



Application

17069 - 2022 Safe Routes to School Infrastructure

17647 - Bloomington's Valley View Schools Area SRTS Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 9:39 AM

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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

Valley View Schools Area SRTS Improvements

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Bloomington

Jurisdictional Agency (If Different than the Applicant):

The Valley View Schools Area Safe Routes to School (SRTS) improvements project will improve bicycle and pedestrian facilities along E 88th Street, between County State Aid Highway (CSAH) 52-Nicollet Avenue to CSAH 35-Portland Avenue and at the intersection of CSAH 35-Portland Avenue and Bischoff Lane and at the intersection of 88th Street and Clinton Avenue for travels of all ages and abilities by establishing a safe and comfortable connection to Valley View Elementary School and to Valley View Middle School. This project will also provide connection to other sidewalk facilities, parks, and key destinations in the project area. The primary goal of the proposed project is to improve multimodal safety and access for K-12 students and encourage active transportation for the neighboring community.

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

The proposed project includes the following improvements:

- Sidewalk: 2,200 linear feet of new, six-foot-wide, ADA-compliant buffered sidewalk along the northside of E 88th Street (two-lane, local street) from CSAH 52-Nicollet Avenue (three-lane, other arterial) to CSAH 35-Portland Avenue (three-lane, A-minor expander).
- Curb Ramps: 22 new, ADA-compliant curb ramps along E 88th Street, Portland Avenue and at the two school sites for connection to the public sidewalk.
- Pedestrian Island Refuge: One 8 to 10-foot-wide median at the Portland Avenue (RBTN Tier 1 Alignment) pedestrian crossing at Bischoff Lane with modifications to the existing RRFB infrastructure and addition of a center median

signage assembly.

- Crosswalk Enhancement: One raised crosswalk or curb bump out enhanced school crossing from the school entrance across E 88th Street at Clinton Avenue.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

Valley View Schools Area Safe Routes to School (SRTS) Improvements along E 88th Street and between County State Aid Highway (CSAH) 52-Nicollet Avenue to CSAH 35-Portland Avenue and at the intersection of CSAH 35-Portland Avenue and Bischoff Lane.

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.6

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 \$398,000.00

Match Amount \$100,040.00

Minimum of 20% of project total

Project Total \$498,040.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.09%

Minimum of 20%

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

Source of Match Funds City of Bloomington local 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: 2026, 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2024, 2025

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	55420
(Approximate) Begin Construction Date	03/01/2026
(Approximate) End Construction Date	11/01/2026
Name of Trail/Ped Facility: <i>(i.e., CEDAR LAKE TRAIL)</i>	Valley View Schools Area SRTS Improvements
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	CSAH 52-Nicollet Avenue
To: (Intersection or Address)	CSAH 35-Portland Avenue
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Miles of trail (nearest 0.1 miles):	0.6
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Is this a new trail?	Yes
Primary Types of Work	GRADING, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, PED RAMPS, MEDIAN
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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: Objective A, Strategy B6; 2.8

Goal C: Strategies C1, C2, C15, C16, and C17;
p2.10-2.12, 2.22-2.24

Briefly list the goals, objectives, strategies, and associated pages:

Goal E: Objectives C and D; p2.30; Strategy E3 and E6; p2.31-2.32, 2.34

Goal F: Objective C; p2.35

(Limit 2,800 characters; approximately 400 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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Bloomington Safe Routes to School District-wide Plan (Pg 51)

(Limit 2,800 characters; approximately 400 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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

Safe Routes to School: \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 02/28/2022

Link to plan: <https://www.bloomingtonmn.gov/eng/ada-transition-plan-public-right-way>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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. Unique projects are exempt from this qualifying requirement.

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. Yes

Multiuse Trails and Bicycle Facilities projects only:

3.All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4.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

5.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 within one year of project completion. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$17,500.00
Removals (approx. 5% of total cost)	\$25,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00

Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$45,750.00
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	\$0.00
Other Roadway Elements	\$0.00
Totals	\$88,250.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$303,484.00
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)	\$15,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$8,300.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$83,006.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$409,790.00

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	\$498,040.00
Construction Cost Total	\$498,040.00
Transit Operating Cost Total	\$0.00

Measure 1A: Relationship Between Safe Routes to School Program Elements

In the Valley View Campus Safe Routes to School (SRTS) Plan, several recommendations were highlighted for each "E". The recommendations below identify those planned for implementation in the near-term as a part of this project per the previous plan or developed as a part of this application. The City is supportive of implementing all components of the SRTS program to increase the daily number of children walking or bicycling to/from school. Both schools enroll over 1,500 students which equates to nearly 15 percent of the total enrollment for the Bloomington School District. This demonstrates the significant benefit the project and corresponding SRTS programmatic improvements will have for students, staff, teachers, and the surrounding community. Some of the efforts below have been completed via education and information articles in the City's Briefing and via video segments on the Bloomington Buzz and many will continue.

Response:

Education

- Conduct a public education campaign of SRTS.
- Develop an online presence for the SRTS program on the City and school district websites.
- Incorporate walking, rolling, and bicycling to school into the school district's Wellness Policy.

Encouragement

- Initiate activities (i.e., bike rodeos, etc.) to encourage walking and bicycling to school.
- Participate in Walk to School Day and Bike to School Day events.
- Coordinate a sidewalk poetry contest at the

schools in collaboration with the City's Director of Creative Placemaking in advance of the project. Students will be able to submit poems that will be stamped into the panels of new sidewalk at approximately 10 locations within the project. This will allow students to see their art incorporated into the school walking route.

Evaluation

- Conduct after project student travel tallies.
- Conduct after project parent surveys.

Engineering

- Complete the proposed project which is the final recommended improvement from the Valley View Campus SRTS Plan.

During the previous school plan, the following "E's" were not included in the SRTS program. The following are proposed by the city as a part of this effort.

Equity

- Complete listening sessions with students and parents to combat violence to children walking or bicycling to school.
- Develop a program that considers and meets the needs of students with disabilities.

Engagement

- Implement posters around the schools to advertise the SRTS program.
- Send SRTS program cards to parents to engage them with the program.

-Coordinate a sidewalk poetry contest at the schools (see above).

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

The project, or the issue/barrier being addressed by the project, is specifically named in an adopted Safe Routes to School plan* Yes

* The Minnesota Department of Transportation has a grant award program for Safe Routes to School Planning.

The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access

The project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school

The school(s) in question do not have Safe Routes to School plan(s)

Measure A: Average share of student population that bikes or walks

Average Percent of Student Population 3.0%

Documentation Attachment

1649946529390_Student Travel Tally Results_SRTS 2022
Bloomington Valleyview Elem and Valleyview Middle.pdf

Please upload attachment in PDF form.

Measure B: Student Population

Student population within one mile of the school 381.0

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

In 2022, City staff completed online engagement utilizing the LetsTalkBloomington website, a project location map with a clearly defined purpose and need, and a community survey. There was a total of 10 responses received and over 50 percent were under 18 or over age 55.

The City also sent out targeted postcards to the residents within 1/4 mile of the project guiding them to the project page and survey. Based on American Community Survey (ACS) 2019 data, 13.5 percent of the population is over age 65, 23.8 percent of the population is under age 18, and 47 percent of the population identify as BIPOC within 1/2 mile of the project. The project is also in a census tract that is identified as a regional environmental justice area.

Response:

The project will provide a vital east-west link to employment, schools, health care, places of worship, and critical services for people living in these adjacent areas. It will also increase access to free recreation and natural resources by linking with the broader park and trail network. Most notably the project will provide key linkages for students walking, rolling, or bicycling to Valley View Elementary or Valley View Middle Schools which have over 1,500 students enrolled between both schools of which over 50 percent identify as a BIPOC population.

The proposed design draws from engagement conducted during the 2016 update of the City's Alternative Transportation Plan. Engagement events included a pop-up event at Bloomington Farmers Market (which accepts SNAP and has special fund matching and nutrition programs for SNAP participants), and three open houses. An online survey about bicycle, pedestrian, and transit

infrastructure was also available.

The City also hosted three focus group meetings with key stakeholders representing diverse perspectives, including:

- Bloomington Schools, which emphasized the importance of providing safe routes to school and facilities that meet the needs of children.

- Bloomington Planning commission, which noted the City's aging population and advocated for infrastructure to serve seniors and others with limited mobility.

Additionally, the Safe Routes to School Comprehensive Plan was prepared in 2012 as a collaborative effort by the City of Bloomington, Bloomington Public Schools and Statewide Health Improvement Program. This plan worked with a study advisory group to develop a comprehensive plan for the school district and specific plans for each school K-8, in the School District.

(Limit 2,800 characters; approximately 400 words):

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

The proposed project benefits the City's low-income populations, BIPOC, children, people with disabilities, and the elderly. The project is in a census tract that is identified as a regional environmental justice area. The project will provide a vital east-west link to schools, as well as employment, health care, parks and recreation, Hennepin County Oxboro Library and other key services for people living in the surrounding community.

The project will serve the following equity populations (see attached Equity and Affordable Housing map):

-Low-income residents: the project will provide a reliable route to groceries, parks, places of worship, and other key services for daily life; and connecting directly to existing Metro Transit Routes 18 and 553.

-Seniors and residents with limited mobility: the proposed sidewalk will provide a continuous, accessible facility that is comfortable to navigate with mobility devices, as well as improve a busy crossing of CSAH 35-Portland Avenue. The Hayden Grove Senior Living and Staton House Assisted Living facilities are less than 1/2 mile from the proposed project. The project will connect them directly to transit routes, improving access to health care, and parks. In addition, 13.5 percent of residents within the service area of the proposed project are over 65. The project will benefit these senior residents by decreasing their dependence on cars for transportation and providing opportunities for active living.

-People of color: 47 percent of the population within

Response:

1/2 mile of the proposed project identifies as BIPOC per 2019 ACS data. When asked what key improvements they'd like to see is additional sidewalk with boulevard on E 88th Street. The proposed project will provide free recreation and safe access to parks and green spaces, improving public health.

-Children: 24 percent of the population within 1/2 mile of the proposed project identifies as BIPOC per 2019 ACS data. The proposed sidewalk is within the "walk zone" for children attending the Valley View schools, as defined in SRTS District-wide plan. This project will directly support the previous engagement completed by implementing the final engineering "E" identified in previous planning efforts. The proposed project improves safety for students living north of the schools.

The proposed project will not negatively impact the disadvantaged populations present in the project area by maintaining access, while minimizing noise, dust, and traffic. During construction, current users will be directed towards alternate routes with easy-to-follow detour signing. Road closure is not anticipated.

(Limit 2,800 characters; approximately 400 words):

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Valley View Schools SRTS Improvements project will help cost-burdened households feel comfortable and safe traveling the E 88th Street corridor and beyond without a vehicle. It will limit crossings of the roadway today to access the existing sidewalk along the southside of the corridor and concentrate crossing at the intersection of Clinton Avenue and E 88th Street which will be enhanced to improve visibility of pedestrians and reduce driver speeds. The project will also improve a key crossing of busy CSAH 35-Portland Avenue.

According to the Met Council's 2021 Housing Performance Scores, Bloomington has a score of 100, the highest score available. This score recognizes their overall local effort in developing and maintaining housing affordable to low and moderate-income households. The project is also located in a regional environmental justice area.

Response:

Within a half-mile of the project, there are a total of 615 subsidized rental housing units and 459 total affordable units (see attached map):

- 56 income-restricted units

- 73 Section 8 participants, and

- 330 Naturally Occurring Affordable Housing (NOAH) units.

While affordable housing residents are less likely to have access to a vehicle, the project neighborhood is classified as car-dependent, meaning most errands require a car. Walking and biking reduce a household's transportation cost, freeing up budgets for other items. The proposed facility will provide pedestrian and bicycle access numerous services and other amenities.

The project will provide a key link between the existing schools, income-restricted and senior living communities, parks, and places of worship (see attached map).

The proposed project will enable residents of low-income housing to access numerous job opportunities located between Lyndale Avenue and CSAH 52-Nicollet Avenue. It will also expand pedestrian and bicycle access to Metro Transit Route 18 on CSAH 52-Nicollet Avenue that provides direct, frequent service to Downtown Minneapolis and locations in-between.

Local, accessible connections between low-income residents and natural resources fosters health equity, supports community and family development, and promotes active living. By linking to local parks, trails, and community facilities, the project will fulfill those objectives (see attached map). The improved sidewalk on the north side of E 88th Street and improved crossing at Portland Avenue and Bischoff Lane will directly benefit households without access to a personal vehicle, who will be able to safely visit natural resources outside of their neighborhoods.

(Limit 2,800 characters; approximately 400 words):

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649902881326_ValleyViewSocioMap.pdf

Measure A: Gaps, Barriers, and Continuity/Connections

The project will connect a RBTN Tier 2 Corridor (CSAH 52-Nicollet Avenue) with an RBTN Tier 1 Alignment (CSAH 35-Portland Avenue). The proposed project will create a Critical Transportation Link by:

- Filling gaps in the City of Bloomington's pedestrian infrastructure network
- Improving travel across a barrier
- Connecting two schools to the broader community
- Leveraging nearby multimodal investments

Response:

There currently is no sidewalk on the north side of E 88th Street. The main entrances for both Valley View Elementary and Valley View Middle School are located on E 88th Street which can become very busy during peak school times. The proposed project will construct a 6' wide ADA accessible sidewalk and associated curb ramps that will provide a direct connection to both the Valley View Elementary and Valley View Middle School. There will also be an enhanced crossing constructed at the intersection of Clinton Avenue and E 88th Street which will benefit students by improving pedestrian visibility and increase driver awareness and expectancy of students crossing E 88th Street directly in front of the schools. This will allow students that live north of the schools to access a safe and convenient route to get to school without having to cross a busier roadway (E 88th Street) during peak school periods as parents, staff, and other visitors, as well as school buses utilize accesses to both schools. Though sidewalk is along the southside of E 88th Street, students to the north must either immediately cross the roadway or walk in-street before having the

opportunity to safely cross. The closes east-west route with sidewalk on both sides of the roadway is E 86 Street which is 1/4 mile north of the proposed project.

Additionally, the project will enhance the existing pedestrian crossing at CSAH 35-Portland Avenue and Bischoff Lane. The average daily traffic volumes on CSAH 35-Portland Avenue were 5,700 vehicles per day in 2016 and the posted speed limit is 35 mph. CSAH 35-Portland Avenue is also a two-lane roadway with a center-left turn lane. Currently there is a rectangular rapid flashing beacon (RRFB) at this crossing and the proposed project will construct a pedestrian refuge island to further enhance the safety of the crossing by providing a two-stage crossing and limiting the exposure of people crossing the 45-foot-wide roadway, notably vulnerable users such as children. Pedestrian refuge islands are a proven safety countermeasure per the FHWA and will leverage the existing enhancement investments completed here.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1649903103240_ValleyViewRBTNMap.pdf

Please upload attachment in PDF form.

Measure B:Deficiencies corrected or safety or security addressed

In the last 10 years there were a total of 10 crashes within the project area. Of those crashes, one was a possible injury bicycle-vehicle crash at the intersection of Bischoff Lane and CSAH 35-Portland Avenue that occurred on May 22, 2012. CSAH 35-Portland Avenue is classified as an A-Minor Expander, has an average daily traffic volume of 5,700 and a posted speed limit of 35 mph.

The FHWA documents an 88 percent reduction in crashes with the installation of sidewalk, illustrating the substantial safety benefit produced by avoiding walking within the roadway which this project would provide. Today, students coming from the north must cross E 88th Street to access sidewalk along the southside or walk in-road, especially during the winter months. This street is a main access point for both schools and becomes congested during peak periods.

Response:

The FHWA documents a 56 percent reduction in crashes with the installation of a pedestrian refuge island which provides a significant benefit via a two-stage crossing. Notably for children who cross the road slower than adults thus requiring more time to cross the roadway, this improvement will limit exposure and improve comfort at this 45-foot-wide crossing.

The City along with Hennepin County are committed to improving the safety for pedestrian and bicyclists in the project area. Hennepin County recently converted CSAH 35-Portland Avenue and CSAH 52-Nicollet Avenue from four-lane to three-lane roadways with bike lanes. The construction of the missing segment of the sidewalk on the north side of E 88th Street and the enhanced crossing at Bischoff Lane and CSAH 35-Portland Avenue will further enhance the connectivity and safety of the

sidewalk and trail system in the project area.

(Limit 2,800 characters; approximately 400 words)

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. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

In 2022, City staff completed online engagement utilizing the LetsTalkBloomington website, a project location map with a clearly defined purpose and need, and a community survey. There was a total of 10 responses received and over 50 percent were under 18 or over age 55.

The City also sent out targeted postcards to the residents within 1/4 mile of the project guiding them to the project page and survey. Based on American Community Survey (ACS) 2019 data, 13.5 percent of the population is over age 65, 23.8 percent of the population is under age 18, and 47 percent of the population identify as BIPOC within 1/2 mile of the project. The project is also in a census tract that is identified as a regional environmental justice area.

Response:

The proposed design draws from engagement conducted during the 2016 update of the City's Alternative Transportation Plan. Engagement events included a pop-up event at Bloomington Farmers Market (which accepts SNAP and has special fund matching and nutrition programs for SNAP participants), and three open houses. An online survey about bicycle, pedestrian, and transit infrastructure was also available.

The City also hosted three focus group meetings with key stakeholders representing diverse perspectives, including:

- Bloomington Schools, which emphasized the importance of providing safe routes to school and facilities that meet the needs of children.
- Bloomington Planning commission, which noted the City's aging population and advocated for infrastructure to serve seniors and others with

limited mobility.

Additionally, the Safe Routes to School Comprehensive Plan was prepared in 2012 as a collaborative effort by the City of Bloomington, Bloomington Public Schools and Statewide Health Improvement Program. This plan worked with a study advisory group to develop a comprehensive plan for the school district and specific plans for each school K-8, in the School District.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

*Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; * city and/or county limits; existing ROW, labeled; existing signals; * and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width; * proposed signals; * and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649903506406_ValleyView_ConceptLayout.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.Railroad Involvement (15 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):	\$498,040.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$498,040.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
OtherAttach_ValleyViewSRTS_Existing photos.pdf	Existing Photos	2.3 MB
OtherAttach_ValleyView_LOS.pdf	Letters of Support	625 KB
OtherAttach_ValleyView_ProjectDescription.pdf	1-page Project Description	1.0 MB
OtherAttach_ValleyView_SRTSPlan.pdf	SRTS Plan	3.3 MB
Student Travel Tally Results_SRTS 2022 Bloomington Valleyview Elem and Valleyview Middle.pdf	Student travel tally results	304 KB

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School Name	Teacher Name	Grade	Number students	Date	Day	Time	Weather	Student tally	Walk	Bike
Valleyview Elementary	Linnea Becerra	4	22	4/6/2022	Wednesday	AM	Rainy	21	0	0
Valleyview Elementary	Linnea Becerra	4	22	4/6/2022	Wednesday	PM		21	1	0
Valleyview Elementary	Linnea Becerra	4	22	4/7/2022	Thursday	AM	Snow	21	0	0
Valleyview Elementary	Linnea Becerra	4	22	4/7/2022	Thursday	PM		21	1	0
Valleyview Elementary	Sarah Dallum	5	22	4/6/2022	Wednesday	AM	Snow	19	0	0
Valleyview Elementary	Sarah Dallum	5	22	4/6/2022	Wednesday	PM	Snow	20	3	0
Valleyview Elementary	Sarah Dallum	5	22	4/7/2022	Thursday	AM	Rainy	20	0	0
Valleyview Elementary	Sarah Dallum	5	22	4/7/2022	Thursday	PM		20	2	0
Valleyview Elementary	Kristy Kosek	5	23	4/5/2022	Tuesday	AM	Overcast	22	0	0
Valleyview Elementary	Kristy Kosek	5	23	4/5/2022	Tuesday	PM	Rainy	22	0	0
Valleyview Elementary	Kristy Kosek	5	23	4/7/2022	Thursday	AM	Rainy	22	0	0
Valleyview Elementary	Kristy Kosek	5	23	4/7/2022	Thursday	PM	Snow	23	0	0
Valleyview Elementary	David Diaz	5	21	4/6/2022	Wednesday	AM	Rainy	20	0	0
Valleyview Elementary	David Diaz	5	21	4/6/2022	Wednesday	PM	Overcast	20	0	0
Valleyview Elementary	David Diaz	5	21	4/7/2022	Thursday	AM	Rainy	20	0	0
Valleyview Elementary	David Diaz	5	21	4/7/2022	Thursday	PM	Overcast	20	0	0
Valleyview Elementary	Rachel Prondzinski	1	16	4/7/2022	Thursday	AM		15	0	0
Valleyview Elementary	Rachel Prondzinski	1	16	4/7/2022	Thursday	PM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/5/2022	Tuesday	AM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/5/2022	Tuesday	PM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/6/2022	Wednesday	AM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/6/2022	Wednesday	PM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/7/2022	Thursday	AM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/7/2022	Thursday	PM		15	0	0
Valleyview Elementary	Deb Houle	1	16	4/6/2022	Wednesday	AM	Overcast	16	0	0
Valleyview Elementary	Deb Houle	1	16	4/6/2022	Wednesday	PM	Rainy	16	0	0
Valleyview Elementary	Deb Houle	1	16	4/7/2022	Thursday	AM	Rainy	15	0	0
Valleyview Elementary	Deb Houle	1	16	4/7/2022	Thursday	PM	Snow	15	0	0
Valleyview Elementary	Nicole Ringrose	1	15	4/5/2022	Tuesday	AM	Overcast	15	0	0
Valleyview Elementary	Nicole Ringrose	1	15	4/5/2022	Tuesday	PM	Rainy	15	0	0
Valleyview Elementary	Nicole Ringrose	1	15	4/6/2022	Wednesday	AM	Rainy	13	0	0
Valleyview Elementary	Nicole Ringrose	1	15	4/6/2022	Wednesday	PM	Rainy	13	0	0

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School Name	Teacher Name	Grade	Number students	Date	Day	Time	Weather	Student tally	Walk	Bike
Valleyview Elementary	Nicole Ringrose	1	15	4/7/2022	Thursday	AM	Rainy	14	0	0
Valleyview Elementary	Nicole Ringrose	1	15	4/7/2022	Thursday	PM		14	0	0
Valleyview Elementary	Veronica Lund	PK	34	4/5/2022	Tuesday	AM	Overcast	27	1	1
Valleyview Elementary	Veronica Lund	PK	34	4/5/2022	Tuesday	PM	Rainy	27	1	0
Valleyview Elementary	Veronica Lund	PK	34	4/6/2022	Wednesday	AM	Overcast	16	1	0
Valleyview Elementary	Veronica Lund	PK	34	4/6/2022	Wednesday	PM	Overcast	16	1	0
Valleyview Elementary	Veronica Lund	PK	34	4/7/2022	Thursday	AM	Overcast	16	0	0
Valleyview Elementary	Veronica Lund	PK	34	4/7/2022	Thursday	PM	Snow	16	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/5/2022	Tuesday	AM	Rainy	15	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/5/2022	Tuesday	PM	Rainy	15	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/6/2022	Wednesday	AM	Rainy	15	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/6/2022	Wednesday	PM	Rainy	15	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/7/2022	Thursday	AM	Rainy	14	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/7/2022	Thursday	PM	Rainy	14	0	0
Valleyview Elementary	Amber Seehan	2	16	4/5/2022	Tuesday	AM	Overcast	16	0	0
Valleyview Elementary	Amber Seehan	2	16	4/5/2022	Tuesday	PM	Rainy	16	0	0
Valleyview Elementary	Amber Seehan	2	16	4/6/2022	Wednesday	AM	Rainy	14	0	0
Valleyview Elementary	Amber Seehan	2	16	4/6/2022	Wednesday	PM	Overcast	15	0	0
Valleyview Elementary	Amber Seehan	2	16	4/7/2022	Thursday	AM	Rainy	16	0	0
Valleyview Elementary	Amber Seehan	2	16	4/7/2022	Thursday	PM	Overcast	16	0	0
Valleyview Elementary	Sarah Putt	2	14	4/5/2022	Tuesday	AM	Overcast	13	0	0
Valleyview Elementary	Sarah Putt	2	14	4/5/2022	Tuesday	PM	Overcast	13	0	0
Valleyview Elementary	Sarah Putt	2	14	4/6/2022	Wednesday	AM	Rainy	12	0	0
Valleyview Elementary	Sarah Putt	2	14	4/6/2022	Wednesday	PM	Rainy	12	0	0
Valleyview Elementary	Sarah Putt	2	14	4/7/2022	Thursday	AM	Rainy	13	0	0
Valleyview Elementary	Sarah Putt	2	14	4/7/2022	Thursday	PM	Rainy	12	0	0
Valleyview Elementary	Staci Deopere	2	15	4/5/2022	Tuesday	AM	Overcast	13	0	0
Valleyview Elementary	Staci Deopere	2	15	4/5/2022	Tuesday	PM	Rainy	14	0	0
Valleyview Elementary	Staci Deopere	2	15	4/6/2022	Wednesday	AM	Rainy	15	0	0
Valleyview Elementary	Staci Deopere	2	15	4/6/2022	Wednesday	PM	Rainy	14	0	0
Valleyview Elementary	Staci Deopere	2	15	4/7/2022	Thursday	AM	Rainy	15	0	0
Valleyview Elementary	Staci Deopere	2	15	4/7/2022	Thursday	PM	Snow	15	0	0

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School Name	Teacher Name	Grade	Number students	Date	Day	Time	Weather	Student tally	Walk	Bike
Valleyview Elementary	Katy Peterson	K	17	4/5/2022	Tuesday	AM		16	0	0
Valleyview Elementary	Katy Peterson	K	17	4/5/2022	Tuesday	PM		17	1	0
Valleyview Elementary	Katy Peterson	K	17	4/6/2022	Wednesday	AM		17	0	0
Valleyview Elementary	Katy Peterson	K	17	4/6/2022	Wednesday	PM		17	1	0
Valleyview Elementary	Katy Peterson	K	17	4/7/2022	Thursday	AM		16	0	0
Valleyview Elementary	Katy Peterson	K	17	4/7/2022	Thursday	PM		16	1	0
Valleyview Elementary	Traci Iten	K	17	4/5/2022	Tuesday	AM		15	0	0
Valleyview Elementary	Traci Iten	K	17	4/5/2022	Tuesday	PM	Rainy	15	0	0
Valleyview Elementary	Traci Iten	K	17	4/6/2022	Wednesday	AM	Rainy	16	0	0
Valleyview Elementary	Traci Iten	K	17	4/6/2022	Wednesday	PM		16	0	0
Valleyview Elementary	Traci Iten	K	17	4/7/2022	Thursday	AM	Rainy	16	0	0
Valleyview Elementary	Traci Iten	K	17	4/7/2022	Thursday	PM	Snow	16	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/5/2022	Tuesday	AM	Overcast	16	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/5/2022	Tuesday	PM	Rainy	16	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/6/2022	Wednesday	AM	Rainy	14	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/6/2022	Wednesday	PM	Overcast	16	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/7/2022	Thursday	AM	Rainy	15	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/7/2022	Thursday	PM	Snow	16	0	0
Valleyview Elementary	Kari Helfinstine	K	16	4/5/2022	Tuesday	AM	Overcast	15	1	0
Valleyview Elementary	Kari Helfinstine	K	16	4/5/2022	Tuesday	PM	Rainy	15	1	0
Valleyview Elementary	Kari Helfinstine	K	16	4/6/2022	Wednesday	AM	Rainy	16	1	0
Valleyview Elementary	Kari Helfinstine	K	16	4/6/2022	Wednesday	PM	Rainy	16	1	0
Valleyview Elementary	Kari Helfinstine	K	16	4/7/2022	Thursday	AM	Rainy	16	1	0
Valleyview Elementary	Kari Helfinstine	K	16	4/7/2022	Thursday	PM	Rainy	16	1	0
Valleyview Elementary	Chris Tollefson	3	24	4/5/2022	Tuesday	AM	Overcast	22	0	0
Valleyview Elementary	Chris Tollefson	3	24	4/5/2022	Tuesday	PM	Rainy	23	0	0
Valleyview Elementary	Chris Tollefson	3	24	4/6/2022	Wednesday	AM	Rainy	22	0	0
Valleyview Elementary	Chris Tollefson	3	24	4/6/2022	Wednesday	PM	Rainy	23	0	0
Valleyview Elementary	Chris Tollefson	3	24	4/7/2022	Thursday	AM	Snow	23	0	0
Valleyview Elementary	Chris Tollefson	3	24	4/7/2022	Thursday	PM	Snow	24	0	0
Valleyview Elementary	Shelley Albert	3	21	4/5/2022	Tuesday	AM	Overcast	19	0	0
Valleyview Elementary	Shelley Albert	3	21	4/5/2022	Tuesday	PM	Overcast	19	0	0

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School bus	Family vehicle	Carpool	Transit	Other	Comments
9	11	1	0	0	
10	7	3	0	0	
9	11	1	0	0	
10	7	3	0	0	
16	3	0	0	0	
17	0	0	0	0	
17	3	0	0	0	
16	1	0	0	0	
15	7	0	0	0	
16	6	0	0	0	
17	5	0	0	0	
17	6	0	0	0	
9	9	2	0	0	bad weather, usually 2-3 walkers
10	8	2	0	0	bad weather, usually 2-3 walkers
9	11	0	0	0	bad weather, usually 2-3 walkers
10	8	2	0	0	bad weather, usually 2-3 walkers
6	9	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
6	10	0	0	0	
6	10	0	0	0	
8	7	0	0	0	
10	5	0	0	0	
12	3	0	0	0	
12	3	0	0	0	
11	2	0	0	0	
11	2	0	0	0	

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School bus	Family vehicle	Carpool	Transit	Other	Comments
12	3	0	0	0	
12	3	0	0	0	
11	14	0	0	0	
12	14	0	0	0	
7	8	0	0	0	
8	7	0	0	0	
7	9	0	0	0	
7	9	0	0	0	
7	7	1	0	0	
7	7	1	0	0	
7	7	1	0	0	
6	8	1	0	0	
8	5	1	0	0	
8	5	1	0	0	
12	4	0	0	0	
14	2	0	0	0	
12	1	0	1	0	
13	2	0	0	0	
12	4	0	0	0	
14	2	0	0	0	
5	6	0	2	0	
5	6	0	2	0	
5	5	0	2	0	
5	5	0	2	0	
7	4	0	2	0	
7	3	0	2	0	
6	6	1	0	0	
8	5	1	0	0	
7	7	1	0	0	
9	4	1	0	0	
8	6	1	0	0	
8	6	1	0	0	

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School bus	Family vehicle	Carpool	Transit	Other	Comments
10	4	0	1	0	
12	5	0	0	0	
11	5	0	1	0	
12	4	0	0	0	
11	4	0	1	0	
11	4	0	0	0	
10	5	0	0	0	
10	5	0	0	0	
10	6	0	0	0	
10	6	0	0	0	
10	6	0	0	0	
10	6	0	0	0	
6	10	0	0	0	
7	9	0	0	0	
8	6	0	0	0	
8	8	0	0	0	
7	8	0	0	0	
5	11	0	0	0	
5	8	0	1	0	
8	5	0	1	0	
6	7	0	2	0	
8	5	0	2	0	
6	7	0	2	0	
8	5	0	2	0	
14	9	0	0	0	
13	10	0	0	0	
14	8	0	0	0	
12	11	0	0	0	
14	9	0	0	0	
13	11	0	0	0	
12	7	0	0	0	
12	7	0	0	0	

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School bus	Family vehicle	Carpool	Transit	Other	Comments
10	10	0	0	0	
10	10	0	0	0	
10	10	0	0	0	
10	10	0	0	0	
15	6	0	0	0	
17	4	0	0	0	
15	5	0	0	0	
16	4	0	0	0	
14	6	0	0	0	
16	4	0	0	0	
12	9	0	0	0	
14	6	0	0	0	
11	9	0	0	0	
12	7	0	0	0	
16	1	0	0	0	
16	1	0	0	0	
16	1	0	0	0	
16	1	0	0	0	
16	1	0	0	0	
16	1	0	0	0	
9	12	0	0	0	
9	14	0	0	0	
6	11	0	0	0	
4	9	0	0	0	
7	10	0	1	0	
6	9	0	0	0	
4	10	1	0	1	
11	21	1	0	0	
6	15	0	0	0	
1267	832	28	27	1	
57%	38%	1%	1%	0%	100%

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

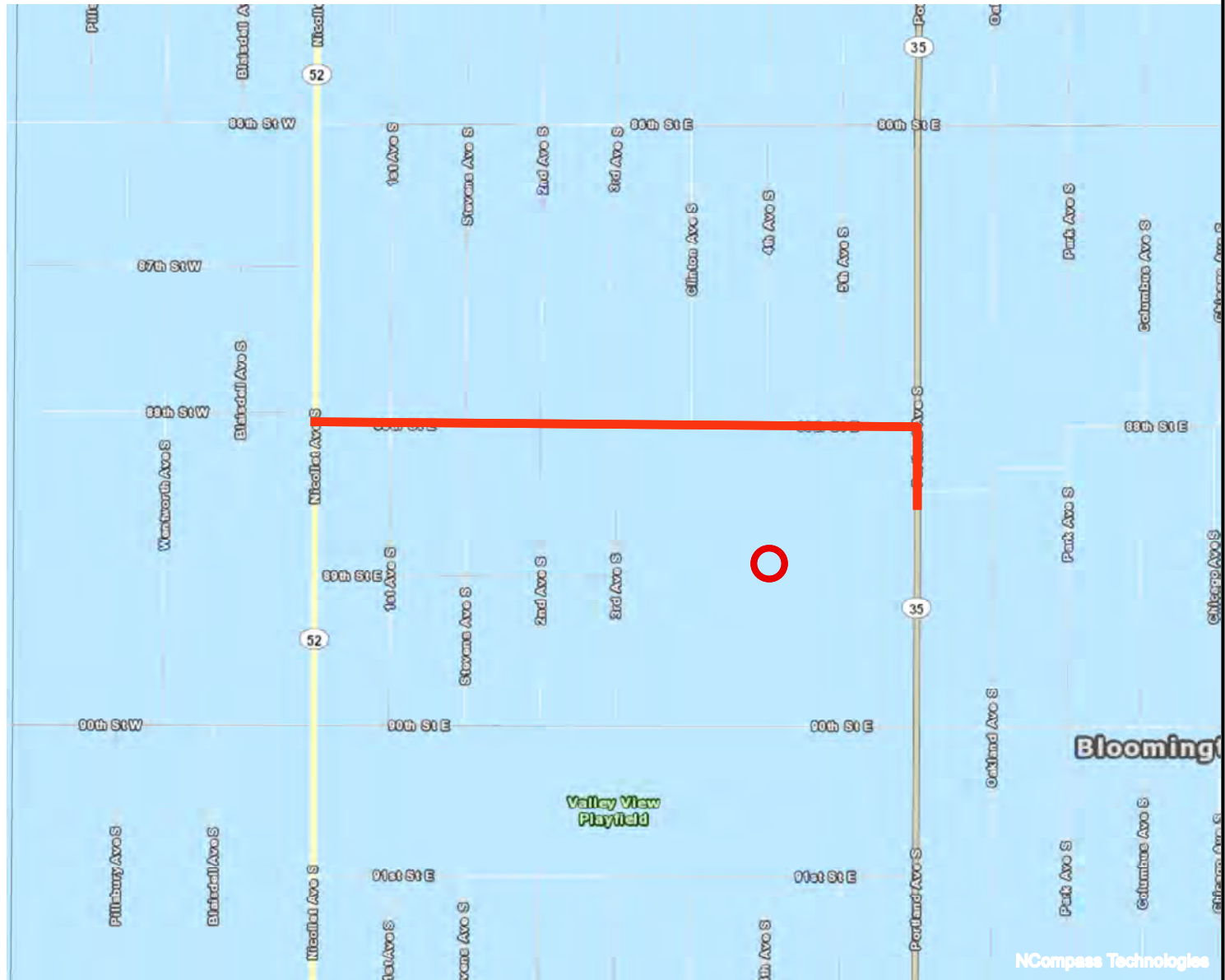
School bus	Family vehicle	Carpool	Transit	Other	Comments
chool bus	amily vehi	Carpool	Transit	Other	





Socio-Economic Conditions

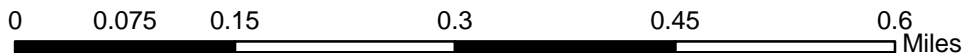
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 615

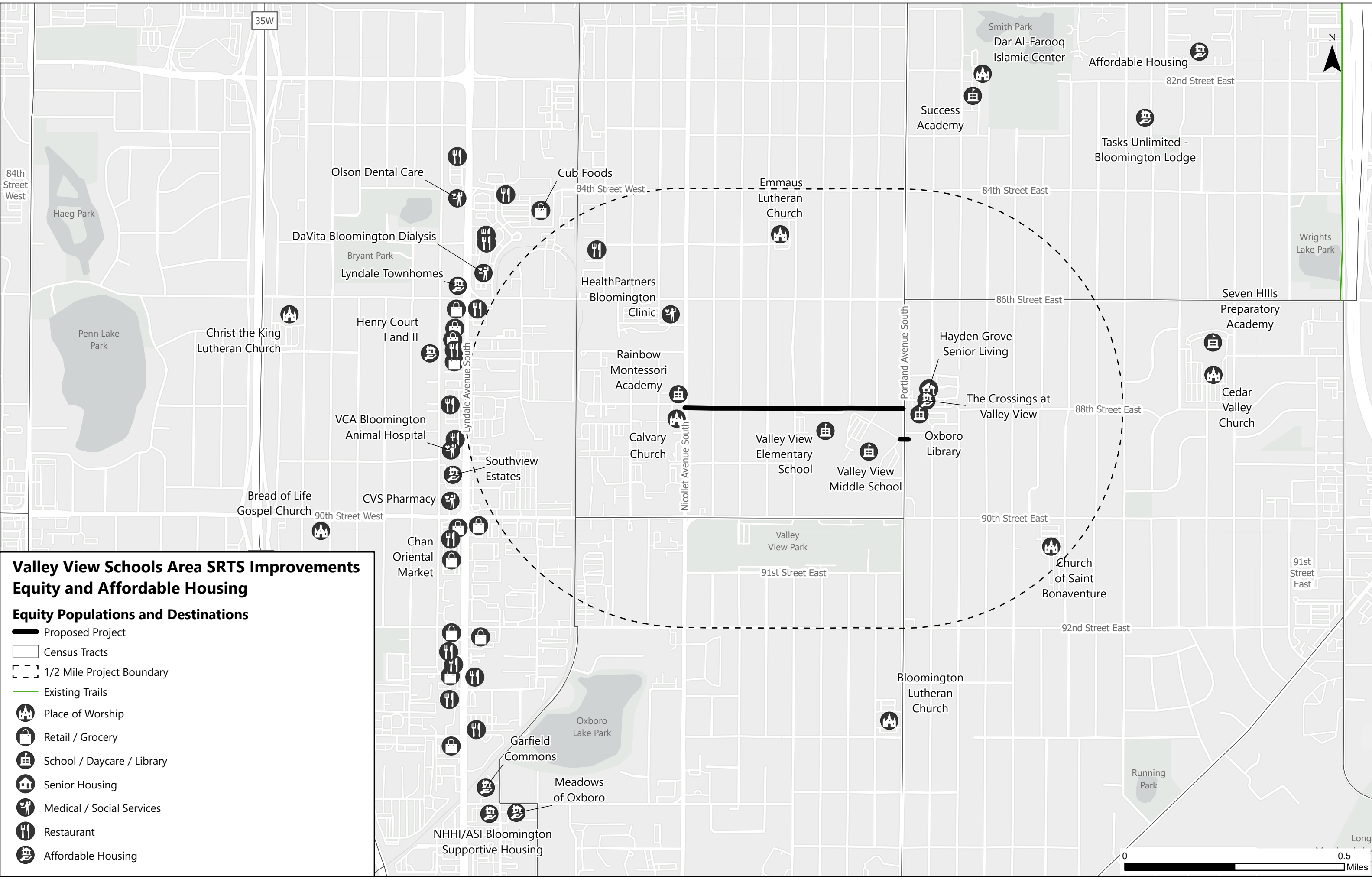
Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



-  Points
-  Area of Concentrated Poverty
-  Lines
-  Regional Environmental Justice Area



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Valley View Schools Area SRTS Improvements Equity and Affordable Housing

Equity Populations and Destinations

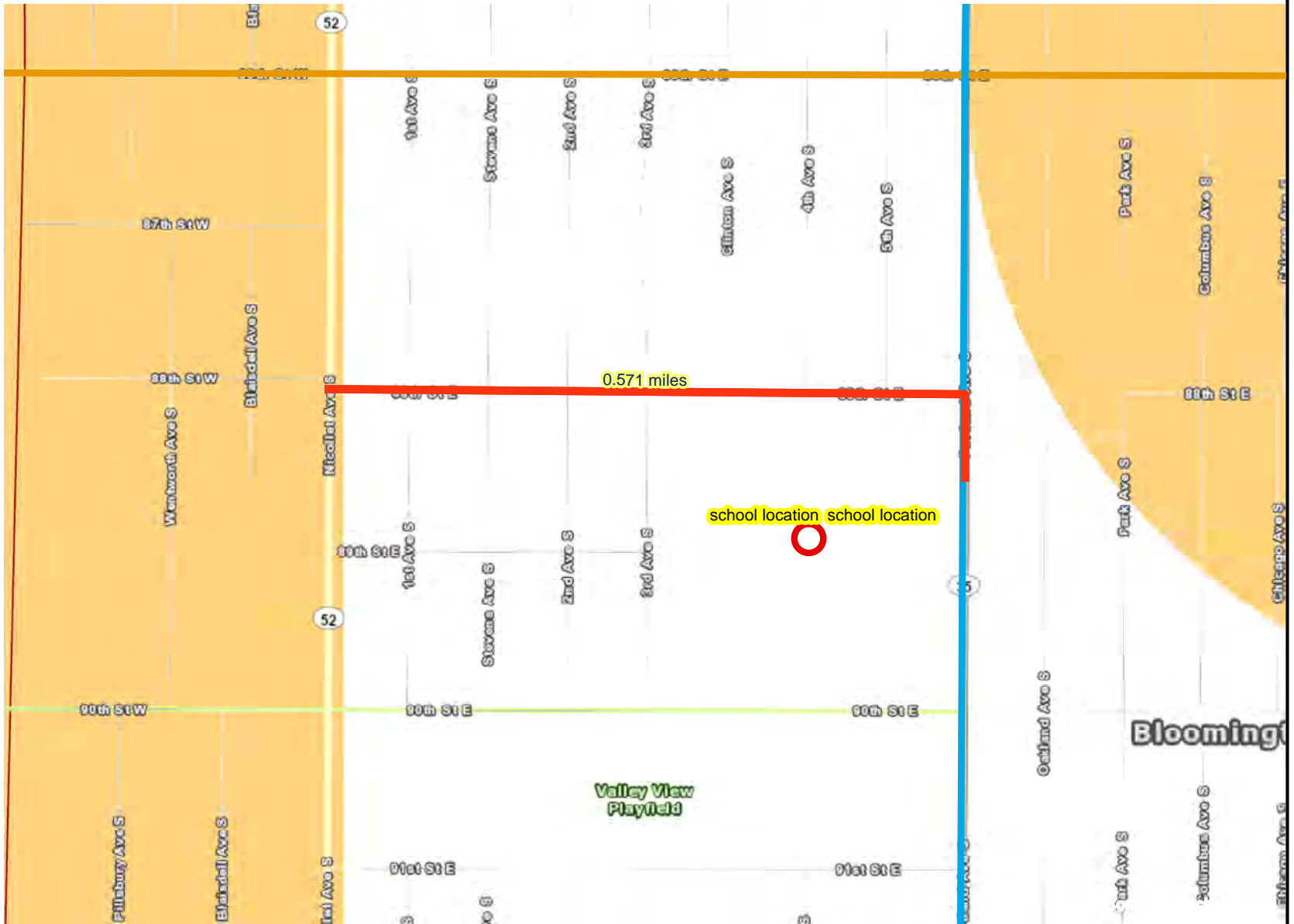
- Proposed Project
- Census Tracts
- 1/2 Mile Project Boundary
- Existing Trails
- Place of Worship
- Retail / Grocery
- School / Daycare / Library
- Senior Housing
- Medical / Social Services
- Restaurant
- Affordable Housing

0 0.5 Miles

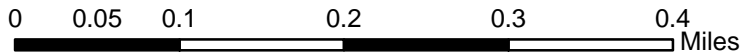
Project to RBTN Orientation

Results

Project IN TIER 2
Bicycle Transport Corridor.



- Project Points
- Project
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- Principal Arterials
- Minor Arterials
- + Railroads
- RBTN Tier 1
- RBTN Tier 2



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LandscapeRSA6

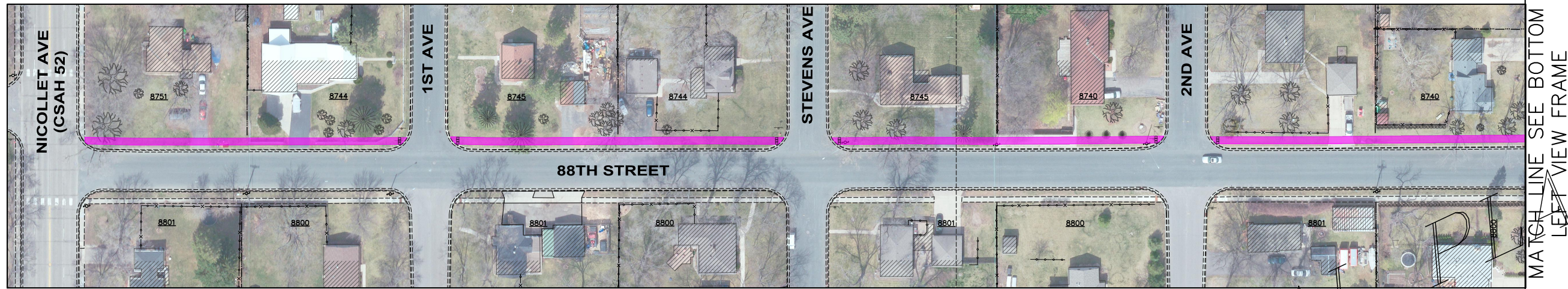


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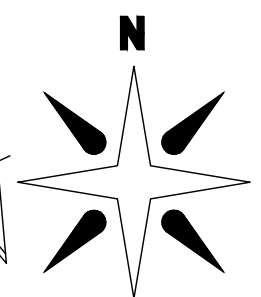


VALLEY VIEW SCHOOLS AREA SRTS IMPROVEMENTS

DESIGN CONCEPT- NOT FINAL PLAN

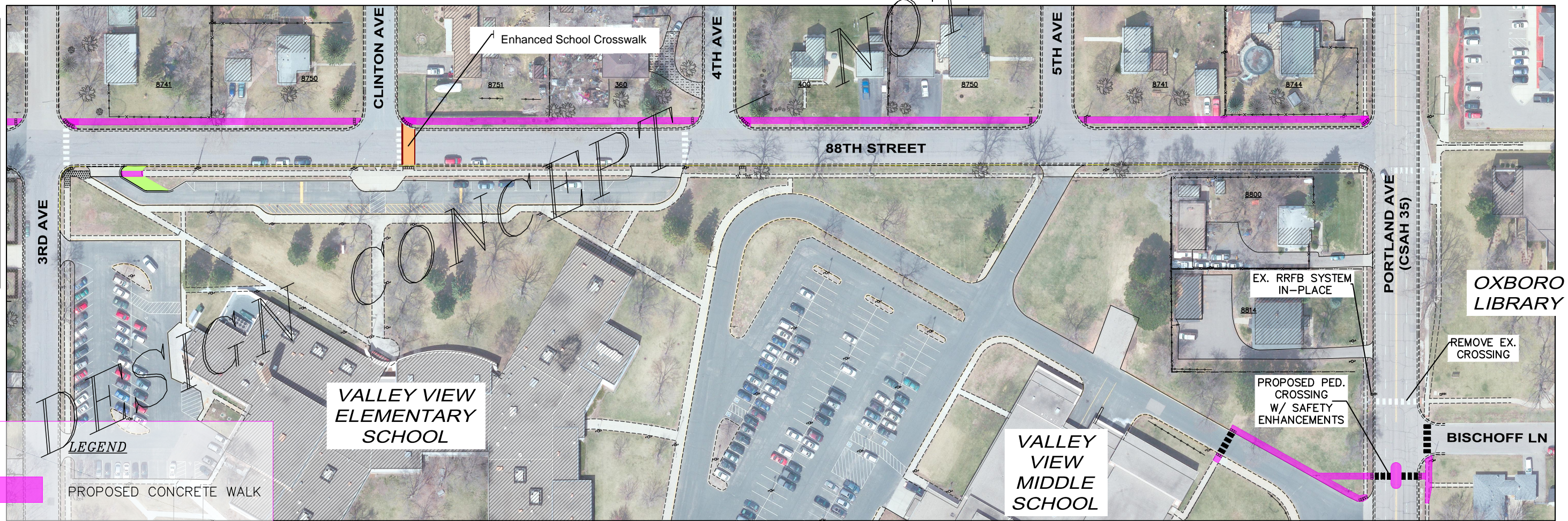


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LEGEND

PROPOSED CONCRETE WALK

VALLEY VIEW ELEMENTARY SCHOOL

VALLEY VIEW MIDDLE SCHOOL

OXBORO LIBRARY

REMOVE EX. CROSSING

BISCHOFF LN

EX. RRFB SYSTEM IN-PLACE

PROPOSED PED. CROSSING W/ SAFETY ENHANCEMENTS

Enhanced School Crosswalk

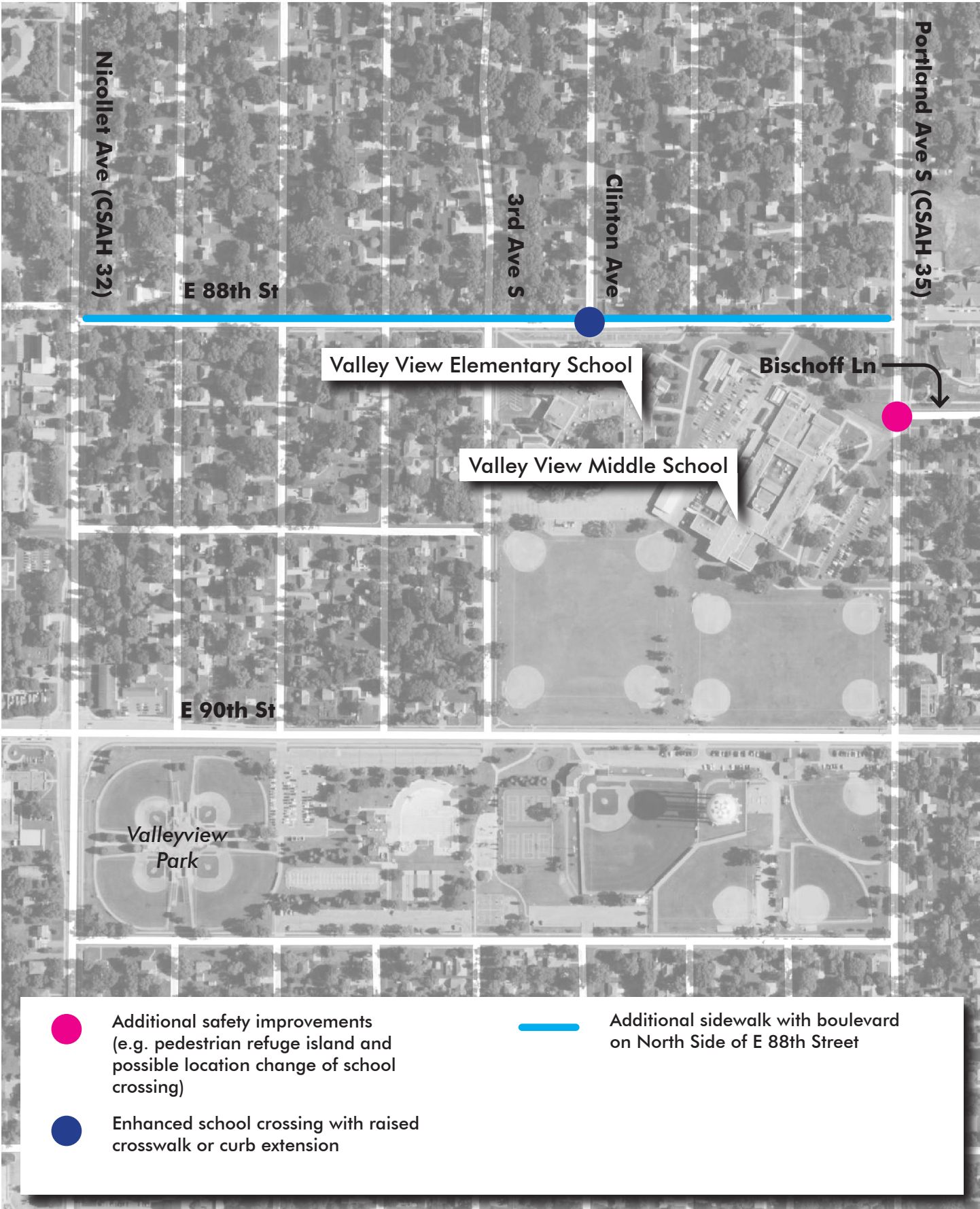
Drawing name: H:\PROJECTS\20xx\SRTS-88th_Street\CAD\SRTS-88th_Street_Concept_Layout.dwg --- Printed: Apr 05, 2022 --- 8:30am



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

ENGINEERING DIVISION
PUBLIC WORKS DEPARTMENT

VALLEY VIEW SCHOOLS AREA SRTS
IMPROVEMENTS
CITY PROJECT: TBD
PROJECT OVERVIEW



Valley View Safe Routes to School

Project Extents

















Valley View Schools Area SRTS Improvements (Photos)





RESOLUTION NO. 2022-66

RESOLUTION OF SUPPORT OF VALLEY VIEW SCHOOLS SAFE ROUTES TO SCHOOL PROJECT
SIDEWALK AND PEDESTRIAN SAFETY ENHANCEMENTS
VALLEY VIEW MIDDLE AND ELEMENTARY SCHOOLS
BLOOMINGTON, MINNESOTA

WHEREAS, the City Council of the City of Bloomington is the official governing body of the City of Bloomington (“City”); and

WHEREAS, the City of Bloomington in cooperation with Bloomington Public Schools has created a District-wide Safe Routes to School Plan with identified safe routes to school safety improvement locations and is working to increase the opportunities for students to safely walk and bike to school; and

WHEREAS, the Safe Routes to School Plan identifies and prioritizes sidewalk construction along the Valley View Schools walking routes to fill the identified sidewalk network gap, as well as improving pedestrian guidance and safety improvements at the school crossings on Portland Avenue and on E 88th Street (the “Project”); and

WHEREAS, the “Project” will include a 6’ concrete sidewalk with boulevard on the north side of E 88th Street between Nicollet and Portland Avenues, sidewalk connections from the school entrances to the school crossings, and school crossing safety improvements across Portland Avenue and across E 88th Street; and

WHEREAS, Bloomington Public Schools, who are the local authority of the two public schools involved in the project, have indicated support of the proposed project within the City of Bloomington and support of the improvements on their private property; and

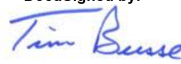
WHEREAS, the City, documents its acceptance of the responsibility for operation and maintenance of the project facilities located within the public right-of-way, throughout their useful life; and


WHEREAS, the City of Bloomington accepts responsibility for an amount equal to or greater than 20% of the eligible project construction costs, including design, construction, construction engineering, administration, rights-of-way, and peripheral project costs.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Bloomington in regular meeting assembled to adopt this Resolution in support of the request for federal funds under the Safe Routes to School category of the 2022 Regional Solicitation for Transportation Funding for 2026 or 2027 Fiscal Year funds.

BE IT FURTHER RESOLVED, that a copy of this Resolution be provided to the Metropolitan Council Transportation Advisory Board with the Bloomington Project Submittal.

Passed and adopted this 11th day of April 2022.

DocuSigned by:

531490D391D44EF...
Mayor

DocuSigned by:

65CDF6B2A77B45A...
Secretary to the Council

HENNEPIN COUNTY
MINNESOTA

March 25, 2022

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

Re: Support for 2022 Regional Solicitation Application
Valley View Middle and Valley View Elementary Safe Routes to School Project

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Bloomington is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the Valley View Middle and Valley View Elementary Safe Routes to School Project that's anticipated to improve walking within the area generally bounded by CSAH 52 (Nicollet Avenue), 88th Street, CSAH 35 (Portland Avenue), and 90th Street.

As proposed, it is anticipated that the project will impact two roadways under county jurisdiction: CSAH 35 (Portland Avenue) and CSAH 52 (Nicollet Avenue). Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 35 (Portland Avenue) and CSAH 52 (Nicollet Avenue) for the useful life of improvements.

At this time, Hennepin County has no funding programmed for this project in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that the City of Bloomington includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking to Valley View Middle and Valley View Elementary Schools.

Sincerely,



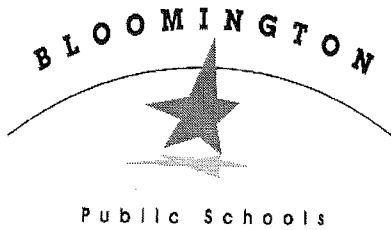
Carla Stueve, P.E.
Transportation Project Delivery Director and County Engineer

cc: Jason Pieper, P.E. – Capital Program Manager

Hennepin County Public Works
1600 Prairie Drive | Medina, MN
612-596-0356 | hennepin.us



Principal Joan Maland
952-681-5700
jmaland@isd271.org



Valley View Elementary
351 East 88th Street
Bloomington, MN 55420
Phone 952.681.5700
Fax 952.681.5701

April 11, 2022

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

Re: Bloomington Public Schools Support for 2022 Regional Solicitation Application
Valley View Schools Area Safe Routes to School Project

Dear Ms. Koutsoukos:

As the Building Principal for Valley View Elementary School, I am aware that the City of Bloomington is applying for the 2022 Regional Solicitation for Transportation Funding in the Safe Routes to School category. The proposed project would provide much-needed pedestrian safety improvements within the school walking boundary of Valley View Middle and Valley View Elementary schools. I am aware that the project will construct a sidewalk along the north side of E 88th Street between Nicollet and Portland Avenues, improving pedestrian access to both schools and allowing us to consolidate pedestrian crossings for students approaching the school to a single, student patrol staffed crossing at Clinton Avenue, across from our school entrance. The project will also include additional pedestrian safety improvements at the high-use pedestrian crossing of Portland Avenue near Bischoff Lane and an improved connection to this school crossing.

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 continue implementing strategies identified in that plan to encourage walking and biking. Our school will be conducting the Safe Routes to School Student Arrival and Departure Tally Sheet in the classrooms and working with Bloomington Public Health to distribute the parent survey about walking and biking to school. 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. I support the City of Bloomington 2022 Regional Solicitation for Transportation Funding application for Valley View Schools Area Safe Routes to School Project for the fiscal year 2026 or 2027.

Sincerely,
Joan Maland
Principal

Megan Willrett, Principal
Ashley Modrow, Assistant Principal
Nicholas Vogel, Administrative Dean



Valley View Middle School
8900 Portland Ave. S
Bloomington, MN 55420
Tele: 952-681-5800 FAX: 952-681-5801

April 4, 2022

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

Re: Bloomington Public Schools Support for 2022 Regional Solicitation Application
Valley View Schools Area Safe Routes to School Project

Dear Ms. Koutsoukos:

As the Building Principal for Valley View Middle School, I am aware that the City of Bloomington is applying for the 2022 Regional Solicitation for Transportation Funding in the Safe Routes to School category. The proposed project would provide much needed pedestrian safety improvements within the school walking boundary of Valley View Middle and Valley View Elementary schools.

I am aware that the project will construct sidewalk along the north side of E 88th Street between Nicollet and Portland Avenues, improving pedestrian access and walkability to both schools. The project will also include additional pedestrian safety improvements at the high use pedestrian crossing of Portland Avenue near Bischoff Lane and improved connection on the school property from the Valley View Middle School entrance to this school crossing.

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 continue implementing strategies identified in that plan to encourage walking and biking. Our school will be conducting the Safe Routes to School Student Arrival and Departure Tally Sheet in the classrooms and working with Bloomington Public Health to distribute the parent survey about walking and biking to school. 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. I support the City of Bloomington 2022 Regional Solicitation for Transportation Funding application for Valley View Schools Area Safe Routes to School Project for fiscal year 2026 or 2027.

Sincerely,

Megan E. Willrett

Megan E. Willrett
Pronouns: she, her, hers
Principal, Valley View Middle School
Bloomington Public Schools
phone: 952-681-5820
mwillrett@isd271.org
Follow VVMS on Twitter [@VVMfalcons](https://twitter.com/VVMfalcons)
Follow us on Instagram [@vvmfalcons](https://www.instagram.com/vvmfalcons)

Inspiring, engaging, honoring and connecting as we nurture, grow, and learn together.



April 6, 2022

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

Re: Bloomington Public Schools Support for 2022 Regional Solicitation Application
Valley View Schools Area Safe Routes to School Project

Dear Ms. Koutsoukos:

As a representative of Bloomington Public Schools, I am aware that the City of Bloomington is applying for the 2022 Regional Solicitation for Transportation Funding in the Safe Routes to School category. The proposed project would provide much needed pedestrian safety improvements within the school walking boundary of Valley View Middle and Valley View Elementary schools.

As a School District Representative on the Study Advisory Group during the development of the Bloomington Safe Routes to School Comprehensive Plan, I understand the prioritized need for the safety improvements proposed in this project.

As proposed, the project will construct sidewalk along the north side of E 88th Street between Nicollet and Portland Avenues, improving pedestrian access to both schools. The project will also include additional pedestrian safety improvements at the high use pedestrian crossing of Portland Avenue near Bischoff Lane and improved connection to this school crossing.

If this project is selected, Bloomington Public Schools will work with the city to facilitate construction on the Bloomington Public Schools property with Right-of-Entry agreements, easement dedication (if any is needed), and will be responsible for ongoing maintenance of the infrastructure constructed on the Bloomington Public Schools property. Bloomington Public Schools supports the City of Bloomington 2022 Regional Solicitation for Transportation Funding application for Valley View Schools Area Safe Routes to School Project for fiscal year 2026 or 2027.

Sincerely,

Michael Oxborough
Safety & Risk Manager



Valley View Schools Area SRTS Improvements Project Summary



Applicant:	City of Bloomington
Project Location:	E 88th Street between CSAH 52-Nicollet Avenue and CSAH 35-Portland Avenue
Total Project Cost:	\$498,040
Requested Federal Dollars:	\$398,000

Project Description:

The Valley View Schools Area Safe Routes to School (SRTS) improvements project will improve bicycle and pedestrian facilities along E 88th Street, between County State Aid Highway (CSAH) 52-Nicollet Avenue to CSAH 35-Portland Avenue and at the intersection of CSAH 35-Portland Avenue and Bischoff Lane and at the intersection of 88th Street and Clinton Avenue for travels of all ages and abilities by establishing a safe and comfortable connection to Valley View Elementary School and to Valley View Middle School. This project will also provide connection to other sidewalk facilities, parks, and key destinations in the project area. The primary goal of the proposed project is to improve multimodal safety and access for K-12 students and encourage active transportation for the neighboring community.

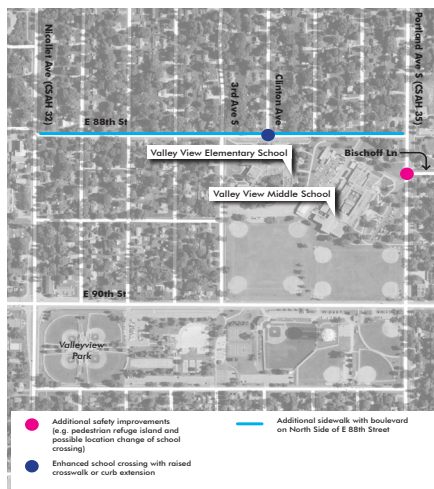
The proposed project includes the following improvements:

- Sidewalk: 2,200 linear feet of new, six-foot-wide, ADA-compliant buffered sidewalk along the northside of E 88th Street (two-lane, local street) from CSAH 52-Nicollet Avenue (three-lane, other arterial) to CSAH 35-Portland Avenue (three-lane, A-minor expander).
- Curb Ramps: 22 new, ADA-compliant curb ramps along E 88th Street, Portland Avenue and at the two school sites for connection to the public sidewalk.
- Pedestrian Island Refuge: One 8 to 10-foot-wide median at the Portland Avenue (RBTN Tier 1 Alignment) pedestrian crossing at Bischoff Lane with modifications to the existing RRFB infrastructure and addition of a center median signage assembly.
- Crosswalk Enhancement: One raised crosswalk or curb bump out enhanced school crossing from the school entrance across E 88th Street at Clinton Avenue.

Project benefits include:

- Strengthen Bloomington’s alternative transportation network, support active living, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists
- Provide a continuous east-west link to and last-mile bicycle and pedestrian facilities to transit routes and key destinations, enabling residents of low-income housing to access regional job centers in areas with higher housing costs

Project location:



Existing conditions:



Safe Routes to School

District-wide Plan

Bloomington Public Schools

Elementary Schools:

*Oak Grove Elementary School
Valley View Elementary School
Olson Elementary School
Poplar Bridge Elementary School
Indian Mounds Elementary School
Hillcrest Community School
Washburn Elementary School
Normandale Hills Elementary School
Westwood Elementary School
Ridgeview Elementary School*

Middle Schools:

*Oak Grove Middle School
Valley View Middle School
Olson Middle School*

A collaborative effort by:

Adopted:

*Bloomington City
Council _____*

*Bloomington Public
Schools _____*



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 - ◇ Oak Grove Elementary Site Circulation Map
 - ◇ Oak Grove Middle Site Circulation Map
 - ◇ Oak Grove Campus Identified Concerns Map

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- Risk and Liability; Public Health Law Center

Introduction

According to the Centers for Disease Control and Prevention (CDC), the number of students who walk or bike to school has decreased significantly in the past few decades from over 60 percent in the 1960's to approximately 14 percent in 2001. At the same time, obesity rates in children have risen dramatically. Increases in childhood obesity rates are attributed to more sedentary lifestyles and unhealthy diets. Safe Routes to School programs aim to reverse these trends by increasing the amount of activity children participate in each day. Engaging children in morning and afternoon walking or biking is a great way to increase physical activity levels. Safe Routes to School programs also address issues of traffic safety, vehicle congestion and environmental quality around schools.

In a partnership between the City of Bloomington Public Works, City of Bloomington Division of Public Health, Minnesota Department of Health's SHIP program, and Bloomington Public Schools, a district wide Safe Routes to School (SRTS) plan has been developed for K-8 public schools within the City of Bloomington. The plan strives to increase the number of students who choose to walk or bike to school and seeks to improve their safety by using the five "E's" approach:

Educate students on the safe practices for walking and biking, the importance of active lifestyles and healthy habits, and inform them about the broad range of transportation options.

Encourage children to walk and bike to school by providing educational programs and a transportation system that allows parents to feel comfortable with their children walking or biking to school.

Enforce new safety changes made around schools and enforce traffic laws through active support of the school district staff and Bloomington Police Department.

Engineer a safer transportation network through improvements that minimize conflicts between motorists and pedestrians, reduce excessive traffic speeds and maximize accessibility to safe crossings and pathways.

Evaluate the effectiveness of improvements by monitoring attitudes and trends through the collection of data before and after improvements are made.

There are both behavioral and physical barriers to safe walking and biking to school. Using this approach we can work to overcome behavioral barriers using four of the five "E's" and provide solutions to the physical barriers using the final component; engineering.

The purpose of this plan is to document the existing walking and biking environments in Bloomington, identify opportunities and priorities it increase walking and biking to schools, and develop an implementation plan for making the improvements.

The Statewide Health Improvement Program (SHIP) works to prevent disease before it starts by helping create healthier communities that support individuals seeking to make healthy choices in their daily lives.

Safe Routes to School (SRTS) aims to create communities where more kids walk and bike to school by improving infrastructure around schools, educating students about safe practices and encouraging children to walk and bike to school. This promotes behavior that will support active lifestyles and encourage healthy habits at any age.

Project Process

STUDY ADVISORY GROUP

A study advisory group (SAG) was assembled to collaboratively work to guide the development and implementation of the District-wide Safe Routes to School Plan. The group consisted of Bloomington Public Schools District Staff and City of Bloomington Staff:

Chris Lennox, Bloomington Public Schools Assistant Superintendent

Andy Kubas, Bloomington Public Schools Director of Learning Supports

Tom Oestreich, Bloomington Public Schools Director of Transportation

Michael Oxborough, Bloomington Public Schools Safety & Risk Manager

Craig Nordstrom, Bloomington Public Schools Health & Safety Director

Tim Rybek, Bloomington Public Schools Building & Grounds Director

Mike Berg, Bloomington Public Schools Building & Grounds Director

Lisa Firth, Bloomington Public Health

Julie Zamora, Bloomington Public Health

Robin Weismann, Bloomington Public Health

Amy Marohn, City of Bloomington Engineering

Brian Hansen, City of Bloomington Engineering

Kirk Roberts, City of Bloomington Engineering

Nick Priesler City of Bloomington Engineering

The committee met periodically throughout the process to share information, identify and discuss challenges and opportunities to walking and biking to schools in Bloomington, provide input on the plan development regarding process, providing information about Policies and Practices related to SRTS, and guiding the review and approval process through each agency. The members of the group will continue to play key roles in guiding implementation of the plan upon its completion.

STUDY APPROACH

Site Assessments:

Site assessments of existing conditions was a critical step in identifying barriers that may be limiting students from walking and biking to school. An evaluation of the existing conditions at each school was undertaken to identify and document current conditions and potential limitations within the existing transportation system, both on campus and within each school identified walking boundary. The following observations were made and documented during each site assessment:

- Where current walkers/bikers access the school campus
- Bus circulation patterns
- Parent pick-up/drop-off patterns
- Student patrol locations
- Sidewalk locations and condition
- School and pedestrian crossing locations
- Bike rack locations and condition
- Pedestrian path locations and condition
- Existing district or site-based education and encouragement efforts

Meeting With Principals and School Staff:

Few people know the problem areas around schools more than the school staff. For that reason we were interested in what the building principals and school staff perceived as barriers to students walking and biking to school. Individual meetings were setup with each principal to discuss the following items:

- Current and past safety concerns from parents and staff
- Pedestrian and vehicle traffic outside the school before and after school
- Pedestrian and bicycling education and special events at the school

Mapping of Existing Conditions:

To provide a view of the walking boundary and existing conditions, a traffic map was created for each school. The traffic map includes the following information:

- Sidewalks
- School and pedestrian crossings
- Stop signs
- Traffic or pedestrian signals
- School walking boundary
- Traffic data

Identification of Safety Concerns:

Safety concerns around the schools were identified in one or more of the following ways:

- Principal concerns
- Parent concerns
- Site observations
- Traffic data

Each concern was identified and evaluated to determine if a problem exists and what kind of measures could be considered in the short and long terms to mitigate the problem.

Common Areas of Concern:

While each school exhibited its own unique conditions there appeared to be some common, recurring issues, on several of the campuses.

1.) Students crossing at locations other than at a marked crosswalk.

This action was observed at every school. The biggest reason for students crossing midblock or at locations other than the designated crosswalk is because it often offers a faster or more direct route to school. Many times there was a marked and signed crosswalk existing a little further up or down the road but since it was out of the way it was not always utilized.

2.) Incomplete or disconnected sidewalk network

There were areas where sidewalk did not continue into the neighborhoods far enough to support and encourage walking and biking to school. There were also areas where sidewalk networks were incomplete and pedestrians needed to cross the road to stay on the sidewalk network.

3.) Limited visibility of pedestrians at crosswalks or low driver compliance to crosswalk laws.

Crossings with high pedestrian activity, high vehicle volumes and speeds and low driver compliance might benefit from crossing enhancements to increase the visibility of pedestrians to the drivers.

Policies and Practices

CITY OF BLOOMINGTON

The City of Bloomington has a number of plans and policies in place with goals that support Safe Routes to School by working to improve walking and biking in the City.

Comprehensive Plan 2008

The City’s Comprehensive Plan has a section in the Transportation Element dedicated to Cyclists and Pedestrians. In this section, the City’s goal for pedestrians and bicyclists is defined as “increase emphases on travel by foot or cycle, to promote active lifestyles, to improve safety, to support sustainability , to promote Complete Streets, and to improve connections between neighborhood, transit, and recreation amenities.” This section identifies alternative transportation goals, assessment of existing sidewalk and trail system, safety, and recommended improvement projects.

Complete Streets Policy

The Bloomington City Council approved a Complete Streets Policy in 2012. The Policy objective is to “... enhance safety, mobility, accessibility and convenience for transportation network users of all ages and abilities, including pedestrians, transit users, bicyclists, commercial and emergency vehicles, freight drivers and motorists by planning, designing, operating and maintaining a network of multi-modal streets.”

Alternative Transportation Plan

The City’s Alternative Transportation Plan, adopted in 2008 and update currently in progress, clearly identifies the City’s priority to provide a bicycle and pedestrian system that is “...balanced, diverse, and flexible enough to adjust to ever-changing needs of the community... for encouraging use.” Neighborhood Pedestrian/Safe Routes to School Program is identified as one of the three key components of the Alternative Transportation Plan (page 3.1).



BLOOMINGTON PUBLIC SCHOOLS

Bloomington Public Schools serves 10 elementary schools, 2 middle schools and 2 high schools. Although prior to this plan development the District did not have a specific Plan or Policy regarding Safe Routes to School, many of its practices align well with the goals of a Safe Routes to School Program.

District Policies

The Transportation Policy (Policy 707.4 Student Transportation Safety) supports safety education for bicycling and walking with the statement:

“707.4I.(E.)The school district also will provide student safety education for bicycling and pedestrian safety.”

The District also has a Wellness Policy (Policy 533) that supports physical activity through the following:

“... to assure a school environment that promotes and protects students’ health, well-being, and ability to learn by supporting healthy eating and physical activity.”

The District does not have any policies written that expressly deter or encourage students from walking or biking to class.

Walking Boundaries

The Bloomington Public School’s transportation policy describes the walking and bussing boundaries for the schools:

“Students are eligible for transportation service if any resident elementary (grades K-5) student(s) reside a walking distance of one half mile and any resident secondary (grades 6-12) student(s) reside a walking distance of one and a quarter mile or more from a public school which they attend. The distance shall be measured and determined from the school to the middle of the road or street in front of the student’s home. If this point is a mile or more (grades 6-12) or one half mile or more (grades K-5) as measured on walks and roadways , the students shall be entitled to transportation.”

Recommendations

EDUCATION

In order to have a broad, lasting impact, opportunities for education should be made available to students, school staff, parents, and community members.

Teach bicycle and pedestrian safety in schools and in the community in order to educate children on the basics associated with being a safe pedestrian or bicyclist. The recommended curriculum for consideration in Bloomington Public Schools is Walk! Bike! Fun! This program is a comprehensive curriculum that teaches safe traffic behavior through classroom activities and on-the-bike skills practice. The goals of the extensive lesson plans teach skills to children to walk and bicycle safety – building confidence and helping them stay safe, active, and healthy. The plan was developed by BlueCross BlueShield Minnesota, bike.MN, and MnDOT.

Conduct a pedestrian and bicycle safety public education campaign. By publicizing the Share the Road – Bicycle and Share the Road- Pedestrian materials created by MnDOT, the City can help educate both drivers and pedestrians and cyclists of safe practices.

Develop a Safe Routes to School section on the School District Website and the City of Bloomington Website. Publication of the Safe Routes to School Plan and Walking Boundary Maps is an important element to support and use of the information.

Incorporate specific language regarding walking and biking to school into the Districts Wellness Policy (Policy 533). The language of the current Policy could be strengthened to encourage walking and biking to school as having health benefits. Having this in the Policy can help mitigate liability concerns. Having a stated Policy can help establish statutory discretionary immunity, which protects school districts from having their decisions “second-guessed” by the courts. Additional information regarding Risk and Liability as prepared by the Public Health Law Center at William Mitchell College of Law, is included in the Appendix.

ENCOURAGEMENT

Continue or initiate site-level walking and biking activities. Everyone is busy and it’s easy to drive to school because it’s “more convenient” or “faster”. Special activities such as bike rodeos, bicycle or pedestrian safety fairs, and bike/walk to school days can help set the tone that gets children excited about biking and walking to school safely.

Increase parent and student comfort with biking and walking by participating in annual Bike/Walk to School Day events. Safety concerns can be addressed and fears assuaged when large groups of students and parents commit to trying something new together on the same day. Oftentimes new groups and programs are formed to encourage bicycling and walking after a successful bike/walk day. Visit <http://www.walkbiketoschool.org/> for information for registration and support materials for participating in Walk to School Day in October or Bike to School Day in May each year.

Consider hosting bicycle safety fairs during local celebrations and events in order to encourage healthy alternative transportation options. This type of activity could be supported by a local biking advocacy group. Community excitement around and support for biking and walking can have a positive, lasting change on safe pedestrian and bicycle habits.

ENFORCEMENT

Provide school staff presence at the beginning of each school year to monitor, guide and enforce safe pedestrian behavior on or adjacent to school property. Many Building Principals indicated that they, or designated staff, are outside during student arrival and dismissal periods to monitor and help remind students of how to safely interact with the pick-up and drop-off vehicular traffic. This is especially important during the first three weeks of school, when many activity patterns are developed for the school year, as well as upon implementation of construction of any new pedestrian and bicycle accommodations or enhancements.

Dedicate Bloomington Police Department enforcement in areas around schools and at school crossings. Police officers typically conduct both routine and targeted enforcement of speed limits and crosswalk compliance within the school walking boundaries, which have immediate effects on creating a safer environment for pedestrian and bicycle activity.

EVALUATION

Continue student travel tallies on a routine basis to track changes in walking and biking to school patterns. The travel tallies provide an easy way to measure the progress of SRTS activities. In addition, having current data will support funding applications for infrastructure improvements.

Conduct parent surveys regularly to identify changes in parental attitudes toward biking and walking to school. Parent surveys elicit information about what factors influence whether or not parents will allow their children to walk or bike to school. Survey results will help determine how to improve opportunities for children to walk or bike to school, and measure parental attitude changes as local SRTS programs occur.

ENGINEERING

In depth information about each of the schools or school campuses follows this section. In each section there is detailed information about the existing conditions in the area with a Traffic Map documenting infrastructure and the walking boundary, information about the school including student population information, Principal interview and stakeholder feedback, and site observations of pedestrian/biking activity, parent pick-up and drop-off activity and bus activity (described and documented in a Site Circulation Map), traffic data collection, pedestrian and bicycle crash data and a summary of noted challenges and opportunities for each school area.

For each school you will also find a set of recommendations, with short-, medium- and long-term recommendations, and an identified concerns map with detailed description of the potential safety concerns. In the Appendix is a list of identified infrastructure improvements, district-wide.

FUNDING

Funding to implement the recommendations identified throughout this plan can be sought from various sources. Some of the infrastructure improvements will be incorporated into the Pavement Management Program where streets are systematically identified for routine pavement management projects by the City of Bloomington. Other infrastructure and non-infrastructure improvement projects may also be stand alone projects completed by the City or School District.

Some funding sources to implement the recommendations identified throughout this plan are:

- 1.)** Federal Safe Routes to School funding administered by the Minnesota Department of Transportation (MnDOT) and/or Metropolitan Council
- 2.)** National Center for Safe Routes to School mini grants
- 3.)** Future Statewide Health Improvement Program (SHIP) funding
- 4.)** Highway Safety Improvement Projects (HSIP) funding administered by MnDOT
- 5.)** Other trail or safety funding sources

Note: Funding sources are expected to change as allocation and distribution of funding changes.

VALLEY VIEW Campus



VALLEY VIEW
ELEMENTARY SCHOOL
Be Your Best

351 East 88th Street
Bloomington, MN 55420



VALLEY VIEW
MIDDLE SCHOOL
Inspire - Learn - Connect

8900 Portland Avenue South
Bloomington, MN 55420



Existing Conditions

The following Safe Routes to School Plan for the Valley View area schools is part of the *District wide Safe Routes to School Comprehensive Plan*. The complete plan also contains sections for the other public elementary, middle, and high schools within the Bloomington Public School District.

NEIGHBORHOOD INFORMATION

The Valley View schools are located on the west side of Portland Avenue, between 88th Street and 90th Street. Portland Avenue provides two entrances to the school, one just north of the baseball fields on the south side of the school's parking lot and one by Bischoff Lane on the north side of the parking lot. Access is also provided from E 88th Street where 5th Avenue leads to a parking lot behind the school. Like Oak Grove Middle, Valley View Middle School shares property with Valley View Elementary; they share the same school crossings and have a mutual parking lot.

The area around the middle and elementary school is zoned for single family residential with the exception of the area between Lyndale Avenue and Nicollet Avenue. This area has a small amount of multi family residential units but is primarily zoned for commercial and industrial uses.

ADDITIONAL PEDESTRIAN TRAFFIC

The area around the Valley View schools sees a large amount of foot traffic due to recreational areas and public buildings nearby. There are open play fields where kids go to play football, baseball, soccer and other activities just south of the schools on each side of East 90th Street. Additionally, on the south side of East 90th Street there is the Bloomington Family Aquatic Center that is heavily used during the summer months. After school many kids walk to Oxboro Library on the corner of Portland Avenue and East 88th Street northeast of the schools.

SCHOOL CROSSINGS

As shown in the Traffic Safety map, there are six designated school crossings that connect to the campus. Three are in close proximity to one another north of the two schools on East 88th Street, serving the neighborhood to the north. These neighborhood streets along with the north side of East 88th Street don't have sidewalk so students have to access the crossing from in the street. ADA curb ramps are also not found on the south side of the street for the three crossings, where the painted crosswalk leads to a full height curb.

Of these three crosswalks, the most frequently used is at the intersection of 3rd Avenue and East 88th Street. At this intersection, only the east leg has a painted crosswalk. This crosswalk leads to the northwest corner of the elementary school and connects to a sidewalk that runs up to the main entrance of the school. The other two crosswalks are primarily used by the students walking down Clinton Avenue and 4th Avenue. The crossing at Clinton leads directly to the main entrance of the middle school but students have to cross a small parking lot to get there. The crossing at 4th Avenue crosses past the exit for this small parking lot and has a sidewalk connection to the elementary and the middle school.

Another school crossing is located across the north and south legs of East 88th Street at Nicollet Avenue. Stop control is implemented on E 88th Street (east and west legs) while Nicollet Avenue (north & south legs) is uncontrolled. These crossings are missing ADA curb ramps for the crossings as one side of each ends at the curb.

At the T-intersection of Portland Avenue and East 88th Street there is a school crossing along the south leg. This crossing isn't used as frequently as expected because most of the kids walking to or from the neighborhood on the east side of Portland Avenue prefer to cross at Bischoff Lane which is to the south of this crosswalk. Even the kids going to Oxboro Library appear to prefer crossing at Bischoff Lane rather than continuing north on Portland Avenue to the painted crossing.

Another crossing is located at the T-intersection of East 89th Street and 3rd Avenue. This crossing is similar to those on the north side of East 88th Street in front of the elementary school because it does not have sidewalk leading up to it. It connects to sidewalk on the east side of 3rd Avenue but does not have ADA curb ramps from the street to the sidewalk. This sidewalk sees regular usage from the neighborhood east of the school and north of East 90th Street.

The final school crossing is a pedestrian activated signal on East 90th Street just east of 3rd Avenue. This is a much needed pedestrian signal due to the high traffic volumes on East 90th Street (8,200 ADT) and heavy usage by students. Most students coming from south of East 90th Street cross here and cut through the playfields to get to school. The crossing includes the necessary components in order to adhere to ADA standards.

CROSSWALKS

Within elementary school walking boundary:

Within the elementary school walking boundary there are four painted crosswalks at signalized intersections, two pedestrian activated signals and six crosswalks outside the school. One of the pedestrian activated signals is located along East 86th Street north of the school and the other is located along East 90th Street south of the school. As shown in the Traffic Safety Map, they are both located to the east of 3rd Avenue. The pedestrian activated signals are not used heavily by elementary students because it is on the border of their walking boundary. Students that use this crossing are either middle school students or elementary school students what choose to walk when they are within the area where bus service is provided. Middle school students use both of these crossings heavily, however, the crossing on East 90th Street is used more frequently because it connects the schools to the aquatic center and playfields.

Of the four signalized intersections with painted crosswalks, the intersection of East 90th Street & Portland Avenue had the highest pedestrian crash rate. After analyzing the intersection for adequate pedestrian phase timing, geometry and traffic tendencies it was determined that this intersection has a higher crash rate due to a combination of high pedestrian usage and distraction. With the high traffic/high pedestrian nature of the intersection, it is very easy for pedestrians and motorists to become distracted and not pay close enough attention when navigating the intersection. This determination is supported by the crash reports reviewed on the MnCMAT database.

Within middle school walking boundary:

Outside of the elementary school walking boundary but within the middle school walking boundary there are many signalized intersections and crosswalks. The locations of the intersections are shown on the Traffic Safety Map. However, the frequently used crossings are those described above. All other intersections do not show an elevated pedestrian crash rate that would warrant further analysis.

Valley View Middle School

SCHOOL INFORMATION

Valley View Middle School is part of the Bloomington Public Schools ISD #271 in Bloomington, Minnesota. The school day begins at 7:55 am and is dismissed at 2:25 pm. Valley View Middle school has 730 students in 6th through 8th grade. Figure 2-1 shows the distribution of students in each grade.

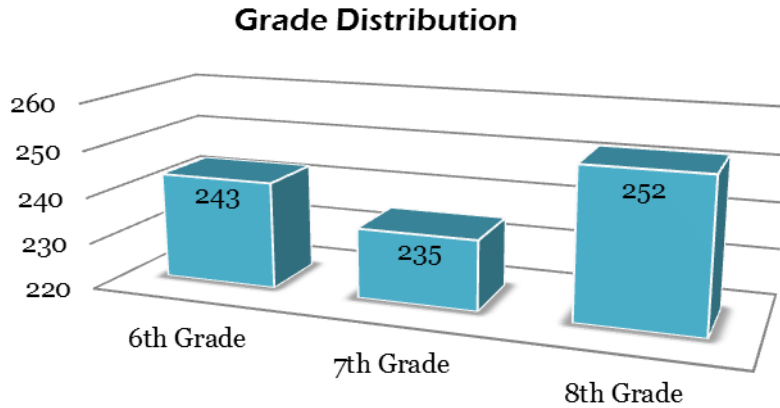


Figure 2-1. Grade Distribution. Student enrollment in each grade level. October 2012.

MEETING WITH PRINCIPAL

The plan developer and principal Ben Magras met at the school on November 9, 2012. Mr. Magras expressed concern regarding a crossing at Portland Avenue. The current crossing is not used by the students because it is too far north and as a result students are crossing midblock. Mr. Magras also indicated that the intersection of Portland Avenue and W 90th Street is very busy and some close calls occur there regularly.

PARENT SURVEY

Students living within the middle school walking area are not provided transportation by Bloomington Public Schools. However, these students may be eligible for busing through the Pay to Ride program by using the nearest established bus stop outside the walk area. (See the Traffic Safety Map for diagram of the walking area).

PEDESTRIAN TRAFFIC

Three of the highest pedestrian traffic locations before and after school are north of East 88th St, Portland Avenue and East 90th Street. All of these locations currently have pedestrian or school crossings to help students safely cross the streets. East 90th Street and Portland Avenue both have high amounts of traffic during school times.

At East 90th Street students mainly cross at the pedestrian activated signal to the east of 3rd Ave S or at the Intersection with Portland Avenue. The pedestrian activated signal is largely used by the neighborhood to the south of the Bloomington Family Aquatic Center and Valley View Playfield. These students then walk through the sports fields after crossing East 90th Street and continue to the school's front entrance. The signalized intersection at East 90th Street and Portland Avenue has pedestrian push buttons in all directions and is used heavily before and after school.

Students crossing East 88th Street come from the neighborhood north of the school. Since East 88th Street does not have sidewalk on the north side the students must cross the street at whichever side street they come from. As a result, students are crossing at many different locations along East 88th Street and requires a heightened awareness by the pedestrians and drivers. There are painted crosswalks along the road and school crossing signs to alert drivers that students may be crossing.

Most of the students that cross Portland Avenue are not using the painted crosswalk located at East 88th Street. Instead they are crossing midblock in front of the school because the crosswalk is out of their way. The majority of the students crossing at this location originate from the neighborhood to the east of the school and walk along Bischoff Lane. This area is particularly dangerous for students because of the high traffic volumes and four lane undivided configuration on Portland Avenue.

PARENT DROP-OFF/PICK-UP

Parents are instructed to enter using the north driveway and exit out the south driveway. Once they approach the front of the building the line breaks into two queues. Once at the front door, the vehicle is unloaded and promptly drives away where it merges back into one line and exits the parking lot. This procedure was observed to be quick, efficient and well executed.

BUS DROP-OFF

Busses drop students off at the rear of the building on the opposite side as parent drop-off. Busses enter along East 88th Street and continue along the back of the parking lot eventually pulling up in front of the school. Once unloaded, some busses leave using the driveway on East 88th Street and others use the driveway on Portland Avenue.

See the School Site Traffic Map for parent and bus procedures.

Valley View Elementary School

SCHOOL INFORMATION

The school day begins at 8:45 am and is dismissed at 3:05 pm. There are many different times that students arrive to school due to before and after school activities. The school hosts Kid's Safari from 6:30 am to 8:30 am before school and from 3:00 pm to 6:00 pm after school. Students walking or bicycling typically begin to arrive at 8:20 am when the doors open and breakfast is served. Valley View Elementary School has 538 students in Kindergarten through 5th grade. Figure 2-2 shows the distribution of students in each grade.

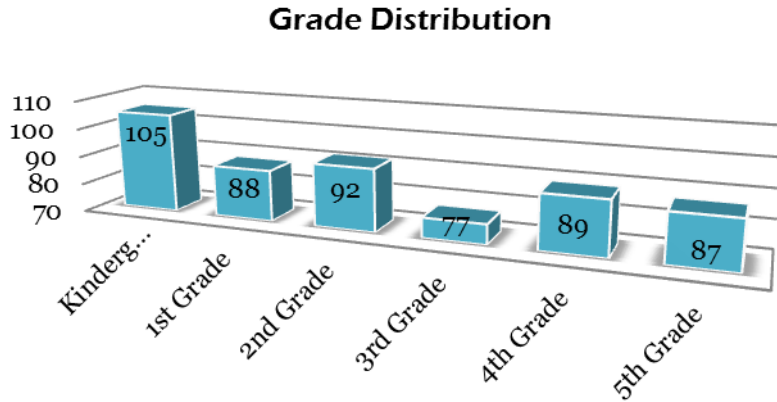


Figure 2-2. Grade Distribution. Student enrollment in each grade level, October 2012.

MEETING WITH PRINCIPAL

The plan developer and principal Andrew Kubas met at the school on November 14, 2012. Mr. Kubas identified concerns that were similar to the middle school principal. A major focus of his concern was aimed at the Portland Avenue crossing.

PARENT SURVEY

INSERT INFO FROM SURVEY

PEDESTRIAN TRAFFIC

When you compare the elementary school walking boundary with the attendance area of Valley View Elementary School you can see that most of the pedestrian traffic comes from north of East 90th Street. There may be some pedestrian traffic crossing East 90th Street due to open enrollment allowing students to attend schools outside of their attendance boundary but it was not witnessed during the days of observation.

While observing, it was evident that Portland Avenue was crossed often by students walking from the residences east of the school. A significant amount of students were also observed crossing East 88th Street to arrive at Valley View Elementary School. This is because most of the attendance area is contained within neighborhoods north of the school. The school has a crossing patrol for East 88th Street at Clinton Avenue to cross students from this neighborhood. Since there is not sidewalk along the north side of East 88th Street many students cross elsewhere depending on what side street they walk to school on.

The remaining student pedestrians come from the neighborhood in-between Nicollet Avenue and 3rd Avenue. These students either walk down the south side of East 88th Street or East 89th Street. At East 89th Street there is a school crossing that allows students to cross 3rd Avenue and access school property.

PARENT DROP-OFF/PICK-UP

Parents drop-off students on the north side of the school using a small entrance and parking lot off of East 88th Street. Parents pull in at the west driveway and exit using the east driveway. During this process, students walking to school tend to cross through this parking lot because the student patrol is crossing students on East 88th Street at this location. Students could cross at 3rd Avenue or at 4th Avenue but often this is an inconvenience and requires extra walking. The crossing at Clinton Avenue is where the student patrol is located and it leads directly to the front entrance of the school. Many conflicts between student pedestrians and parents dropping students off were witnessed here during observations.

BUS DROP-OFF

Busses drop students off at the east side of the building, away from the parent drop-off. Busses enter along East 88th Street and drop-off students on the schools' east side before continuing along the back of the parking lot and pass the entrance of the middle school. Some busses leave using the driveway on East 88th Street and others exit via the driveway on Portland Avenue.

See the School Site Traffic Map for parent and bus procedures.

Traffic and Crash Information

CRASH INFORMATION

MN crash data was filtered using Geographic Information Systems (GIS) technology for crashes that involved pedestrians within the walking boundary from 2002-2012. There were 88 total pedestrian crashes during this time.

The crash data indicates that the intersection of Portland Avenue and East 90th Street experiences more crashes than other locations within the walking boundary. This area is particularly important to student safety because many students cross or are in the vicinity of this intersection when walking or biking to school.



Figure 2-3. Crash Severity Distribution. *Pedestrian crashes within walking boundary from 2002-2012. November 2012.*

Figure 2-3 shows the distribution of pedestrian crash severity within the walking boundary. A minor injury means that a visible injury was present but it did not need immediate medical attention. A serious injury is one in which the victim was incapacitated and needed to be taken to the hospital.

A quarter of these accidents were the result of either the pedestrian or the motor vehicle failing to properly yield the right of way. A quarter of the remaining crashes were a result of distracted driving or distracted pedestrians.

Figure 2-4 shows the age distribution of crashes involving school age pedestrians. We see a larger distribution of ages where pedestrian crashes are happening when compared to Oak Grove schools. We also see a spike in the amount of pedestrian crashes beginning with age 12 and peaking at age 14. This closely related to the age in which surveyed parent said they would allow their students to walk or bike to school alone.

Crashes by Age

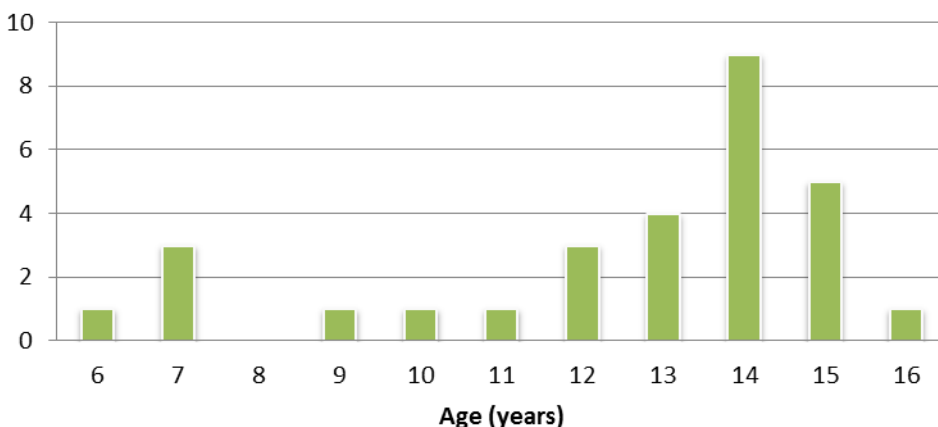


Figure 2-4. Age Distribution. *Pedestrian crashes by age within walking boundary from 2002-2012. November 2012.*

Table 2-1 shows how many of the entire City’s pedestrian crashes happen within the middle school walking radius. The high proportion of crashes that happen within the walking radius show us that pedestrian safety improvements are warranted in this area.

Table 2-1. Grade Distribution. *Pedestrian crashes within the City and Valley View middle school walking boundary. November 2012.*

Year	Oak Grove	City Wide
2012	8	24
2011	10	30
2010	6	21
2009	9	27
2008	7	22
2007	13	29
2006	7	23
2005	6	25
2004	10	21
2003	4	20
2002	8	24

Figure 2-5 compares the pedestrian crashes that have occurred within the school walking boundaries at the school campuses. The graphic shows that the Valley View area consistently has the most pedestrian crashes. This does not directly correlate to the number of school age pedestrian crashes occurring that involve students walking to or from school, but does indicate that deficiencies are present in the existing transportation network in regards to accommodating pedestrians.

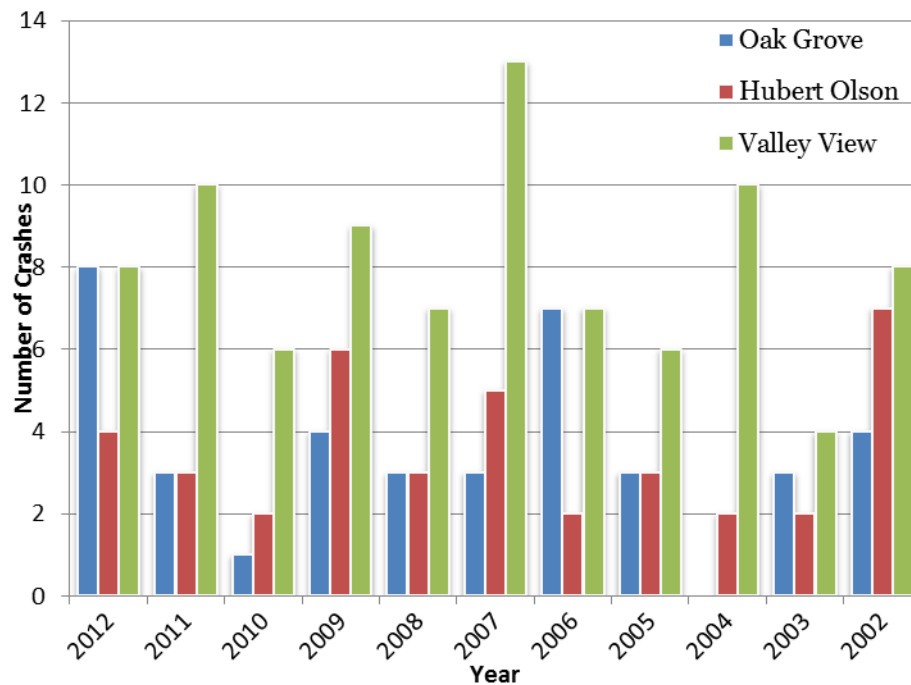


Figure 2-5. Middle/Elementary Campus Crashes.
Crashes within each school's middle school walking boundary. November 2012.

SPEED & VOLUME DATA

Table 2-2 shows traffic speed information for streets in the vicinity of the schools or important walking routes utilized by students. The data indicates that while the average speed is within close proximity to the displayed speed limit, the 85% speeds regularly exceed the speed limit by 3.1 to 7.7 mph. Mitigation to the existing roadway or speed limits is typically evaluated in situations where the 85th percentile speeds are 5 mph or more above the posted speed limit.

Table 2-2. Speed Data, Valley View

Street	Counter Located Between	85th %-ile	Average	Limit
Nicollet Ave	E 89th St & E 90th St	42.7	32.4	35
12th Ave	E. 86th St & E. 88th St.	36.2	32.4	30
E 86th St	Clinton Ave S & 4th Ave S	38.1	34.6	35
E 90th St	1st Ave S & Stevens Ave S	40.4	31.1	35
E 92nd St	Pillsbury Ave S & Syndicate Ave	35.5	30	30

Table 2-3 shows average daily traffic (ADT) volumes for streets in the vicinity of the schools or important walking routes. The ADT on Lyndale Avenue (14,500) is high for a City road and therefore has the potential to warrant additional crossing treatments for pedestrians where pedestrian volumes are high and gaps are limited due to the elevated traffic volumes. In this case, the crossing occurs at a signalized intersection where pedestrian accidents have not shown to be frequent due to dedicated pedestrian movements created by the traffic signal.

On 90th Street between Nicollet and Portland Avenue a standalone pedestrian activated signal has been implemented. When pressed the signal turns red for opposing vehicles and the pedestrian can cross within the painted crosswalk. This is located just east of 3rd Avenue and is used frequently by middle school students.

A high number of students cross Portland Avenue between 90th Street and 86th Street and the existing traffic volumes (6,850) pose a risk to student safety. A crosswalk is located at 88th Street but is uncontrolled and rarely used by students. Rather, students cross midblock because it gives them a more direct access to the front of the school.

Most intersections where students cross Lyndale Avenue or Nicollet Avenue are signalized and include marked crosswalks and pedestrian phases. There is one crosswalk near 88th Street where Nicollet Avenue traffic does not stop and students must decide on an appropriate gap to cross the street

Table 2-3. Volume Data, Valley View

Street	Counter Located Between	ADT
Lyndale Ave	E. 86th St & E. 90th St	14,500
Nicollet Ave	E. 86th St & E. 90th St	8,500
Portland Ave	E. 86th St & E. 90th St	6,850
12th Ave	E. 86th St & E. 90th St	2,500
E. 90th St	Lyndale Ave & Nicollet Ave	9,800
E. 90th St	Nicollet Ave & Portland Ave	8,200
E. 90th St	Portland Ave & 12th Ave	7,300
E. 86th St	Lyndale Ave & Nicollet Ave	8,500
E. 86th St	Nicollet Ave & Portland Ave	8,500
E. 86th St	Portland Ave & 12th Ave	7,500

STUDENT CRASH DESCRIPTIONS

Since 2002 there has been 13 crashes involving school age pedestrians within the middle school walking boundary. All of these crashes involve children during school days and the times traveled to or from school. Portland Avenue accounts for six of these crashes.

- May 22, 2012—A 12 year old boy was hit crossing Portland Avenue at Bischoff Lane while riding his bicycle to class. The driver was not at fault and the student sustained minor injuries.
- May 10, 2012—A 13 year old was hit when he crossed against the pedestrian signal on E. 90th St at Portland Avenue.
- January 6, 2012—A 6 year old boy was hit after he got off of a school bus at 81st Street and Portland Avenue. The driver of the vehicle disregarded the stop sign of the bus.
- March 26, 2012— A 14 year old girl was hit while crossing westbound on Lyndale Avenue at 84th Street. The student was in the crosswalk when the driver failed to yield the right of way before making a right turn.
- October 8, 2007— A 14 year old girl was hit when crossing Portland Avenue at Bischoff Lane.
- September 7, 2007— A 13 year old boy was hit riding his bike at the intersection of East 90th Street and Portland Avenue.
- May 1, 2007— A 14 year old boy was riding his bike at the intersection of Old Cedar Avenue and Old Shakopee Road when he was hit by a vehicle turning right onto Old Cedar Avenue that did not yield the right of way to the bicyclist.
- May 26, 2006— A 14 year old boy was hit riding his bike at the intersection of Nicollet Avenue and 98th Street. The boy crossed Nicollet Avenue against the pedestrian signal.
- May 3, 2006— A 15 year old boy was hit riding his bike at the intersection of Nicollet Avenue and 98th Street. The boy crossed Nicollet Avenue against the pedestrian signal.
- October 6, 2004— A 14 year old boy was hit riding his bicycle on the side of Lyndale Avenue.
- May 14, 2003— A 14 year old boy was hit crossing Portland Avenue at 92nd Street. His vision was obscured and didn't see the vehicle before he crossed.
- January 27, 2003— A 12 and 13 year old girl were struck near the intersection of 90th Street and Lyndale Avenue when their vision was obscured and they entered the roadway.
- November 1, 2012— A 14 year old boy was struck crossing 90th Street at Park Avenue when he was crossing without a crosswalk and entered the roadway.

CHALLENGES AND OPPORTUNITIES

- Valley View schools are located among numerous high volume City and County Roads (90th Street, Portland Avenue, Lyndale Avenue) which has the potential to create an unsafe situation for pedestrians walking/biking to or from school.
- According to crash reports, school age children are failing to yield to oncoming traffic and crossing inappropriately.
- The crossing at Portland Avenue and 88th Street is seldom used and students would rather cross midblock in front of the middle school because they are coming from Bischoff Lane. If these students were to cross at 88th Street they would have to walk out of their way to the north to access the crosswalk.
- Nicollet Avenue has marked crosswalks on the north and south sides of 88th Avenue that are unprotected. The east and west legs of E 88th Street are stop controlled at this location while Nicollet Avenue is uncontrolled.
- Parent drop-off at the elementary school conflicts with students walking to school. Student patrols have to help students cross the parent drop-off location.

Recommendations

HIGH PRIORITY

Consider adding a statement in the student handbook that encourages walking or biking to school. An encouraging statement in the student handbook lets parents and students know that the school values the physical activity gained by walking and biking to school. The statement could be similar to the one in the Westwood Elementary handbook.

Implementation lead: Valley View Area Schools

Implementation timeline: Short-term

Consider a pedestrian enhancement for Portland Avenue outside the school. Numerous complaints have been filed with the School District and principal regarding student safety when crossing Portland Avenue. In the fall of 2012 a new crosswalk was painted north of Bischoff Lane where students had been observed crossing previously. The signage at the old crosswalk at 88th Street was removed and the pavement markings will not be repainted. This is not a permanent solution to the problem because the high vehicle and pedestrian volumes warrant a pedestrian safety enhancement. Such possibilities include: Pedestrian activated RRFB assembly, HAWK signal, or a pedestrian signal. A 3-lane configuration could also accompany one of these enhancements to decrease the number of lanes students have to cross

Implementation lead: Hennepin County & City of Bloomington

Implementation timeline: Short-term

Reconsider the crosswalks along 88th Street in front of the elementary school. There are three crosswalks located along 88th Street between Portland Avenue and 3rd Avenue. These crosswalks serve the neighborhoods to the north and are present because students walking down Clinton Avenue, 4th Avenue and 5th Avenue need to immediately cross 88th Street to utilize the crosswalk located on the south side of 88th Street, as no crosswalk is present north of the driveway.

Sidewalk could be installed along the north side so that these three sidewalks can be changed to one designated school crossing in front of the school. If this is done then the crosswalk at Clinton Avenue could be removed because it influences students to cross the parent drop-off location.

Implementation lead: City of Bloomington

Implementation timeline: Long-term

Consider a pedestrian enhancement at Nicollet Avenue and 88th Street intersection. Currently there are painted crosswalks on the north and south leg of the intersection and vehicles traveling along Nicollet Avenue do not stop. As a result, students must find adequate gaps in traffic to cross safely. Existing pedestrian facilities also need improving as each crossing contains one curb line that does not include a ramp or truncated domes. These improvements should be completed with the next project occurring along the corridor. Possible pedestrian enhancements include: Pedestrian activated RRFB signage, HAWK signal, or a pedestrian signal.

Implementation lead: Hennepin County & City of Bloomington

Implementation timeline: Long-term

Improve Portland Avenue and 90th Street intersection. This intersection currently has a high number of pedestrian and vehicle crashes when compared to other intersections in the area. Many of these crashes occur due to distraction or failure to yield to vehicles with right of way. This could be improved by restriping to a 3 lane configuration and implementing a permitted left turn phase.

Implementation lead: Hennepin County & City of Bloomington

Implementation timeline: Long-term

LOW PRIORITY

Consider changing the location of student patrol or parent drop-off procedures. The student patrols for the elementary school help students cross 88th Street at Clinton Avenue followed by the parent drop-off area in front of the school. Many conflicts between vehicles and pedestrians were observed here. It may be beneficial to cross students at 5th Avenue or 3rd Avenue which will separate students who walk or bike to school from the parent drop-off procedures.

The parking within this parent drop-off area also limits the visibility of students to drivers navigating through it. Students can be hidden by a parked vehicle and not seen by passing drivers.

Implementation lead: Bloomington Public Schools

Implementation timeline: Short-term

Install curb ramp cutouts on the east side of 3rd Avenue at 89th Street. At this location there is a painted crosswalk that leads to a sidewalk on the east side of 3rd Avenue. However, there is not a curb ramp cutout at this location. This prevents disabled pedestrians and bicyclists from accessing the sidewalk. It also may deter walkers from using this crosswalk.

Implementation lead: City of Bloomington

Implementation timeline: Short-term

Enforce speed limits or apply traffic calming at multiple locations. According to Table 2-2 there appears to be a problem with speeding along three roads in the Valley View Area. These three roads are: Nicollet Ave, East 90th Street and East 92nd Street. Road geometry changes are unlikely in these areas due to existing traffic volumes and as a result police enforcement should be considered.

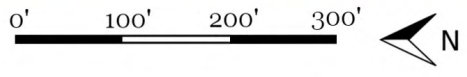
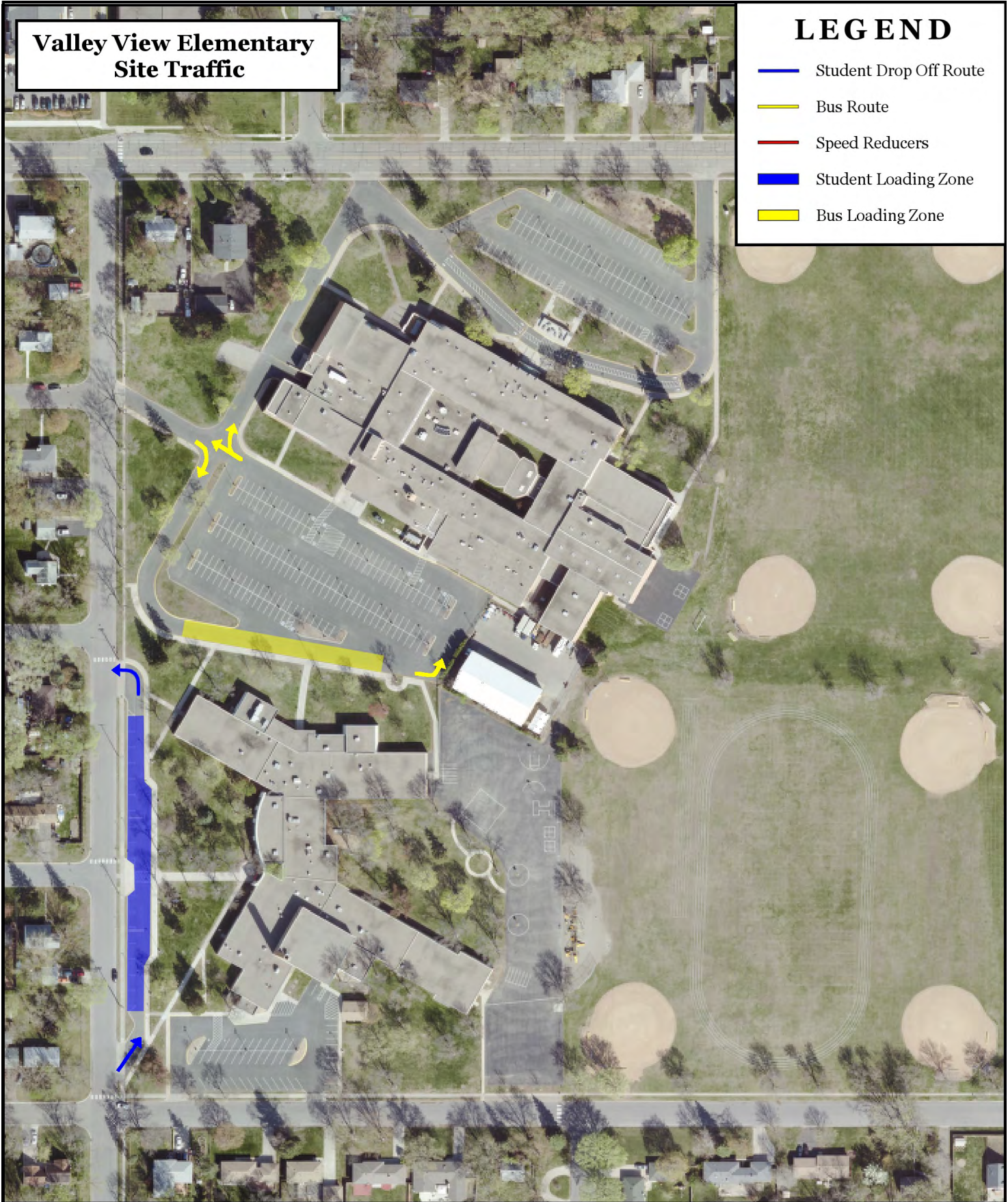
Implementation lead: City of Bloomington

Implementation timeline: Short-term

Valley View Elementary Site Traffic






LEGEND

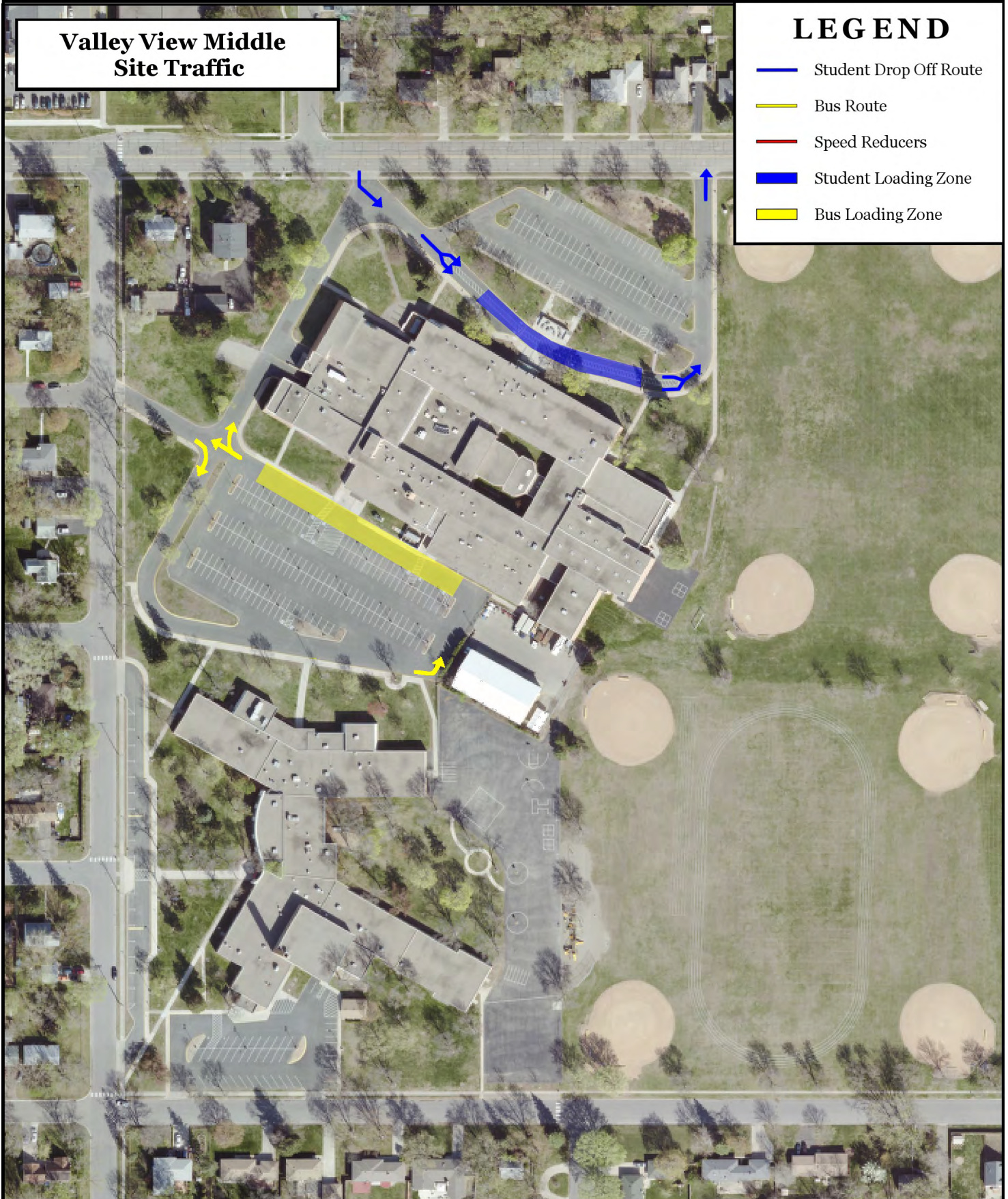
- Student Drop Off Route
- Bus Route
- Speed Reducers
- █ Student Loading Zone
- █ Bus Loading Zone



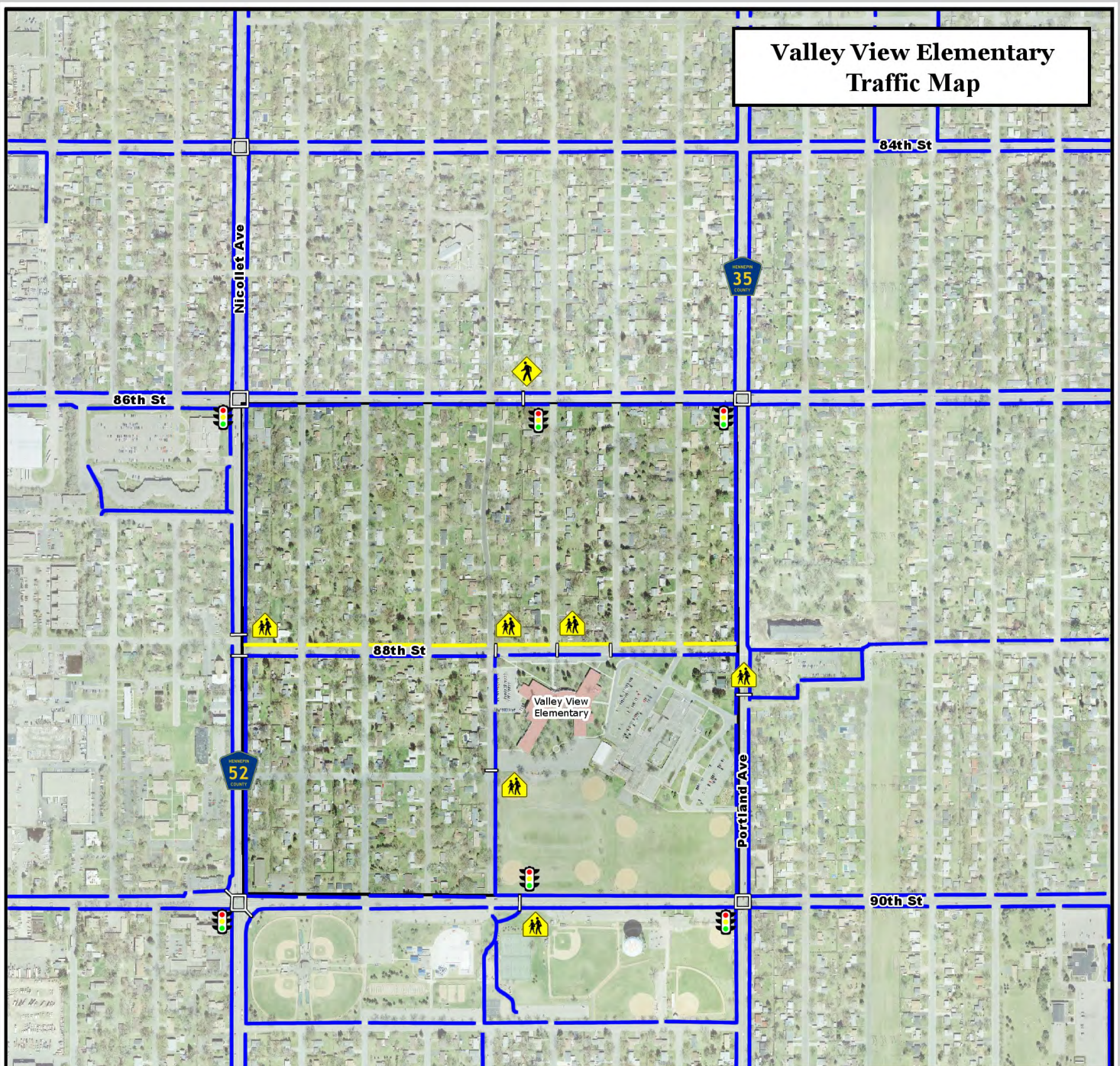
Valley View Middle Site Traffic

LEGEND











-  Student Drop Off Route
-  Bus Route
-  Speed Reducers
-  Student Loading Zone
-  Bus Loading Zone

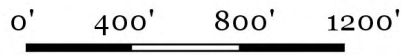


Valley View Elementary Traffic Map

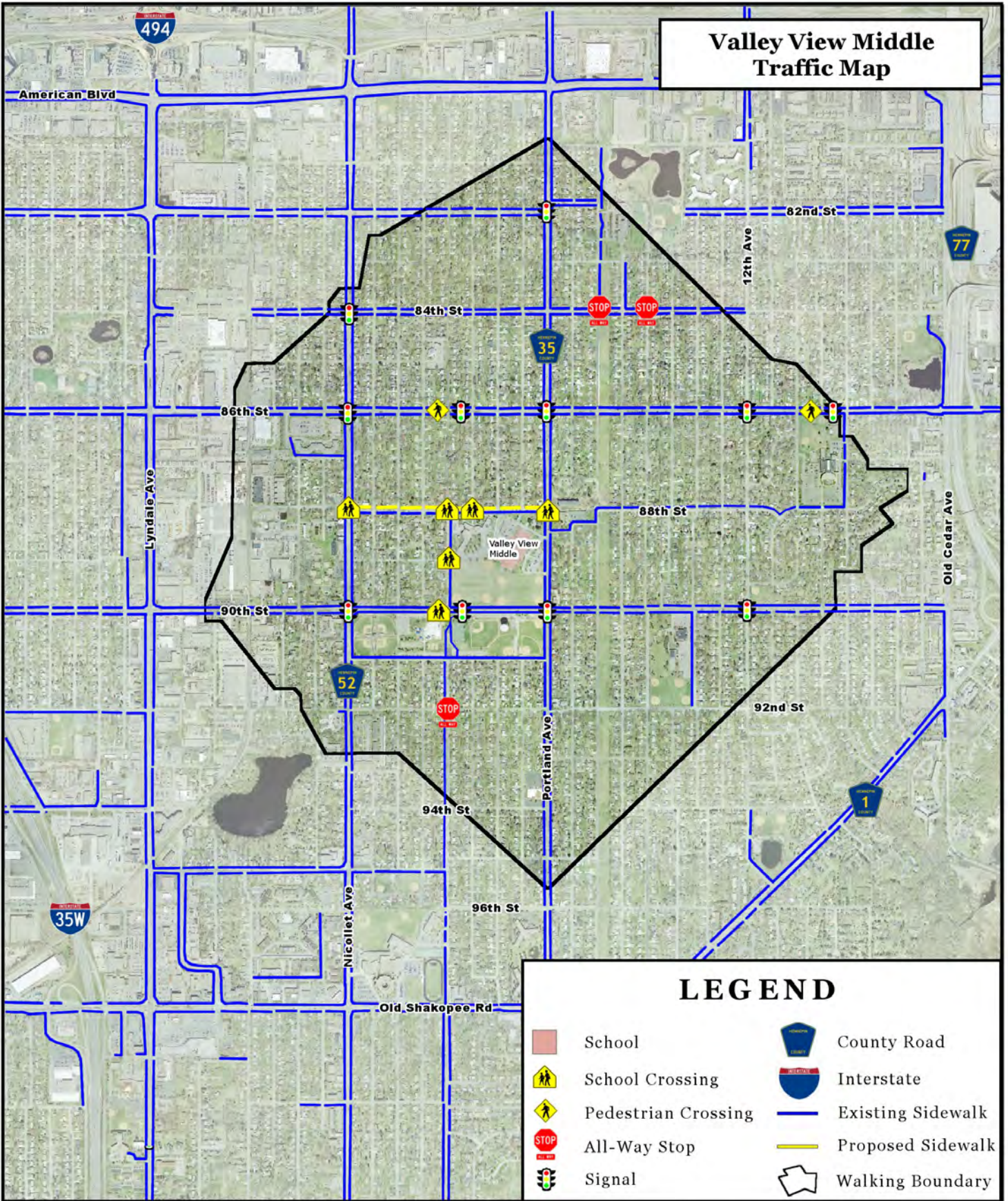


LEGEND











- | | | | |
|---|---------------------|---|--------------------------------|
|  | School |  | County Road |
|  | School Crossing |  | Interstate |
|  | Pedestrian Crossing |  | Existing Sidewalk |
|  | All-Way Stop |  | Proposed Sidewalk or Bike Lane |
|  | Traffic Signal |  | Crosswalk |

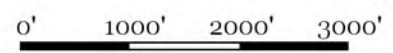


Valley View Middle Traffic Map



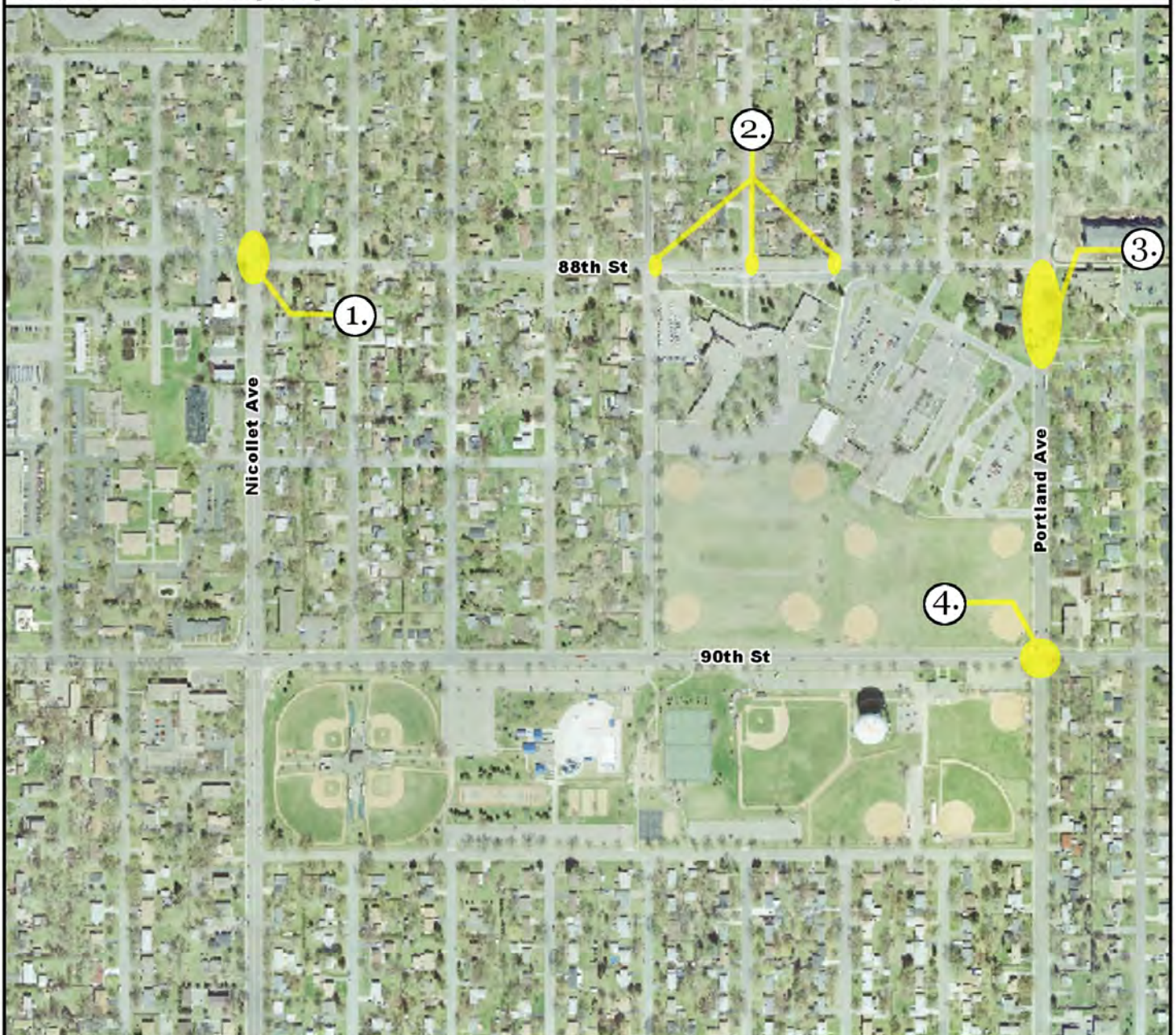
LEGEND

- | | | | |
|---|---------------------|---|-------------------|
|  | School |  | County Road |
|  | School Crossing |  | Interstate |
|  | Pedestrian Crossing |  | Existing Sidewalk |
|  | All-Way Stop |  | Proposed Sidewalk |
|  | Signal |  | Walking Boundary |



Identified Concerns:

1. The two uncontrolled crossings at the intersection of Nicollet Avenue and 88th Street are difficult to cross due to the distance created by four lanes of traffic and the high traffic volumes. Young students may be unable to judge proper gaps before attempting to cross Nicollet Avenue.
2. There is a series of three crosswalks across 88th Street that lead to the sidewalk in-front of the school. The crosswalks are necessary because there isn't sidewalk along the north side of 88th Street, however, the numerous crossing locations add to the congestion in front of the school.
3. The pedestrian crossing across Portland Avenue in-front of Valley View Middle School is heavily used before and after school. As a result, additional pedestrian enhancements could be considered.
4. The intersection of Portland Avenue and 90th Street has numerous pedestrian and vehicle crashes. Enhancements could be considered to improve pedestrian accommodations and increase driver awareness of pedestrians.



Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School Name	Teacher Name	Grade	Number students	Date	Day	Time	Weather	Student tally	Walk	Bike
Valleyview Elementary	Linnea Becerra	4	22	4/6/2022	Wednesday	AM	Rainy	21	0	0
Valleyview Elementary	Linnea Becerra	4	22	4/6/2022	Wednesday	PM		21	1	0
Valleyview Elementary	Linnea Becerra	4	22	4/7/2022	Thursday	AM	Snow	21	0	0
Valleyview Elementary	Linnea Becerra	4	22	4/7/2022	Thursday	PM		21	1	0
Valleyview Elementary	Sarah Dallum	5	22	4/6/2022	Wednesday	AM	Snow	19	0	0
Valleyview Elementary	Sarah Dallum	5	22	4/6/2022	Wednesday	PM	Snow	20	3	0
Valleyview Elementary	Sarah Dallum	5	22	4/7/2022	Thursday	AM	Rainy	20	0	0
Valleyview Elementary	Sarah Dallum	5	22	4/7/2022	Thursday	PM		20	2	0
Valleyview Elementary	Kristy Kosek	5	23	4/5/2022	Tuesday	AM	Overcast	22	0	0
Valleyview Elementary	Kristy Kosek	5	23	4/5/2022	Tuesday	PM	Rainy	22	0	0
Valleyview Elementary	Kristy Kosek	5	23	4/7/2022	Thursday	AM	Rainy	22	0	0
Valleyview Elementary	Kristy Kosek	5	23	4/7/2022	Thursday	PM	Snow	23	0	0
Valleyview Elementary	David Diaz	5	21	4/6/2022	Wednesday	AM	Rainy	20	0	0
Valleyview Elementary	David Diaz	5	21	4/6/2022	Wednesday	PM	Overcast	20	0	0
Valleyview Elementary	David Diaz	5	21	4/7/2022	Thursday	AM	Rainy	20	0	0
Valleyview Elementary	David Diaz	5	21	4/7/2022	Thursday	PM	Overcast	20	0	0
Valleyview Elementary	Rachel Prondzinski	1	16	4/7/2022	Thursday	AM		15	0	0
Valleyview Elementary	Rachel Prondzinski	1	16	4/7/2022	Thursday	PM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/5/2022	Tuesday	AM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/5/2022	Tuesday	PM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/6/2022	Wednesday	AM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/6/2022	Wednesday	PM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/7/2022	Thursday	AM		15	0	0
Valleyview Elementary	Rae Quintero	1	17	4/7/2022	Thursday	PM		15	0	0
Valleyview Elementary	Deb Houle	1	16	4/6/2022	Wednesday	AM	Overcast	16	0	0
Valleyview Elementary	Deb Houle	1	16	4/6/2022	Wednesday	PM	Rainy	16	0	0
Valleyview Elementary	Deb Houle	1	16	4/7/2022	Thursday	AM	Rainy	15	0	0
Valleyview Elementary	Deb Houle	1	16	4/7/2022	Thursday	PM	Snow	15	0	0
Valleyview Elementary	Nicole Ringrose	1	15	4/5/2022	Tuesday	AM	Overcast	15	0	0
Valleyview Elementary	Nicole Ringrose	1	15	4/5/2022	Tuesday	PM	Rainy	15	0	0
Valleyview Elementary	Nicole Ringrose	1	15	4/6/2022	Wednesday	AM	Rainy	13	0	0
Valleyview Elementary	Nicole Ringrose	1	15	4/6/2022	Wednesday	PM	Rainy	13	0	0

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School Name	Teacher Name	Grade	Number students	Date	Day	Time	Weather	Student tally	Walk	Bike
Valleyview Elementary	Nicole Ringrose	1	15	4/7/2022	Thursday	AM	Rainy	14	0	0
Valleyview Elementary	Nicole Ringrose	1	15	4/7/2022	Thursday	PM		14	0	0
Valleyview Elementary	Veronica Lund	PK	34	4/5/2022	Tuesday	AM	Overcast	27	1	1
Valleyview Elementary	Veronica Lund	PK	34	4/5/2022	Tuesday	PM	Rainy	27	1	0
Valleyview Elementary	Veronica Lund	PK	34	4/6/2022	Wednesday	AM	Overcast	16	1	0
Valleyview Elementary	Veronica Lund	PK	34	4/6/2022	Wednesday	PM	Overcast	16	1	0
Valleyview Elementary	Veronica Lund	PK	34	4/7/2022	Thursday	AM	Overcast	16	0	0
Valleyview Elementary	Veronica Lund	PK	34	4/7/2022	Thursday	PM	Snow	16	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/5/2022	Tuesday	AM	Rainy	15	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/5/2022	Tuesday	PM	Rainy	15	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/6/2022	Wednesday	AM	Rainy	15	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/6/2022	Wednesday	PM	Rainy	15	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/7/2022	Thursday	AM	Rainy	14	0	0
Valleyview Elementary	Susie Sivongsay	2	15	4/7/2022	Thursday	PM	Rainy	14	0	0
Valleyview Elementary	Amber Seehan	2	16	4/5/2022	Tuesday	AM	Overcast	16	0	0
Valleyview Elementary	Amber Seehan	2	16	4/5/2022	Tuesday	PM	Rainy	16	0	0
Valleyview Elementary	Amber Seehan	2	16	4/6/2022	Wednesday	AM	Rainy	14	0	0
Valleyview Elementary	Amber Seehan	2	16	4/6/2022	Wednesday	PM	Overcast	15	0	0
Valleyview Elementary	Amber Seehan	2	16	4/7/2022	Thursday	AM	Rainy	16	0	0
Valleyview Elementary	Amber Seehan	2	16	4/7/2022	Thursday	PM	Overcast	16	0	0
Valleyview Elementary	Sarah Putt	2	14	4/5/2022	Tuesday	AM	Overcast	13	0	0
Valleyview Elementary	Sarah Putt	2	14	4/5/2022	Tuesday	PM	Overcast	13	0	0
Valleyview Elementary	Sarah Putt	2	14	4/6/2022	Wednesday	AM	Rainy	12	0	0
Valleyview Elementary	Sarah Putt	2	14	4/6/2022	Wednesday	PM	Rainy	12	0	0
Valleyview Elementary	Sarah Putt	2	14	4/7/2022	Thursday	AM	Rainy	13	0	0
Valleyview Elementary	Sarah Putt	2	14	4/7/2022	Thursday	PM	Rainy	12	0	0
Valleyview Elementary	Staci Deopere	2	15	4/5/2022	Tuesday	AM	Overcast	13	0	0
Valleyview Elementary	Staci Deopere	2	15	4/5/2022	Tuesday	PM	Rainy	14	0	0
Valleyview Elementary	Staci Deopere	2	15	4/6/2022	Wednesday	AM	Rainy	15	0	0
Valleyview Elementary	Staci Deopere	2	15	4/6/2022	Wednesday	PM	Rainy	14	0	0
Valleyview Elementary	Staci Deopere	2	15	4/7/2022	Thursday	AM	Rainy	15	0	0
Valleyview Elementary	Staci Deopere	2	15	4/7/2022	Thursday	PM	Snow	15	0	0

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School Name	Teacher Name	Grade	Number students	Date	Day	Time	Weather	Student tally	Walk	Bike
Valleyview Elementary	Katy Peterson	K	17	4/5/2022	Tuesday	AM		16	0	0
Valleyview Elementary	Katy Peterson	K	17	4/5/2022	Tuesday	PM		17	1	0
Valleyview Elementary	Katy Peterson	K	17	4/6/2022	Wednesday	AM		17	0	0
Valleyview Elementary	Katy Peterson	K	17	4/6/2022	Wednesday	PM		17	1	0
Valleyview Elementary	Katy Peterson	K	17	4/7/2022	Thursday	AM		16	0	0
Valleyview Elementary	Katy Peterson	K	17	4/7/2022	Thursday	PM		16	1	0
Valleyview Elementary	Traci Iten	K	17	4/5/2022	Tuesday	AM		15	0	0
Valleyview Elementary	Traci Iten	K	17	4/5/2022	Tuesday	PM	Rainy	15	0	0
Valleyview Elementary	Traci Iten	K	17	4/6/2022	Wednesday	AM	Rainy	16	0	0
Valleyview Elementary	Traci Iten	K	17	4/6/2022	Wednesday	PM		16	0	0
Valleyview Elementary	Traci Iten	K	17	4/7/2022	Thursday	AM	Rainy	16	0	0
Valleyview Elementary	Traci Iten	K	17	4/7/2022	Thursday	PM	Snow	16	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/5/2022	Tuesday	AM	Overcast	16	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/5/2022	Tuesday	PM	Rainy	16	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/6/2022	Wednesday	AM	Rainy	14	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/6/2022	Wednesday	PM	Overcast	16	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/7/2022	Thursday	AM	Rainy	15	0	0
Valleyview Elementary	Jennifer Metzger	K	17	4/7/2022	Thursday	PM	Snow	16	0	0
Valleyview Elementary	Kari Helfinstine	K	16	4/5/2022	Tuesday	AM	Overcast	15	1	0
Valleyview Elementary	Kari Helfinstine	K	16	4/5/2022	Tuesday	PM	Rainy	15	1	0
Valleyview Elementary	Kari Helfinstine	K	16	4/6/2022	Wednesday	AM	Rainy	16	1	0
Valleyview Elementary	Kari Helfinstine	K	16	4/6/2022	Wednesday	PM	Rainy	16	1	0
Valleyview Elementary	Kari Helfinstine	K	16	4/7/2022	Thursday	AM	Rainy	16	1	0
Valleyview Elementary	Kari Helfinstine	K	16	4/7/2022	Thursday	PM	Rainy	16	1	0
Valleyview Elementary	Chris Tollefson	3	24	4/5/2022	Tuesday	AM	Overcast	22	0	0
Valleyview Elementary	Chris Tollefson	3	24	4/5/2022	Tuesday	PM	Rainy	23	0	0
Valleyview Elementary	Chris Tollefson	3	24	4/6/2022	Wednesday	AM	Rainy	22	0	0
Valleyview Elementary	Chris Tollefson	3	24	4/6/2022	Wednesday	PM	Rainy	23	0	0
Valleyview Elementary	Chris Tollefson	3	24	4/7/2022	Thursday	AM	Snow	23	0	0
Valleyview Elementary	Chris Tollefson	3	24	4/7/2022	Thursday	PM	Snow	24	0	0
Valleyview Elementary	Shelley Albert	3	21	4/5/2022	Tuesday	AM	Overcast	19	0	0
Valleyview Elementary	Shelley Albert	3	21	4/5/2022	Tuesday	PM	Overcast	19	0	0

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School bus	Family vehicle	Carpool	Transit	Other	Comments
9	11	1	0	0	
10	7	3	0	0	
9	11	1	0	0	
10	7	3	0	0	
16	3	0	0	0	
17	0	0	0	0	
17	3	0	0	0	
16	1	0	0	0	
15	7	0	0	0	
16	6	0	0	0	
17	5	0	0	0	
17	6	0	0	0	
9	9	2	0	0	bad weather, usually 2-3 walkers
10	8	2	0	0	bad weather, usually 2-3 walkers
9	11	0	0	0	bad weather, usually 2-3 walkers
10	8	2	0	0	bad weather, usually 2-3 walkers
6	9	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
7	8	0	0	0	
6	10	0	0	0	
6	10	0	0	0	
8	7	0	0	0	
10	5	0	0	0	
12	3	0	0	0	
12	3	0	0	0	
11	2	0	0	0	
11	2	0	0	0	

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School bus	Family vehicle	Carpool	Transit	Other	Comments
12	3	0	0	0	
12	3	0	0	0	
11	14	0	0	0	
12	14	0	0	0	
7	8	0	0	0	
8	7	0	0	0	
7	9	0	0	0	
7	9	0	0	0	
7	7	1	0	0	
7	7	1	0	0	
7	7	1	0	0	
6	8	1	0	0	
8	5	1	0	0	
8	5	1	0	0	
12	4	0	0	0	
14	2	0	0	0	
12	1	0	1	0	
13	2	0	0	0	
12	4	0	0	0	
14	2	0	0	0	
5	6	0	2	0	
5	6	0	2	0	
5	5	0	2	0	
5	5	0	2	0	
7	4	0	2	0	
7	3	0	2	0	
6	6	1	0	0	
8	5	1	0	0	
7	7	1	0	0	
9	4	1	0	0	
8	6	1	0	0	
8	6	1	0	0	

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School bus	Family vehicle	Carpool	Transit	Other	Comments
10	4	0	1	0	
12	5	0	0	0	
11	5	0	1	0	
12	4	0	0	0	
11	4	0	1	0	
11	4	0	0	0	
10	5	0	0	0	
10	5	0	0	0	
10	6	0	0	0	
10	6	0	0	0	
10	6	0	0	0	
10	6	0	0	0	
6	10	0	0	0	
7	9	0	0	0	
8	6	0	0	0	
8	8	0	0	0	
7	8	0	0	0	
5	11	0	0	0	
5	8	0	1	0	
8	5	0	1	0	
6	7	0	2	0	
8	5	0	2	0	
6	7	0	2	0	
8	5	0	2	0	
14	9	0	0	0	
13	10	0	0	0	
14	8	0	0	0	
12	11	0	0	0	
14	9	0	0	0	
13	11	0	0	0	
12	7	0	0	0	
12	7	0	0	0	

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School bus	Family vehicle	Carpool	Transit	Other	Comments
10	10	0	0	0	
10	10	0	0	0	
10	10	0	0	0	
10	10	0	0	0	
15	6	0	0	0	
17	4	0	0	0	
15	5	0	0	0	
16	4	0	0	0	
14	6	0	0	0	
16	4	0	0	0	
12	9	0	0	0	
14	6	0	0	0	
11	9	0	0	0	
12	7	0	0	0	
16	1	0	0	0	
16	1	0	0	0	
16	1	0	0	0	
16	1	0	0	0	
16	1	0	0	0	
16	1	0	0	0	
9	12	0	0	0	
9	14	0	0	0	
6	11	0	0	0	
4	9	0	0	0	
7	10	0	1	0	
6	9	0	0	0	
4	10	1	0	1	
11	21	1	0	0	
6	15	0	0	0	
1267	832	28	27	1	
57%	38%	1%	1%	0%	100%

Student Travel Tally Results
SRTS 2022 Bloomington Valley View ES and MS

School bus	Family vehicle	Carpool	Transit	Other	Comments
chool bus	amily vehi	Carpool	Transit	Other	