



Application

10352 - 2018 Safe Routes to School Infrastructure

10807 - Bloomington 102nd Street SRTS Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 12:00 PM

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What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name: BLOOMINGTON, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

1700 W 98TH STREET

*

BLOOMINGTON

Minnesota

55431

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

952-563-8700

Ext.

Fax:

PeopleSoft Vendor Number

0000026809A5

Project Information

Project Name

Bloomington Olson Schools Safe Routes to School
Improvements

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

City of Bloomington

Jurisdictional Agency (If Different than the Applicant):

The proposed project will improve pedestrian safety at the Olson Elementary and Middle School driveway at W 102nd Street by constructing roadway, driveway, sidewalk and crossing modifications that redirect most school-aged pedestrians away from the busy driveway. In addition, these modifications will improve sight lines and provide refuge and guidance for pedestrians still crossing the main driveway.

The proposed sidewalk along W 102nd Street and the west side of the driveway will redirect students to a new marked crosswalk inside the school's circulation drive to enter the school site. The new crossing location will only have a single lane of traffic in each direction to cross and its distance will be shortened with the extension of the sidewalk at the elementary school entrance. This new crossing location is removed from turning activity and gap selection at the main driveway intersection along W 102nd Street. Appropriate school crossing signs will be installed at this crossing (located in their parking lot/access roadway) to provide increased visibility for students crossing.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Other improvements at the main driveway include median modifications to provide driver guidance, improved receiving capacity, pedestrian refuge islands, a marked crosswalk and stop bar for motorists leaving the site. These changes improve safety across the driveway for pedestrians crossing that are not destined for this school campus. Currently, the main driveway has only one lane entering the school campus. The median changes will allow motorists to enter the site from the east and west simultaneously, reducing the congestion along W 102nd Street. The construction of an eastbound right-turn lane will better define motorists making a right turn into the site and improve sight lines for drivers and pedestrians at the driveway intersection.

Best Solution: To determine the most appropriate and feasible engineering improvements to address pedestrian safety concern, a multimodal traffic study was completed. The stakeholder group discussed City/District safety concerns, reviewed the study results and options and selected these project improvements as the most economically feasible and community acceptable solution to address the concerns. It was acknowledged that in the future, if traffic volumes at the driveway continue to increase, a traffic signal may be warranted. The preferred design takes a future traffic signal into consideration to ensure very limited reconstruction of driveway, etc. Bike racks are not included in this project as there are already new racks on site at both schools that meet current and projected demand.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Olson Schools SRTS Improvements project including roadway, driveway, sidewalk and crossing modifications

Project Length (Miles)

0.2

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$301,781.76

Match Amount

\$75,445.44

Minimum of 20% of project total

Project Total

\$377,227.20

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Local/State Aid Funds

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2023

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency City of Bloomington

Zip Code where Majority of Work is Being Performed 55437

(Approximate) Begin Construction Date 04/01/2023

(Approximate) End Construction Date 11/30/2023

Name of Trail/Ped Facility: W 102nd Street

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: 0.1 mile west of school driveway
(Intersection or Address)

To: 0.1 south of W 102nd Street
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Primary Types of Work Roadway, Curb, Driveway and Sidewalk Construction

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal B: Safety and Security

o Objective: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategy B6: Regional transportation partners will use best practice to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system (page 2.7).

Goal C: Access to Destinations

o Objective: Increase the availability of multimodal travel options, especially in congested highway corridors.

o Objective: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

List the goals, objectives, strategies, and associated pages:

Strategy C1: Regional transportation partners will continue to work together to plan and implement transportation system that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel (page 2.8).

Strategy C2: Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Street principles (page 2.8).

Goal E: Healthy Environment

o Objective: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

Strategy E3: Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be place on promoting the environment and health benefits of alternative to single-occupancy vehicle travel (page 2.12).

Goal F: Leveraging Transportation Investment to Guide Land Use

o Objective: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategy F7: Local Governments should include bicycle and pedestrian elements in local comprehensive plans (page 2.16).

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

- Bloomington Public Schools Safe Routes to School District-Wide Plan, pages 11 to 13, pages 55 to 72

- Bloomington Comprehensive Plan 2008, Section 4.2, pages 4.3 to 4.10

List the applicable documents and pages:

- Complete Streets Policy 2012, pages 1 to 4

- Alternative Transportation Plan (Update) 2016, pages 2-4, 2-6 and 2-7

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Yes

11/07/2016

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

10. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way.

Safe Routes to School projects only:

3. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement. Yes

4. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS Yes within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$15,000.00
Removals (approx. 5% of total cost)	\$30,500.00
Roadway (grading, borrow, etc.)	\$56,800.00
Roadway (aggregates and paving)	\$63,587.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$101,520.00
Traffic Control	\$10,000.00
Striping	\$18,599.00
Signing	\$2,240.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$16,110.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$62,871.20
Other Roadway Elements	\$0.00
Totals	\$377,227.20

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00

Other Costs - Administration, Overhead,etc. \$0.00

Totals

Total Cost	\$377,227.20
Construction Cost Total	\$377,227.20
Transit Operating Cost Total	\$0.00

Measure A: Relationship Between Safe Routes to School Program Elements

Bloomington Public Works, Bloomington Division of Public Health, Minnesota Department of Health's SHIP program and Bloomington Public Schools developed a 2012 District-wide SRTS working plan to increase the number of students who walk/bike to school using the five Es approach.

Engineering - A 2012/2013 multimodal traffic study was completed to address pedestrian school safety concerns. The stakeholder group selected these school improvements (roadway, driveway, sidewalk and crossing modifications) as the most economically feasible and community acceptable solutions.

Education - The SRTS Plan values school and community education to teach children the basics of pedestrian and bicyclist safety. The recommended curriculum is Walk! Bike! Fun! The District is currently identifying a representative for the SRTS Study Advisory Group (SAG) to aid in this initiative.

Response:

In 2016/2017, Bloomington communications staff worked with Olson Middle School's news crew (students) to create a Public Service Announcement about student safety around vehicles when walking or biking to school. It was promoted as an educational tool to all Bloomington schools, and published on Bloomington Today (TV) and Bloomington social media.

<https://www.youtube.com/watchv=CvtlBYgLkdM&t=16s>

Enforcement - The Bloomington Police Department continues to enforce crosswalk laws around the Olson Elementary and Middle Schools, with focused efforts at the beginning of each school year. As school improvement projects are

completed, they follow up to ensure that drivers and pedestrians understand and are using the new facilities in a safe and legal manner.

Encouragement - Both schools participate in the International Walk to School Day (October) and National Bike to School Day (May). Additional motivational activities have been completed at the elementary school including Fire Up Your Feet. Active school parents continue to initiate encouragement activities like walking school buses to get children excited about biking and walking to school. Lastly, the City's Bicycle Alliance continues to look for ways to actively engage the community, such as leading monthly community rides and providing bike corrals at community functions to encourage biking as a transportation alternative.

Evaluation - The SRTS Plan's chapter and multimodal traffic study for the Olson Schools include a thorough evaluation of school data, traffic and crashes and identified concerns. A Fall 2016 parent survey resulted in 164 elementary and 309 middle school responses. Intersection and crossing safety was the second highest factor affecting their decision to allow a child to walk or bike to/from school. The Schools will conduct after-implementation surveys to confirm expected benefits and identify additional concerns.

(Limit 2,800 characters; approximately 400 words)

Measure A: Student Population Biking or Taking Transit to School

Average Percent of Student Population	8.5%
Documentation Attachment	1531354905937_Olson Tally.pdf

Please upload attachment in PDF form.

Measure B: Student Population Near the School

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly: Yes

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

During the project development process, a full cross-section of the school community was engaged, including low-income populations, people of color and people of disabilities. Project communication was sent out to all parents using their parental notification tool, which mitigates any electronic communication issues.

Currently, there are 555 elementary school students and 868 middle school students traveling to and from the school campus during the school year. Of these students, 31 percent of the elementary students and 25 percent of the middle school students are eligible to receive free or reduced lunch.

Response:

During the project evaluation, it was important to have as many parents participate in the survey by eliminating any language barriers. Therefore, the parent survey was provided in both English and Spanish to ensure a clear understanding of all issues that affect the decision to not allow their child to walk or bike to/from school and consider their input during the process to select recommended improvements.

Both schools have parent representatives who continue to initiate encouragement programs such as walking/biking school buses. School staff will work closely with parent representatives to increase their outreach efforts to specific communities and populations that can benefit from these school safety improvements.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

The proposed SRTS improvements will provide safety, public health and access benefits to all school-aged children attending the Olson Elementary and Middle Schools, high school students crossing this area and people accessing public transit, including low-income populations, people of color and people with disabilities. The proposed project will improve pedestrian safety at the main school campus driveway; provide new sidewalk and crossing location; improve ADA access for pedestrians at both schools and encourage more students to walk or bike to school, increasing the amount of activity children participate in each day.

Currently, there are 555 elementary school students and 868 middle school students traveling to and from the school campus during the school year. Of these students, 31 percent of the elementary students and 25 percent of the middle school students are eligible to receive free or reduced lunch. In addition, the proposed project is located in a census tract that is below the regional average for low-income populations, people of color, children, persons with disabilities, and the elderly.

Response:

Bloomington Police Department has initiated a new program to repair and distribute lost and abandoned bicycles to students of need. The Police Department collects the bikes and coordinates with other groups (Bloomington Bicycle Alliance, Fairview, Bloomington Public Schools) to repair the bicycles, provide bicycle helmets and safety training, and distribute the bicycles to students who need them in the District, including Olson Elementary and Middle School students. Tying this program to the proposed campus improvements will enhance benefits to the school-aged children and low-income student population.

Lastly, the proposed SRTS improvement that constructs a right-turn lane on 102nd Street will benefit all school-aged children using the roadway. During the morning arrival period, congestion builds at the driveway intersection. There is typically a measurable queue and delay for westbound motorists wanting to make a left turn into the driveway, as it is difficult to determine which of the eastbound vehicles are going through and which are making a right turn into the site. There are also heavy delays for exiting vehicles from the school property to make a left turn onto westbound W 102nd Street. With this amount of congestion, motorists focus on selecting a gap on W 102nd Street and not on school-aged pedestrians in the driveway crosswalk.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

The only negative externalities created by the SRTS improvements is dust, noise and reduced access to the Olson Schools campus during the construction of these improvements. However, these impacts will be temporary and construction will take place during the summer months when school traffic is limited.

(Limit 2,800 characters; approximately 400 words)

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Bloomington	0.2	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.2

Affordable Housing Scoring

Total Project Length (Miles) or Population 0.2
 Total Housing Score 100.0

Affordable Housing Scoring

Measure A: Gaps, Barriers, and Continuity/Connections

The proposed SRTS improvements will overcome a barrier by eliminating the need for school-aged pedestrians to cross the main school driveway (barrier) during the busy arrival and departure periods. It also provides a safer system connection in the pedestrian/bicycle network serving the school campus.

Currently, pedestrians and bicyclists traveling to/from the east have a sidewalk on W 102nd Street connecting directly to the campus pedestrian/bicycle network. However, those from the west are forced to cross the school driveway (three traffic lanes) to connect to the school's pedestrian/bicycle network. During the morning arrival period, there is a measurable queue and delay for westbound motorists making a left turn into the driveway as it is difficult to determine whether eastbound vehicles are going through or making a right turn. There are also heavy delays for exiting vehicles making a left turn onto westbound W 102nd Street. With this amount of congestion, motorists focus on selecting a gap on W 102nd Street and not on school-aged pedestrians crossing the driveway.

Response:

The proposed sidewalk will improve travel away from the main driveway barrier as it continues 300 feet south of the main driveway to redirect students to a new marked crosswalk inside the school's circulation drive. Student patrols and staff will be moved to the new crossing location, which will only have a single lane of traffic in each direction to cross and shorter distance with the extension of the sidewalk at the elementary school entrance. This new crossing location is removed from turning activity and gap selection at the main driveway along W 102nd Street. Appropriate school crossing signs will also be installed to provide increased visibility for students crossing.

Other driveway improvements include median modifications to provide driver guidance, improved receiving capacity, pedestrian refuge islands, a marked crosswalk and stop bar for motorists leaving the site. These changes improve driveway safety for pedestrians crossing that are not destined for this school campus, such as student pedestrians attending Jefferson High School 1/3 mile to the east. Currently, the main driveway has only one lane entering the school campus. The median changes will allow motorists to enter the site from the east and west simultaneously, reducing the congestion along W 102nd Street. The construction of an eastbound right-turn lane will better define motorists making a right turn into the site and improve sight lines for drivers and pedestrians at the driveway intersection.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531355189750_RBTN - Olson.pdf

Please upload attachment in PDF form.

Measure B: Project and/or School Site Improvements

Although there are no reported bicycle and pedestrian crashes between 2011 and 2015, there is an identified safety problem at the Olson Schools driveway at W 102nd Street. Based on calls made to the City's police department, one vehicular crash per year has consistently occurred at this school driveway. The high concentrated vehicular volume during a short peak period conflicts with students and staff walking to the Olson Schools and Jefferson High School, as well as general pedestrian activity along the roadway.

Pedestrian safety has been voiced by concerned parents for years. Student patrols are at this location during the arrival and dismissal times to assist elementary students. A recent near miss occurred when a driver entered the crosswalk while a student was crossing, and a patrol had their flag out in the driveway. Currently, students traveling to/from the west cross the driveway (three lanes of traffic) to enter the campus. In the morning, a queue develops when westbound motorists making a left turn have difficulty determining whether eastbound vehicles are going through or making a right turn. Exiting vehicles experience delays while making a left turn onto westbound W 102nd Street. With this congestion, motorists focus on selecting a gap on W 102nd Street and not on school-aged pedestrians crossing the driveway.

Response:

The proposed project reduces the risk of bike/car and pedestrian/car conflicts by eliminating the need for school-aged students to cross the main driveway. It redirects students to a new marked crosswalk inside the school's circulation drive where they only have a single lane of traffic in each direction to cross and its distance will be shortened with the extension of the sidewalk at the elementary school entrance. This new crossing location is removed from turning activity and gap selection at the main school driveway.

Other improvements reduce the risk of vehicle/vehicle crashes with median modifications to provide driver guidance and improved receiving capacity. These changes will allow motorists to enter the site from the east and west simultaneously, reducing the congestion along W 102nd Street. The eastbound right-turn lane will better define motorists making a right turn and improve sight lines for drivers and pedestrians at the driveway intersection. This also reduces the risk of bike/car and pedestrian/car conflicts for Jefferson High School students crossing this driveway. These improvements will allow for a future 4 to 3-lane roadway conversion to improve multimodal safety along the entire corridor.

(Limit 2,800 characters; approximately 400 words)

Measure A: Public Engagement Process

The SRTS SAG guides the development and implementation of the 2012 District-wide SRTS Plan. SAG members include Bloomington Public Works, Bloomington Police Department, Bloomington Division of Public Health, Minnesota Department of Health's SHIP program and Bloomington Public Schools. They will continue to guide Plan implementation until its completion.

The project public engagement process included:

- October 2012 - School site meetings with Principals to discuss pedestrian concerns for development of the SRTS Plan.

- November 2012 - Engineering and District staff meeting to discuss driveway concerns from Olson School parents.

- November 2012 to February 2013 - W 102nd Street/Olson School Driveway Multimodal Traffic Study conducted, including a review of normal school and special event traffic (Grandparents Day Breakfast), and how that interacts with walking and biking students in the area. Study included multiple improvements for pedestrian safety and traffic operations.

- January 24, 2013 - Follow-up meeting regarding safety concerns and study results with School District Administration, Safety Director, Facilities Staff and Building Principals, Bloomington Engineering and Police Department Officers. This group identified the current project as their preferred option, with the understanding that a future traffic signal at the intersection may be

Response

warranted and this project could work as a first stage of improvements.

- October 2015 - District/City meeting to identify next priority project.

- November 2015 - City Council update on City SRTS progress. This project was selected as the next priority.

- December 15, 2015 - Open House held at Olson Middle School to discuss resident concerns and get feedback on the proposed project. Olson Elementary and Middle School parents were encouraged to attend the open house via the Building Principals notification and City of Bloomington website, SRTS page. One resident observed motorists turning into the driveway and nearly miss students crossing even when student patrols have their flags down.

- January 4, 2016 - Resolution of Support approved by City Council.

- October 2016 - Parent Survey and Student Tally Report for Olson Elementary and Middle Schools.

- 2016/17 and 2017/18 School Years - Residents, PTSA and Site Council members continue to have safety concerns

- June 2017 - A turn restriction trial was conducted at the driveway with resident meeting, notification and comment period. This was an attempt to minimize pedestrian-vehicle conflicts until this

project can be constructed. It was not permanently implemented based on comments received, other safety concerns and difficulty in enforcement.

- June 25, 2018 - Resolution of Support for this project approved by City Council.

(Limit 2,800 characters; approximately 400 words)

Survey Attachment

1531481823843_Combined Parent Survey.pdf

Please upload attachment in PDF form.

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1531356163015_Olson School Entrance (Presentation) 6-19-18.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$377,227.20
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$377,227.20
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Bloomington Schools District Letter of Support 6.25.18.pdf	Letter of Support	443 KB
Combined Parent Survey.pdf	Combined Parent Survey	471 KB
Olson Elementary Letter.pdf	Letter of Support	86 KB
Olson middle Letter of Support.pdf	Letter of Support	99 KB
Olson School Entrance (Presentation) 6-19-18.pdf	Concept	529 KB
Olson Schools Existing.pdf	Existing School Campus	301 KB
Project SummaryB.pdf	Project Summary	98 KB

Safe Routes to School Students Arrival and Departure Tally Sheet

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name: O L S O N M I D D L E Teacher's First Name: Teacher's Last Name:

Grade: (PK,K,1,2,3...) 6-8 Monday's Date (Week count was conducted) 2016 Number of Students Enrolled in Class: 15

0 2 M M D D Y Y Y Y 1 5

- Please conduct these counts **on two of the following three days Tuesday, Wednesday, or Thursday.** (Three days would provide better data if counted)
- Please do not conduct these counts on Mondays or Fridays.
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question "How did you arrive at school today?"
- Then, reread each answer choice and record the number of students that raised their hands for each. **Place just one character or number in each box.**
- Follow the same procedure for the question "How do you plan to leave for home after school?"
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1. Fill in the weather conditions and number of students in each class

Step 2. AM – "How did you arrive at school today?" Record the number of hands for each answer. PM – "How do you plan to leave for home after school?" Record the number of hands for each answer.

Key	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S N	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM	S O	7 9 8	2 7	3 1	3 6 8	3 0 7	4 3	1	2
Tues. PM	S	7 5 2	7 7	2 5	3 3 4	2 4 1	4 4	1	3
Wed. AM	O R	7 8 9	2 7	2 1	3 5 2	3 1 7	4 4	0	3
Wed. PM	O R	7 4 4	7 5	2 1	3 4 1	2 3 2	3 9	0	3
Thurs. AM	O S	7 5 9	2 6	1 5	3 3 3	3 0 5	4 2	0	2
Thurs. PM	O S	7 1 7	7 6	2 6	3 3 5	2 3 0	4 5	0	2

Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

+ +

Socio-Economic Conditions

Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:
(0 to 12 Points)



- Project Points
- Project
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



Created: 6/22/2018
LandscapeRSA2



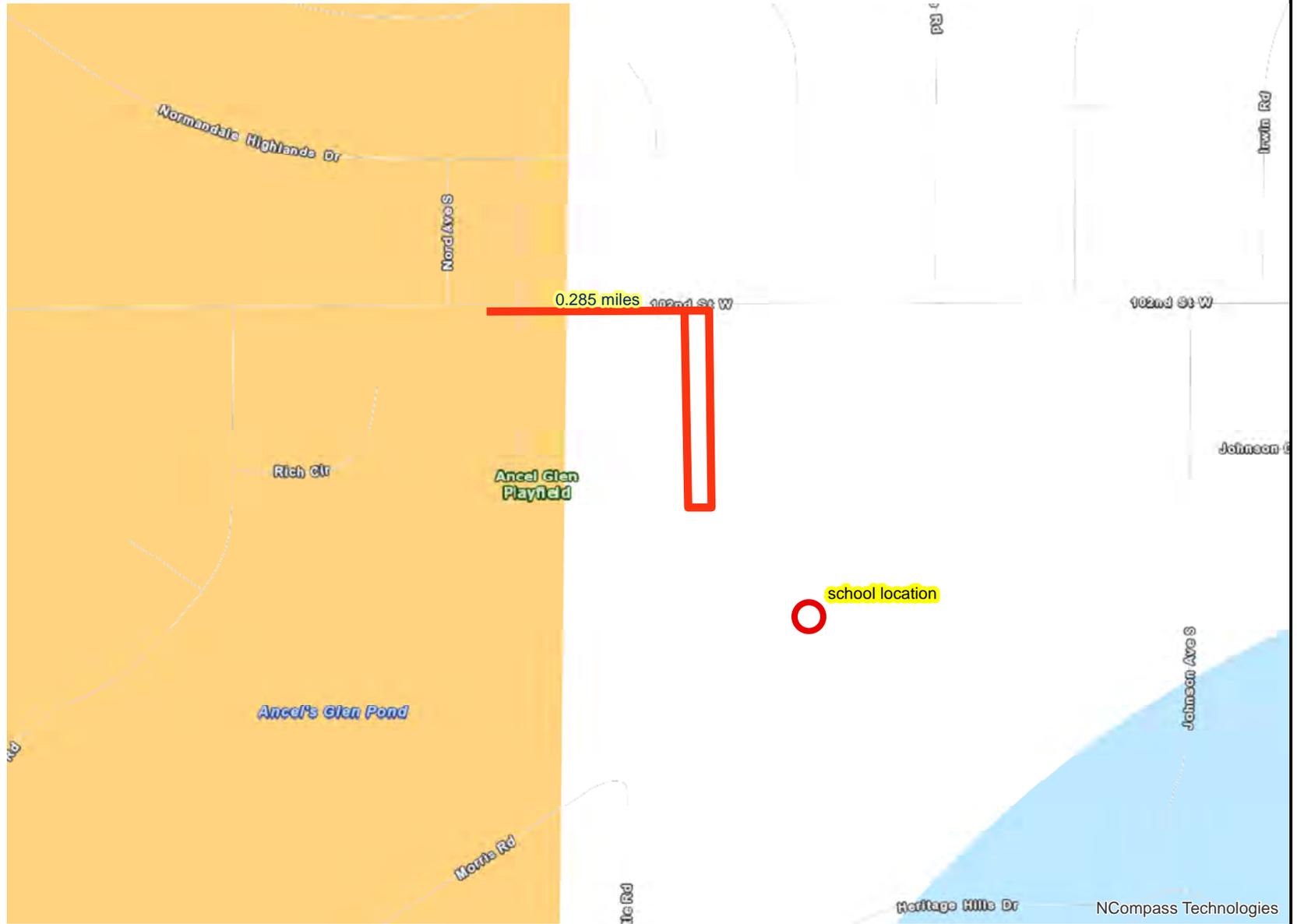
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies

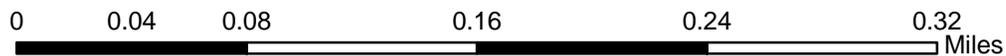


Project to RBTN Orientation

Safe Routes to Schools Project: Olson Schools SRTS Improvements | Map ID: 1529668623377



- Project Points
- RBTN Tier 2
- Project
- Principal Arterials
- RBTN Tier 1
- Minor Arterials



Created: 6/22/2018
LandscapeRSA6



For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Parent Survey Report: One School in One Data Collection Period

School Name: Olson Elementary

Set ID: 15181

School Group: #102 Bloomington With Edina & Richfield

Month and Year Collected: October 2016

School Enrollment: 576

Date Report Generated: 11/01/2016

% Range of Students Involved in SRTS: Don't Know

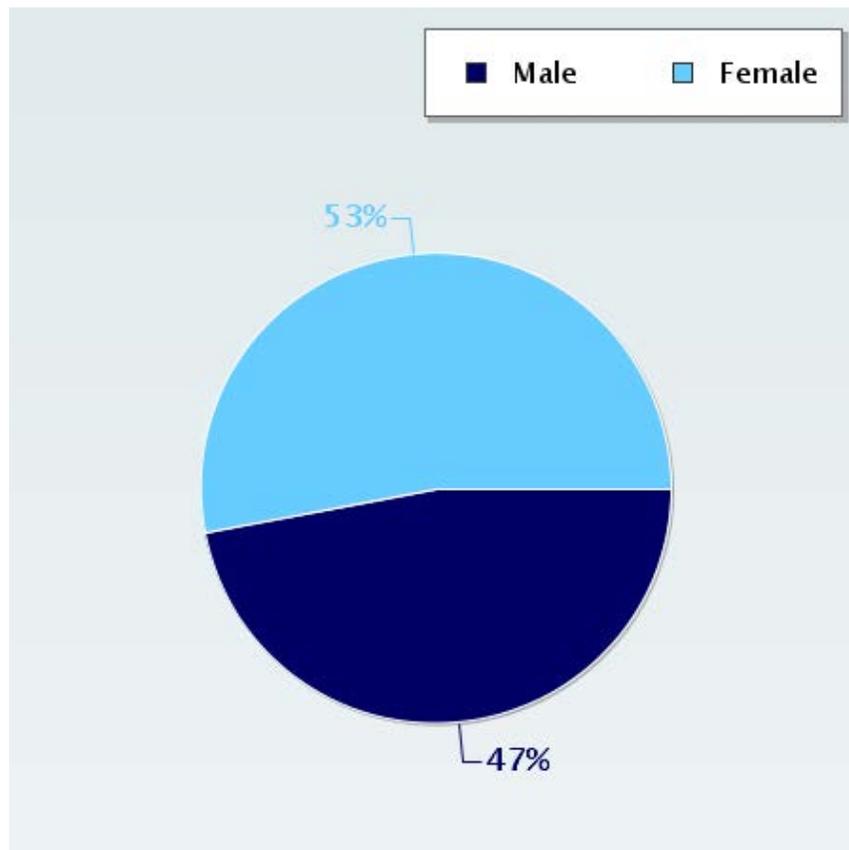
Tags: Safe Routes to Schools - 2015

Number of Questionnaires Distributed: 576

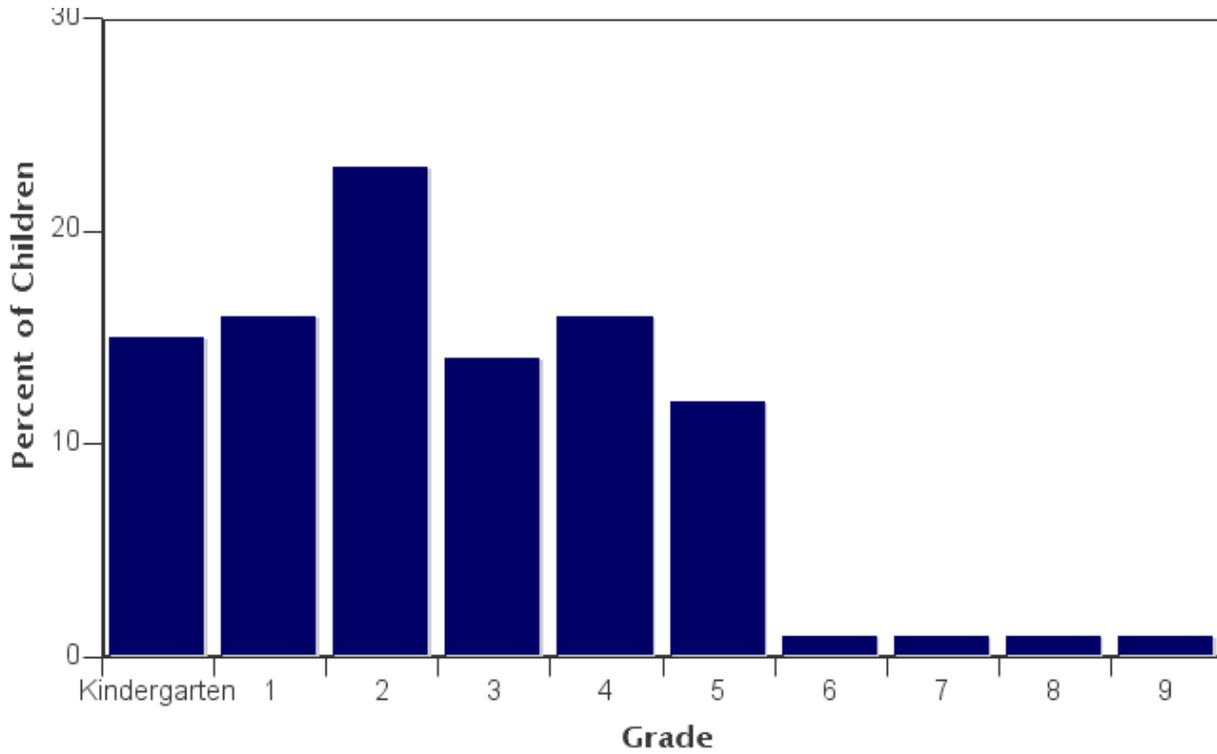
Number of Questionnaires Analyzed for Report: 164

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



Grade levels of children represented in survey

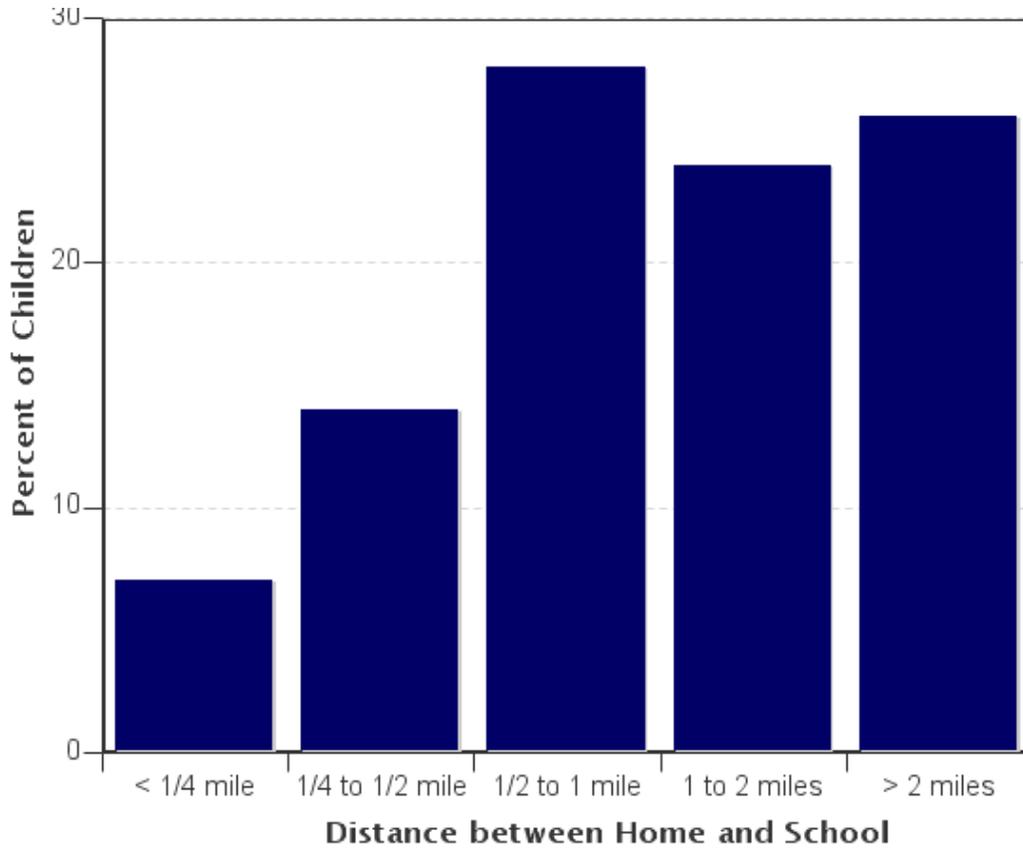
Grade in School	Responses per grade	
	Number	Percent
Kindergarten	25	15%
1	27	16%
2	38	23%
3	23	14%
4	26	16%
5	19	12%
6	2	1%
7	1	1%
8	1	1%

9	2	1%
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No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

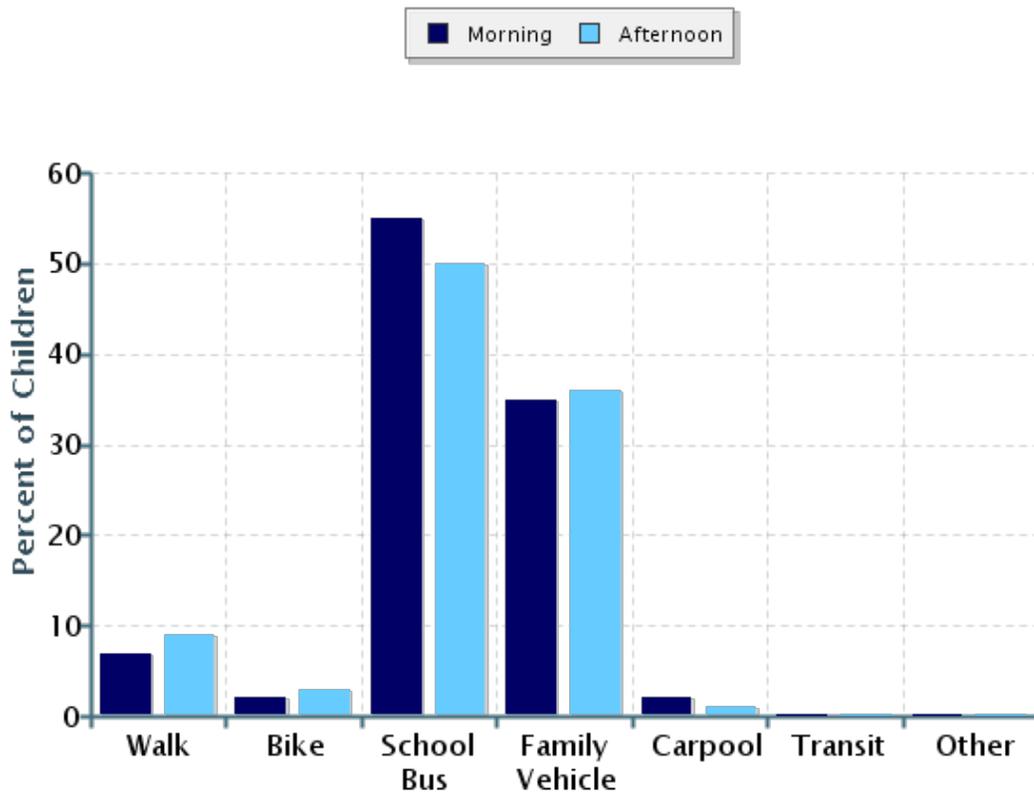


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	11	7%
1/4 mile up to 1/2 mile	22	14%
1/2 mile up to 1 mile	43	28%
1 mile up to 2 miles	37	24%
More than 2 miles	40	26%

Don't know or No response: 11
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	159	7%	2%	55%	35%	2%	0%	0%
Afternoon	157	9%	3%	50%	36%	1%	0%	0%

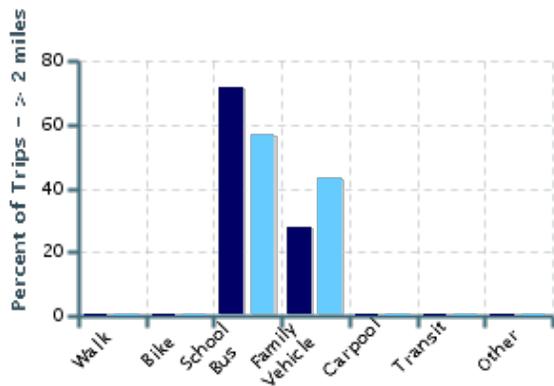
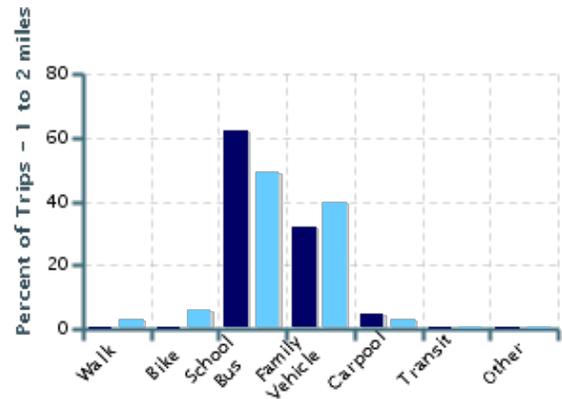
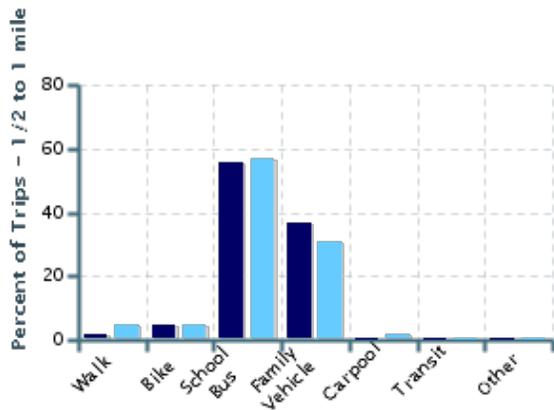
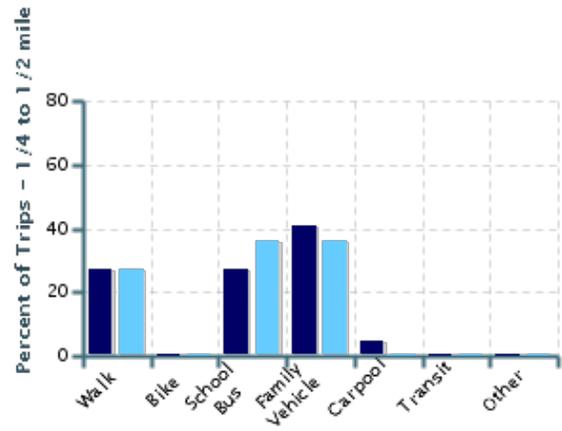
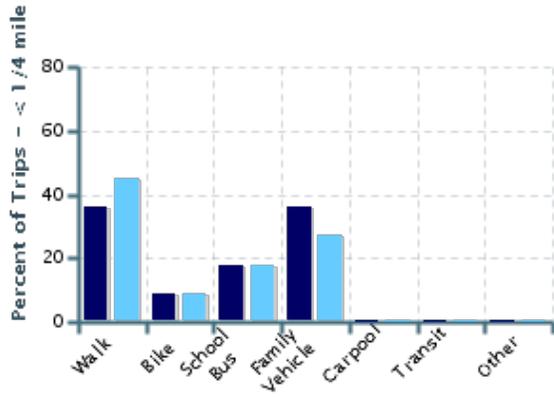
No Response Morning: 5

No Response Afternoon: 7

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	11	36%	9%	18%	36%	0%	0%	0%
1/4 mile up to 1/2 mile	22	27%	0%	27%	41%	5%	0%	0%
1/2 mile up to 1 mile	43	2%	5%	56%	37%	0%	0%	0%
1 mile up to 2 miles	37	0%	0%	62%	32%	5%	0%	0%
More than 2 miles	39	0%	0%	72%	28%	0%	0%	0%

Don't know or No response: 12

Percentages may not total 100% due to rounding.

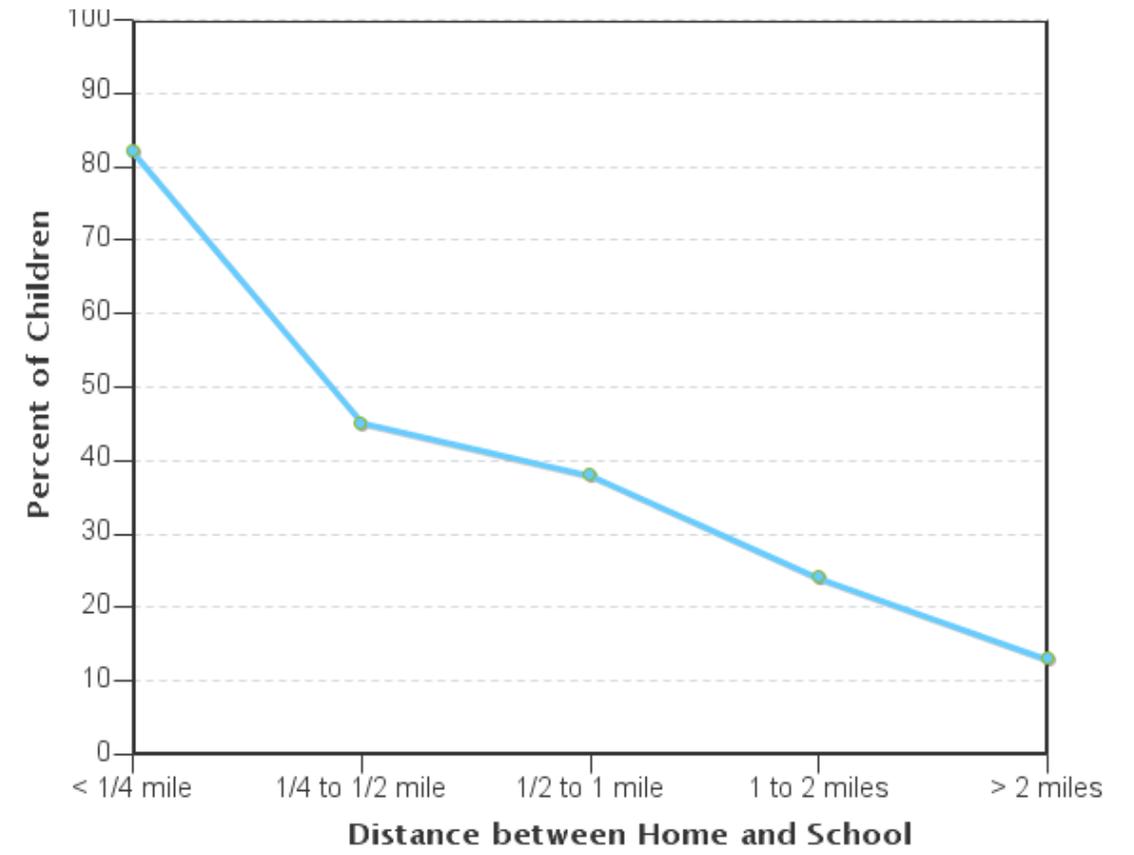
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	11	45%	9%	18%	27%	0%	0%	0%
1/4 mile up to 1/2 mile	22	27%	0%	36%	36%	0%	0%	0%
1/2 mile up to 1 mile	42	5%	5%	57%	31%	2%	0%	0%
1 mile up to 2 miles	35	3%	6%	49%	40%	3%	0%	0%
More than 2 miles	40	0%	0%	57%	43%	0%	0%	0%

Don't know or No response: 14

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

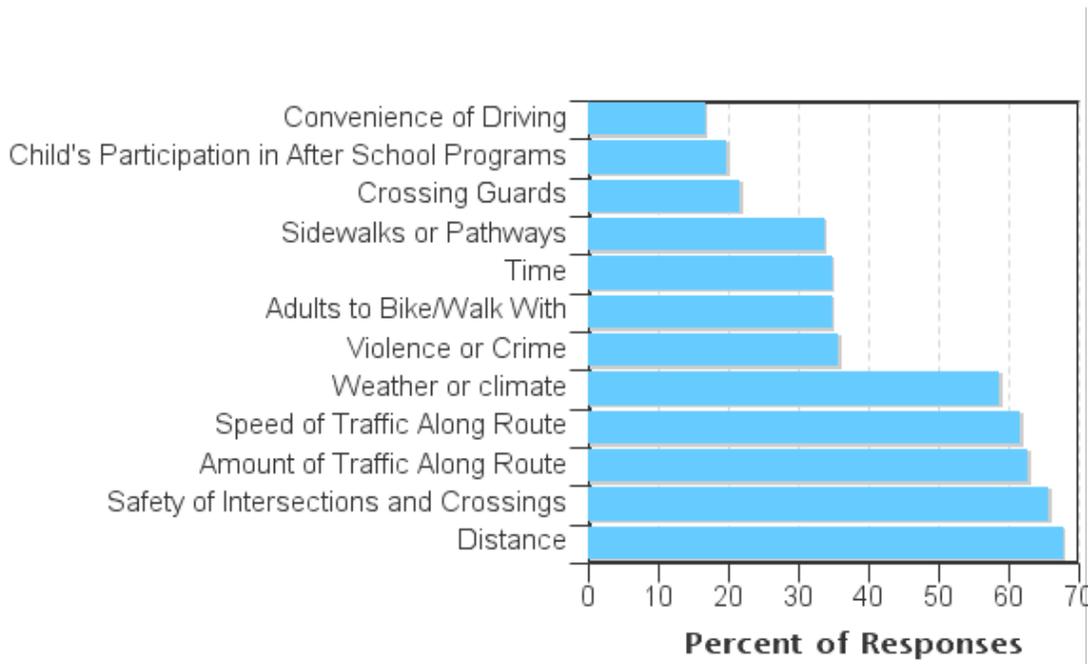


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

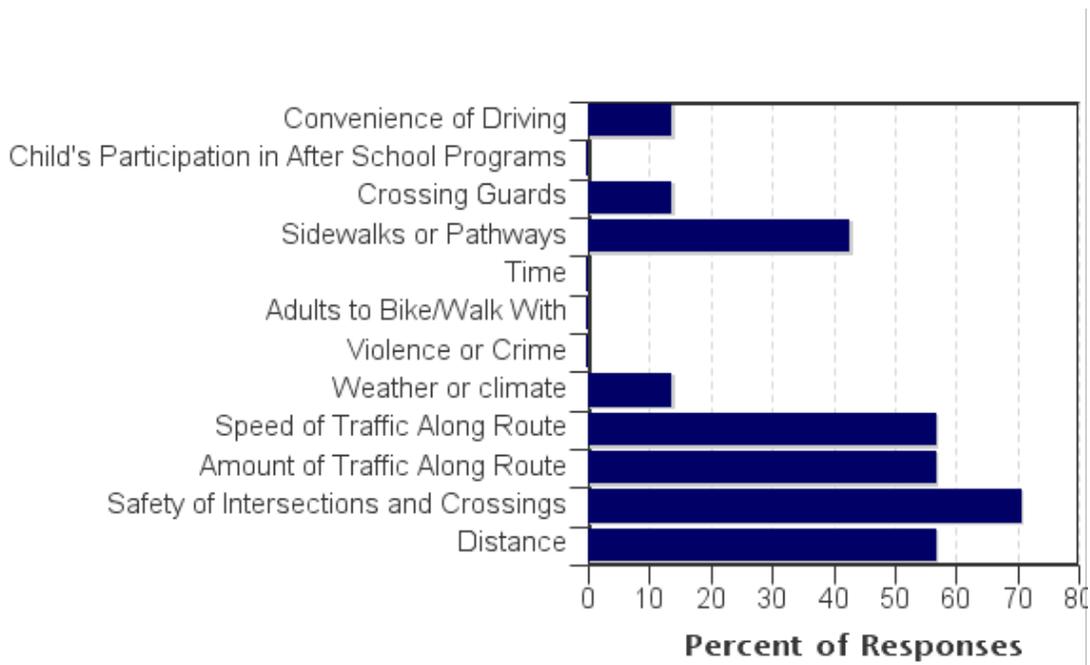
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	49	82%	45%	38%	24%	13%
No	103	18%	55%	62%	76%	88%

Don't know or No response: 12
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	68%	57%
Safety of Intersections and Crossings	66%	71%
Amount of Traffic Along Route	63%	57%
Speed of Traffic Along Route	62%	57%
Weather or climate	59%	14%
Violence or Crime	36%	0%
Adults to Bike/Walk With	35%	0%
Time	35%	0%
Sidewalks or Pathways	34%	43%
Crossing Guards	22%	14%
Child's Participation in After School Programs	20%	0%
Convenience of Driving	17%	14%
Number of Respondents per Category	115	7

No response: 42

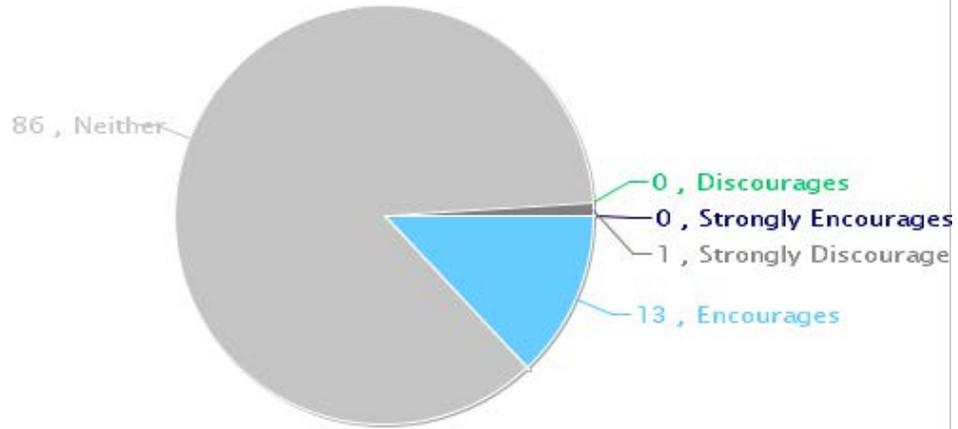
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

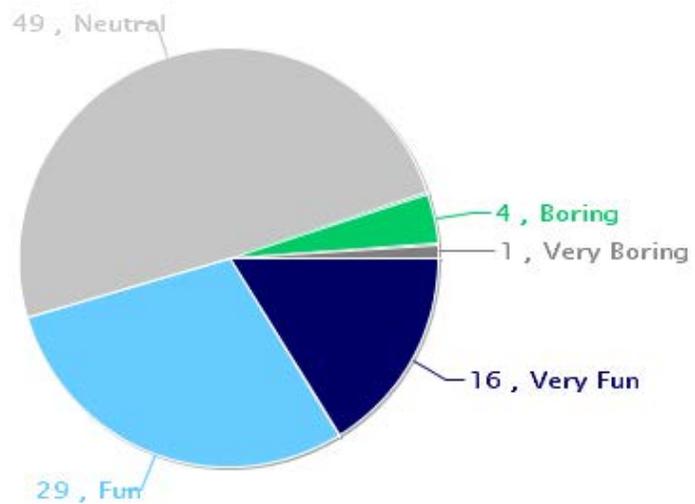
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

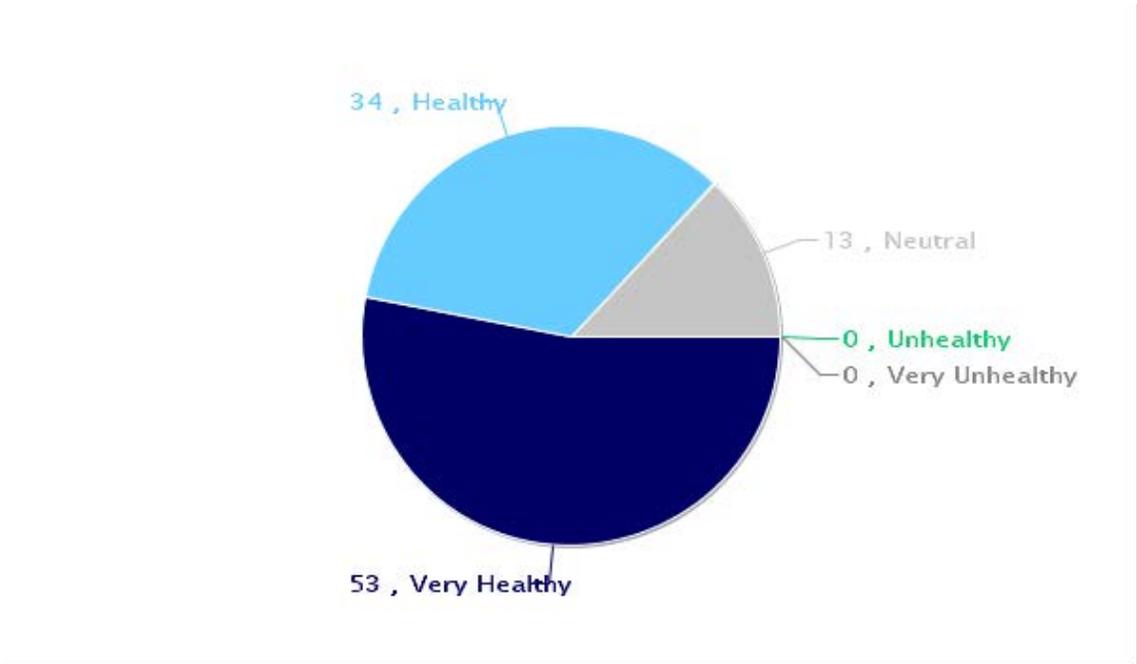
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1466667	I drive because she arrives at school to early to walk and I am rushed after getting off of work to pick her up. On days that time allows we both prefer to walk.
1467168	Crossing old shakopee is a concern
1466525	I hope this survey will improve and highly encourage more walking to school. Less child drop-off would improve the safety. Suggest to have parent pick or drop off behind school and make the parent walk around the school to get child. This will lighten the traffic. Would love to see additional patrol outside during before and after school.
1466542	Walking to school is a new thing to me since we're new to the area. If we are still in the same area come 5th grade I would be open to letting my child walk to and from school. Currently they ride their daycare van back and forth.
1466575	I do not like that middle school students (we also have a 6th grader) have to cross France Ave at the same time that the high school students are driving to school (morning and afternoon). That is a busy intersection with multiple turn lanes. Crossing guards would be nice.
1466639	In today's day, it's far too dangerous to let our children walk 6 blocks home without an adult. They don't have cell phones and even if they did, I wouldn't feel comfortable.
1466732	The speeding cars is our #1 concern for letting or not letting our kids walk or bike. #2 concern is that half way house across the street from Olson Elem.
1466781	We live in St.Louis Park but if we lived with in walking distance I would walk with my child walk to school and home during the decent weather days.
1467043	My husband grew up in the same house we are in and walked to school with friends, but am not sure what age he started. My child also lacks focus and I am not sure at what age I would feel comfortable letting her walk by herself without the concern that she could be late. She has expressed interest in biking some day. There is still a fear I have as a mother that she could be snatched off the street if by herself, though I feel Bloomington is safe.
1467044	We did not allow our daughter to walk or bike to school until this year, because she is finally aware enough to stay safe at intersections. However, I am still very worried about several crossings, mainly at France Avenue and 102nd Street, where the traffic lights are confusing, there is an uncontrolled right-turn lane, inexperienced drivers pour in and out of the high school, and enforcement of speed and intersection laws is nowhere near adequate to protect children coming to and from school.
1467165	The traffic on 102nd street is prohibitive to any children walking or biking.
1467223	We live on the far west side of town and there is currently no school close enough that I would feel comfortable letting my children bike or walk. My children ride the bus from a stop near their daycare which is much closer to school, I would feel comfortable letting them ride bikes or walk once I believe they can follow the rules of the road and cross at a stop light crossing.
1467361	we are just too far to encourage walking

1470547	I applaud that there is even a survey like this. Also whoever pushed for for creating the new crosswalk on France by Canterbury Ave - thank you. I am concerned though that a crosswalk like that is not as safe as a regular pedestrian street light. Also, as I indicated above, there is a lot of traffic along 102nd St and France that makes me hesitant sending my daughter to school by bike or by walking.
1471806	Thanks keep doing this. Very thankful to know how important decisions like these will impact a child and his/ her family.
1471884	My main concern currently is the lack of stop signs in our neighborhood combined with the speed of drivers particularly on the through streets. That along with a couple of fairly blind corners feel too dangerous to me to send our kids on their own.
1472146	I feel the traffic along 102nd Street is too fast. Would like to see fewer traffic lanes with a center turn lane like 102nd Street East of France. In addition, a decreased speed limit in the blocks near Olson Elementary/Middle schools. Also, TOO many cars disregard the school buses flashing lights and stop arm.
1475906	At this point I feel that my child is too young to walk to school. I'd really like her to be able to enjoy this with a friend from our neighborhood but am hesitant to have her walk alone. I am thankful for the school bus she takes now, especially on very cold winter days.
1466523	I think we just live too far but I would love to address the unsafe bus stop on 98th and ivy lane which is why I don't allow my children to be bussed home some days.
1466531	Add stop signs to intersections around school to improve the safety.
1466627	For us, I had to be sure my son knew how to use stop lights at Normandale and 102nd and he understood how fast the traffic on Normandale was travelling and you have to make sure cross traffic has stopped before you cross.
1466788	We live across from the school field. Not much for traffic otherwise I would be more worried
1466803	Don't trust 102nd and France intersection and a little nervous about 102nd and Johnson. That is what makes us nervous about our kids walking or biking to school. They both (2nd/1st) would love to bike to school.
1466829	I also have a kindergartener and once she is in at least 2nd grade, I might consider letting them walk or bike to school more often. We do walk on occasion if there is time and it's nice out.
1466873	I would consider walking/biking to school if there was a crossing guard by France and 102nd.
1466929	It is the intersection by Jefferson High School that make me nervous. People drive so fast on 102nd and I never see police. Crossing guards by the turn ins to Jefferson would be great. I really want my son to walk/bike to school but the way people drive and the accidents on 102 make me feel it is not safe.
1467098	My kids do like to bike to school and we plan to continue to allow them to do so on good weather days. Walking would take too long. We live south of old Shakopee. No matter what route they have to cross a busy road. The side streets also are just as dangerous even with slower speed limits due to narrow roads. Being able to bike home after kid safari would be a good option. Remote checkout from Safari would be helpful. Call in or instantaneous email checkout to give permission for the kids to depart home on their own would be nice. They can handle the responsibility of transporting home on their own. For question 10 I checked many items. They're merely items for consideration but not necessarily areas that need improvement or can even be improved. Most kids are capable to keep their best interest in mind when biking. One topic not listed may be an emphasis on bike training and safety. I think the school already does that. Maybe a little more of it. I see no reason the bike rack shouldn't be packed full of bikes each day!

1467099	We feel it is safe for him to walk home from school when he is older. At this time he is too young to walk by himself
1467150	When we have time and the weather is above 20F, I walk or bike him to school. He is not always happy with this scenario and would rather drive than have to leave home earlier in the morning. In Sep/Oct and Mar/Apr/May we walk or bike 1-2x/week
1467369	Living 4 miles from school, I'm not sure my kids would ever want to bike to school given the amount of time it would take. There are sidewalks or paths just about everywhere. Crossing Old Shakopee Rd is my biggest concern which the school cannot affect. We love our bus driver and while I put over 20 minutes of time, I think it's just barely over 20.
1471933	The distance is too far & way too much traffic
1466540	Safety concerns are abound for my child to walk/bike to school: I have driven to/from school many times and with the near misses I see on a regular basis, I would NEVER allow my child to cross 102nd street before/after school. In addition, my child would have to cross France at either 98th street (with excessive college age drivers) or at 102nd ;with excessive high school age drivers). The weight of the backpacks for the older kids would make it very difficult for a smaller framed kid to haul it that distance. The weather is a hindrance as I would have to leave work to pick up if it's raining after school.
1466628	I worry mainly about weather and traffic, but also the possibility of someone taking her.
1467118	My children ride the bus most days due to distance, but once a week they do walk home with a friend to the friend's house which is close to the school.
1467132	If there wasn't a big intersection to cross (98th and France) and there was the support of the community/school, I would allow my child to bike to school, weather permitting. I grew up in a country where biking to school was a normal thing. I strongly support any initiatives to encourage biking to school.
1467376	The reason my daughter doesn't walk/bike to school is that she is not old enough and none of the reasons listed in this survey are the reason why we don't let her. This survey is very poorly written and doesn't make sense
1470528	We live in a safe neighborhood a short distance from Olson Elementary but I am concerned about an attractive little girl biking on her own.
1470530	The sexual predators living in the area prevent our children from walking or biking to school.
1471977	We feel that kids having to cross busy streets such as France Avenue and/or take into account the safest route a child would take to get to school (as opposed to taking a shortcut through the woods)- when calculating distance from the school when making decisions on busing.
1471996	I could have allowed them to walk to school but is a bit far.
1466706	I would feel more safe with my kids walking if there were another stop sign on Heritage Hills Drive closer to the school. It is a very busy neighborhood thru street...especially before and after school during the times my children have to cross HHD to walk to school
1466791	Crossing France would be too dangerous for me to allow my son to walk. Also the traffic turning into the high school is dangerous and too fast.

1466822	My biggest concern is 102nd St. I know someone was hit the first week of school and I have heard of and seen way too many drivers speeding. This, in my opinion, is not acceptable on a street with three schools. The police presence should be strong and speed limits very strictly enforced. I do not trust the light and crosswalk at Olsen.
1467497	The world we live in nowadays with crime and child abductions makes me very very concerned learning my elementary or middle school child ride or walk their bike to school.
1467498	The world we live in nowadays with crime and child abductions makes me very very concerned learning my elementary or middle school child ride or walk their bike to school.
1467556	Walking down 102nd and crossing 102nd makes me nervous. My biggest fear is my children crossing little road and Johnson ave with cars turning off of 102nd. I think children under 10 should not walk all the way to school (1 mile) by themselves. I walk home with them everyday because I worry about traffic on 102nd.
1472796	I hope the sidewalk/trail can get reworked between Rich Rd and Morris Cir/Rd.
1472802	France and 102nd is a dangerous intersection and I will be nervous for my kids to walk across once they reach middle school. My Daughter in 7th grade says she doesn't like to cross France and it's too far to walk
1476206	My son is only in 1st grade so I do not feel comfortable with him walking because of his age. He is my first child, so I am unsure at what point I will feel comfortable.
1467152	My children walk home together. I am still nervous about speed on heritage hills rs
1476815	Traffic is very Heavy at the most important times when kids are arriving and leaving school. I see Parents and other adults being reckless rushed and impatient both in the streets and especially in the parking lots. Also high schools kids leaving Jefferson don't pay attention for parents turning into Olson parking lot for either Middle or elementary and almost rear end cars. Also frustrating is seeing drivers not yield to buses and cross walks. PLEASE HAVE POLICE watching those that speed, don't stop at the cross walks and those in the parking lots that speed in the parking lots when kids are walking in. Especially in Olson Parking lot, parents are so rushed I feel it's gotten so dangerous and for the kids
1466644	I think the stop light needs to be moved from where it is on 102nd to where the entrance/exit of the elementary and middle school parking lot is located. I believe it would be safer for kids and families who are driving and we would see less accidents.
1466535	We open enroll and bussing is not offered for us.
1470669	My child is too young to walk/bike
1470991	Not sure why the survey asks 10- 16 when we are 5+ miles away from school which was indicated above.
1476400	I have an eighth grade, girl, who I would allow to walk/bike to school with a group of friends; however school starts so early that they'd have to leave super early to make it on time and the weather in MN isn't conducive most of the year.

Parent Survey Report: One School in One Data Collection Period

School Name: Olson Middle School

Set ID: 15183

School Group: #102 Bloomington With Edina & Richfield

Month and Year Collected: October 2016

School Enrollment: 822

Date Report Generated: 11/01/2016

% Range of Students Involved in SRTS: Don't Know

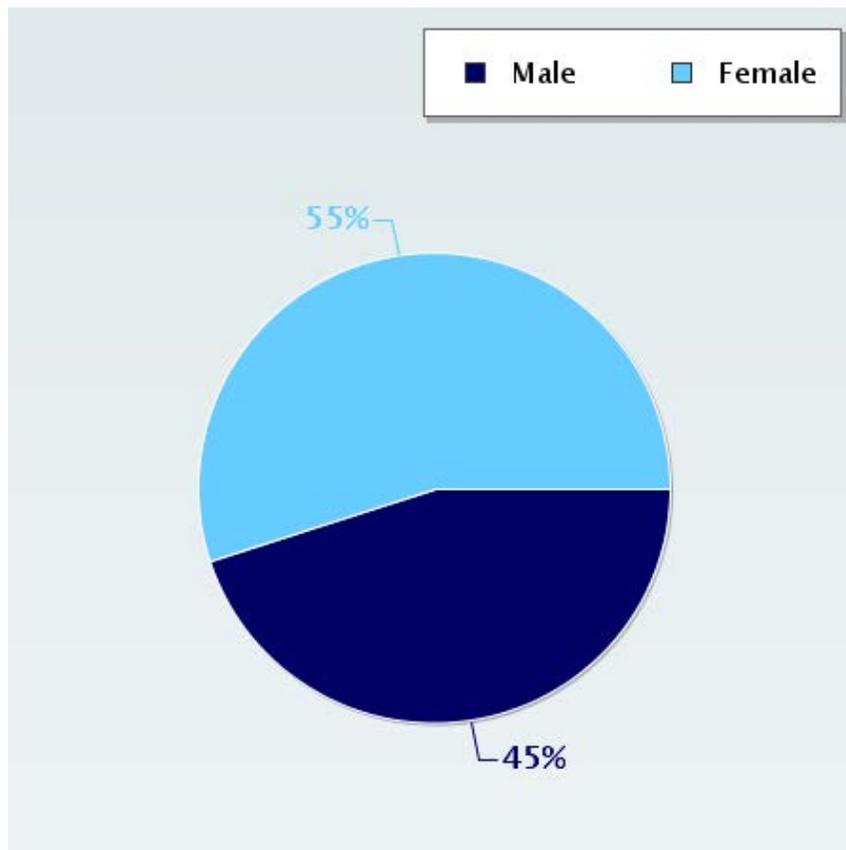
Tags: Safe Routes to Schools - 2015

Number of Questionnaires Distributed: 822

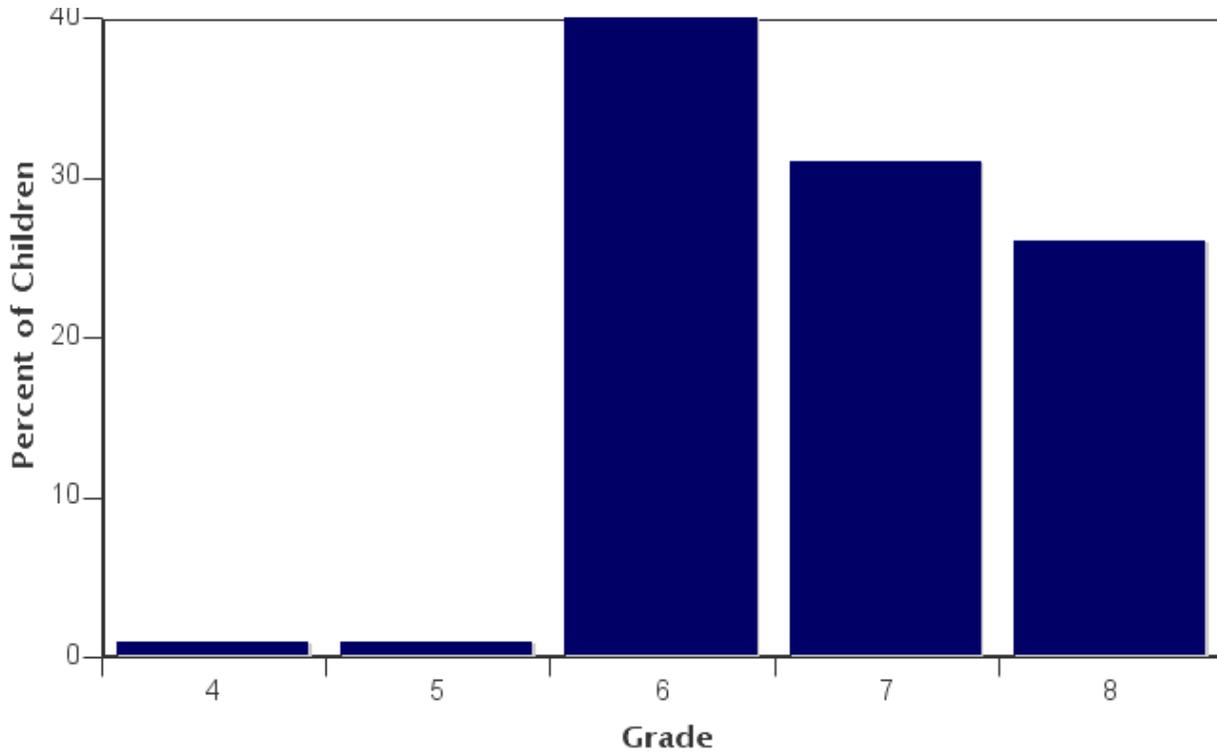
Number of Questionnaires Analyzed for Report: 309

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



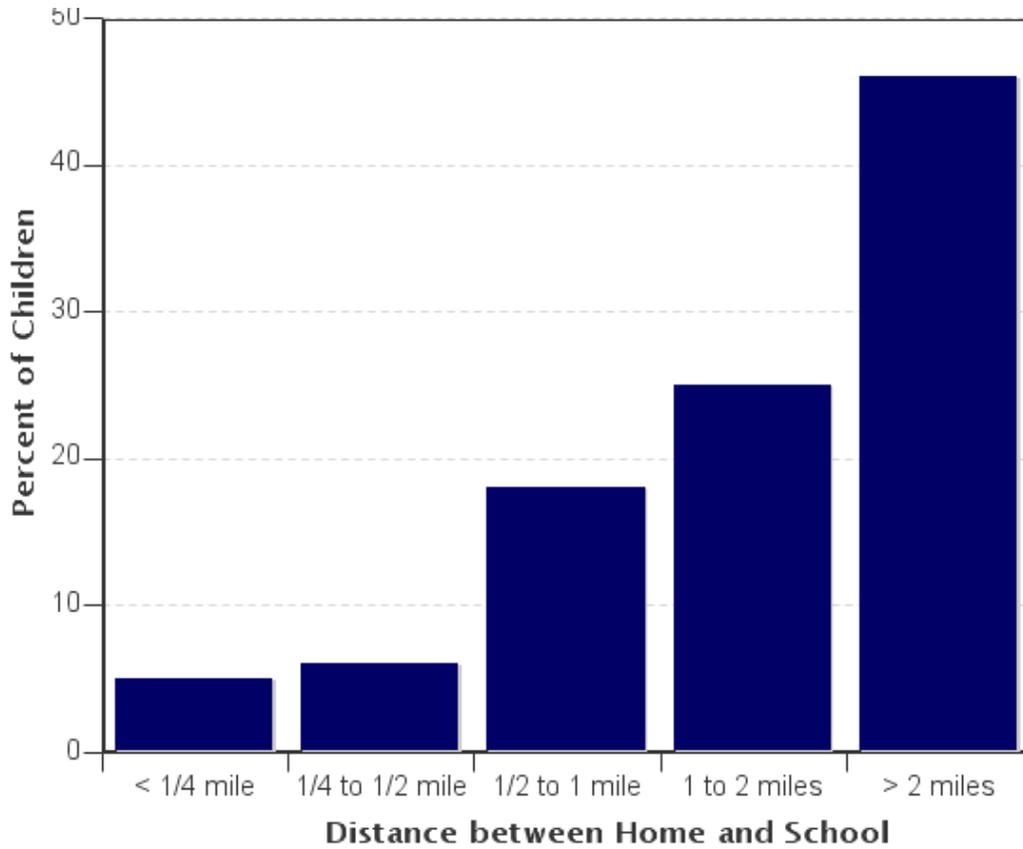
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
4	2	1%
5	4	1%
6	124	40%
7	96	31%
8	79	26%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



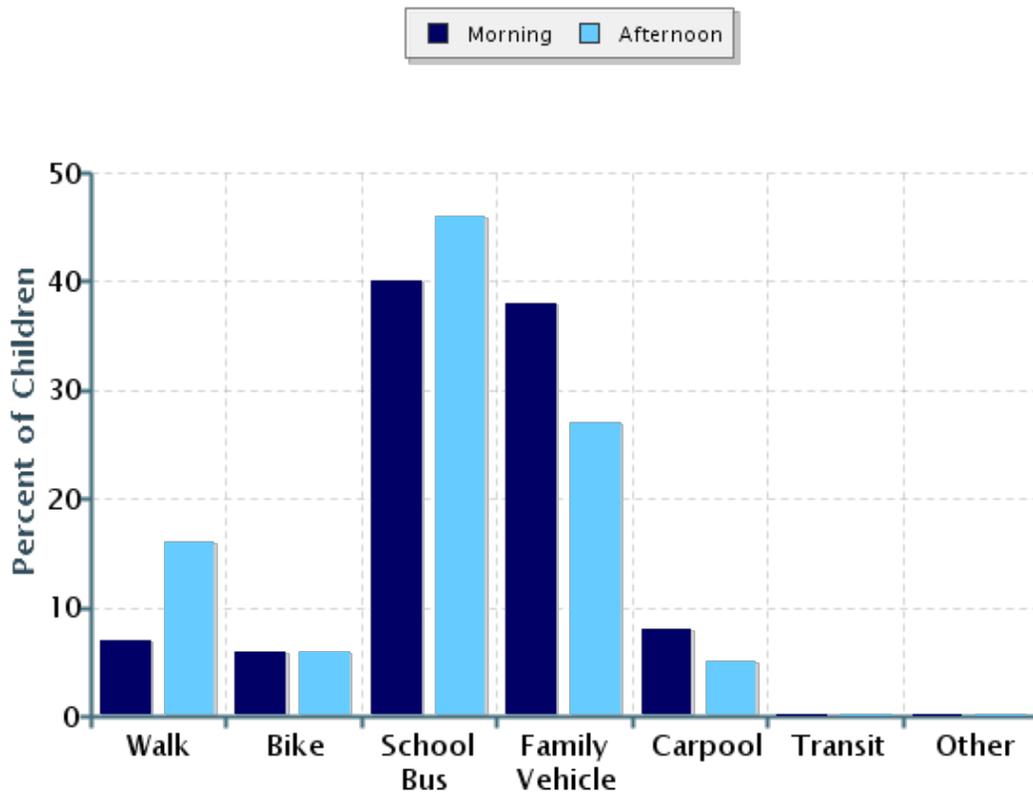
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	16	5%
1/4 mile up to 1/2 mile	18	6%
1/2 mile up to 1 mile	54	18%
1 mile up to 2 miles	73	25%
More than 2 miles	135	46%

Don't know or No response: 13

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	299	7%	6%	40%	38%	8%	0%	0%
Afternoon	302	16%	6%	46%	27%	5%	0%	0%

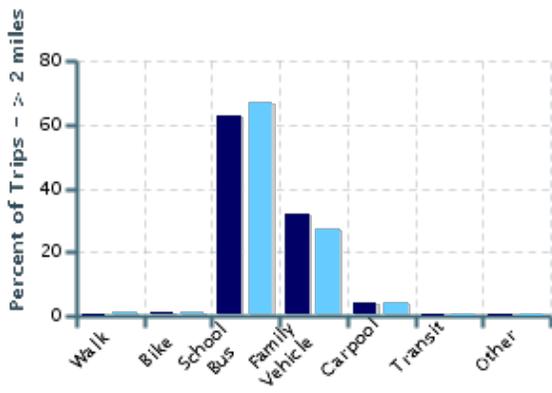
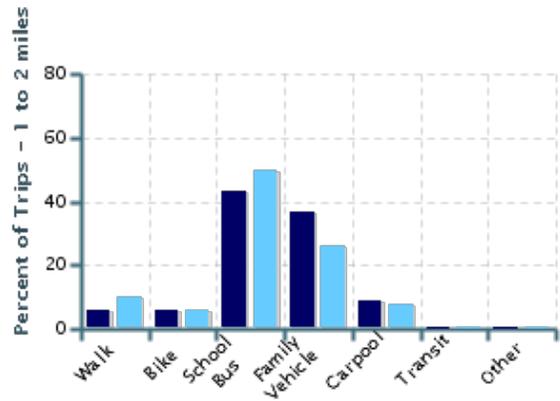
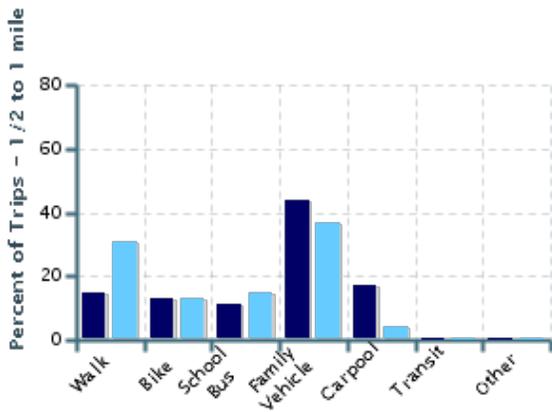
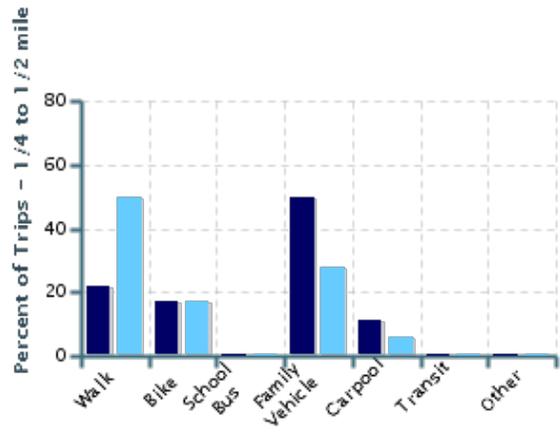
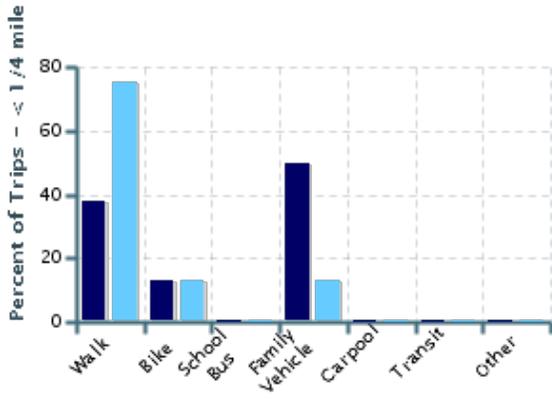
No Response Morning: 10

No Response Afternoon: 7

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	38%	13%	0%	50%	0%	0%	0%
1/4 mile up to 1/2 mile	18	22%	17%	0%	50%	11%	0%	0%
1/2 mile up to 1 mile	54	15%	13%	11%	44%	17%	0%	0%
1 mile up to 2 miles	70	6%	6%	43%	37%	9%	0%	0%
More than 2 miles	134	0%	1%	63%	32%	4%	0%	0%

Don't know or No response: 17

Percentages may not total 100% due to rounding.

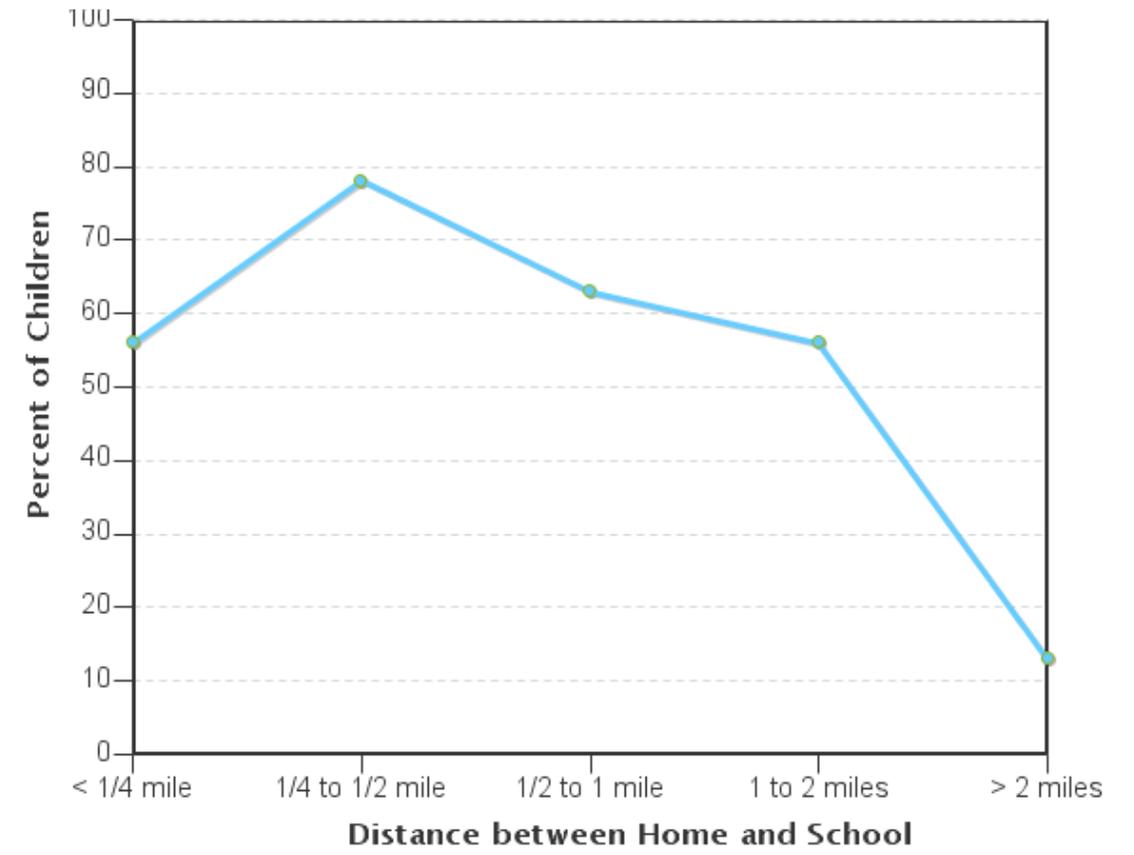
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	75%	13%	0%	13%	0%	0%	0%
1/4 mile up to 1/2 mile	18	50%	17%	0%	28%	6%	0%	0%
1/2 mile up to 1 mile	54	31%	13%	15%	37%	4%	0%	0%
1 mile up to 2 miles	72	10%	6%	50%	26%	8%	0%	0%
More than 2 miles	135	1%	1%	67%	27%	4%	0%	0%

Don't know or No response: 14

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school



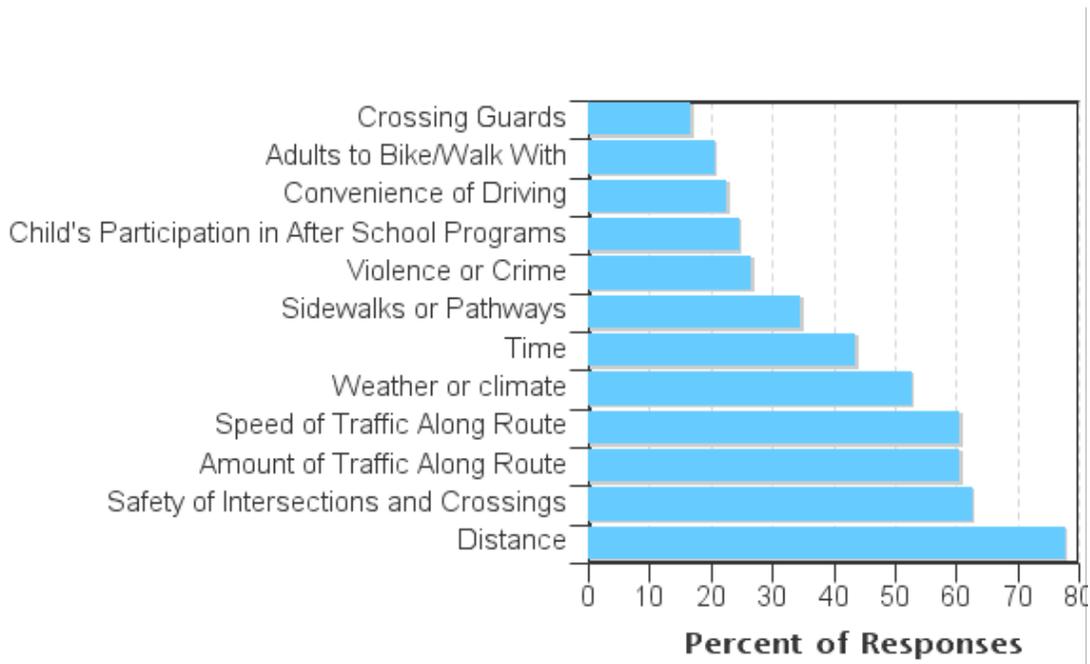
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	113	56%	78%	63%	56%	13%
No	180	44%	22%	37%	44%	87%

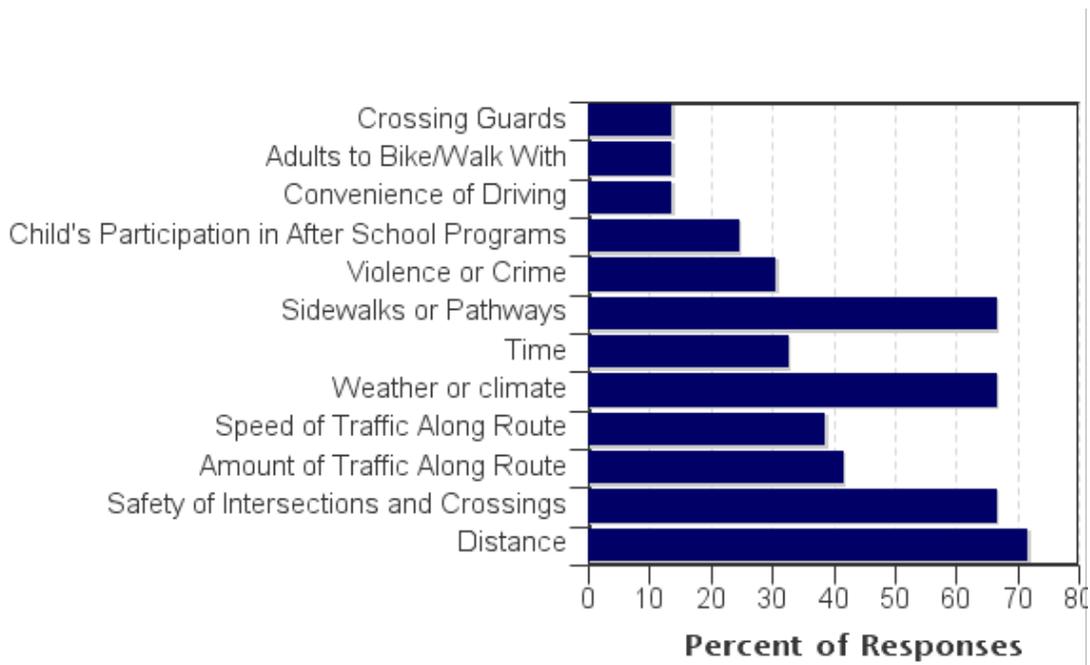
Don't know or No response: 16

Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	78%	72%
Safety of Intersections and Crossings	63%	67%
Amount of Traffic Along Route	61%	42%
Speed of Traffic Along Route	61%	39%
Weather or climate	53%	67%
Time	44%	33%
Sidewalks or Pathways	35%	67%
Violence or Crime	27%	31%
Child's Participation in After School Programs	25%	25%
Convenience of Driving	23%	14%
Adults to Bike/Walk With	21%	14%
Crossing Guards	17%	14%
Number of Respondents per Category	212	36

No response: 61

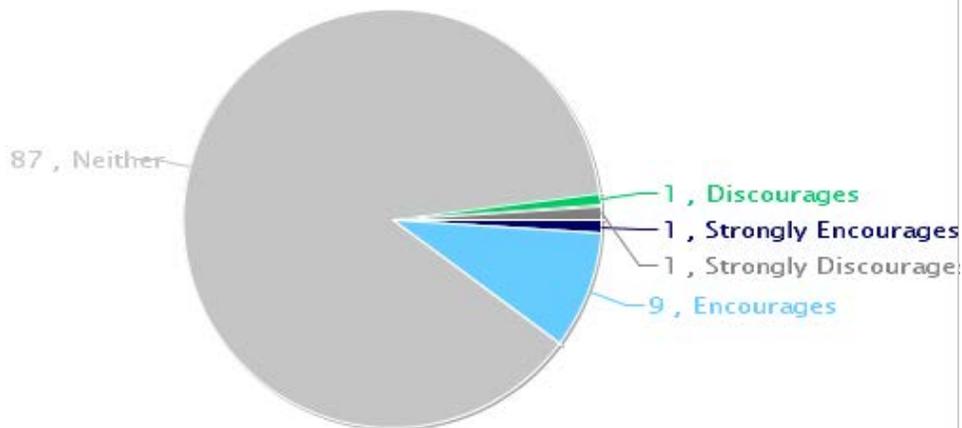
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

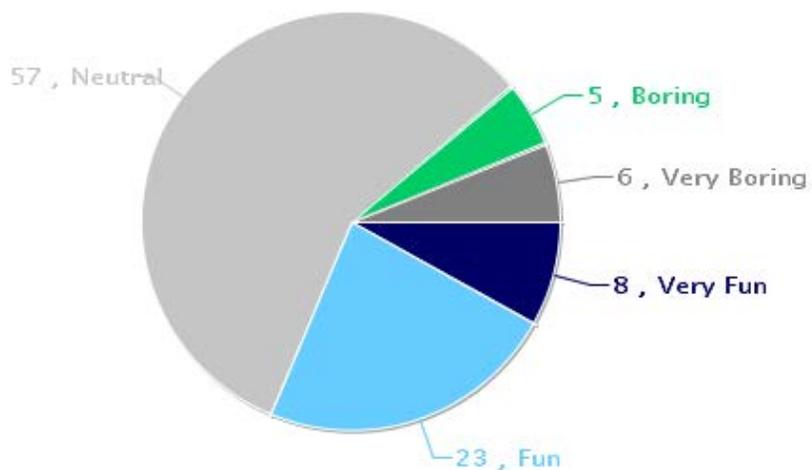
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

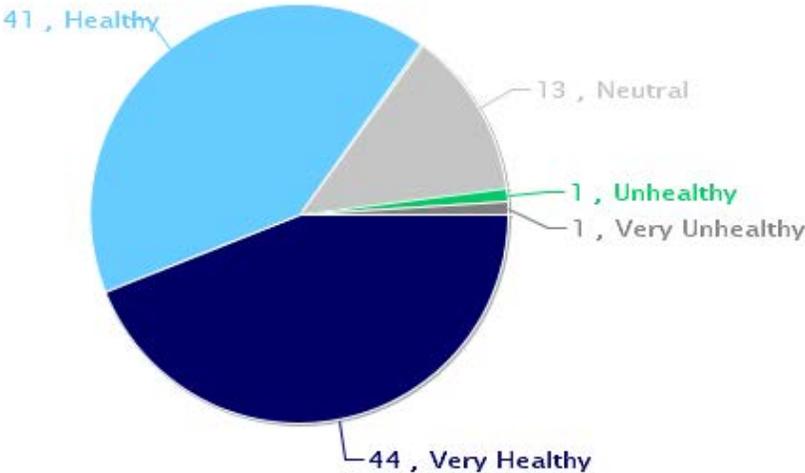
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1466581	We live too far from school to make walking or biking a viable option for our family
1466605	I would much rather know why my daughter is forced to walk to a bus stop where there are no side walks, around a curve that has caused accidents, in the dark to stop that cannot be seen by our house where she is also the one child there. Especially when our youngest gets on a stop up the street that is visible from our house and is only half a block away. Especially when 3 requests were put in to transportation to have it changed for her safety?
1466655	I like the fact that she walks. It's a mile so exercise is incorporated in her day. Luckily she has a neighbor to walk with which makes us feel better. The only drawback is rainy or super old days.
1466668	Still hesitant allowing a 6th grader to walk to school. Wish there was a bus available.
1466719	Difficult time figure out how my student could transport heavy backpack and supplies for after school activities on a bike.
1466790	district refused busing for my child who needed to go to a school away from a bully. As I have to drive my child to school (Sept. 2016), I have witnessed cars that do not stop at the flashing cross walk on 102nd as well as France. The "safety" update did not solve the problem, but the district has spread the area of walkers at ages that do not realize they need to be cautious of the cars (drivers) that are not paying attention!
1466839	Daughter buses to Olson Middle school as we live in Oak Grove district, but olson is 1/2 the distance.
1466864	Safety from being hit by a car or taken. Would NEVER let her by herself. Snow and rain also an issue.
1466865	Safety from being hit by a car or taken. Would NEVER let her by herself. Snow and rain also an issue.
1466882	The corner of main concern is Normandale Blvd and 102nd st. Cars speed and run lights at this intersection.
1467087	We live close to olson but our nh school is oak grove so other kids bus there. Wish they all went together to olson, would love to see more kids walking and biking. Traffic by olson is scary to think about for biking. Wonder if there are ways to address that.
1467133	102 street past Jefferson High School, Olson Middle School and Olson Elementary School in the morning is a menace. The start time for the High School and the Middle School is 7:50 and 7:55 respectively. This means there are two large schools starting within 5 minutes of each other and are nearly next door, not to mention parents dropping off kids at the Olson Elementary School for early services. Currently, I have a daughter at the High School and the Middle School. In the past 5 years I have witnessed the aftermath of dozens of accidents, near misses and aggressive driving. This is no wonder with hundreds of mini-vans full of kids, dozens of busses, students, new drivers, staff and the general public trying to get to and past the schools. I think the City of Bloomington should consider changing 102 Street between Normandale and France Avenue into a one-way street. To reduce sun glare in the morning I would suggest changing it to a one-way street heading west. It would cut down on the near misses and accidents and possibly make the commute to school saner.
1467137	Just when I was feeling more comfortable with letting my daughter walk to school last year we heard of the girl approached by a stranger over by lunds...

1467138	Just when I was feeling more comfortable with letting my daughter walk to school last year we heard of the girl approached by a stranger over by lunds...
1467175	I drive my children to school because we are open enrolled. I have witnessed many near accidents in the Olson parking lot coming and leaving from the school when cars are turning onto 102nd.
1467186	We only allow our child (6th grade) to walk home from school with other students - never alone.
1467325	The terrain/hills are a major block plus teh traffic and paths on Normandale for us. I am told there will still not be a barrier but it will be further from the road. Lots of encounters with who knows what on Normandale and length trip are barriers to her biking. Also, it is dark most the year when she goes to school. I have done bikes with kids at elementary but it was much closer and had safer routes. Would love to see group walk home. If 5 kids could pair up, great!
1470668	My child must take the same route to/from school each day and call me before she leaves the school.
1470948	We did not feel comfortable having our daughter as a crossing guard. We will not turn left out of the parking lot, the safest way to exit is to avoid the left turn and take a right. I take Little road, to Normandale highlands and Nord to cross back over 102nd to Rich Road, last year when I was not working from home I used the same path but took Little to 98th. Speed is a problem and some drivers are distracted with trying to get in to the lot and do not always wait for kids or even other drivers. The morning drop off requires a lot of patience which I think many of us understand and as a result we are cautious, but it only takes one distracted driver to cause a fatality. I appreciate the efforts to gather information.
1471886	Walking with a heavy backpack due to chromebook, books, and folders etc. Is also an issue.
1471914	The new crosswalk on France Ave by Canterbury in horrible. Drivers still do not notice the flashing lights and do not stop for pedestrians. Completely unsafe! If & when I have allowed my daughter to walk or ride her bike she must go down to 102nd and France to cross at the light.
1471921	We feel that no matter how "good" a neighborhood appears to be, there is always a measure of danger with regard to our children. Child predators can be found everywhere and anywhere. We also feel, and have observed, that bullies are most likely to harass other classmates on the walk to and from school since there are no teachers or parents around. We want our children to feel safe whenever possible. Its our responsibility and our privilege.
1472156	Primarily, it is the distance from school that prevents my children from walking/biking. It takes 30 minutes for the bus to get them there and it's a 10-15 minute car ride. When I was young, I walked to my grade school so it would be something I would pursue, if we were within walking/biking distance.
1472803	Traffic on 102nd street is crazy in the morning and it is a safety concern for kids walking or biking.
1466599	We do not like that our middle school student is a walker and must cross France Ave at the same time that the high school students are going to and from school. That is a very busy intersection. It would be nice to have crossing guards at that intersection.
1466657	People fly down both Old Shakopee & France not paying attention, not sure that there is much that can be done to prevent that :(
1466676	If there was any kind of adult or stop light to manage cars coming in and out of school, it is a total disaster to let cars try to turn left in or out of school with Jefferson and Olson having the same start and end times! Should have cars go in one side, and come out the other side of the school. Never go in and out in the same spot.

1466794	We are right in the border of bussing/walking. I feel it is too far for him to walk. It takes aver 30 minutes. When the weather is cold, it is going to be a long walk.
1466798	I am so glad Bloomington Schools are working with Safe Routes to School! A few other considerations - good bike racks that are in a safe, protected from the elements area would be awesome. Bike safety courses should be available and provided for students and as well as PARENTS. Having facilities that minimize interaction with vehicles would be great. Lets get our kids biking and walking!!
1466900	When our child attended our Mpls neighborhood school, he biked often. It was a great way to start/end his day and it fostered independence.
1466923	Security for those children walking/biking to school should be bolstered and guaranteed. During peak periods when kids walk/bike to or from school (6 AM-8 AM, and 2:30 PM-3 PM), security along the routes be provided.
1466932	We have a child in Middle School and a child at the High School. Crossing 102 to get to Jefferson in particular in my opinion is challenging even with the new crosswalk light. Regarding the Middle School exiting the parking lot is a nightmare so it is safer for walkers than those in vehicles
1466981	It's the timing of getting three kids to two different starts and then to work that makes this it not possible for me to walk kids to school.
1467049	My middle school child is good at memorizing license plates and quite often arrives home reporting driver violations. Drivers frequently speed on France Avenue and run the light at 102nd St. Drivers block the crosswalks near Jefferson High School and fail to yield at the corner of Johnson and 102nd. We need a LOT more traffic enforcement to protect our routes to school.
1467054	Would LOVE the kids to bike to school. Not sure how to handle Normandale Blvd, though. This would be about 2mi of their commute. Seems dangerous today. Hills tough too.
1467119	If the streets on the route to school were safer...my student would bike more often. The intersection of 102nd and the schools entrance is not good for anyone...including cars/drivers.
1467153	My middle schoolers enjoy walking home from school as they can leave the school grounds at their leisure and socialize with other kids who are walkers or are waiting for rides. I work from home so they also sometimes bring friends home, too.
1467167	We moved closer to our schools over the summer so biking/walking wasn't really an option before. Our son had biked a few times this year and walked once. It is too far to walk (cuts into homework time too much), but he loved biking.
1467170	The walk/bike ride from our home to the school isn't safe and is the only reason my son doesn't walk or ride his bike. We are considered too close to be bussed without a few... my son would also have to walk 3 blocks in the opposite direction to catch the bus. The traffic on Normandale is too busy and the sidewalks are to narrow and too close to the road for me to feel comfortable with him walking or riding his bike to school.
1467311	My child was dealing with anxiety at the beginning of Middle school about taking the bus/biking to school. This is resolved now. However it is hard to change the established habits. The main reason my child doesn't want to ride his bike to school (or take the bus) is because he has to wake up earlier.
1467460	I really wish the high school and middle school started at different times. Even if it were 20 minutes. That would completely cut down on traffic and travel time. Less drivers makes for safer roads too.

1470488	The intersection by the Olson needs to be changed. It is a mess in the morning and traffic flow is terrible. It would be better to have the intersection into the school be controlled by a light rather than 25 feet away. Another improvement would be to have the pickup and drop off route changed to exit at a different location than the entrance.
1471856	My child does not have the option of riding the bus and neither my husband or I have the option to walk or bike with him.
1471867	We live on pretty busy streets with busy intersections. It makes me nervous that he would be crossing them, but I know he's a cautious rider.
1471883	If we lived closer, I would definitely let my children bike or walk. However, living over 5 miles from their school, with busy roads in between, it's hard to imagine any changes that would make it realistic for them to walk or bike, and this goes double in the winter.
1471992	We just moved from another community and our son biked to school there. We lived closer to the school.
1472001	Children less than one mile from school should not be bused. We see children without disabilities being bused two blocks from school. This discourages active and healthy lifestyle choices and independence.
1472763	The intersection (with new crosswalk) at Old Shakopee Road and Johnson Avenue is SO DANGEROUS I would never cross there myself as an adult on foot or by bike and I can barely cross it with a car. It is a DANGER and I fear someone will lose their life there. I don't care that it is a crosswalk. Drivers do not stop or even slow down there. I will NOT let my children cross Old Shakopee Road.
1466614	Clown issues make children scared. Just walking to bus and from bus to home is stressful
1466689	I feel my child should have bus service provided, given the distance we live from school and the amount of traffic my child must navigate (unpatrolled, very busy intersection - 98th & Little).
1466693	The heavy books and computer are an issue
1466708	As long as this superintendent and this public relations department are in tact, my children will never walk or ride a bike to school, for this cabinet has repeatedly shown it doesn't hold children or their safety as its number one priority.
1466726	I think it would be hard for my kids to bike to school simply because of how big their backpacks get with all the books.
1466744	My daughter is a inter district transfer therefore she does not have the option to ride a bus. She walks 1.2 miles home every day alone regardless of the weather. I agree that walking to school is a healthy option, however, I feel that safety is more important. I worry about her every day walking home especially in the winter when its cold and dark so early. She will have to walk to Jefferson in 9th grade which is 1.2 miles away because there is no bus option for her then either. I will worry about her then as well.
1466746	There is way too much traffic and teen drivers since the high school is on the same block and starts at the same time. We were almost hit by a city bus running a red light over 40 mph crossing 98th st. It is dark in the morning and too dangerous. In the winter it is too cold and the sidewalks too icy and not shoveled.
1466884	The no parking signs all along the neighborhood roads where my child walks made me feel the most safe and secure. The idea of someone able to park and watch children leave school is frightening!

1466888	Survey doesn't really make sense. We live over 5 miles away. Given distance, how are all the other questions at all relevant?
1466926	Walking/biking is not an option for us - we live 5 - 6 miles away from the school.
1466939	I let my daughter walk to middle school, but she crosses 102nd Street at the pedestrian light. traffic is heavy at times.
1467070	With more than 4 miles to the school, distance is the biggest factor for us, and biking/walking is not even an option. At OMS, traffic is a concern both for drivers and for pedestrians/bicyclists. Congestion at 102nd is exacerbated by all traffic being funneled to that one intersection, with no alternative in/out to Little Road or Johnson Ave. Increased connectivity allows traffic to disperse rather than be concentrated in one spot. Even if we did live closer, I would not feel safe trying to cross 102nd St. on foot or bike at the beginning or end of the school day. Also, the pedestrian crossing at mid-block, even though signal controlled, seems oddly located. A signal at the driveway intersection would seem to make more sense, so the vehicle traffic and foot traffic can be controlled by the same signal at peak traffic times. At off-peak, the signal could blink yellow for through traffic on 102nd (with a push button to activate a ped crossing light), and blink red for traffic exiting the school driveway. Exiting left-turn traffic could be assured of getting a chance to make a safe turn with a signal, which can discourage drivers from taking chances at high traffic times when their wait is too long. For westbound exiting vehicles, restricting the exit to right turns only results in a 1-2 mile detour to get back to Normandale Blvd. (you have to go all the way to France Ave, then north to 90th Street and back to Normandale, or south to Old Shakopee Road and then west to Normandale -- there is no good place to exit to the east with a right turn, and then make a safe U-turn to go westbound).
1467106	I am concerned about my child walking alone. She is a female and is small for her age. I am uncomfortable with the intersection at 102nd street and Normandale and have seen many cars fly through that intersection on Normandale several seconds after the light has turned red. It is a long intersection and people don't like to get stuck so they fly through on a "pink" light sometimes. I am also uncomfortable with information that was released about a level 3 sex offender in the neighborhood across from Olson (Normandale Highlands Dr. and Nord). There were actually two names released last year. I am not sure if they are still located there (since they tend to be a transient population).
1467717	I worry about the traffic and speed limit on 102nd. I am used to school zones being 20 to 25mph "while children are present" and am shocked when I see cars going 35 to 45 mph while kids are trying to cross the street in front of the school. I wish the speed limit could be reduced in front of the school while kids are coming and going.
1470806	My child took the bus to Olson elementary but is not in zone to be bused to middle school and we are not able to provide transportation ourselves due to work schedules. She walks without sidewalks most of the way by herself in the dark which is not ideal. The traffic/driveway/ school entrance situation is a mess and a safety concern. If we had the option to have her take the bus, even if there was a fee, we would choose this option.
1471804	We live about 3/4 of a mile from the school. One of the major factors that made us feel okay about her walking to school last year as a sixth grader was because she had another neighborhood buddy to walk with. We do worry about the darkness in the mornings and the high speed drivers we observe and the craziness of the parking lot in the mornings. She and neighbor often get a ride by a parent in the mornings when too dark, cold, rainy, but almost always walk home after school.
1471811	Having to walk past Jefferson to get to OLM makes me nervous. Too many young inexperienced drivers.
1471873	I would have my child ride a bus or continue to carpool before having her walk or ride to Olson or JHS by herself

1471876	My concern would be of them walking alone Also, the intersection of Kell and Old Shakopee still is not safe. People are just too busy/distracted and don't obey flashers.
1471948	I think my daughters bus stop is too far away and she's out of sight. Tried changing that last year but they don't budge. Failed to mention in this note that she's autistic and in a tricky situation I worry she wouldn't make the best decision. I would feel better if she could get picked up and dropped off at the end of our cul da sac
1471982	We live more than 30 minutes away, so biking is not an option.
1475475	Why is this necessary ???
1476662	Morning darkness prevents my child from walking to school in the mornings.
1466602	We live outside the district.
1466660	My son loves to bike to school and this works very well until it gets too snowy. It is a great option since he is not eligible for the bus and the walk it's a bit long and boring.
1466670	Need safer route across 102nd. I have witnessed many speeding cars through red light and 2 accidents. It is not safe!
1466683	I am not completely comfortable with the safety of the bike route to school along 102nd street. There is no safe lane for bikers, traffic moves too fast, and sidewalks are often too close to the trees/ shrubs/ bushes along the way. It is not safe every day or during snowy weather.
1466754	My children MUST walk--we live too close to qualify for busing. Darkness in the morning during the winter is worrisome. I believe the speed limit on 102nd should be lowered during school hours--why is there not a school speed limit on that entire road? My children report having seen many crashes on that road while walking to school over the years. The JHS students go WAY too fast. I also think that there should be a TRAFFIC PERSON there DAILY to keep students safe. Edina High School/Valley View Middle School (I work at EPS) has a person directing traffic both in the morning and afternoon to alleviate danger. Walking/biking to both Olson and JHS is extremely dangerous, but we do not have a choice based on where we live. This is a BIG problem that should be addressed before someone gets seriously hurt. Thank you for asking.
1466825	He is dropped off in the morning and walks home after school. My concern is cold weather days during the winter going home.
1466924	My son has done a couple of biking to school but the intersections are quite busy plus the path runs next to France Avenue along a stretch
1466965	the traffic getting in and out of parking lot of school is insane!! needs a stop light!
1466993	Children living within .75 mile of the school should not receive bus service. The media paranoia and sensationalism regarding weather has created a culture of fear.
1466995	Elementary school offered "bike to school day" which we participated in. Middle school starting an hour earlier and the distance we live from school makes biking not a great option. We value exercise and health and do this at other times of the day rather than to and from school.
1467021	My son is a special needs student who buses to a school outside of the attendance area.
1467040	Drivers treat the roundabouts at the edge of our neighborhood (Ensign Road) as speed test track.

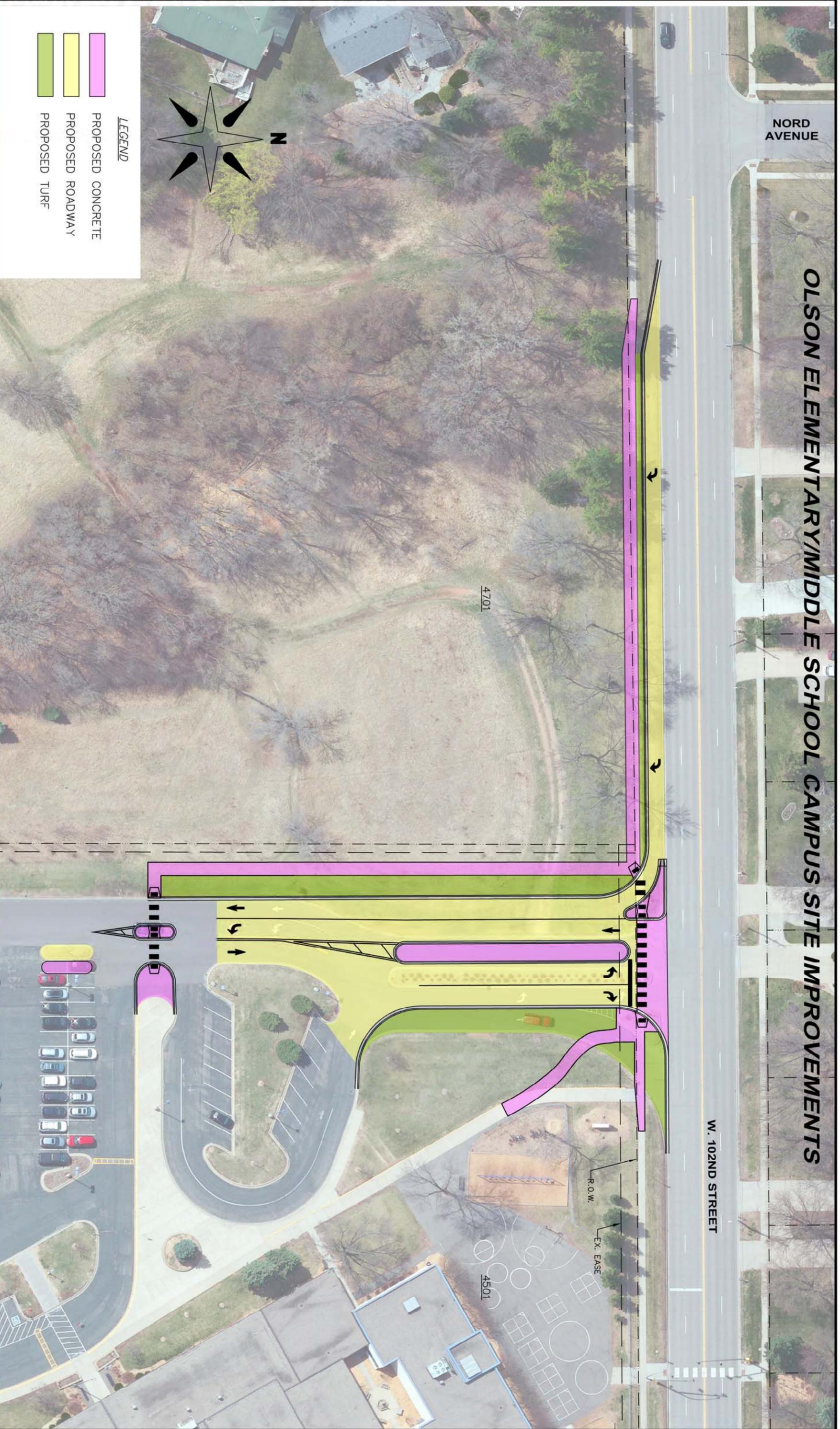
1467058	Geographically, it is very challenging for students who live west of Hyland Park to walk or bike to any of their schools due to long distances as all Bloomington schools are east of the park. It would also involve crossing high traffic roads such as Normandale Boulevard. It's just not realistic for elementary or middle school children and it's too dark in the mornings for high school students.
1467082	The stop lights on 102nd by the entrance to both the elementary and middle school need to be moved to the actual intersection or there needs to be alternate in/outs. I have personally seen over 6 car accidents right at that driveway of cars trying to take a left turn. That is a huge problem because kids are walking and riding bikes right there. Perhaps a walk/bike bridge?
1467280	My son really dislikes the bus due to the length of the trip and the roundabout route it takes. He's not looking forward to winter when biking is not an option.
1471799	Distance, time, traffic and safety are all the main factors preventing me from allowing the kids to ride to school, though they desperately want to.
1471918	My child has friends with whom he walks to school. I'm not always comfortable when he's walking by himself nor have I felt comfortable when he was younger and walking by himself. However, I feel we live in a safe neighborhood and feel that it helps build independence to allow walking without adults. When my kids were younger, we always walked with them or had another adult walk with them. As they got older this was less important. I also know his route, so that is fine and we live very close.
1471973	The sidewalk on the south side of 102nd Street, just east of Normadale Blvd, is very difficult to navigate. Lots of trees & brush hang over the sidewalk, giving very little room. The sidewalks along the west side of Nesbitt (from 98th to 102nd) has several spots where it is lower than the prevailing grade, making water (& ice) pool on it, creating difficult walking/biking conditions. Also, city plowing of sidewalks on the west side of Bloomington is very, very, very poor (compared to the east side), making foot or bike traffic hazardous due to packed snow/ice from December through April.
1471988	The traffic from parent drop off and all the high school kids going to Jefferson or dropping off their younger siblings makes 102nd VERY dangerous. I have seen so many accidents and near accidents even in the drop off line. The kids going across the drive way on the school side of 102nd is even worse. I would never let my kid walk or bike. There needs to be a stop sign at the driveway itself at a minimum. I know other communities have police officers near entrances every day during drop off and pick up. It is not safe!
1472025	My child is driven to school when with me due to living in Prior Lake and walks home to his moms who is in Bloomington where I pick him up from. Thus walking to school is really not an option when with me.
1472314	The intersection at Normandale is fast moving and would have to be monitored.
1466699	Currently our children live too far to safely and conveniently get to school.
1466848	Distance, time, safety biggest factors for us not having her bike/walk
1467146	It's simply too far. Plus, she would either have to walk along a very busy street (Old Shakopee) or a quiet street (Autoclub Rd), both of which could be potentially dangerous (Jacob Wetterling syndrom). It's just not worth it.
1467392	There is a level 3 sex offender that lives not far from us who has re-offended 3 times with women. My daughters and I are at risk for him targeting us, especially when they or I walk alone. Kids backpacks are extremely heavy and I prefer to not have my kids have to carry them for 15-20 minutes to and from school. It is ridiculous that despite having a chrome book that the kids are still required to carry so much to and from school. Kids have too much homework and activities and despite wanting them to take the time for their health to walk home from school, they need to get home to do homework so they can do activities in the evening they enjoy. Sad for kids today. As an educator, I wish that life were different for

	activities in the evening they enjoy. Sad for kids today. As an educator, I wish that life were different for our kids.
1467458	<p>Biggest gains could be realized from improvements to traffic control. The lack of sufficient traffic controls and right and/or left turn lanes drives unsafe behavior in the car traffic leaving the school. Drivers take unsafe risks when leaving to complete left turns at both the North and East entrances to Olson. The North entrance should have a stoplight added that is activated during times of high traffic (drop-off and pick-up). This entrance could also be improved by increasing the queue length of the existing right-turn lane. The East entrance should have a right turn lane added to allow cars to exit to the right without adding to the congestion and subsequent anxiety of those trying to exit by making a left turn. There is traffic going both directions at this entrance going to and from both Olson and Jefferson schools. This traffic includes School Buses. An alternative approach would be to add a one-way exit lane going straight south to Heritage Hills Drive by extending the lane on the east side of Olson straight south along the tennis courts. This would also relieve some of the traffic on Johnson Ave S. Please call me at 612-743-6146 to clarify any of these suggestions.</p>
1467712	We are simply too far away from school to have our children walk or bike on a consistent basis. They would also eventually have to cross the 4-lane Normandale Blvd. Youth and inexperience generally do not mix well with high traffic volumes (including large vehicle traffic) and high vehicle speeds (45 mph+).
1471800	Even if we were closer, I would prefer to drive my girls - especially in the morning. The traffic is crazy on 102nd Street, as well as the entrance to the Middle School and High School. I've witnessed several accidents, and seen many close calls - with pedestrians and kids on bikes, as well as other cars. I also would not allow my girls to walk or bike in the dark or bad weather.
1471924	We drive our children in from Prior Lake, so walking/biking isn't an option. I cannot believe how many cars are dropping kids off though.
1471932	Our children would have to cross Normandale BLVD and then Bike South along Normandale BLVD to OSM and Jefferson - I see they are in the midst of a major project not sure what that will look like in the end. HOpefully more sidewalks and a Stop Light at Mount Normandale Drive and Normandale BLVD.
1471966	It is ridiculous to consider my children walking or biking to school from where we live.
1466661	I would like to see the stoplight on 102nd moved to where the entrance and exit of the middle school and elementary school parking lot is located. Doing this would result in less accidents and safer roads for our students and families.
1466769	I wonder what would my child do if he got hurt going to or from school or if someone took him. Right now he bikes alone but some time he bikes with a friend. He has a phone and calls me when gets to school and is leaving to come home.
1466789	none
1471864	Special Education Student Family lives 6 miles from Olson
1472113	<p>Distance is one major factor for us. In addition, traffic and safety are also primary concerns. However another major item this survey fails to address that also greatly impacts a student's ability to walk/bike is "school equipment". Backpacks, chromebook, instruments, lunch and/after school activity equipment. My son easily carries 20-30 lbs of school related necessary items to and from school daily. This would make biking and/walking very difficult. Additionally, this is a safety and health issue with neck and back strain.</p>
1475722	My Son lives too far from home to be able to walk. So some questions on this survey don't apply. The Survey should have a NA option.

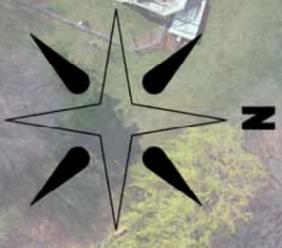
1476814	Traffic is very Heavy at the most important times when kids are arriving and leaving school. I see Parents and other adults being reckless rushed and impatient both in the streets and especially in the parking lots. Also high schools kids leaving Jefferson don't pay attention for parents turning into Olson parking lot for either Middle or elementary and almost rear end cars. Also frustrating is seeing drivers not yield to buses and cross walks. PLEASE HAVE POLICE watching thone that speed, don't stop at the cross walks and those in the parking lots that speed in the parking lots when kids are walking in. Especially in Olson Parking lot, parents are so rushed I feel it's gotten so dangerous and for the kids
1467155	My daughter is in an adaptive classroom..she is a vulnerable child and needs supervision. Also she has orientation difficulties. walking or biking to school would not be an acceptable option for her.
1467338	Why do we spend so much \$\$\$ on high school buses when they are hardly full. Combine Jefferson & Olson middle schools to have shorter times to school
1467308	Normally walking would be healthy but our high school son and our middle school daughter have to carry very very heavy backpacks for their mandatory 25 minute walk, which is not good for their backs (both have pain & alignment issues from this - sounds crazy but true!) and it can be very dangerous in inclement weather. They have to cross 102nd street and W 98th Street. W 98th street has very fast traffic (45+) and many young college and high school students drive too fast and reckless on this road. The stoplight does not have a suitable cross walk for young walkers. We live 1.2 miles from the school and the school provides NO transportation. This effects at least 15 students in our neighborhood. The distance they are expected to walk is unacceptable I think this should be changed.
1466783	The heavy backpack is a very hard to balance on a bike and very hard on the spine if walking more than one block. Too much homework and books plus the Chromebook. Also my daughter plays trombone and can't fit on bike with backpack. Get rid of the bike lanes and all the money saved could go for better teachers with less homework for the kids to make the benchmark score for school to continue getting the funding. Minnesota does not have enough good weather days to warrant all the money being funneled into bike and walking paths that are used rarely in our winter months. Remember Bloomington requires kids to be in band or orchestra and those expensive instruments aren't meant to be carried for miles in hand on foot nor bicycle.
1467135	We are over 5 miles from school, with extremely busy streets (Normandal, Bush lake Rd) in between. Additionally a number of Viking players live in the neighborhood, who don't bother to brake even if we throw a childrens ball into the street in front of them. We walk our own block cautiously, there is no way she could walk to school safely.
1466755	I'm more worried about my older daughter driving to school and being safe. We live so far away from school that my kids would never walk or bike there. It just isn't practical. We used to live close to the school and my daughter would walk or ride a bike when the weather was nice. We are just too far away now.
1466596	cars pull over the sidewalks in the exits all the time. I see kids have to walk or bike in between the cars. Parents need reminders not to pull over the sidewalks. Painted lines, maybe? Traffic lights would be great there too. It is impossible to turn left out of Olson, causing extra cars to have to drive past Jefferson, adding to their congestion issue.
1466859	We live 1.2 miles from school, when I called transportation they said we live too close. With recent safety concerns I asked a parent that lives in our complex how their student is able to ride a bus when I wasn't given that option. He told me he has to pay \$180 for his daughter to ride the bus. I called transportation again and they argued that it wasn't an option I told them other students get the bus right on our corner. Finally they looked at the route and I was able for her to pay to ride. This world isn't safe for children to be out walking alone.

1467345	<p>With safety being such a huge issue. Especially with OMS students being followed home from the bus by known sex offenders pedophiles and other adults who have attempted to talk to OMS students on their walk from the bus I am not sure why anyone would allow their student to walk at all. Please address the disregard that the Bloomington bus company has for children's safety to the list of surveyed data. We have had two students almost hit by cars and two students approached by unknown adults in my neighborhood alone 2 block radius yet the bus company still refuses to drop students off within sight of their house.</p>
1471893	We live too far away to bike or walk. (About 5 miles)
1471960	We live too far away to bike or walk. (About 5 miles)
1466813	We are far to overly restrictive to kids today. Most kids are given no chance to develop their own personal sense of responsibility.

OLSON ELEMENTARY/MIDDLE SCHOOL CAMPUS SITE IMPROVEMENTS



- LEGEND**
- PROPOSED CONCRETE
 - PROPOSED ROADWAY
 - PROPOSED TURF



CITY OF
BLOOMINGTON
MINNESOTA

1700 W 98TH ST.
BLOOMINGTON MN 55431
PHONE (952) 563-8700

ENGINEERING DIVISION
PUBLIC WORKS DEPARTMENT

**OLSON ELEMENTARY-MIDDLE SCHOOL
CAMPUS SITE IMPROVEMENTS**
CITY PROJECT: TBD
PROJECT OVERVIEW



Rod Zivkovich, *Executive Director of
Finance and Support Services*

1350 West 106th Street
Bloomington, MN 55431
952-681-6433 Phone
952-681-6435 Fax

We help students thrive and dreams come alive

June 25, 2018

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos:

As a representative of Bloomington Public Schools, I am aware that the City of Bloomington is applying for the 2018 Regional Solicitation for Transportation Funding in the Safe Routes to School category. The proposed project would provide much needed pedestrian safety improvements at the school driveway on W 102nd Street that will positively affect the students at Hubert Olson Middle School.

As a School District Representative on the Study Advisory Group during the development of the Bloomington Safe Routes to School Comprehensive Plan and being involved in the meetings and decisions to develop a plan to address the specific safety concerns at this project location, I understand the prioritized need for the safety improvements proposed in this project.

I am aware of the scope of the project in the grant application that will realign the driveway, construct new sidewalk along the west side of the driveway, shorten the crossing distances through the driveway and provide a new, enhanced school crossing inside the school access road/parking lot.

If this project is selected, Bloomington Public Schools will work with the City of Bloomington to facilitate construction on the Bloomington Public Schools property with Right-of-Entry agreements, easement dedication (if any is needed), provide some cost share funds for the project (amount and details to be determined under a separate agreement) and be responsible for ongoing maintenance of the infrastructure constructed on the Bloomington Public Schools property.

I agree to and support the 2018 Regional Solicitation for Transportation Funding application for the Olson Schools Safe Routes to School Project for fiscal year 2023.

Sincerely,

Rod Zivkovich
Executive Director of Finance and Support Services

RZ/lhj

Parent Survey Report: One School in One Data Collection Period

School Name: Olson Elementary

Set ID: 15181

School Group: #102 Bloomington With Edina & Richfield

Month and Year Collected: October 2016

School Enrollment: 576

Date Report Generated: 11/01/2016

% Range of Students Involved in SRTS: Don't Know

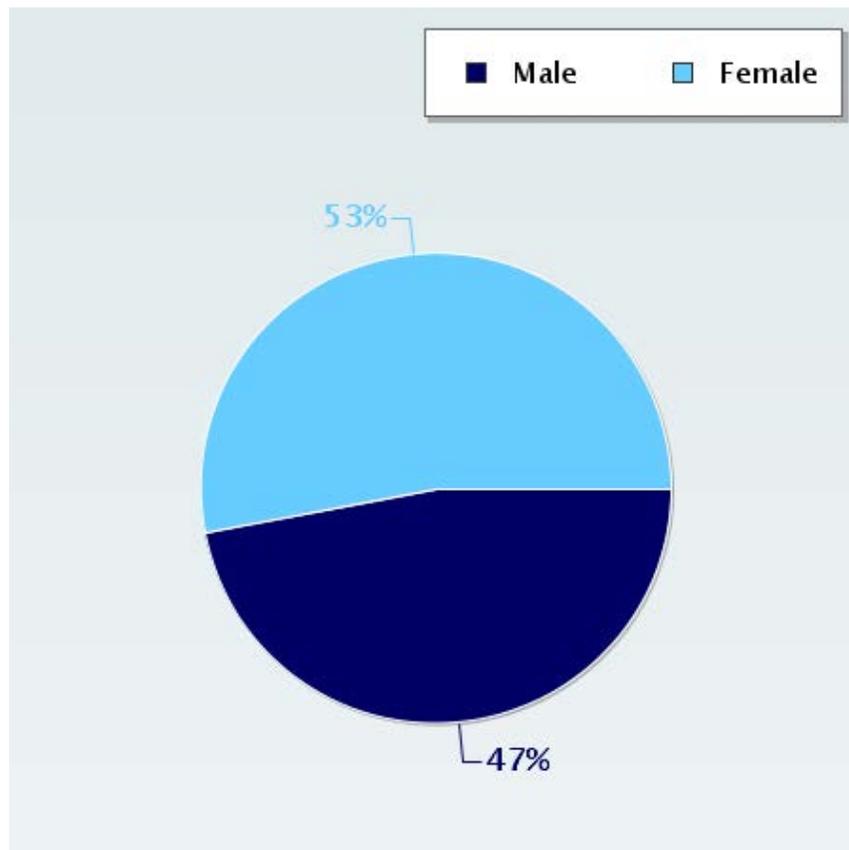
Tags: Safe Routes to Schools - 2015

Number of Questionnaires Distributed: 576

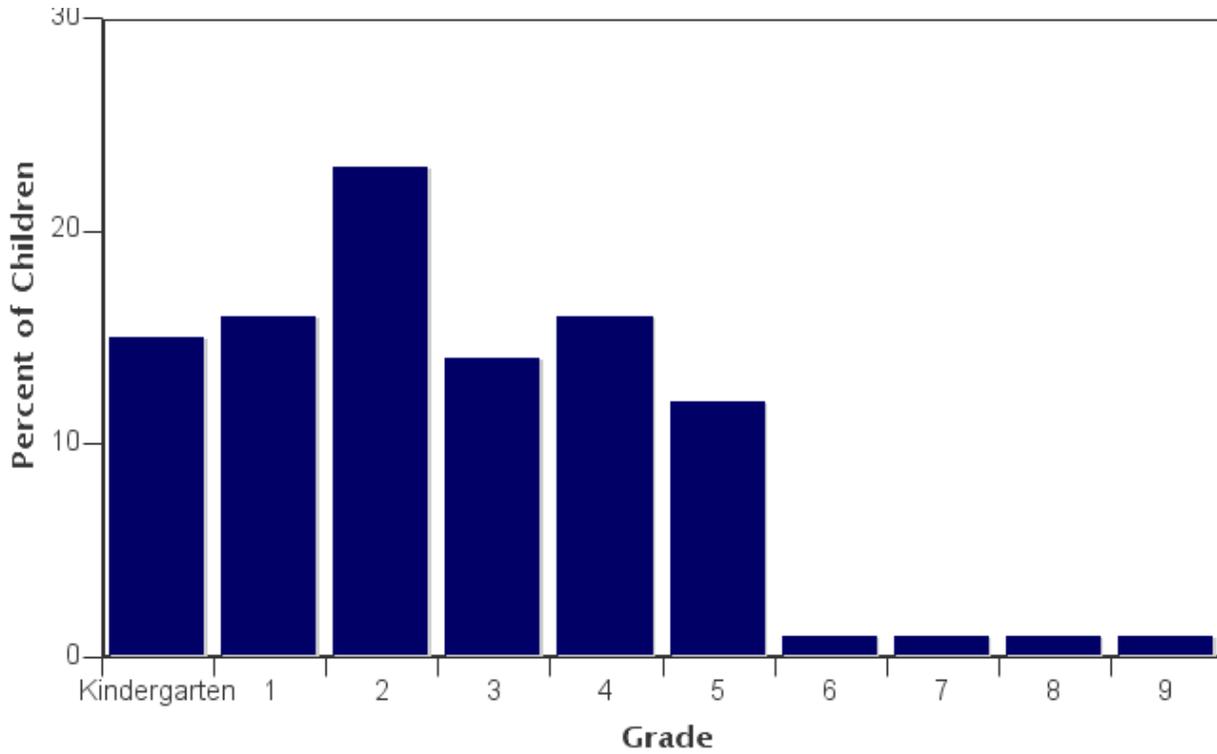
Number of Questionnaires Analyzed for Report: 164

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



Grade levels of children represented in survey

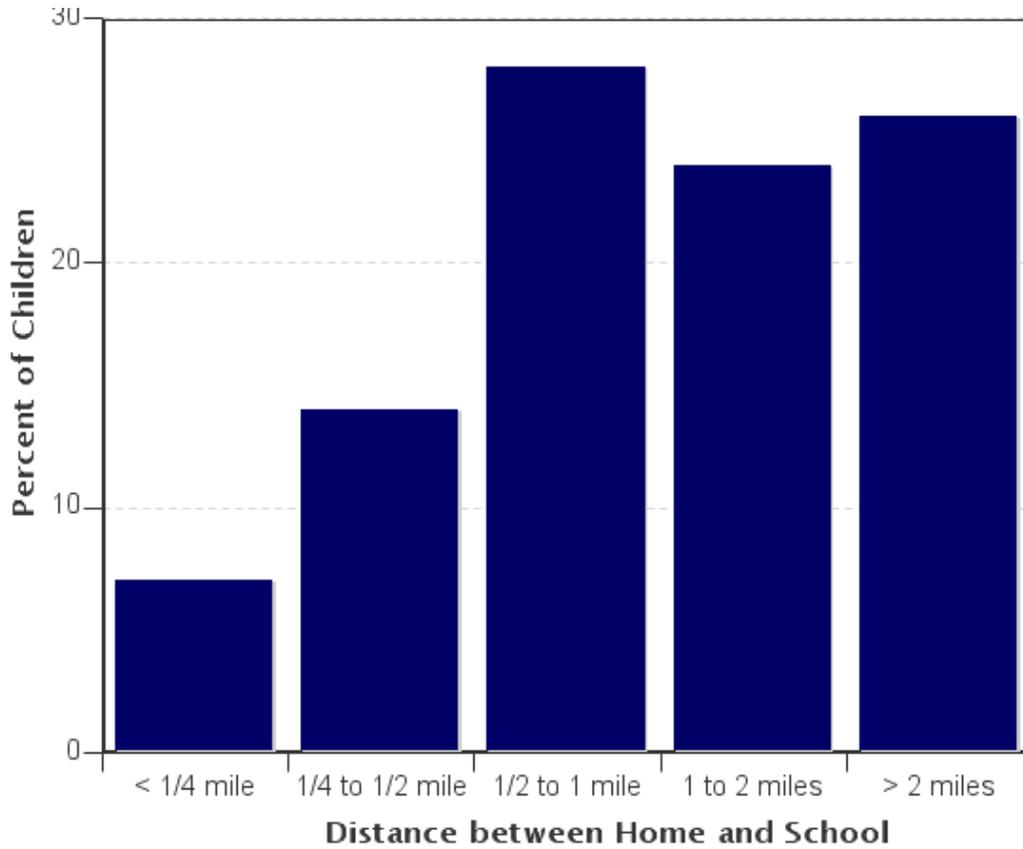
Grade in School	Responses per grade	
	Number	Percent
Kindergarten	25	15%
1	27	16%
2	38	23%
3	23	14%
4	26	16%
5	19	12%
6	2	1%
7	1	1%
8	1	1%

9	2	1%
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No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

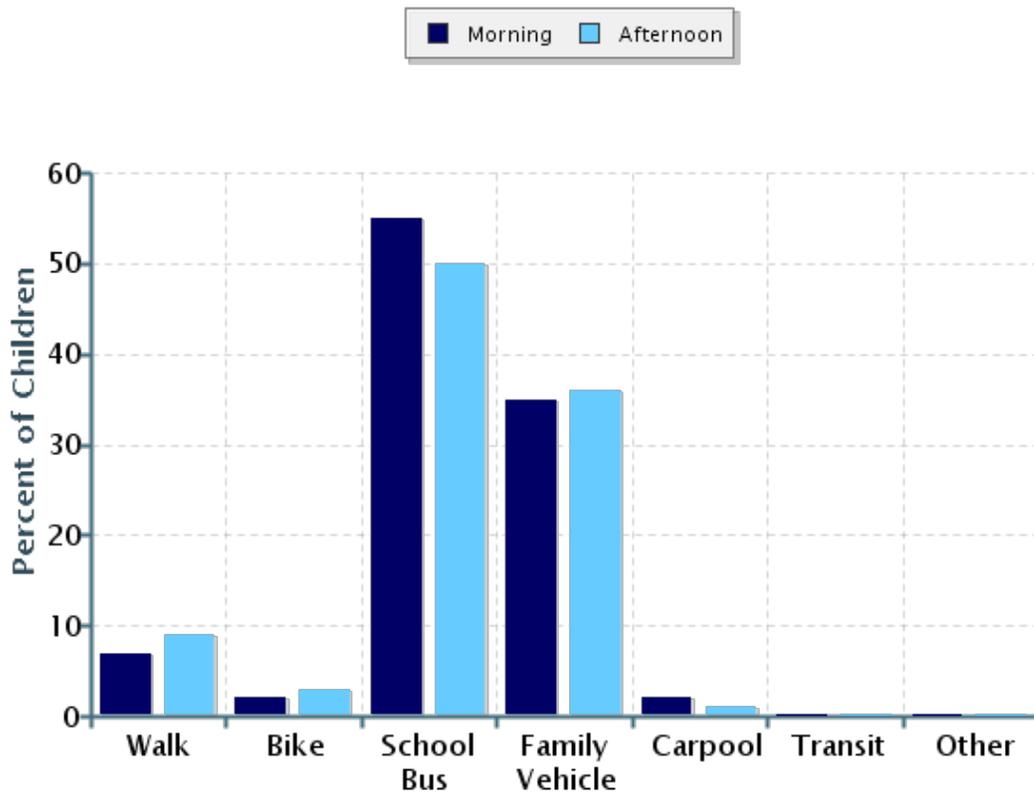


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	11	7%
1/4 mile up to 1/2 mile	22	14%
1/2 mile up to 1 mile	43	28%
1 mile up to 2 miles	37	24%
More than 2 miles	40	26%

Don't know or No response: 11
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	159	7%	2%	55%	35%	2%	0%	0%
Afternoon	157	9%	3%	50%	36%	1%	0%	0%

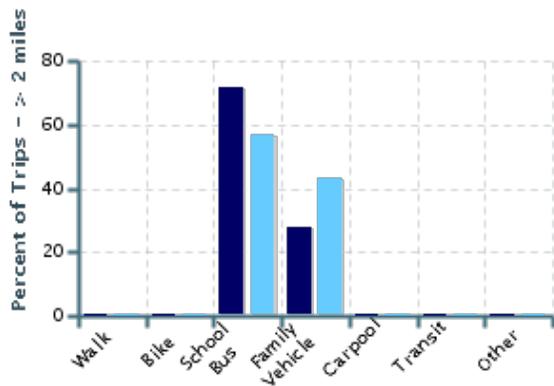
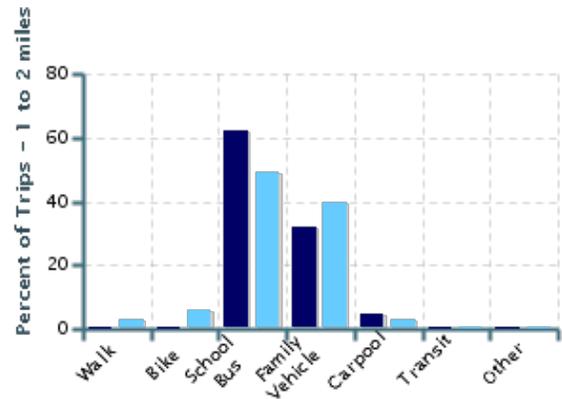
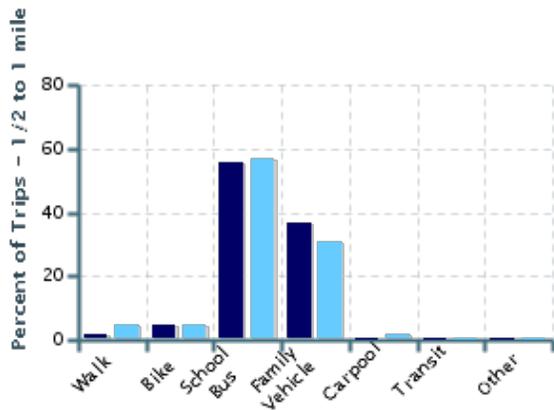
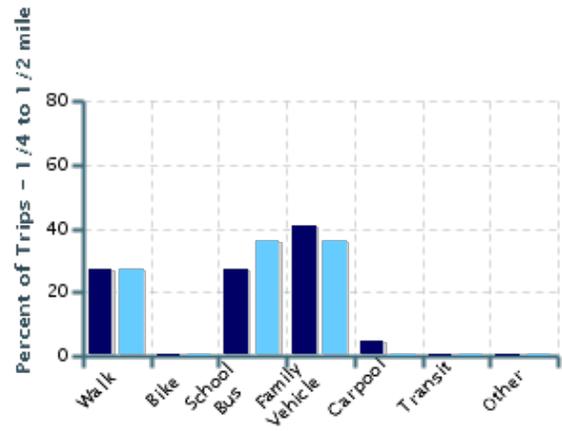
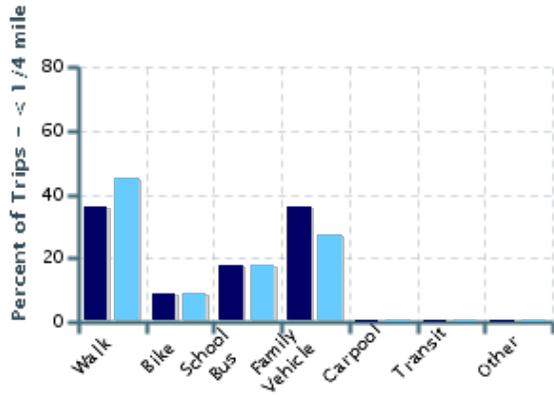
No Response Morning: 5

No Response Afternoon: 7

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	11	36%	9%	18%	36%	0%	0%	0%
1/4 mile up to 1/2 mile	22	27%	0%	27%	41%	5%	0%	0%
1/2 mile up to 1 mile	43	2%	5%	56%	37%	0%	0%	0%
1 mile up to 2 miles	37	0%	0%	62%	32%	5%	0%	0%
More than 2 miles	39	0%	0%	72%	28%	0%	0%	0%

Don't know or No response: 12

Percentages may not total 100% due to rounding.

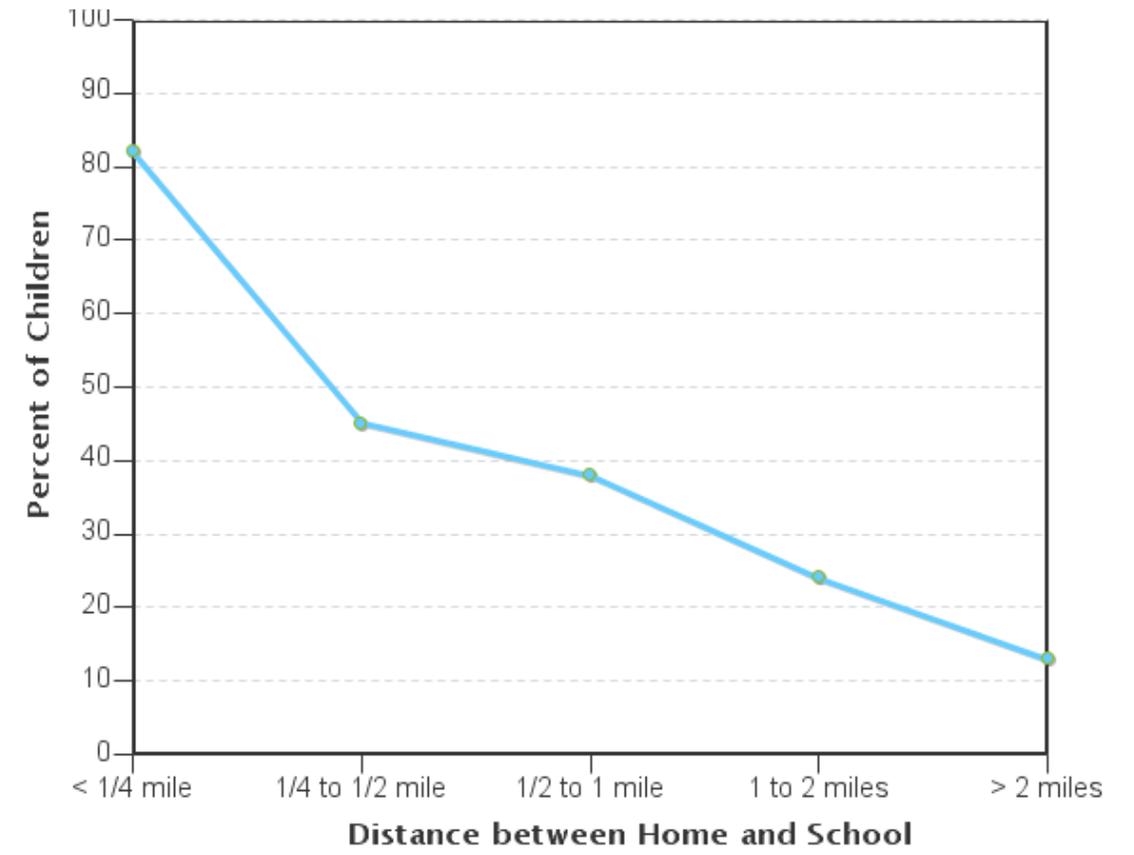
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	11	45%	9%	18%	27%	0%	0%	0%
1/4 mile up to 1/2 mile	22	27%	0%	36%	36%	0%	0%	0%
1/2 mile up to 1 mile	42	5%	5%	57%	31%	2%	0%	0%
1 mile up to 2 miles	35	3%	6%	49%	40%	3%	0%	0%
More than 2 miles	40	0%	0%	57%	43%	0%	0%	0%

Don't know or No response: 14

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

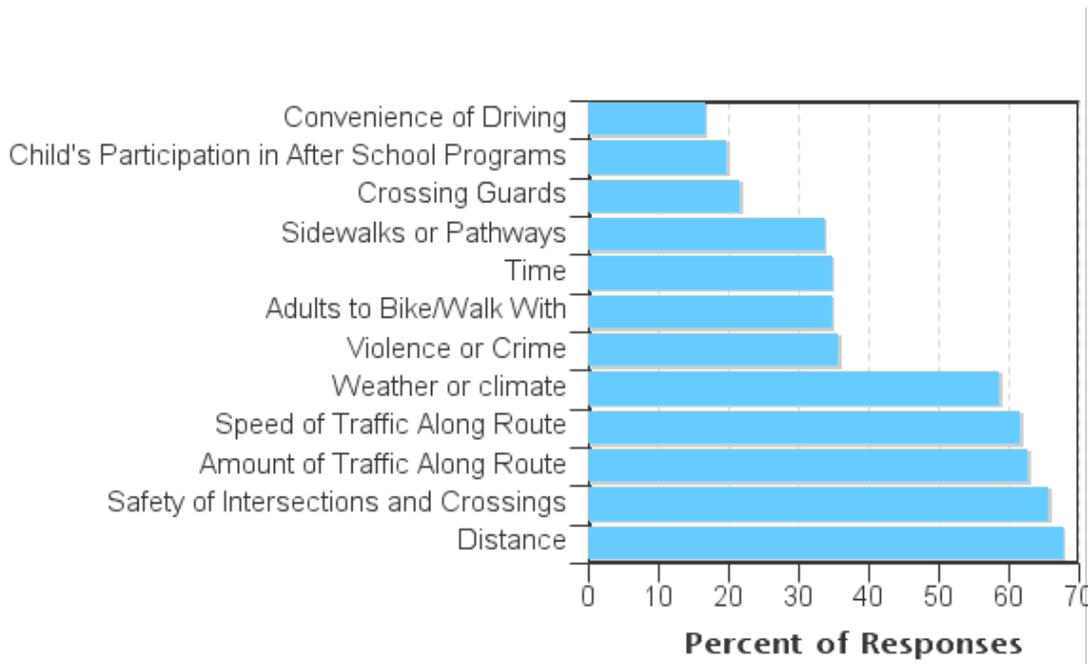


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

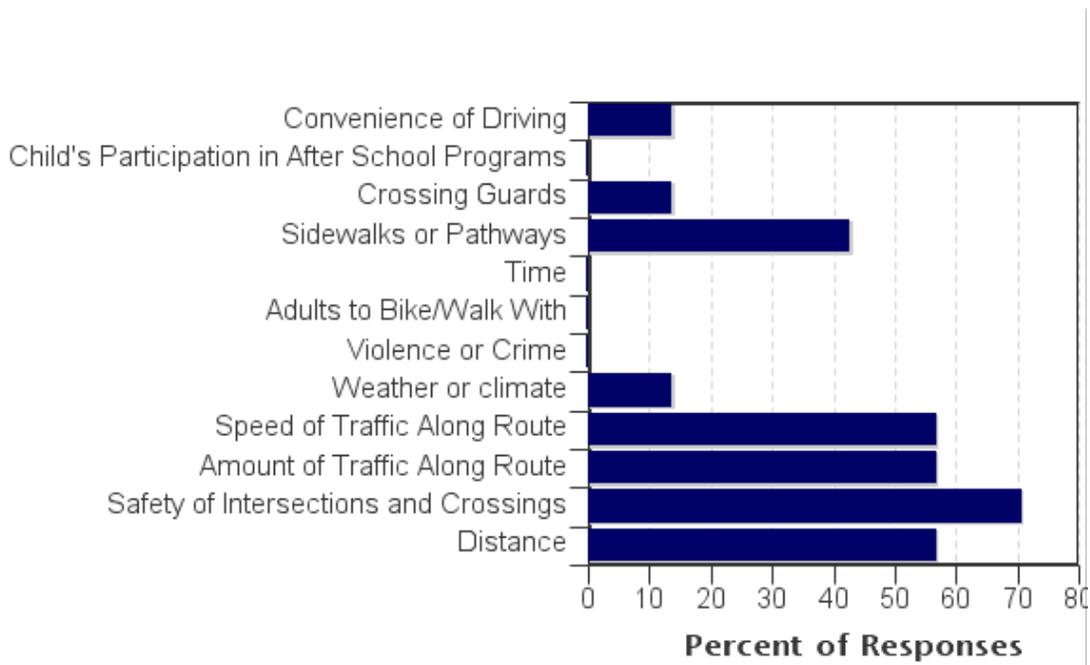
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	49	82%	45%	38%	24%	13%
No	103	18%	55%	62%	76%	88%

Don't know or No response: 12
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	68%	57%
Safety of Intersections and Crossings	66%	71%
Amount of Traffic Along Route	63%	57%
Speed of Traffic Along Route	62%	57%
Weather or climate	59%	14%
Violence or Crime	36%	0%
Adults to Bike/Walk With	35%	0%
Time	35%	0%
Sidewalks or Pathways	34%	43%
Crossing Guards	22%	14%
Child's Participation in After School Programs	20%	0%
Convenience of Driving	17%	14%
Number of Respondents per Category	115	7

No response: 42

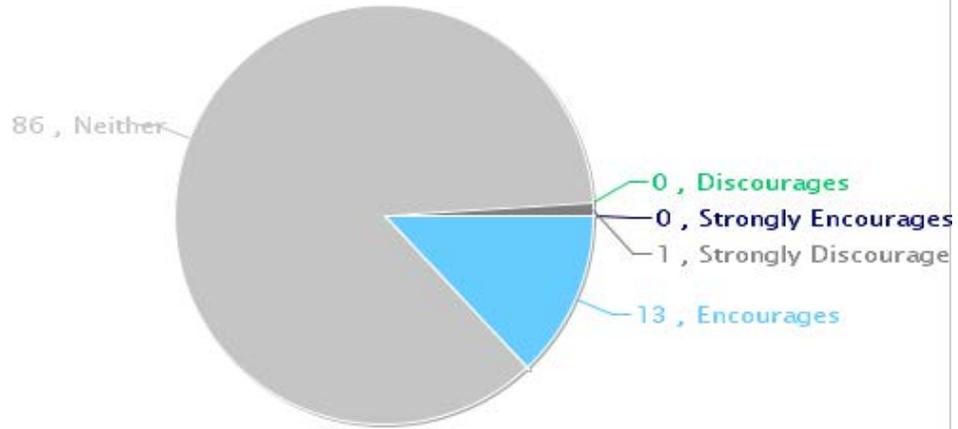
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

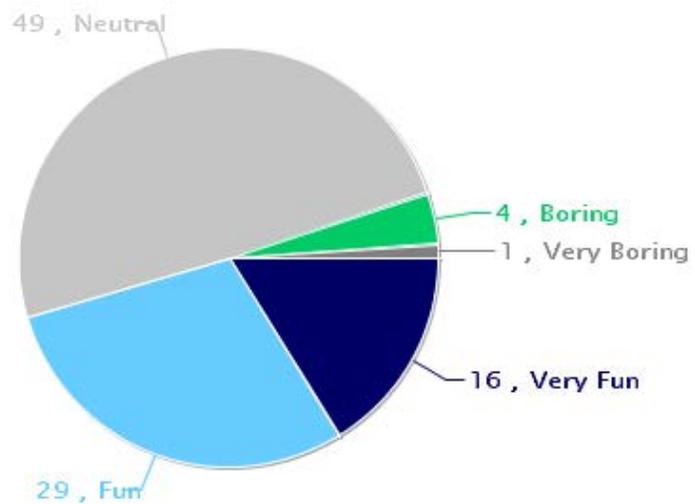
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

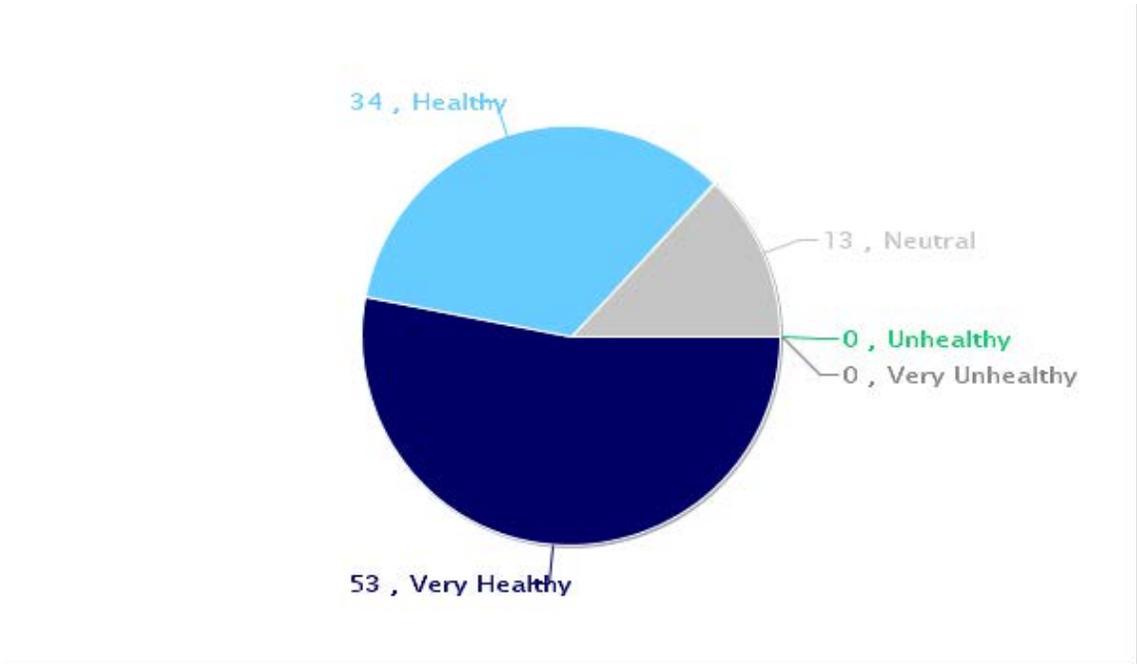
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1466667	I drive because she arrives at school to early to walk and I am rushed after getting off of work to pick her up. On days that time allows we both prefer to walk.
1467168	Crossing old shakopee is a concern
1466525	I hope this survey will improve and highly encourage more walking to school. Less child drop-off would improve the safety. Suggest to have parent pick or drop off behind school and make the parent walk around the school to get child. This will lighten the traffic. Would love to see additional patrol outside during before and after school.
1466542	Walking to school is a new thing to me since we're new to the area. If we are still in the same area come 5th grade I would be open to letting my child walk to and from school. Currently they ride their daycare van back and forth.
1466575	I do not like that middle school students (we also have a 6th grader) have to cross France Ave at the same time that the high school students are driving to school (morning and afternoon). That is a busy intersection with multiple turn lanes. Crossing guards would be nice.
1466639	In today's day, it's far too dangerous to let our children walk 6 blocks home without an adult. They don't have cell phones and even if they did, I wouldn't feel comfortable.
1466732	The speeding cars is our #1 concern for letting or not letting our kids walk or bike. #2 concern is that half way house across the street from Olson Elem.
1466781	We live in St.Louis Park but if we lived with in walking distance I would walk with my child walk to school and home during the decent weather days.
1467043	My husband grew up in the same house we are in and walked to school with friends, but am not sure what age he started. My child also lacks focus and I am not sure at what age I would feel comfortable letting her walk by herself without the concern that she could be late. She has expressed interest in biking some day. There is still a fear I have as a mother that she could be snatched off the street if by herself, though I feel Bloomington is safe.
1467044	We did not allow our daughter to walk or bike to school until this year, because she is finally aware enough to stay safe at intersections. However, I am still very worried about several crossings, mainly at France Avenue and 102nd Street, where the traffic lights are confusing, there is an uncontrolled right-turn lane, inexperienced drivers pour in and out of the high school, and enforcement of speed and intersection laws is nowhere near adequate to protect children coming to and from school.
1467165	The traffic on 102nd street is prohibitive to any children walking or biking.
1467223	We live on the far west side of town and there is currently no school close enough that I would feel comfortable letting my children bike or walk. My children ride the bus from a stop near their daycare which is much closer to school, I would feel comfortable letting them ride bikes or walk once I believe they can follow the rules of the road and cross at a stop light crossing.
1467361	we are just too far to encourage walking

1470547	I applaud that there is even a survey like this. Also whoever pushed for for creating the new crosswalk on France by Canterbury Ave - thank you. I am concerned though that a crosswalk like that is not as safe as a regular pedestrian street light. Also, as I indicated above, there is a lot of traffic along 102nd St and France that makes me hesitant sending my daughter to school by bike or by walking.
1471806	Thanks keep doing this. Very thankful to know how important decisions like these will impact a child and his/ her family.
1471884	My main concern currently is the lack of stop signs in our neighborhood combined with the speed of drivers particularly on the through streets. That along with a couple of fairly blind corners feel too dangerous to me to send our kids on their own.
1472146	I feel the traffic along 102nd Street is too fast. Would like to see fewer traffic lanes with a center turn lane like 102nd Street East of France. In addition, a decreased speed limit in the blocks near Olson Elementary/Middle schools. Also, TOO many cars disregard the school buses flashing lights and stop arm.
1475906	At this point I feel that my child is too young to walk to school. I'd really like her to be able to enjoy this with a friend from our neighborhood but am hesitant to have her walk alone. I am thankful for the school bus she takes now, especially on very cold winter days.
1466523	I think we just live too far but I would love to address the unsafe bus stop on 98th and ivy lane which is why I don't allow my children to be bussed home some days.
1466531	Add stop signs to intersections around school to improve the safety.
1466627	For us, I had to be sure my son knew how to use stop lights at Normandale and 102nd and he understood how fast the traffic on Normandale was travelling and you have to make sure cross traffic has stopped before you cross.
1466788	We live across from the school field. Not much for traffic otherwise I would be more worried
1466803	Don't trust 102nd and France intersection and a little nervous about 102nd and Johnson. That is what makes us nervous about our kids walking or biking to school. They both (2nd/1st) would love to bike to school.
1466829	I also have a kindergartener and once she is in at least 2nd grade, I might consider letting them walk or bike to school more often. We do walk on occasion if there is time and it's nice out.
1466873	I would consider walking/biking to school if there was a crossing guard by France and 102nd.
1466929	It is the intersection by Jefferson High School that make me nervous. People drive so fast on 102nd and I never see police. Crossing guards by the turn ins to Jefferson would be great. I really want my son to walk/bike to school but the way people drive and the accidents on 102 make me feel it is not safe.
1467098	My kids do like to bike to school and we plan to continue to allow them to do so on good weather days. Walking would take too long. We live south of old Shakopee. No matter what route they have to cross a busy road. The side streets also are just as dangerous even with slower speed limits due to narrow roads. Being able to bike home after kid safari would be a good option. Remote checkout from Safari would be helpful. Call in or instantaneous email checkout to give permission for the kids to depart home on their own would be nice. They can handle the responsibility of transporting home on their own. For question 10 I checked many items. They're merely items for consideration but not necessarily areas that need improvement or can even be improved. Most kids are capable to keep their best interest in mind when biking. One topic not listed may be an emphasis on bike training and safety. I think the school already does that. Maybe a little more of it. I see no reason the bike rack shouldn't be packed full of bikes each day!

1467099	We feel it is safe for him to walk home from school when he is older. At this time he is too young to walk by himself
1467150	When we have time and the weather is above 20F, I walk or bike him to school. He is not always happy with this scenario and would rather drive than have to leave home earlier in the morning. In Sep/Oct and Mar/Apr/May we walk or bike 1-2x/week
1467369	Living 4 miles from school, I'm not sure my kids would ever want to bike to school given the amount of time it would take. There are sidewalks or paths just about everywhere. Crossing Old Shakopee Rd is my biggest concern which the school cannot affect. We love our bus driver and while I put over 20 minutes of time, I think it's just barely over 20.
1471933	The distance is too far & way too much traffic
1466540	Safety concerns are abound for my child to walk/bike to school: I have driven to/from school many times and with the near misses I see on a regular basis, I would NEVER allow my child to cross 102nd street before/after school. In addition, my child would have to cross France at either 98th street (with excessive college age drivers) or at 102nd ;with excessive high school age drivers). The weight of the backpacks for the older kids would make it very difficult for a smaller framed kid to haul it that distance. The weather is a hindrance as I would have to leave work to pick up if it's raining after school.
1466628	I worry mainly about weather and traffic, but also the possibility of someone taking her.
1467118	My children ride the bus most days due to distance, but once a week they do walk home with a friend to the friend's house which is close to the school.
1467132	If there wasn't a big intersection to cross (98th and France) and there was the support of the community/school, I would allow my child to bike to school, weather permitting. I grew up in a country where biking to school was a normal thing. I strongly support any initiatives to encourage biking to school.
1467376	The reason my daughter doesn't walk/bike to school is that she is not old enough and none of the reasons listed in this survey are the reason why we don't let her. This survey is very poorly written and doesn't make sense
1470528	We live in a safe neighborhood a short distance from Olson Elementary but I am concerned about an attractive little girl biking on her own.
1470530	The sexual predators living in the area prevent our children from walking or biking to school.
1471977	We feel that kids having to cross busy streets such as France Avenue and/or take into account the safest route a child would take to get to school (as opposed to taking a shortcut through the woods)- when calculating distance from the school when making decisions on busing.
1471996	I could have allowed them to walk to school but is a bit far.
1466706	I would feel more safe with my kids walking if there were another stop sign on Heritage Hills Drive closer to the school. It is a very busy neighborhood thru street...especially before and after school during the times my children have to cross HHD to walk to school
1466791	Crossing France would be too dangerous for me to allow my son to walk. Also the traffic turning into the high school is dangerous and too fast.

1466822	My biggest concern is 102nd St. I know someone was hit the first week of school and I have heard of and seen way too many drivers speeding. This, in my opinion, is not acceptable on a street with three schools. The police presence should be strong and speed limits very strictly enforced. I do not trust the light and crosswalk at Olsen.
1467497	The world we live in nowadays with crime and child abductions makes me very very concerned learning my elementary or middle school child ride or walk their bike to school.
1467498	The world we live in nowadays with crime and child abductions makes me very very concerned learning my elementary or middle school child ride or walk their bike to school.
1467556	Walking down 102nd and crossing 102nd makes me nervous. My biggest fear is my children crossing little road and Johnson ave with cars turning off of 102nd. I think children under 10 should not walk all the way to school (1 mile) by themselves. I walk home with them everyday because I worry about traffic on 102nd.
1472796	I hope the sidewalk/trail can get reworked between Rich Rd and Morris Cir/Rd.
1472802	France and 102nd is a dangerous intersection and I will be nervous for my kids to walk across once they reach middle school. My Daughter in 7th grade says she doesn't like to cross France and it's too far to walk
1476206	My son is only in 1st grade so I do not feel comfortable with him walking because of his age. He is my first child, so I am unsure at what point I will feel comfortable.
1467152	My children walk home together. I am still nervous about speed on heritage hills rs
1476815	Traffic is very Heavy at the most important times when kids are arriving and leaving school. I see Parents and other adults being reckless rushed and impatient both in the streets and especially in the parking lots. Also high schools kids leaving Jefferson don't pay attention for parents turning into Olson parking lot for either Middle or elementary and almost rear end cars. Also frustrating is seeing drivers not yield to buses and cross walks. PLEASE HAVE POLICE watching those that speed, don't stop at the cross walks and those in the parking lots that speed in the parking lots when kids are walking in. Especially in Olson Parking lot, parents are so rushed I feel it's gotten so dangerous and for the kids
1466644	I think the stop light needs to be moved from where it is on 102nd to where the entrance/exit of the elementary and middle school parking lot is located. I believe it would be safer for kids and families who are driving and we would see less accidents.
1466535	We open enroll and bussing is not offered for us.
1470669	My child is too young to walk/bike
1470991	Not sure why the survey asks 10- 16 when we are 5+ miles away from school which was indicated above.
1476400	I have an eighth grade, girl, who I would allow to walk/bike to school with a group of friends; however school starts so early that they'd have to leave super early to make it on time and the weather in MN isn't conducive most of the year.

Parent Survey Report: One School in One Data Collection Period

School Name: Olson Middle School

Set ID: 15183

School Group: #102 Bloomington With Edina & Richfield

Month and Year Collected: October 2016

School Enrollment: 822

Date Report Generated: 11/01/2016

% Range of Students Involved in SRTS: Don't Know

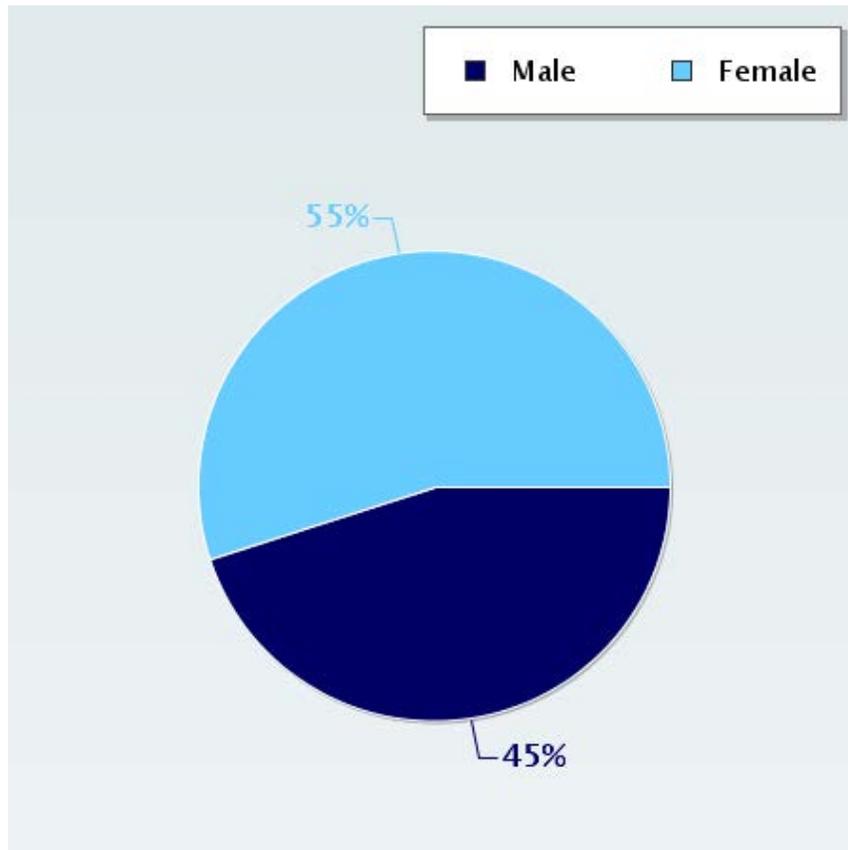
Tags: Safe Routes to Schools - 2015

Number of Questionnaires Distributed: 822

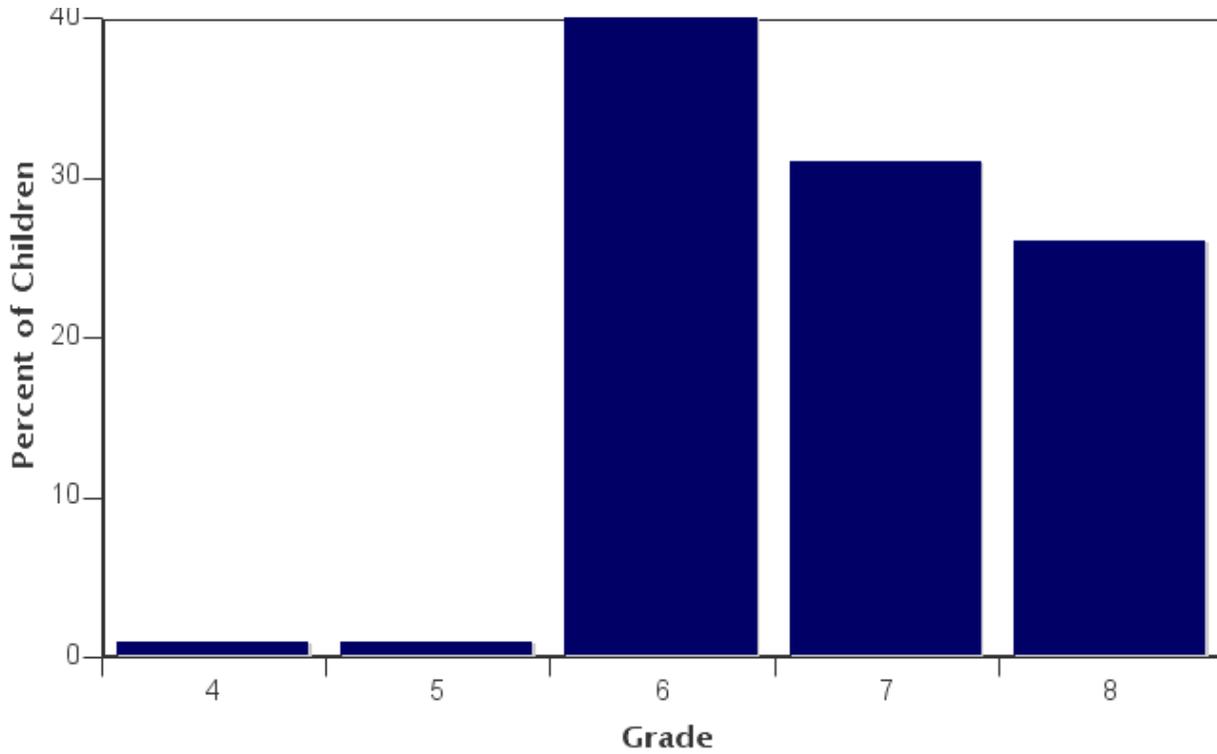
Number of Questionnaires Analyzed for Report: 309

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



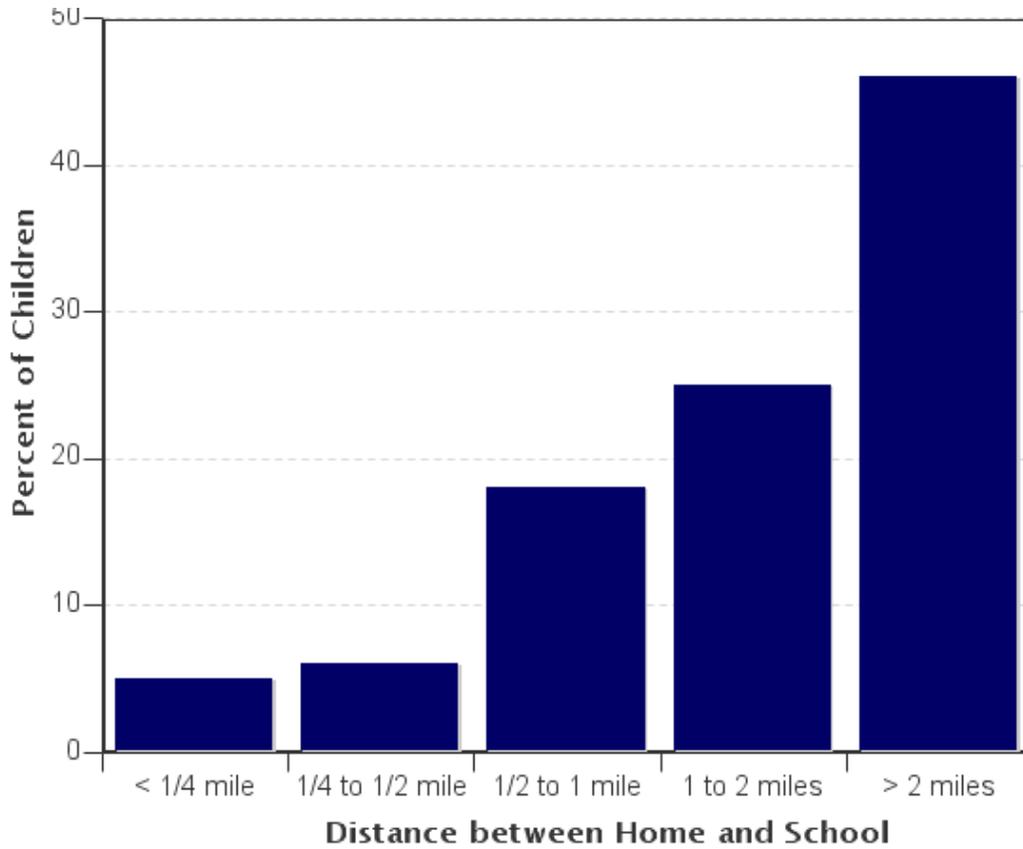
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
4	2	1%
5	4	1%
6	124	40%
7	96	31%
8	79	26%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



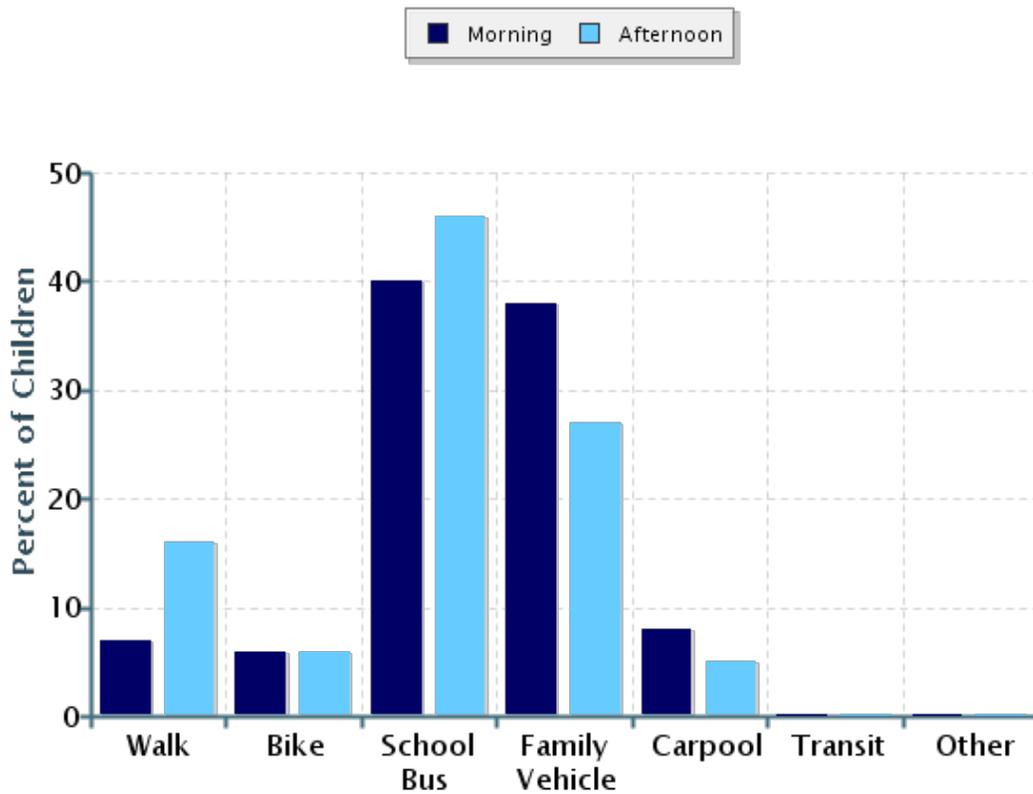
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	16	5%
1/4 mile up to 1/2 mile	18	6%
1/2 mile up to 1 mile	54	18%
1 mile up to 2 miles	73	25%
More than 2 miles	135	46%

Don't know or No response: 13

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	299	7%	6%	40%	38%	8%	0%	0%
Afternoon	302	16%	6%	46%	27%	5%	0%	0%

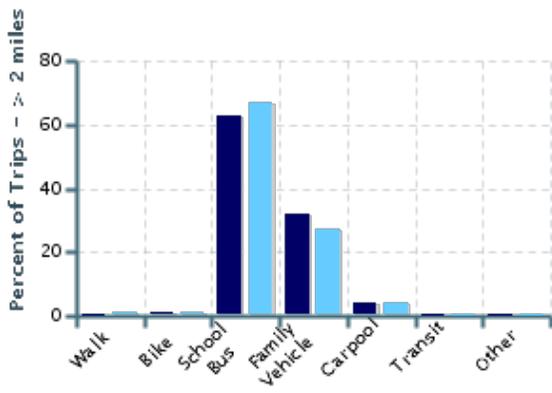
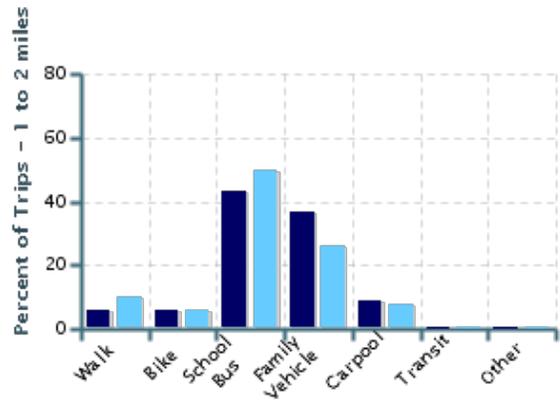
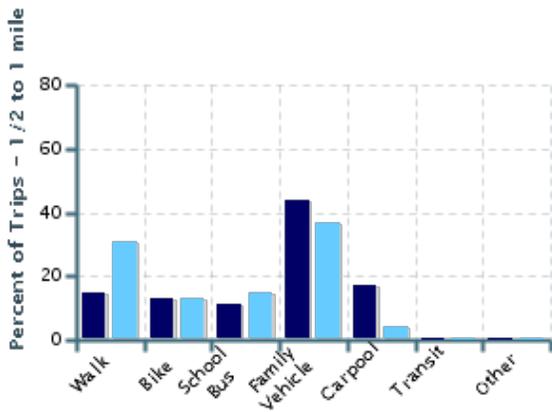
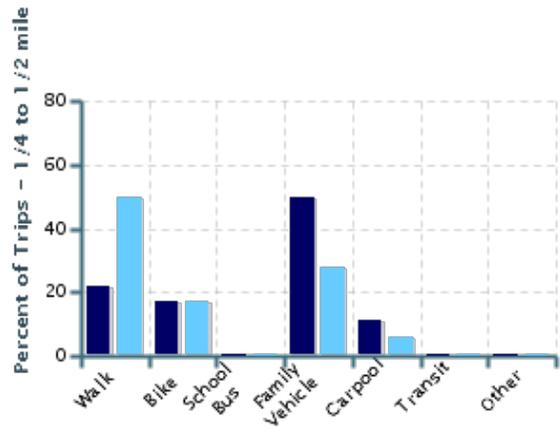
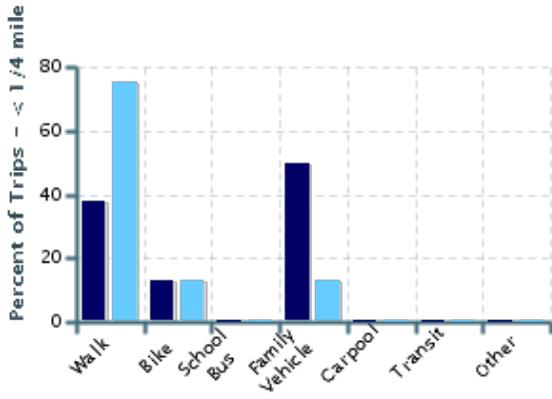
No Response Morning: 10

No Response Afternoon: 7

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	38%	13%	0%	50%	0%	0%	0%
1/4 mile up to 1/2 mile	18	22%	17%	0%	50%	11%	0%	0%
1/2 mile up to 1 mile	54	15%	13%	11%	44%	17%	0%	0%
1 mile up to 2 miles	70	6%	6%	43%	37%	9%	0%	0%
More than 2 miles	134	0%	1%	63%	32%	4%	0%	0%

Don't know or No response: 17

Percentages may not total 100% due to rounding.

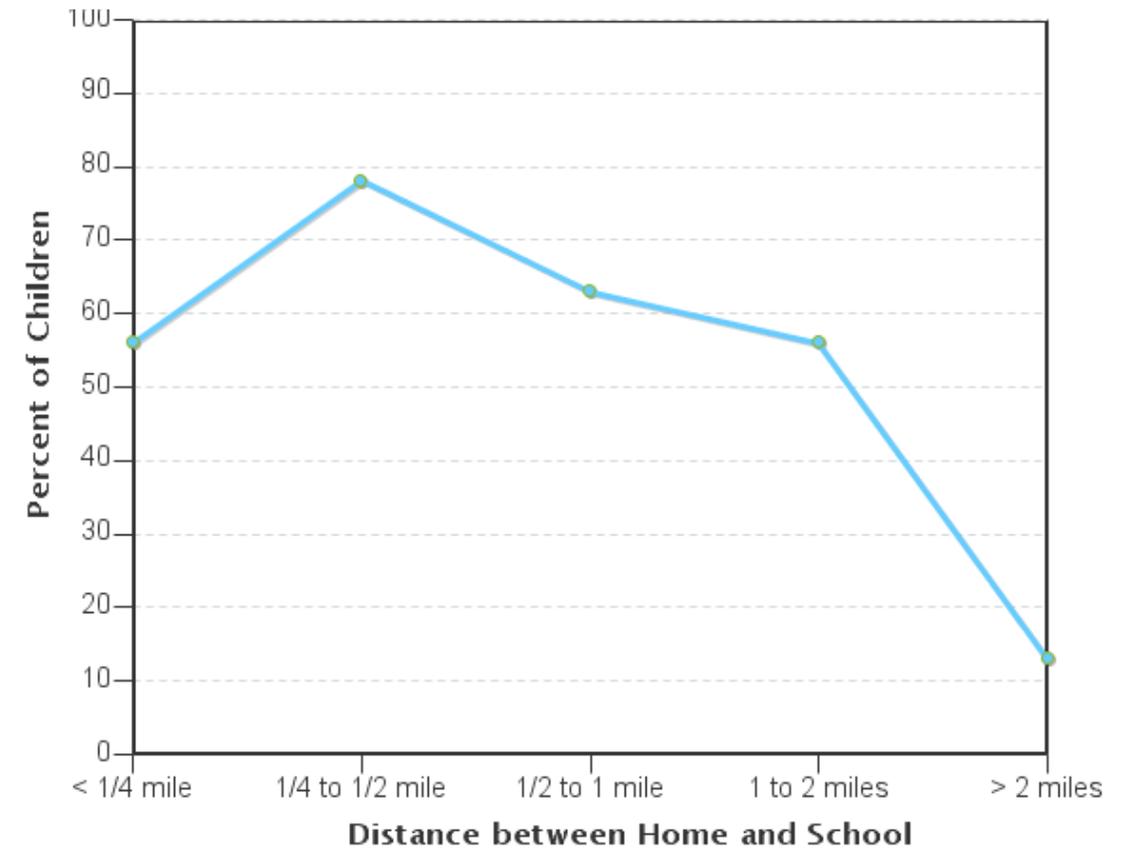
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	75%	13%	0%	13%	0%	0%	0%
1/4 mile up to 1/2 mile	18	50%	17%	0%	28%	6%	0%	0%
1/2 mile up to 1 mile	54	31%	13%	15%	37%	4%	0%	0%
1 mile up to 2 miles	72	10%	6%	50%	26%	8%	0%	0%
More than 2 miles	135	1%	1%	67%	27%	4%	0%	0%

Don't know or No response: 14

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

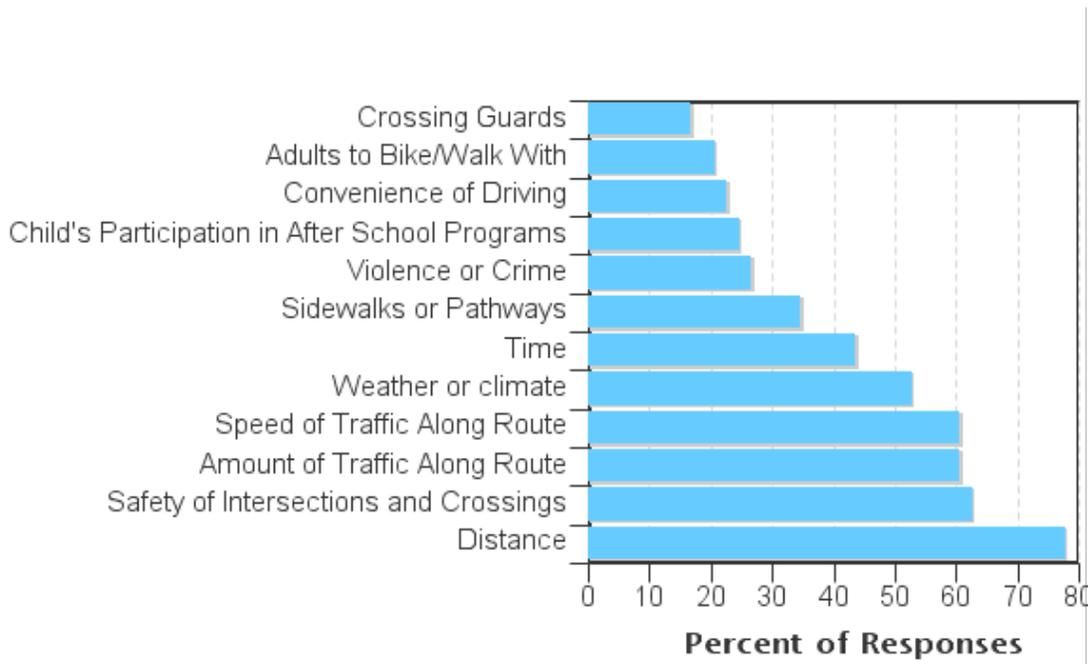


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

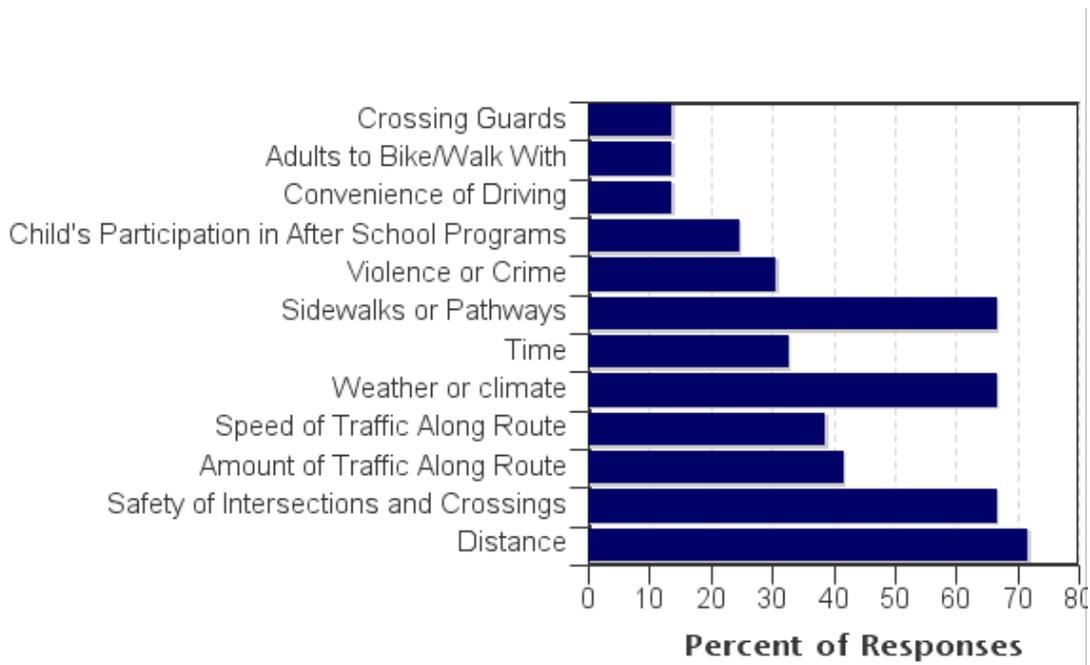
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	113	56%	78%	63%	56%	13%
No	180	44%	22%	37%	44%	87%

Don't know or No response: 16
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	78%	72%
Safety of Intersections and Crossings	63%	67%
Amount of Traffic Along Route	61%	42%
Speed of Traffic Along Route	61%	39%
Weather or climate	53%	67%
Time	44%	33%
Sidewalks or Pathways	35%	67%
Violence or Crime	27%	31%
Child's Participation in After School Programs	25%	25%
Convenience of Driving	23%	14%
Adults to Bike/Walk With	21%	14%
Crossing Guards	17%	14%
Number of Respondents per Category	212	36

No response: 61

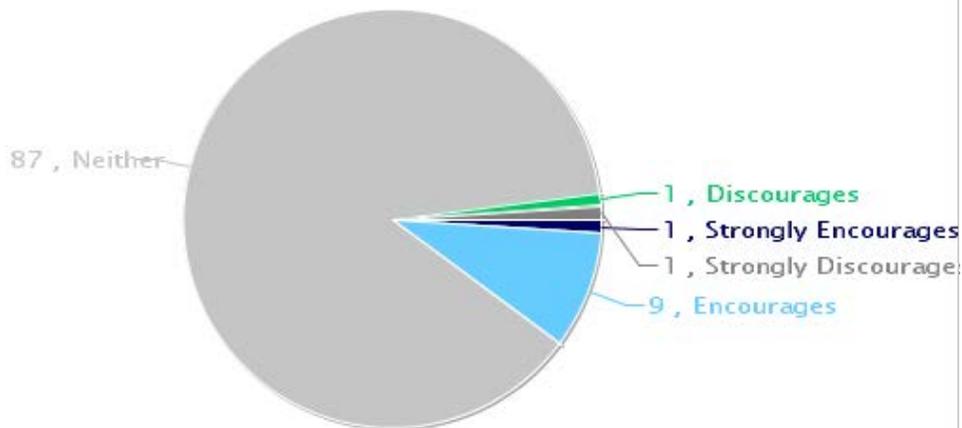
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

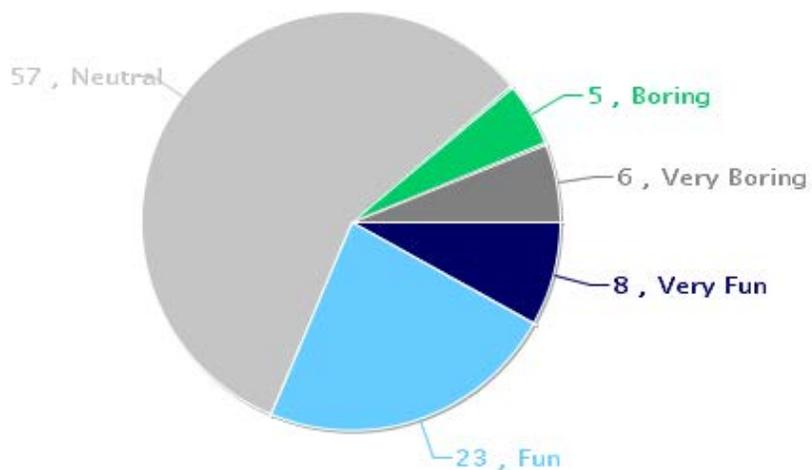
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

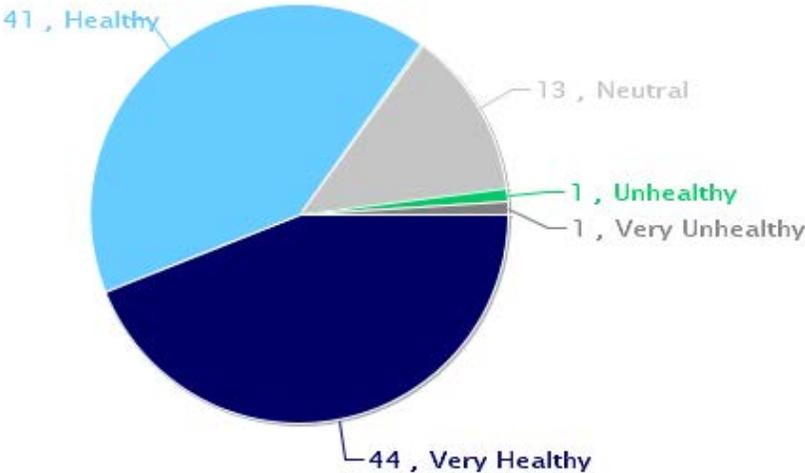
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1466581	We live too far from school to make walking or biking a viable option for our family
1466605	I would much rather know why my daughter is forced to walk to a bus stop where there are no side walks, around a curve that has caused accidents, in the dark to stop that cannot be seen by our house where she is also the one child there. Especially when our youngest gets on a stop up the street that is visible from our house and is only half a block away. Especially when 3 requests were put in to transportation to have it changed for her safety?
1466655	I like the fact that she walks. It's a mile so exercise is incorporated in her day. Luckily she has a neighbor to walk with which makes us feel better. The only drawback is rainy or super old days.
1466668	Still hesitant allowing a 6th grader to walk to school. Wish there was a bus available.
1466719	Difficult time figure out how my student could transport heavy backpack and supplies for after school activities on a bike.
1466790	district refused busing for my child who needed to go to a school away from a bully. As I have to drive my child to school (Sept. 2016), I have witnessed cars that do not stop at the flashing cross walk on 102nd as well as France. The "safety" update did not solve the problem, but the district has spread the area of walkers at ages that do not realize they need to be cautious of the cars (drivers) that are not paying attention!
1466839	Daughter buses to Olson Middle school as we live in Oak Grove district, but olson is 1/2 the distance.
1466864	Safety from being hit by a car or taken. Would NEVER let her by herself. Snow and rain also an issue.
1466865	Safety from being hit by a car or taken. Would NEVER let her by herself. Snow and rain also an issue.
1466882	The corner of main concern is Normandale Blvd and 102nd st. Cars speed and run lights at this intersection.
1467087	We live close to olson but our nh school is oak grove so other kids bus there. Wish they all went together to olson, would love to see more kids walking and biking. Traffic by olson is scary to think about for biking. Wonder if there are ways to address that.
1467133	102 street past Jefferson High School, Olson Middle School and Olson Elementary School in the morning is a menace. The start time for the High School and the Middle School is 7:50 and 7:55 respectively. This means there are two large schools starting within 5 minutes of each other and are nearly next door, not to mention parents dropping off kids at the Olson Elementary School for early services. Currently, I have a daughter at the High School and the Middle School. In the past 5 years I have witnessed the aftermath of dozens of accidents, near misses and aggressive driving. This is no wonder with hundreds of mini-vans full of kids, dozens of busses, students, new drivers, staff and the general public trying to get to and past the schools. I think the City of Bloomington should consider changing 102 Street between Normandale and France Avenue into a one-way street. To reduce sun glare in the morning I would suggest changing it to a one-way street heading west. It would cut down on the near misses and accidents and possibly make the commute to school saner.
1467137	Just when I was feeling more comfortable with letting my daughter walk to school last year we heard of the girl approached by a stranger over by lunds...

1467138	Just when I was feeling more comfortable with letting my daughter walk to school last year we heard of the girl approached by a stranger over by lunds...
1467175	I drive my children to school because we are open enrolled. I have witnessed many near accidents in the Olson parking lot coming and leaving from the school when cars are turning onto 102nd.
1467186	We only allow our child (6th grade) to walk home from school with other students - never alone.
1467325	The terrain/hills are a major block plus teh traffic and paths on Normandale for us. I am told there will still not be a barrier but it will be further from the road. Lots of encounters with who knows what on Normandale and length trip are barriers to her biking. Also, it is dark most the year when she goes to school. I have done bikes with kids at elementary but it was much closer and had safer routes. Would love to see group walk home. If 5 kids could pair up, great!
1470668	My child must take the same route to/from school each day and call me before she leaves the school.
1470948	We did not feel comfortable having our daughter as a crossing guard. We will not turn left out of the parking lot, the safest way to exit is to avoid the left turn and take a right. I take Little road, to Normandale highlands and Nord to cross back over 102nd to Rich Road, last year when I was not working from home I used the same path but took Little to 98th. Speed is a problem and some drivers are distracted with trying to get in to the lot and do not always wait for kids or even other drivers. The morning drop off requires a lot of patience which I think many of us understand and as a result we are cautious, but it only takes one distracted driver to cause a fatality. I appreciate the efforts to gather information.
1471886	Walking with a heavy backpack due to chromebook, books, and folders etc. Is also an issue.
1471914	The new crosswalk on France Ave by Canterbury in horrible. Drivers still do not notice the flashing lights and do not stop for pedestrians. Completely unsafe! If & when I have allowed my daughter to walk or ride her bike she must go down to 102nd and France to cross at the light.
1471921	We feel that no matter how "good" a neighborhood appears to be, there is always a measure of danger with regard to our children. Child predators can be found everywhere and anywhere. We also feel, and have observed, that bullies are most likely to harass other classmates on the walk to and from school since there are no teachers or parents around. We want our children to feel safe whenever possible. Its our responsibility and our privilege.
1472156	Primarily, it is the distance from school that prevents my children from walking/biking. It takes 30 minutes for the bus to get them there and it's a 10-15 minute car ride. When I was young, I walked to my grade school so it would be something I would pursue, if we were within walking/biking distance.
1472803	Traffic on 102nd street is crazy in the morning and it is a safety concern for kids walking or biking.
1466599	We do not like that our middle school student is a walker and must cross France Ave at the same time that the high school students are going to and from school. That is a very busy intersection. It would be nice to have crossing guards at that intersection.
1466657	People fly down both Old Shakopee & France not paying attention, not sure that there is much that can be done to prevent that :(
1466676	If there was any kind of adult or stop light to manage cars coming in and out of school, it is a total disaster to let cars try to turn left in or out of school with Jefferson and Olson having the same start and end times! Should have cars go in one side, and come out the other side of the school. Never go in and out in the same spot.

1466794	We are right in the border of bussing/walking. I feel it is too far for him to walk. It takes aver 30 minutes. When the weather is cold, it is going to be a long walk.
1466798	I am so glad Bloomington Schools are working with Safe Routes to School! A few other considerations - good bike racks that are in a safe, protected from the elements area would be awesome. Bike safety courses should be available and provided for students and as well as PARENTS. Having facilities that minimize interaction with vehicles would be great. Lets get our kids biking and walking!!
1466900	When our child attended our Mpls neighborhood school, he biked often. It was a great way to start/end his day and it fostered independence.
1466923	Security for those children walking/biking to school should be bolstered and guaranteed. During peak periods when kids walk/bike to or from school (6 AM-8 AM, and 2:30 PM-3 PM), security along the routes be provided.
1466932	We have a child in Middle School and a child at the High School. Crossing 102 to get to Jefferson in particular in my opinion is challenging even with the new crosswalk light. Regarding the Middle School exiting the parking lot is a nightmare so it is safer for walkers than those in vehicles
1466981	It's the timing of getting three kids to two different starts and then to work that makes this it not possible for me to walk kids to school.
1467049	My middle school child is good at memorizing license plates and quite often arrives home reporting driver violations. Drivers frequently speed on France Avenue and run the light at 102nd St. Drivers block the crosswalks near Jefferson High School and fail to yield at the corner of Johnson and 102nd. We need a LOT more traffic enforcement to protect our routes to school.
1467054	Would LOVE the kids to bike to school. Not sure how to handle Normandale Blvd, though. This would be about 2mi of their commute. Seems dangerous today. Hills tough too.
1467119	If the streets on the route to school were safer...my student would bike more often. The intersection of 102nd and the schools entrance is not good for anyone...including cars/drivers.
1467153	My middle schoolers enjoy walking home from school as they can leave the school grounds at their leisure and socialize with other kids who are walkers or are waiting for rides. I work from home so they also sometimes bring friends home, too.
1467167	We moved closer to our schools over the summer so biking/walking wasn't really an option before. Our son had biked a few times this year and walked once. It is too far to walk (cuts into homework time too much), but he loved biking.
1467170	The walk/bike ride from our home to the school isn't safe and is the only reason my son doesn't walk or ride his bike. We are considered too close to be bussed without a few... my son would also have to walk 3 blocks in the opposite direction to catch the bus. The traffic on Normandale is too busy and the sidewalks are to narrow and too close to the road for me to feel comfortable with him walking or riding his bike to school.
1467311	My child was dealing with anxiety at the beginning of Middle school about taking the bus/biking to school. This is resolved now. However it is hard to change the established habits. The main reason my child doesn't want to ride his bike to school (or take the bus) is because he has to wake up earlier.
1467460	I really wish the high school and middle school started at different times. Even if it were 20 minutes. That would completely cut down on traffic and travel time. Less drivers makes for safer roads too.

1470488	The intersection by the Olson needs to be changed. It is a mess in the morning and traffic flow is terrible. It would be better to have the intersection into the school be controlled by a light rather than 25 feet away. Another improvement would be to have the pickup and drop off route changed to exit at a different location than the entrance.
1471856	My child does not have the option of riding the bus and neither my husband or I have the option to walk or bike with him.
1471867	We live on pretty busy streets with busy intersections. It makes me nervous that he would be crossing them, but I know he's a cautious rider.
1471883	If we lived closer, I would definitely let my children bike or walk. However, living over 5 miles from their school, with busy roads in between, it's hard to imagine any changes that would make it realistic for them to walk or bike, and this goes double in the winter.
1471992	We just moved from another community and our son biked to school there. We lived closer to the school.
1472001	Children less than one mile from school should not be bused. We see children without disabilities being bused two blocks from school. This discourages active and healthy lifestyle choices and independence.
1472763	The intersection (with new crosswalk) at Old Shakopee Road and Johnson Avenue is SO DANGEROUS I would never cross there myself as an adult on foot or by bike and I can barely cross it with a car. It is a DANGER and I fear someone will lose their life there. I don't care that it is a crosswalk. Drivers do not stop or even slow down there. I will NOT let my children cross Old Shakopee Road.
1466614	Clown issues make children scared. Just walking to bus and from bus to home is stressful
1466689	I feel my child should have bus service provided, given the distance we live from school and the amount of traffic my child must navigate (unpatrolled, very busy intersection - 98th & Little).
1466693	The heavy books and computer are an issue
1466708	As long as this superintendent and this public relations department are in tact, my children will never walk or ride a bike to school, for this cabinet has repeatedly shown it doesn't hold children or their safety as its number one priority.
1466726	I think it would be hard for my kids to bike to school simply because of how big their backpacks get with all the books.
1466744	My daughter is a inter district transfer therefore she does not have the option to ride a bus. She walks 1.2 miles home every day alone regardless of the weather. I agree that walking to school is a healthy option, however, I feel that safety is more important. I worry about her every day walking home especially in the winter when its cold and dark so early. She will have to walk to Jefferson in 9th grade which is 1.2 miles away because there is no bus option for her then either. I will worry about her then as well.
1466746	There is way too much traffic and teen drivers since the high school is on the same block and starts at the same time. We were almost hit by a city bus running a red light over 40 mph crossing 98th st. It is dark in the morning and too dangerous. In the winter it is too cold and the sidewalks too icy and not shoveled.
1466884	The no parking signs all along the neighborhood roads where my child walks made me feel the most safe and secure. The idea of someone able to park and watch children leave school is frightening!

1466888	Survey doesn't really make sense. We live over 5 miles away. Given distance, how are all the other questions at all relevant?
1466926	Walking/biking is not an option for us - we live 5 - 6 miles away from the school.
1466939	I let my daughter walk to middle school, but she crosses 102nd Street at the pedestrian light. traffic is heavy at times.
1467070	With more than 4 miles to the school, distance is the biggest factor for us, and biking/walking is not even an option. At OMS, traffic is a concern both for drivers and for pedestrians/bicyclists. Congestion at 102nd is exacerbated by all traffic being funneled to that one intersection, with no alternative in/out to Little Road or Johnson Ave. Increased connectivity allows traffic to disperse rather than be concentrated in one spot. Even if we did live closer, I would not feel safe trying to cross 102nd St. on foot or bike at the beginning or end of the school day. Also, the pedestrian crossing at mid-block, even though signal controlled, seems oddly located. A signal at the driveway intersection would seem to make more sense, so the vehicle traffic and foot traffic can be controlled by the same signal at peak traffic times. At off-peak, the signal could blink yellow for through traffic on 102nd (with a push button to activate a ped crossing light), and blink red for traffic exiting the school driveway. Exiting left-turn traffic could be assured of getting a chance to make a safe turn with a signal, which can discourage drivers from taking chances at high traffic times when their wait is too long. For westbound exiting vehicles, restricting the exit to right turns only results in a 1-2 mile detour to get back to Normandale Blvd. (you have to go all the way to France Ave, then north to 90th Street and back to Normandale, or south to Old Shakopee Road and then west to Normandale -- there is no good place to exit to the east with a right turn, and then make a safe U-turn to go westbound).
1467106	I am concerned about my child walking alone. She is a female and is small for her age. I am uncomfortable with the intersection at 102nd street and Normandale and have seen many cars fly through that intersection on Normandale several seconds after the light has turned red. It is a long intersection and people don't like to get stuck so they fly through on a "pink" light sometimes. I am also uncomfortable with information that was released about a level 3 sex offender in the neighborhood across from Olson (Normandale Highlands Dr. and Nord). There were actually two names released last year. I am not sure if they are still located there (since they tend to be a transient population).
1467717	I worry about the traffic and speed limit on 102nd. I am used to school zones being 20 to 25mph "while children are present" and am shocked when I see cars going 35 to 45 mph while kids are trying to cross the street in front of the school. I wish the speed limit could be reduced in front of the school while kids are coming and going.
1470806	My child took the bus to Olson elementary but is not in zone to be bused to middle school and we are not able to provide transportation ourselves due to work schedules. She walks without sidewalks most of the way by herself in the dark which is not ideal. The traffic/driveway/ school entrance situation is a mess and a safety concern. If we had the option to have her take the bus, even if there was a fee, we would choose this option.
1471804	We live about 3/4 of a mile from the school. One of the major factors that made us feel okay about her walking to school last year as a sixth grader was because she had another neighborhood buddy to walk with. We do worry about the darkness in the mornings and the high speed drivers we observe and the craziness of the parking lot in the mornings. She and neighbor often get a ride by a parent in the mornings when too dark, cold, rainy, but almost always walk home after school.
1471811	Having to walk past Jefferson to get to OLM makes me nervous. Too many young inexperienced drivers.
1471873	I would have my child ride a bus or continue to carpool before having her walk or ride to Olson or JHS by herself

1471876	My concern would be of them walking alone Also, the intersection of Kell and Old Shakopee still is not safe. People are just too busy/distracted and don't obey flashers.
1471948	I think my daughters bus stop is too far away and she's out of sight. Tried changing that last year but they don't budge. Failed to mention in this note that she's autistic and in a tricky situation I worry she wouldn't make the best decision. I would feel better if she could get picked up and dropped off at the end of our cul da sac
1471982	We live more than 30 minutes away, so biking is not an option.
1475475	Why is this necessary ???
1476662	Morning darkness prevents my child from walking to school in the mornings.
1466602	We live outside the district.
1466660	My son loves to bike to school and this works very well until it gets too snowy. It is a great option since he is not eligible for the bus and the walk it's a bit long and boring.
1466670	Need safer route across 102nd. I have witnessed many speeding cars through red light and 2 accidents. It is not safe!
1466683	I am not completely comfortable with the safety of the bike route to school along 102nd street. There is no safe lane for bikers, traffic moves too fast, and sidewalks are often too close to the trees/ shrubs/ bushes along the way. It is not safe every day or during snowy weather.
1466754	My children MUST walk--we live too close to qualify for busing. Darkness in the morning during the winter is worrisome. I believe the speed limit on 102nd should be lowered during school hours--why is there not a school speed limit on that entire road? My children report having seen many crashes on that road while walking to school over the years. The JHS students go WAY too fast. I also think that there should be a TRAFFIC PERSON there DAILY to keep students safe. Edina High School/Valley View Middle School (I work at EPS) has a person directing traffic both in the morning and afternoon to alleviate danger. Walking/biking to both Olson and JHS is extremely dangerous, but we do not have a choice based on where we live. This is a BIG problem that should be addressed before someone gets seriously hurt. Thank you for asking.
1466825	He is dropped off in the morning and walks home after school. My concern is cold weather days during the winter going home.
1466924	My son has done a couple of biking to school but the intersections are quite busy plus the path runs next to France Avenue along a stretch
1466965	the traffic getting in and out of parking lot of school is insane!! needs a stop light!
1466993	Children living within .75 mile of the school should not receive bus service. The media paranoia and sensationalism regarding weather has created a culture of fear.
1466995	Elementary school offered "bike to school day" which we participated in. Middle school starting an hour earlier and the distance we live from school makes biking not a great option. We value exercise and health and do this at other times of the day rather than to and from school.
1467021	My son is a special needs student who buses to a school outside of the attendance area.
1467040	Drivers treat the roundabouts at the edge of our neighborhood (Ensign Road) as speed test track.

1467058	Geographically, it is very challenging for students who live west of Hyland Park to walk or bike to any of their schools due to long distances as all Bloomington schools are east of the park. It would also involve crossing high traffic roads such as Normandale Boulevard. It's just not realistic for elementary or middle school children and it's too dark in the mornings for high school students.
1467082	The stop lights on 102nd by the entrance to both the elementary and middle school need to be moved to the actual intersection or there needs to be alternate in/outs. I have personally seen over 6 car accidents right at that driveway of cars trying to take a left turn. That is a huge problem because kids are walking and riding bikes right there. Perhaps a walk/bike bridge?
1467280	My son really dislikes the bus due to the length of the trip and the roundabout route it takes. He's not looking forward to winter when biking is not an option.
1471799	Distance, time, traffic and safety are all the main factors preventing me from allowing the kids to ride to school, though they desperately want to.
1471918	My child has friends with whom he walks to school. I'm not always comfortable when he's walking by himself nor have I felt comfortable when he was younger and walking by himself. However, I feel we live in a safe neighborhood and feel that it helps build independence to allow walking without adults. When my kids were younger, we always walked with them or had another adult walk with them. As they got older this was less important. I also know his route, so that is fine and we live very close.
1471973	The sidewalk on the south side of 102nd Street, just east of Normadale Blvd, is very difficult to navigate. Lots of trees & brush hang over the sidewalk, giving very little room. The sidewalks along the west side of Nesbitt (from 98th to 102nd) has several spots where it is lower than the prevailing grade, making water (& ice) pool on it, creating difficult walking/biking conditions. Also, city plowing of sidewalks on the west side of Bloomington is very, very, very poor (compared to the east side), making foot or bike traffic hazardous due to packed snow/ice from December through April.
1471988	The traffic from parent drop off and all the high school kids going to Jefferson or dropping off their younger siblings makes 102nd VERY dangerous. I have seen so many accidents and near accidents even in the drop off line. The kids going across the drive way on the school side of 102nd is even worse. I would never let my kid walk or bike. There needs to be a stop sign at the driveway itself at a minimum. I know other communities have police officers near entrances every day during drop off and pick up. It is not safe!
1472025	My child is driven to school when with me due to living in Prior Lake and walks home to his moms who is in Bloomington where I pick him up from. Thus walking to school is really not an option when with me.
1472314	The intersection at Normandale is fast moving and would have to be monitored.
1466699	Currently our children live too far to safely and conveniently get to school.
1466848	Distance, time, safety biggest factors for us not having her bike/walk
1467146	It's simply too far. Plus, she would either have to walk along a very busy street (Old Shakopee) or a quiet street (Autoclub Rd), both of which could be potentially dangerous (Jacob Wetterling syndrome). It's just not worth it.
1467392	There is a level 3 sex offender that lives not far from us who has re-offended 3 times with women. My daughters and I are at risk for him targeting us, especially when they or I walk alone. Kids backpacks are extremely heavy and I prefer to not have my kids have to carry them for 15-20 minutes to and from school. It is ridiculous that despite having a chrome book that the kids are still required to carry so much to and from school. Kids have too much homework and activities and despite wanting them to take the time for their health to walk home from school, they need to get home to do homework so they can do activities in the evening they enjoy. Sad for kids today. As an educator, I wish that life were different for

	activities in the evening they enjoy. Sad for kids today. As an educator, I wish that life were different for our kids.
1467458	Biggest gains could be realized from improvements to traffic control. The lack of sufficient traffic controls and right and/or left turn lanes drives unsafe behavior in the car traffic leaving the school. Drivers take unsafe risks when leaving to complete left turns at both the North and East entrances to Olson. The North entrance should have a stoplight added that is activated during times of high traffic (drop-off and pick-up). This entrance could also be improved by increasing the queue length of the existing right-turn lane. The East entrance should have a right turn lane added to allow cars to exit to the right without adding to the congestion and subsequent anxiety of those trying to exit by making a left turn. There is traffic going both directions at this entrance going to and from both Olson and Jefferson schools. This traffic includes School Buses. An alternative approach would be to add a one-way exit lane going straight south to Heritage Hills Drive by extending the lane on the east side of Olson straight south along the tennis courts. This would also relieve some of the traffic on Johnson Ave S. Please call me at 612-743-6146 to clarify any of these suggestions.
1467712	We are simply too far away from school to have our children walk or bike on a consistent basis. They would also eventually have to cross the 4-lane Normandale Blvd. Youth and inexperience generally do not mix well with high traffic volumes (including large vehicle traffic) and high vehicle speeds (45 mph+).
1471800	Even if we were closer, I would prefer to drive my girls - especially in the morning. The traffic is crazy on 102nd Street, as well as the entrance to the Middle School and High School. I've witnessed several accidents, and seen many close calls - with pedestrians and kids on bikes, as well as other cars. I also would not allow my girls to walk or bike in the dark or bad weather.
1471924	We drive our children in from Prior Lake, so walking/biking isn't an option. I cannot believe how many cars are dropping kids off though.
1471932	Our children would have to cross Normandale BLVD and then Bike South along Normandale BLVD to OSM and Jefferson - I see they are in the midst of a major project not sure what that will look like in the end. HOpefully more sidewalks and a Stop Light at Mount Normandale Drive and Normandale BLVD.
1471966	It is ridiculous to consider my children walking or biking to school from where we live.
1466661	I would like to see the stoplight on 102nd moved to where the entrance and exit of the middle school and elementary school parking lot is located. Doing this would result is less accidents and safer roads for our students and families.
1466769	I wonder what would my child do if he got hurt going to or from school or if someone took him. Right now he bikes alone but some time he bikes with a friend. He has a phone and calls me when gets to school and is leaving to come home.
1466789	none
1471864	Special Education Student Family lives 6 miles from Olson
1472113	Distance is one major factor for us. In addition, traffic and safety are also primary concerns. However another major item this survey fails to address that also greatly impacts a student's ability to walk/bike is "school equipment". Backpacks, chromebook, instruments, lunch and/after school activity equipment. My son easily carries 20-30 lbs of school related necessary items to and from school daily. This would make biking and/walking very difficult. Additionally, this is a safety and health issue with neck and back strain.
1475722	My Son lives too far from home to be able to walk. So some questions on this survey doen't apply. The Survey should have a NA option.

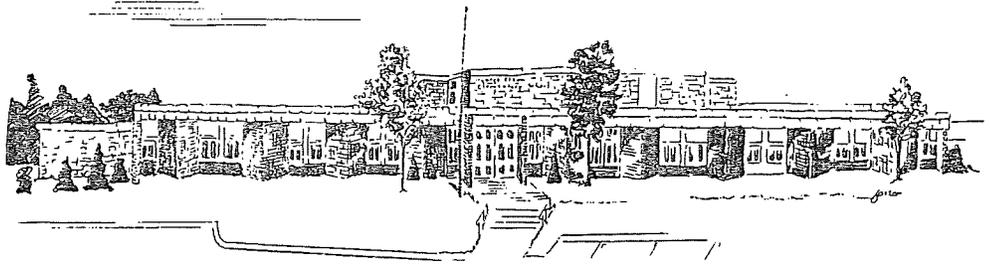
1476814	Traffic is very Heavy at the most important times when kids are arriving and leaving school. I see Parents and other adults being reckless rushed and impatient both in the streets and especially in the parking lots. Also high schools kids leaving Jefferson don't pay attention for parents turning into Olson parking lot for either Middle or elementary and almost rear end cars. Also frustrating is seeing drivers not yield to buses and cross walks. PLEASE HAVE POLICE watching thone that speed, don't stop at the cross walks and those in the parking lots that speed in the parking lots when kids are walking in. Especially in Olson Parking lot, parents are so rushed I feel it's gotten so dangerous and for the kids
1467155	My daughter is in an adaptive classroom..she is a vulnerable child and needs supervision. Also she has orientation difficulties. walking or biking to school would not be an acceptable option for her.
1467338	Why do we spend so much \$\$\$ on high school buses when they are hardly full. Combine Jefferson & Olson middle schools to have shorter times to school
1467308	Normally walking would be healthy but our high school son and our middle school daughter have to carry very very heavy backpacks for their mandatory 25 minute walk, which is not good for their backs (both have pain & alignment issues from this - sounds crazy but true!) and it can be very dangerous in inclement weather. They have to cross 102nd street and W 98th Street. W 98th street has very fast traffic (45+) and many young college and high school students drive too fast and reckless on this road. The stoplight does not have a suitable cross walk for young walkers. We live 1.2 miles from the school and the school provides NO transportation. This effects at least 15 students in our neighborhood. The distance they are expected to walk is unacceptable I think this should be changed.
1466783	The heavy backpack is a very hard to balance on a bike and very hard on the spine if walking more than one block. Too much homework and books plus the Chromebook. Also my daughter plays trombone and can't fit on bike with backpack. Get rid of the bike lanes and all the money saved could go for better teachers with less homework for the kids to make the benchmark score for school to continue getting the funding. Minnesota does not have enough good weather days to warrant all the money being funneled into bike and walking paths that are used rarely in our winter months. Remember Bloomington requires kids to be in band or orchestra and those expensive instruments aren't meant to be carried for miles in hand on foot nor bicycle.
1467135	We are over 5 miles from school, with extremely busy streets (Normandal, Bush lake Rd) in between. Additionally a number of Viking players live in the neighborhood, who don't bother to brake even if we throw a childrens ball into the street in front of them. We walk our own block cautiously, there is no way she could walk to school safely.
1466755	I'm more worried about my older daughter driving to school and being safe. We live so far away from school that my kids would never walk or bike there. It just isn't practical. We used to live close to the school and my daughter would walk or ride a bike when the weather was nice. We are just too far away now.
1466596	cars pull over the sidewalks in the exits all the time. I see kids have to walk or bike in between the cars. Parents need reminders not to pull over the sidewalks. Painted lines, maybe? Traffic lights would be great there too. It is impossible to turn left out of Olson, causing extra cars to have to drive past Jefferson, adding to their congestion issue.
1466859	We live 1.2 miles from school, when I called transportation they said we live too close. With recent safety concerns I asked a parent that lives in our complex how their student is able to ride a bus when I wasn't given that option. He told me he has to pay \$180 for his daughter to ride the bus. I called transportation again and they argued that it wasn't an option I told them other students get the bus right on our corner. Finally they looked at the route and I was able for her to pay to ride. This world isn't safe for children to be out walking alone.

1467345	<p>With safety being such a huge issue. Especially with OMS students being followed home from the bus by known sex offenders pedophiles and other adults who have attempted to talk to OMS students on their walk from the bus I am not sure why anyone would allow their student to walk at all. Please address the disregard that the Bloomington bus company has for children's safety to the list of surveyed data. We have had two students almost hit by cars and two students approached by unknown adults in my neighborhood alone 2 block radius yet the bus company still refuses to drop students off within sight of their house.</p>
1471893	We live too far away to bike or walk. (About 5 miles)
1471960	We live too far away to bike or walk. (About 5 miles)
1466813	We are far to overly restrictive to kids today. Most kids are given no chance to develop their own personal sense of responsibility.



Public Schools

Hubert Olson
Elementary School
4501 West 102nd Street
Bloomington, MN 55437
952.806.8800 Fax 952.806.8801
PAUL MEYER, Principal
www.bloomingtonschools.info



June 21, 2018

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos:

As the Building Principal for Olson Elementary School, I am aware that the City of Bloomington is applying for the 2018 Regional Solicitation for Transportation Funding in the Safe Routes to School category. The proposed project would provide much needed pedestrian safety improvements at the school driveway on W 102nd Street that will positively affect the students at Olson Elementary School.

I am aware of the scope of project in the grant application that will realign the driveway, construct new sidewalk along the west side of the driveway, shorten the crossing distances through the driveway and provide a new, enhanced school crossing inside the school access road/parking.

I have been working with the City for several years to help identify this student safety concern and develop the preferred safety improvement option that is represented by this project. If this project is selected, I will continue to work to implement education and encouragement programs that will support the facility improvements and encourage students to walk and bicycle to school. Our school is included in the Safe Routes to School Plan that was developed by the City of Bloomington and Bloomington Public Schools, and we will be implementing strategies identified in that plan to encourage walking and biking. Our school participated in a Student Travel Tally and Parent Survey Data in October 2016. If the project is selected, we agree to conduct another round of student travel tallies and parent surveys and submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. We understand this data is useful in assessing the results of the Safe Routes to School improvements.

I agree to and support the Regional Solicitation for Transportation Funding for the Olson Schools Safe Routes to School Project for fiscal year 2023.

Sincerely,

Paul Meyer

Olson Elementary Principal

Hubert Olson Middle School
4551 West 102nd Street
Bloomington, MN 55437
web: olm.bloomington.k12.mn.us



Jeremy Kuhns, Principal
Brenda Becker, Assistant Principal
Molly Geislinger, Dean of Students
952.806.8600 • Fax 952.806.8601

June 20, 2018

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos:

As the Building Principal for Hubert Olson Middle School, I am aware that the City of Bloomington is applying for the 2018 Regional Solicitation for Transportation Funding in the Safe Routes to School category. The proposed project would provide much needed pedestrian safety improvements at the school driveway on W 102nd Street that will positively affect the students at Hubert Olson Middle School.

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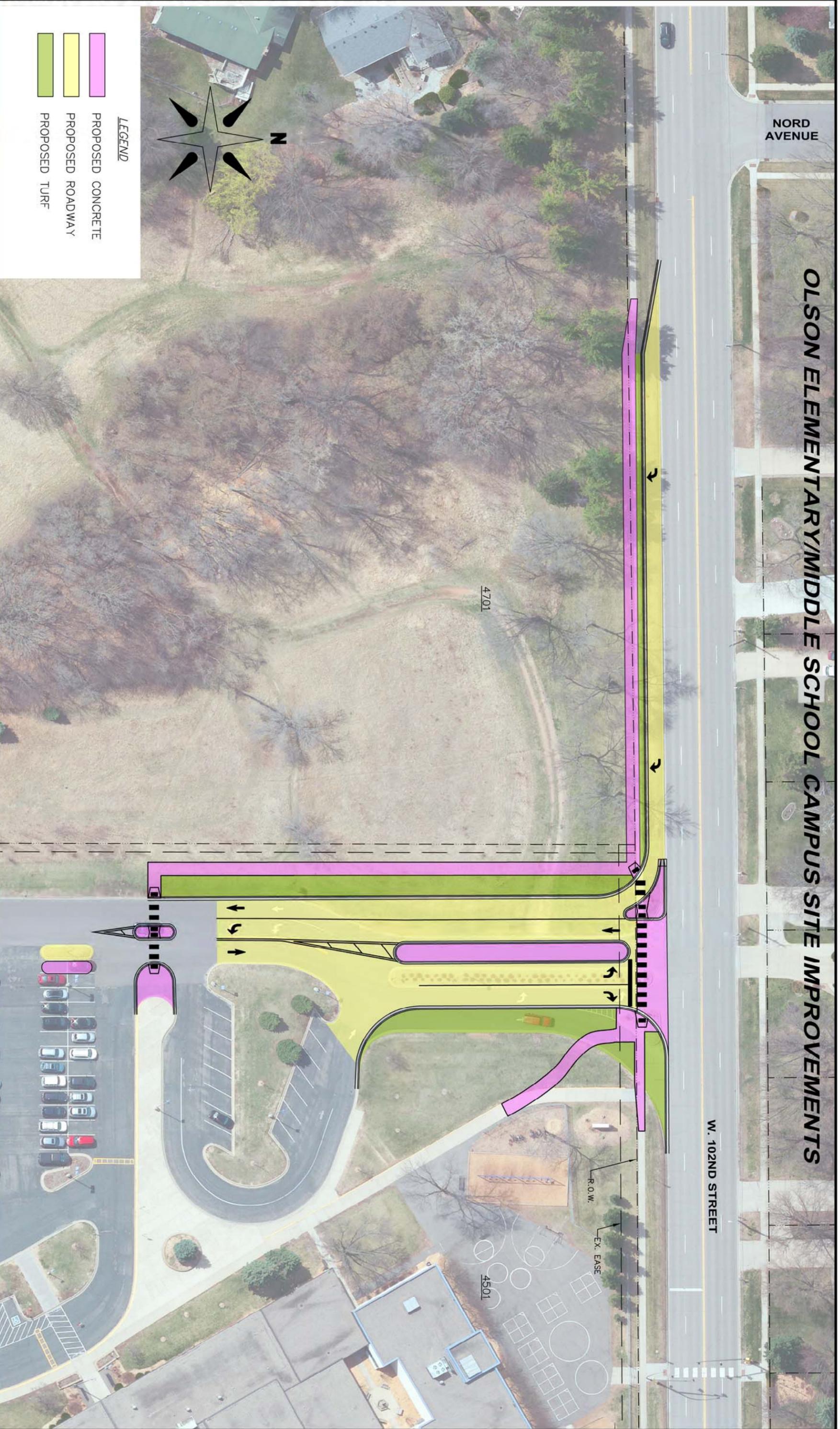
I agree to and support the Regional Solicitation for Transportation Funding for the Olson Schools Safe Routes to School Project for fiscal year 2023.

Sincerely,

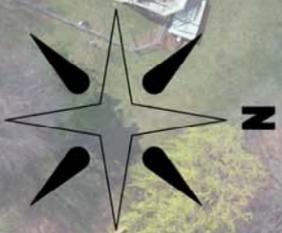
A handwritten signature in cursive script that reads "Jeremy Kuhns".

Jeremy Kuhns
Principal, Olson Middle School

OLSON ELEMENTARY/MIDDLE SCHOOL CAMPUS SITE IMPROVEMENTS



- LEGEND**
- PROPOSED CONCRETE
 - PROPOSED ROADWAY
 - PROPOSED TURF



NORD AVENUE

W. 102ND STREET

4701

4501

R.O.W.

EX. EASE



CITY OF
BLOOMINGTON
MINNESOTA

1700 W 98TH ST.
BLOOMINGTON MN 55431
PHONE (952) 563-8700

ENGINEERING DIVISION
PUBLIC WORKS DEPARTMENT

**OLSON ELEMENTARY-MIDDLE SCHOOL
CAMPUS SITE IMPROVEMENTS**
CITY PROJECT: TBD
PROJECT OVERVIEW

2018 Metropolitan Council Regional Solicitation – Project Summary

Project Name: Bloomington Olson Schools Safe Routes to School Improvement

Applicant: City of Bloomington

Project Location: Olson Elementary and Middle Schools along W 102nd Street

Project Details:

- Total Project Cost - \$326,683
- Requested Federal Dollars - \$261,347



Project Description:

The proposed project includes constructing roadway, driveway, sidewalk and crossing modifications that redirect most school-aged pedestrians away from the busy driveway. The proposed sidewalk along W 102nd Street and the west side of the driveway will redirect students to a new marked crosswalk inside the school's circulation drive to enter the school site. This new crossing location is removed from turning activity and gap selection at the main driveway intersection along W 102nd Street. Appropriate school crossing signs will be installed at this crossing (located in their parking lot/access roadway) to provide increased visibility for students crossing.

Other improvements at the main driveway include median modifications to provide driver guidance, improved receiving capacity, pedestrian refuge islands, a marked crosswalk and stop bar for motorists leaving the site. The construction of an eastbound right-turn lane will also better define motorists making a right turn into the site and improve sight lines for drivers and pedestrians at the driveway intersection.

Project Benefits:

- Increase the number of students who walk/bike to school by providing a safer route to and from school.
- Improve pedestrian safety at the Olson Elementary and Middle School driveway at W 102nd Street.
- Reduce congestion along W 102nd Street by allowing motorists to enter the school campus from the east and west simultaneously.
- Improve sight lines and provide refuge and guidance for pedestrians crossing the main driveway.

