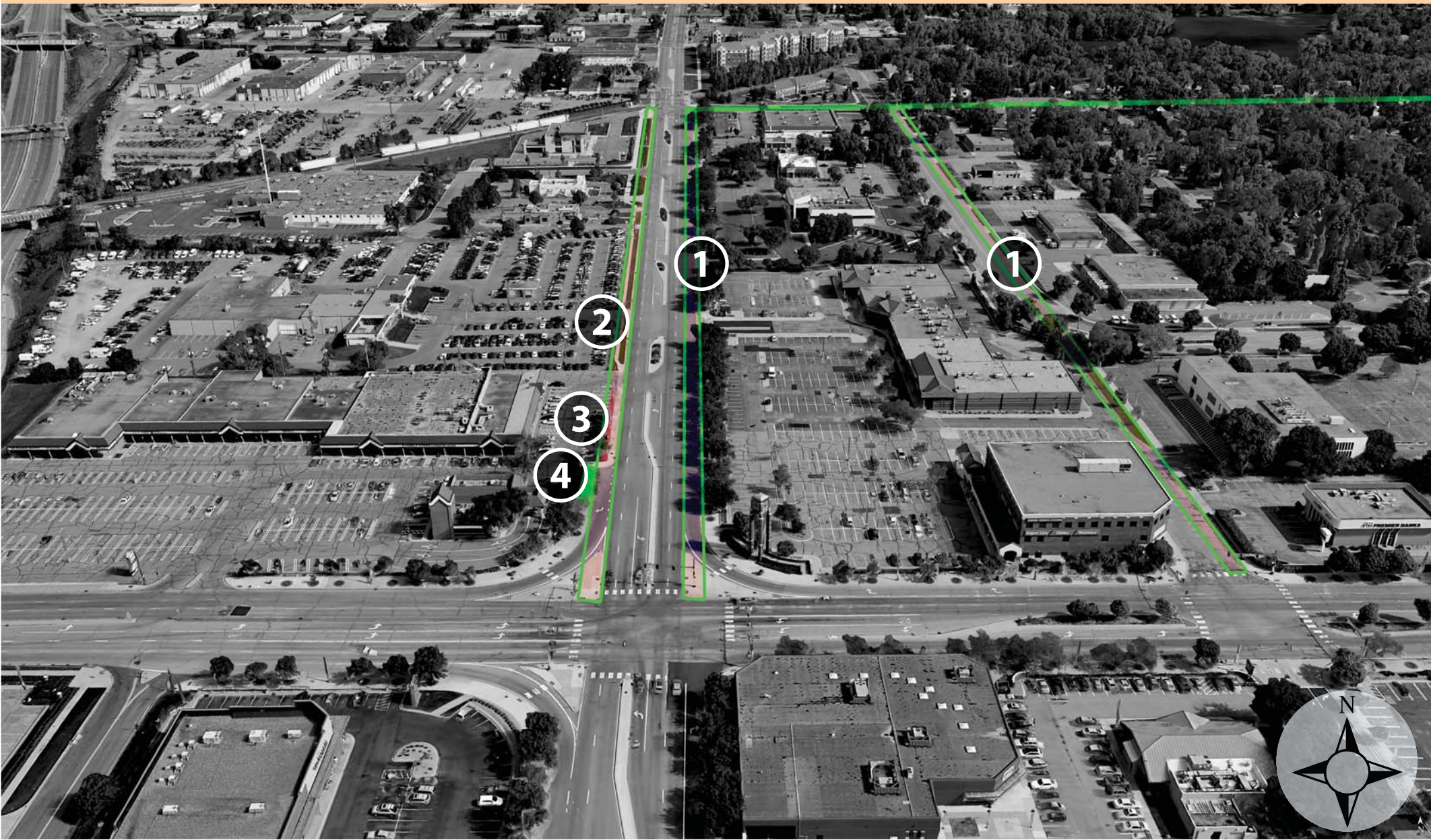
98th St. & I-35W



Recommendations - Area 2



Lyndale Avenue, north of 98th Street



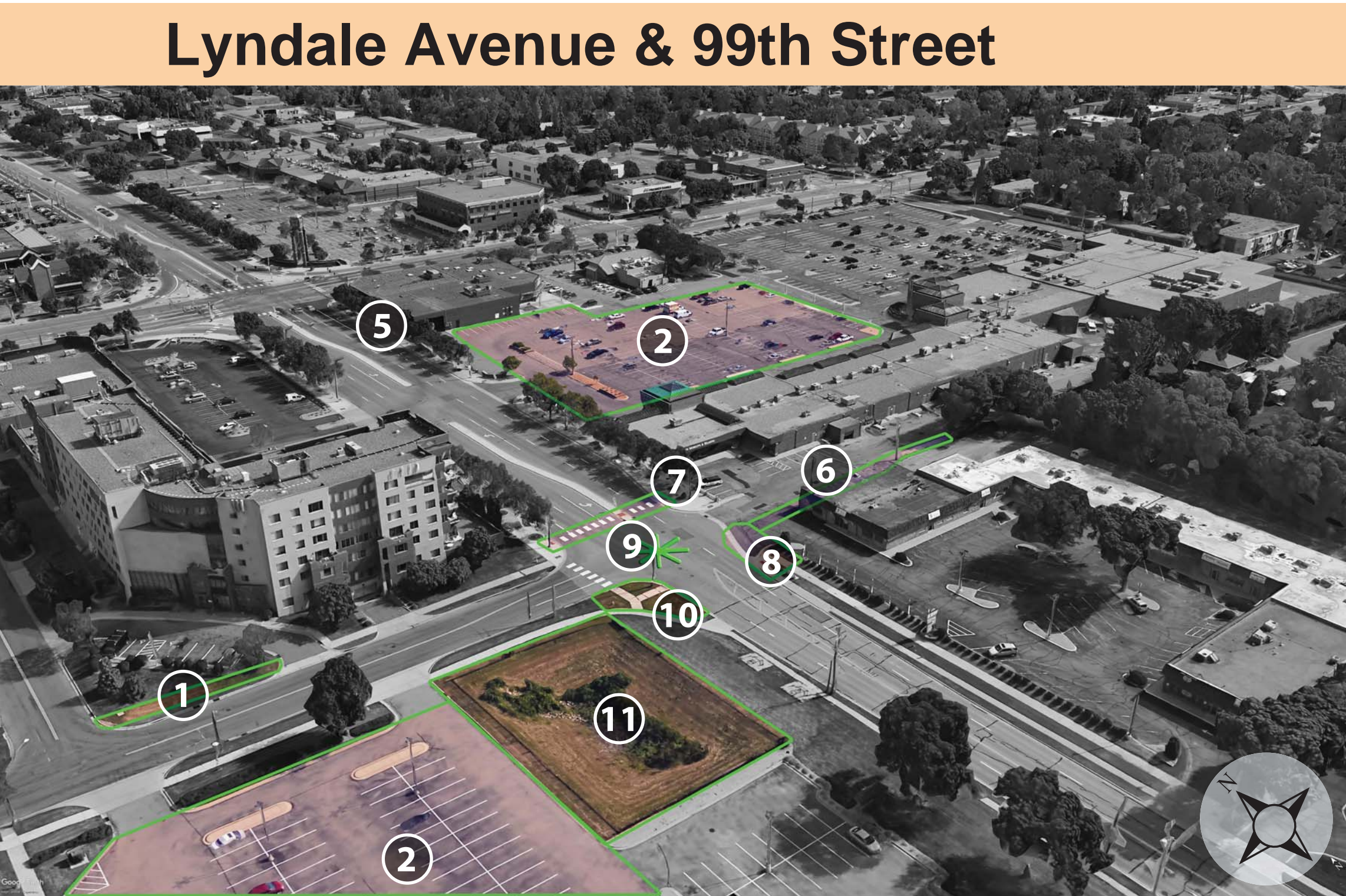
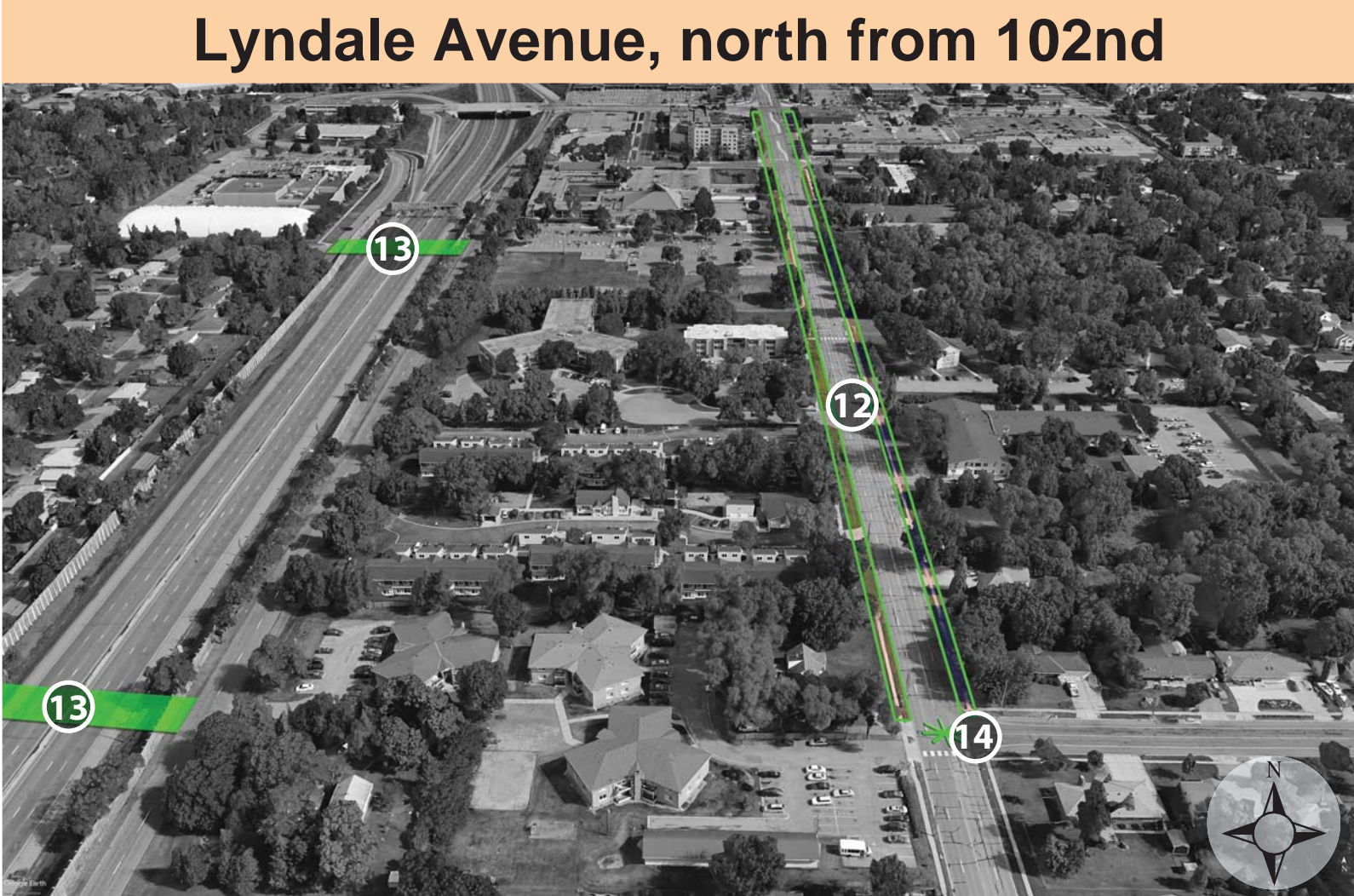
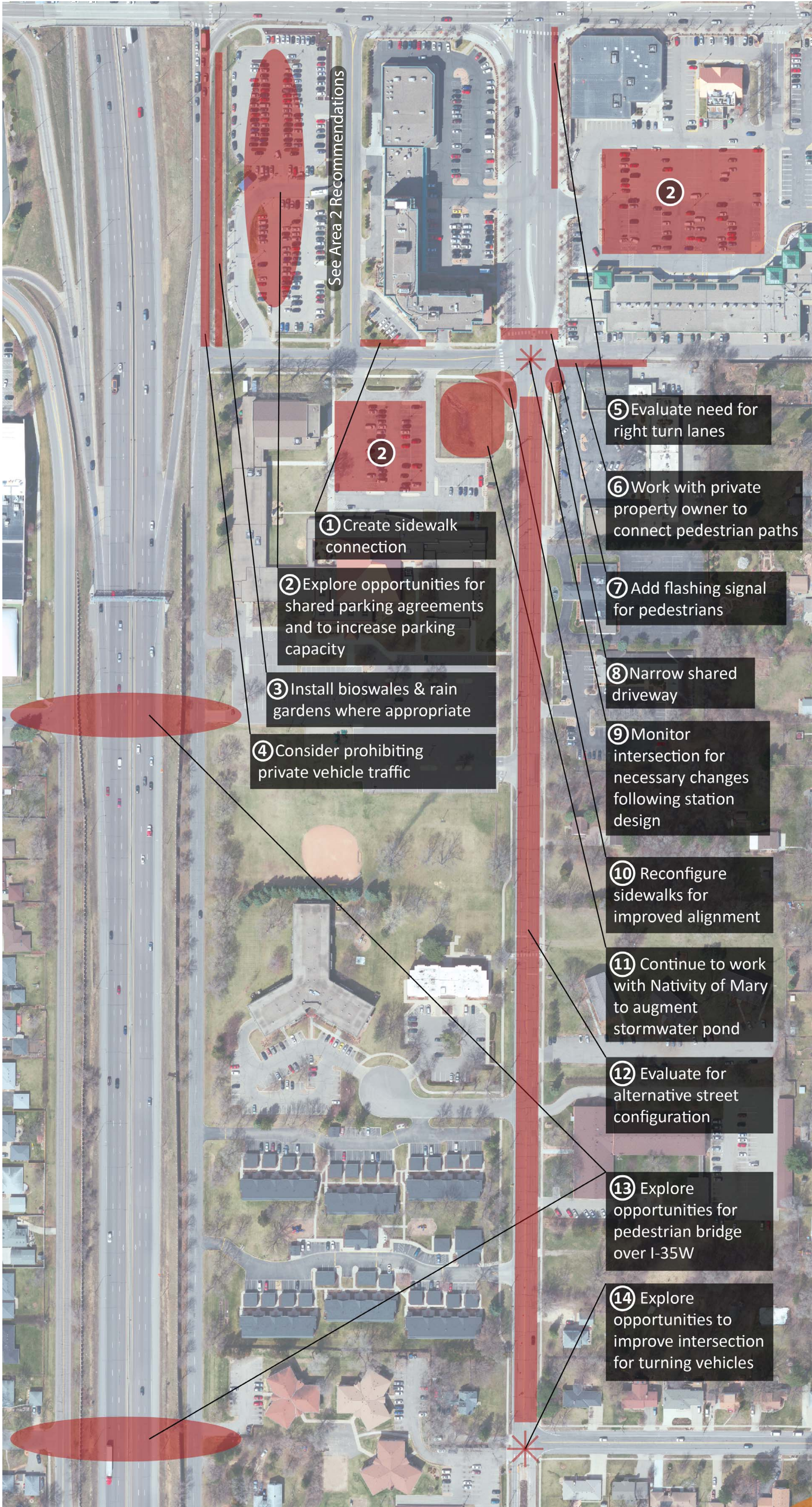
Aldrich Avenue



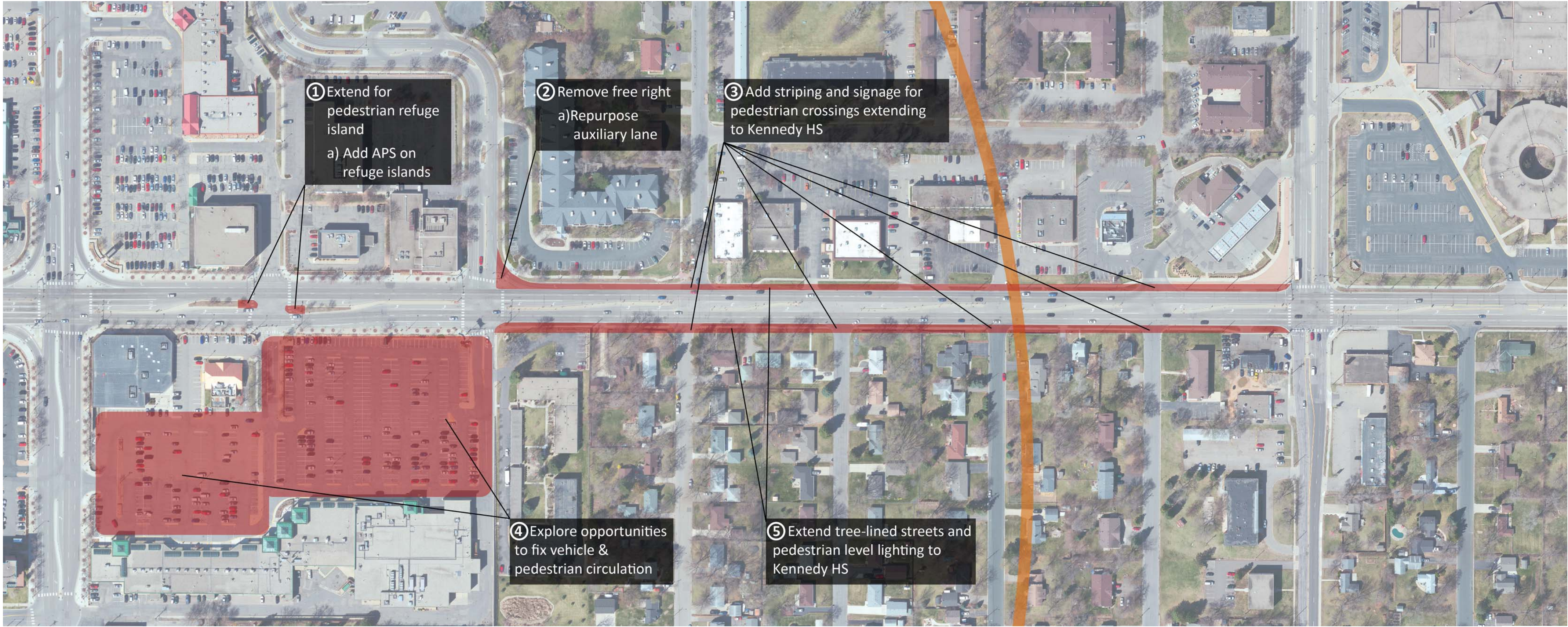
98th Street & Lyndale Avenue



Recommendations - Area 3



Recommendations - Area 4



98th Street towards Kennedy High School



98th Street

