

User Survey Results

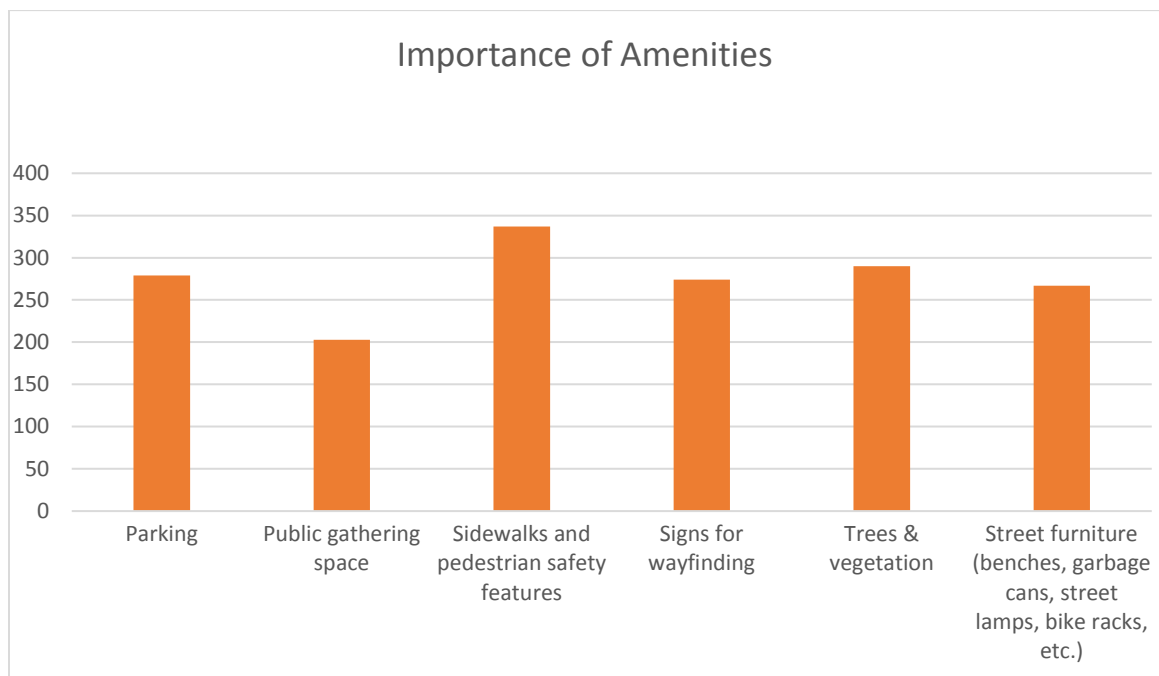


City of Bloomington 7/6/2018

The City of Bloomington is developing a station area plan for the 98th Street Station. Metro Transit is expected to start operation of the METRO Orange Line Bus Rapid Transit line from the station in 2021. As part of the planning process the City conducted a survey of transit users and people who travel in the station area. A summary of those results are below.

Summary of Results

- Total Respondents: 167
- The largest age cohort was 35-45 (28.4%) followed by 25-34 (24.26%) and closely behind 45-54 (22.49%).
- About 70% of regular transit users (use the transit station more than one day a month) utilize the park and ride. More found it difficult to find a space than it was easy.
- Of those who don't use the transit station a majority preferred other ways of travel over bus. The second most cited reason for not using transit was inconvenient operation.
- The most important amenity was Sidewalks and Pedestrian Safety.



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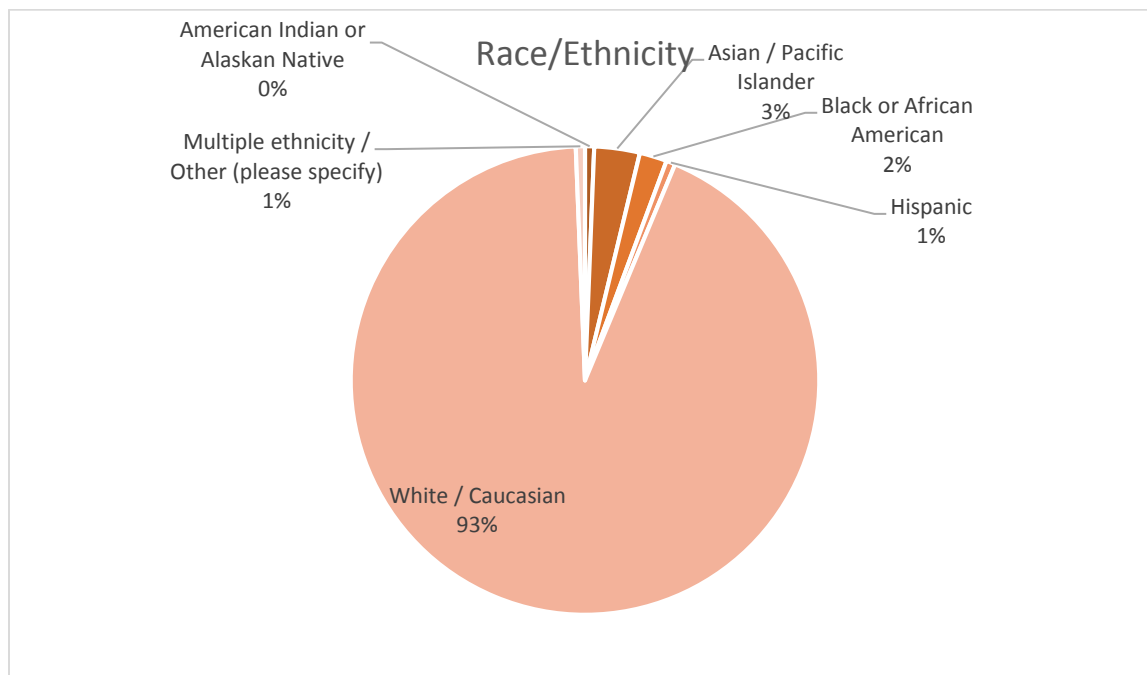
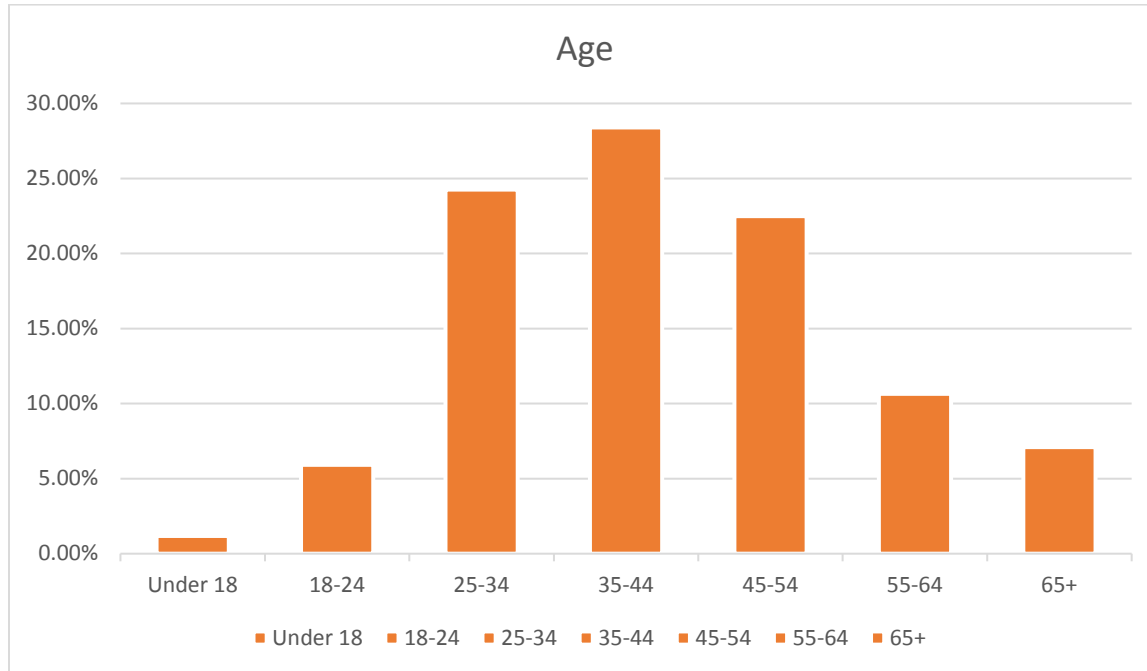


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All Survey Results

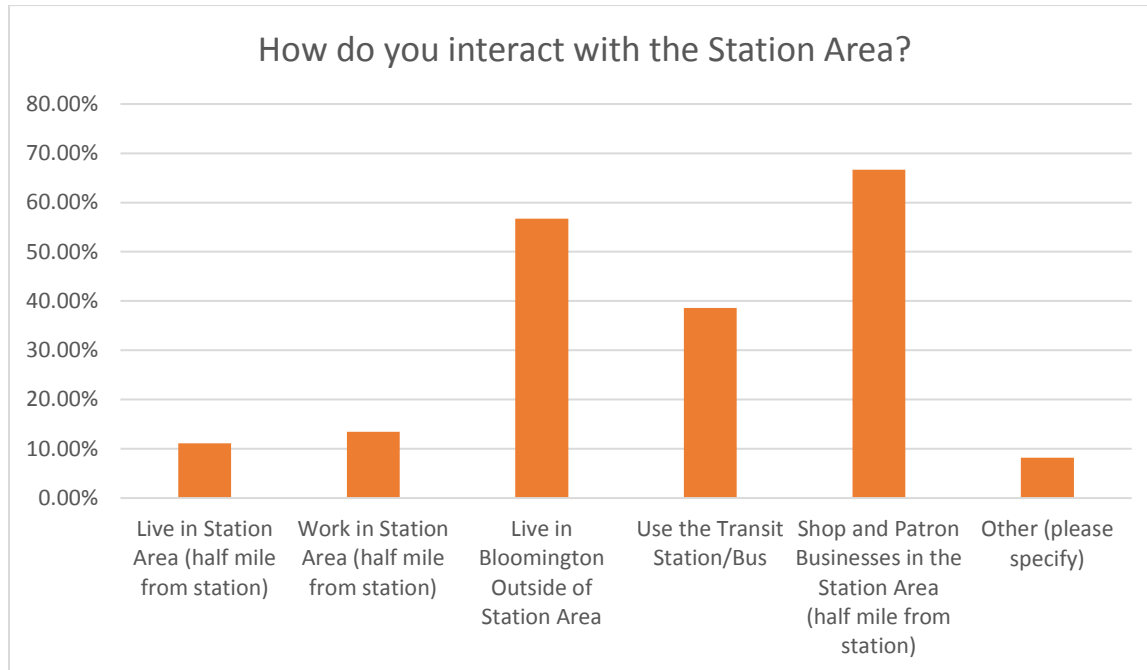
About the Respondents

Total Respondents: 167



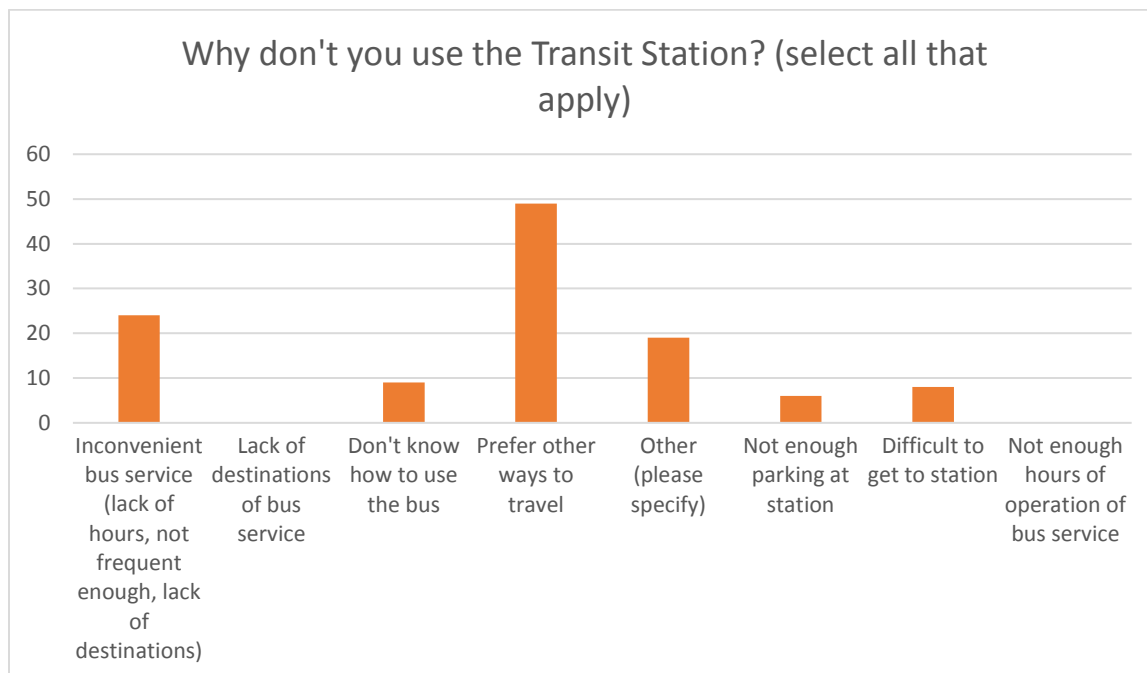
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Transit Related Responses

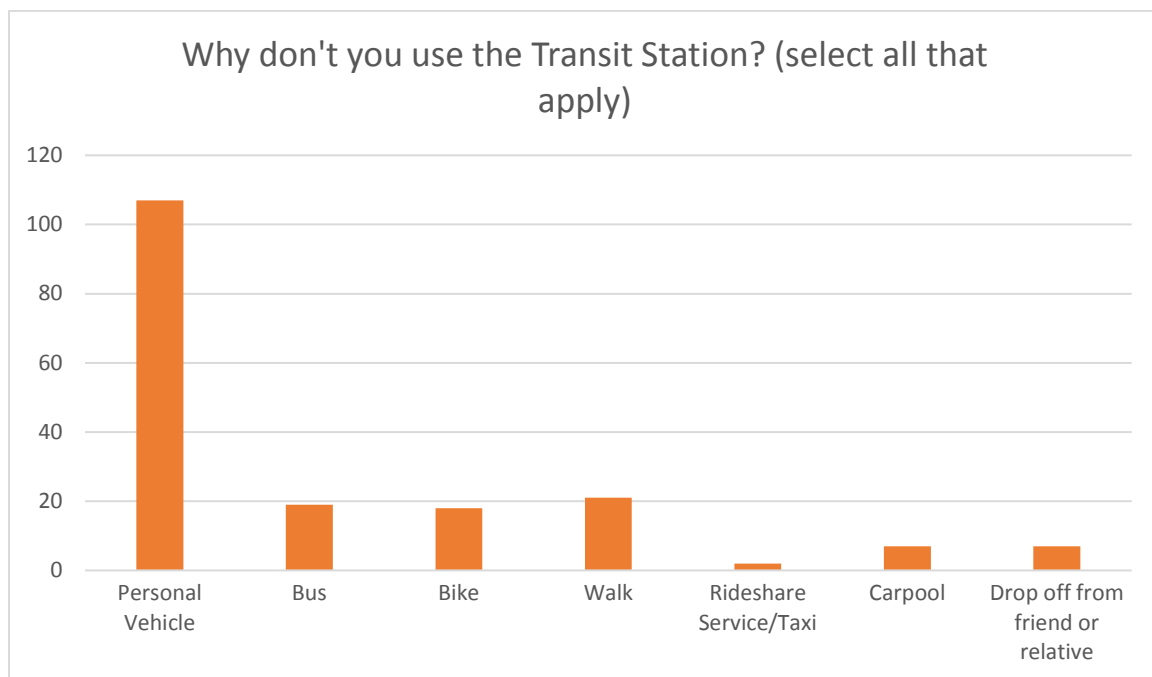
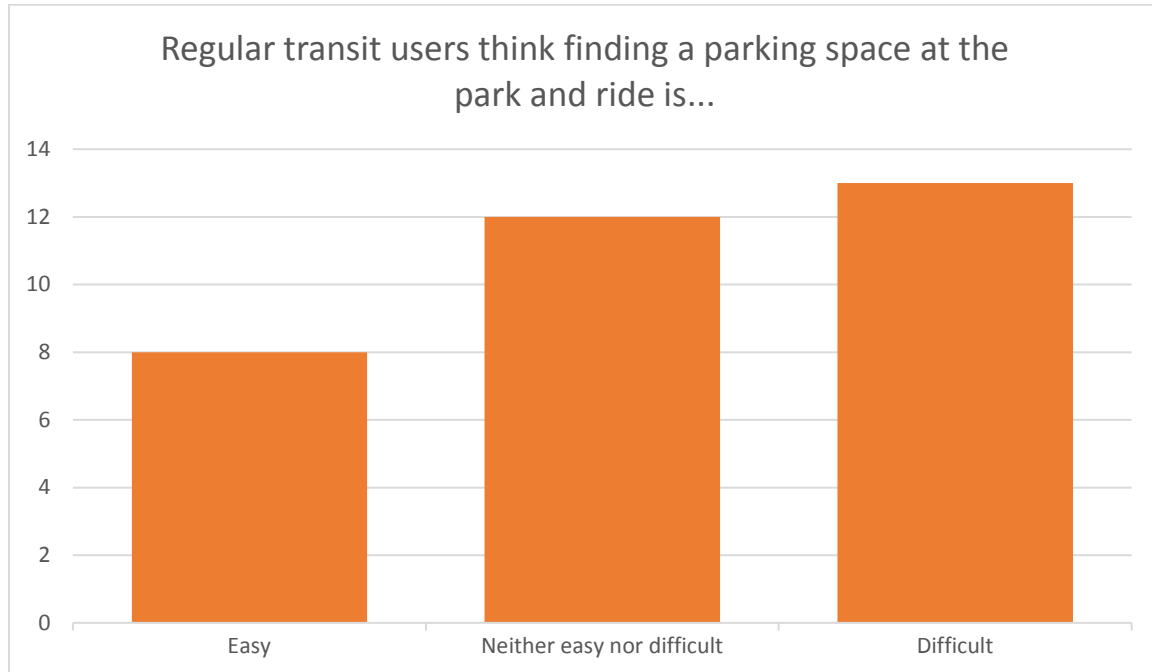
Respondents who took transit were mostly commuters (42.8%) who took the bus at least 3 days a week or users who took the bus once a month or less (46%).



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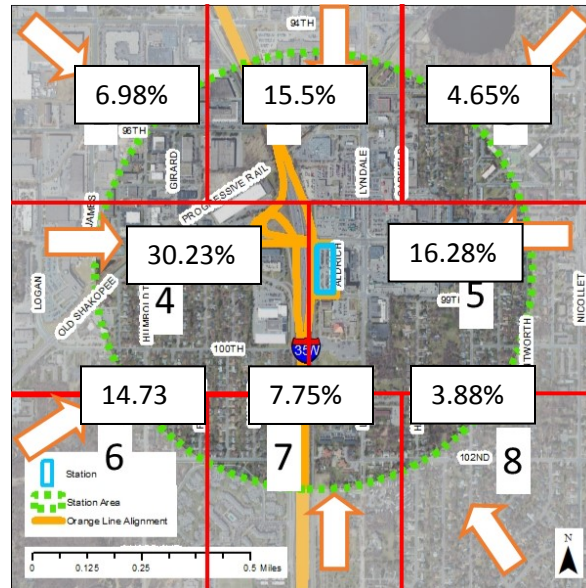


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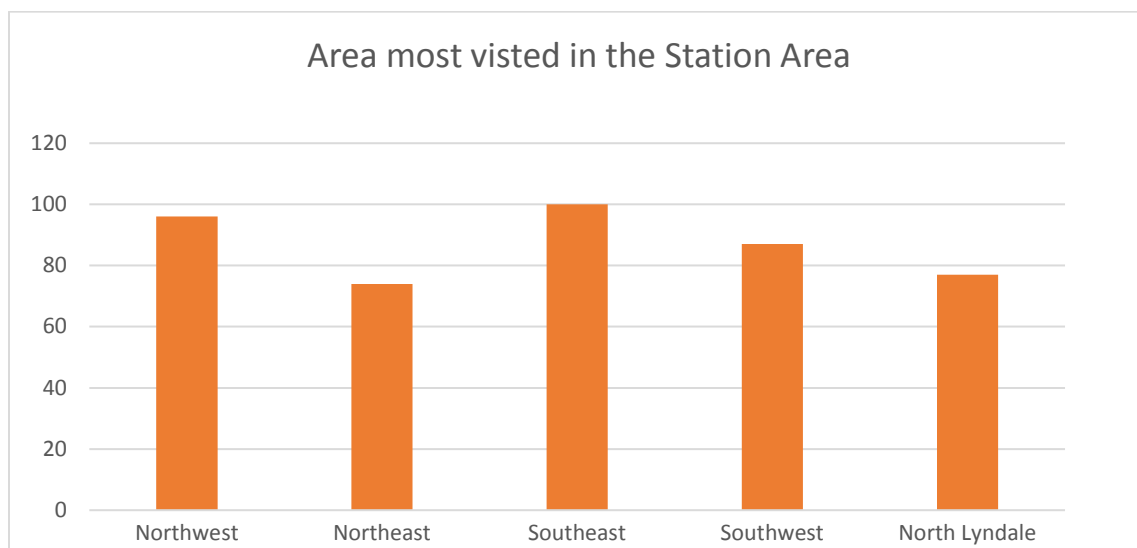
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Station Area Responses

People most predominately traveled the station area during the evening (3-7pm) 86% and morning from (5-9am) 87%. The below map shows where respondents are traveling from.

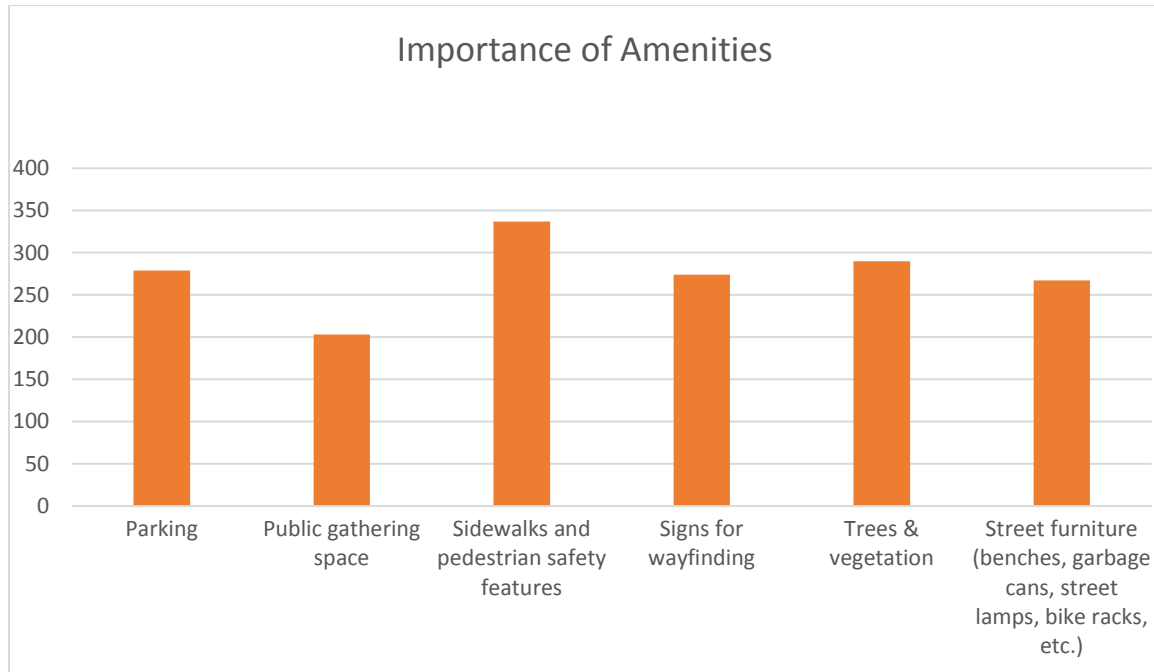


The most visited area in the Station Area is the southeast corner. A close second was the northeast corner.



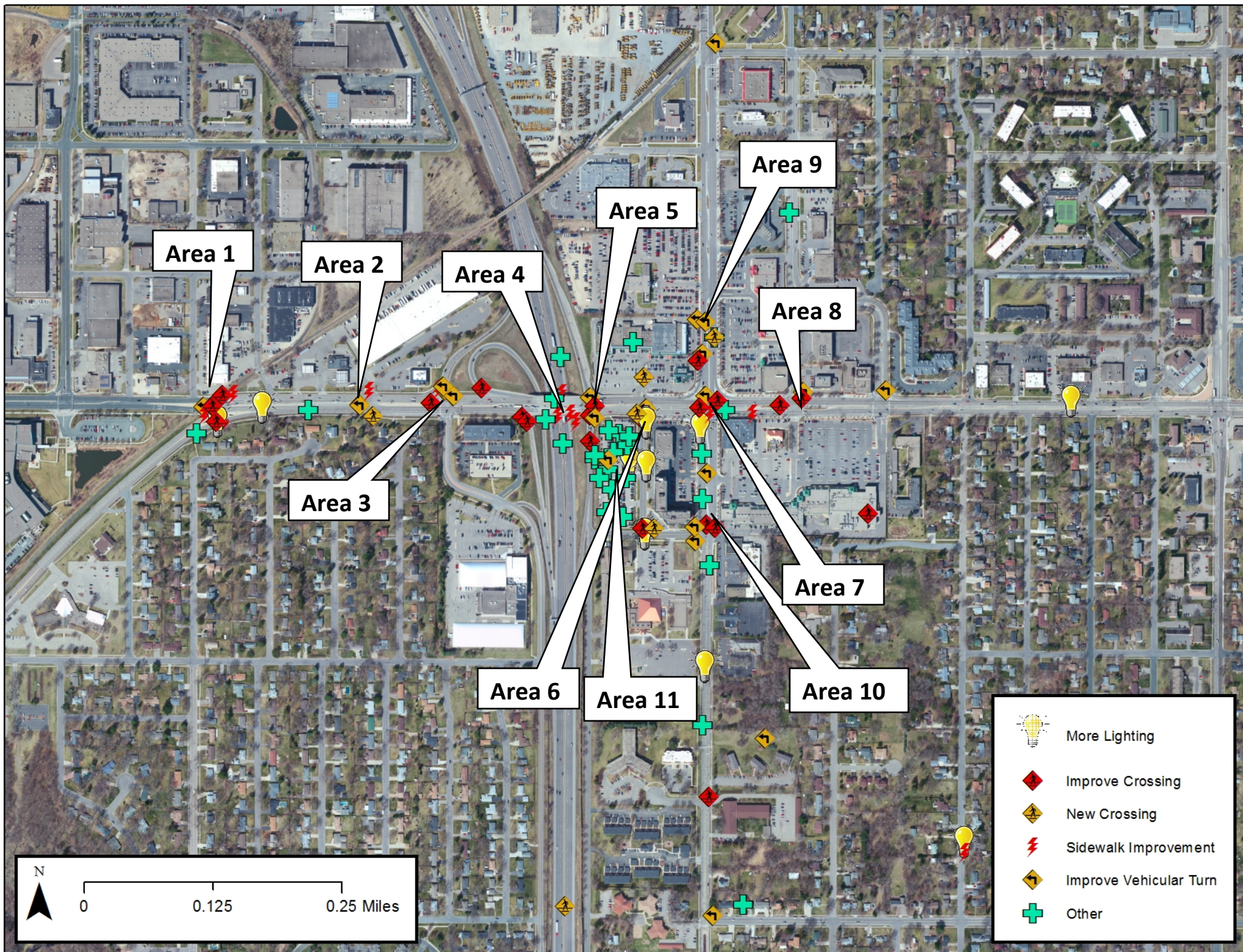
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There are some differences when controlled for Age, transit users, and people who live in the transit area.

- Every demographic group regarded Sidewalks and pedestrian safety features as most important.
- Most demographic groups regarded public gathering space as least important, the exception being bus users, and 18-24 year olds where it was the second least important feature after parking.
- Respondents under 35 were 20% less likely to regard parking as important in the station area.
- Respondents under 35 regarded public gathering space and street furniture as more important than the total or other demographic groups.



User Survey Results



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Area 1 - RR Crossing

- Tracks
- Hard to cross for pedestrians - 5
- Extend district lighting

Area 2 - West 98th Street

- Too many lane changes
- Need to widen sidewalks
- Hard to turn into Streetz/Super America - 2
- Entrance into Streetz/Super America is too wide for pedestrians

Area 3 - Intersection of on west on ramps

- Cars too concerned with getting on highway
- Need left turn arrow to get onto 98th from off ramp
- Need left turn signal from lifetime
- The on ramps without lights that merge cars do not yield to pedestrians

Area 4 - Bridge over I-35W

- Dedicated bike space on 98th over bridge
- Sidewalks too narrow and dangerous in winter
- Hard to push stroller over curbs and transitions
- Noise and exposed pedestrian

Area 5 - Intersection of east on ramps

- Dedicated right turn lane from northbound off ramp to east bound 98th
- Generally unsafe crosswalks all around

Area 6 - Aldrich intersection

- Tough turn into clover
- should be more emphasis getting west especially in winter
- lighting issue

Area 7 - 98th and Lyndale

- south Lyndale could use better lighting
- crossings in general
- improve landscaping throughout the area

Area 8 - East 98th St

- people seem surprised at pedestrians even though there is a light -2
- sidewalk improvements on south side

Area 9 - North Lyndale

- Replace clover with more modern commercial
- internal pedestrian connection in clover needed
- Build cycle tracks on 98th instead of auxiliary lanes
- turns in and out of east clover entrances tough
- hard for pedestrian to cross clover east south entrance to clover

Area 10 - South Lyndale

- getting out of Walgreens is a challenge
- lots of crossing traffic
- Do we need the turn lane from Lyndale to 99th
- Some drivers don't stop for crosswalk - 2
- A lot of driveways its hard to see where all the cars are coming from for turning vehicles
- 3 lane conversion of south Lyndale
- extend lighting down south Lyndale
- replace sidewalk on Lyndale with 8-10 ft. trail
- add pedestrian refuge median at exiting pedestrian signal (this was way south but I think it was meant for the RFRB)
- Widen 102nd at Lyndale so westbound bicycle lane doesn't disappear.
- Line up private driveways with 102nd street and consider 4-way stop control to ease egress from neighborhood
- Ped bridge of I-35W

Area 11 - Park and Ride

- Allow overnight parking in designated spaces - 3
- Extend Route 4 to transit center
- Increase 539 frequency
- Needs to be a real park and ride (need more parking) - 5
- Better circulation for buses
- Fill sidewalk gap on north side of 99th
- Trash accumulates
- Lighting and pedestrian crossings