

VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL WORKSHOP
JUNE 12, 2007 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
Participation in the Illinois Safe Routes to School Program	✓ Resolution Ordinance Motion Discussion Only	David H. Barber, P.E. Director of Public Works

SYNOPSIS

A resolution has been prepared to authorize participation in the Illinois Safe Routes to School Program through the Illinois Department of Transportation (IDOT). This program will facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution within two miles of primary and middle schools in the Village.

STRATEGIC PLAN ALIGNMENT

The Five Year Plan and Goals for 2006-2011 identified *Top Quality Village Infrastructure and Facilities*. A supporting objective of this goal is: *Improved Neighborhood Infrastructure Curbs, Gutters, Streets, and Sidewalks*.

FISCAL IMPACT

There is no fiscal impact to the FY 2007 budget. Any grants received from this program would be realized in FY 2008 and the budget proposed for FY 2008 would reflect the projects anticipated to be covered through this program.

RECOMMENDATION

Approval on the June 19, 2007 consent agenda.

BACKGROUND

The State of Illinois, through IDOT, has developed a Safe Routes to School Program with the intent to ensure that all K-8 students can safely utilize walking or bicycling for their trip to and from school. They have developed a two-tiered submittal process whereby an entity wishing to secure future grant funding must first submit a Safe Routes to School Travel Plan to IDOT; then, only upon approval of the Plan will that entity be allowed to submit applications for specific projects. By creating a Plan, communities demonstrate their commitment to the goals of the program. This is the first year that funding is available through IDOT. They anticipate awarding \$23 million to support the Program through fiscal year 2009.

On March 14, 2007, staff met with representatives of District 58 to discuss participation in the Program and joint participation in the development of a School Travel Plan. Subsequently, staff discussed collaboration and endorsement of the plan with the Downers Grove Park District. The Plan aims to address the issues that impede active transportation and seeks to strategically solve these problems by implementing a Safe Routes to School Program as required by the State. The Safe Walk Routes Plan submitted by the Village in anticipation of this program has received notification of approval so we can now move on to the next steps in this program, thus the need for the attached resolution.

Participation in this program could lead to a grant agreement that would support infrastructure costs such as: sidewalk improvements, traffic calming/speed reduction techniques, pedestrian and bicycle

crossing improvements, and on-street bicycle facilities. This grant program is on a reimbursement basis and would support 100% of the estimated project costs. The one stipulation is that each individual infrastructure project may not exceed \$400,000. Attached is a listing of potential projects that could be considered for inclusion under this grant program. This list was developed jointly by District 58 staff, Park District staff and Public Works Traffic Engineering staff. The School District staff developed the priorities as shown on the list of projects.

ATTACHMENTS

Resolution

Downers Grove Safe Routes to School Plan

Listing of Potential Projects

RESOLUTION NO. _____

**A RESOLUTION IN SUPPORT OF PARTICIPATION IN THE SAFE ROUTES TO
SCHOOL PROGRAM
WITHIN THE VILLAGE OF DOWNERS GROVE**

BE IT RESOLVED by the Council of the Village of Downers Grove, DuPage County, Illinois, as follows:

WHEREAS, the Safe Routes to School (SRTS) was established in August 2005 as a Federal-Aid program through the passage of SAFETEA-LU Act, through 2009 a total of \$612 million was allocated to provide funds to states to substantially improve the ability of primary and middle school students (grades Kindergarten through 8th) to walk and bicycle to school safely;

WHEREAS, the Village of Downers Grove wishes to participate in this program as the lead agency, in conjunction with the Downers Grove Park District and the Downers Grove Grade School District 58 as partners, toward providing infrastructure and educational improvements within the Village of Downers Grove to promote increased walking, bicycling, educational and enforcement training opportunities to our school children;

WHEREAS, the Village finds that the SRTS program is a beneficial means of improving childhood physical activity and exercise, reducing childhood obesity, reducing air pollution near schools, enhancing Police Department enforcement, and promoting pedestrian safety measures in the vicinity of schools;

WHEREAS, the Safe Routes to School (SRTS) is administered through the Illinois Department of Transportation (IDOT), and the Village is required to submit this resolution as part of the application process to IDOT;

WHEREAS, the Mayor and Village Clerk are hereby respectively authorized and directed for and on behalf of the Village to execute, attest, seal and deliver this Resolution substantially in the form approved in the foregoing paragraph, together with such changes as the Manager shall deem necessary.

WHEREAS, the proper officials, agents and employees of the Village are hereby authorized and directed to take such further action as they may deem necessary or appropriate to perform all obligations and commitments of the Village in accordance with the provisions of the SRTS Program.

WHEREAS, all resolutions or parts of resolutions in conflict with the provisions of the Resolution are hereby repealed.

THEREFORE, be it resolved that the following projects are scheduled within the Village of Downers Grove:

- 1) Redesign pick-up and drop-off procedures to increase safety and access.
- 2) Teach pedestrian and bicycle safety skills to students and parents.
- 3) Install bicycle parking near schools.
- 4) Create a crossing guard training program.
- 5) Install traffic calming measures (curb extensions, speed bumps, traffic circles, raised crosswalks, narrowing lanes, etc.).
- 6) Construct, replace or repair sidewalks.
- 7) Teach personal safety skills to students and parents.
- 8) Install curb extensions to reduce the crossing distance on streets.
- 9) Educate parents and caregivers about safe driving procedures at the school.
- 10) Start a Walking School Bus program.
- 11) Start a Safe Passage or Neighborhood Watch program.
- 12) Measure parent/guardian perceptions of safety.
- 13) Utilize speed feedback trailers or signs (portable).
- 14) Create a park-and-walk program.
- 15) Lower speed limits in school vicinity.
- 16) Install new or improved signage (school zone, speed limits, crosswalk, speed feedback signs (fixed), etc).

This Resolution shall be in full force and effect from and after its passage as provided by law.

Ron Sandack, Mayor

Passed: _____

Approved: _____

Attest: _____
April K. Holden, Village Clerk

Illinois School Travel Plan

Downers Grove Safe Routes to School Plan

5/25/2007



1. Introduction

Our school is committed to ensuring that all our students can utilize *physically active transportation*, such as walking and bicycling, for a safe and enjoyable trip to school. This School Travel Plan aims to address the issues that impede active transportation and seeks to strategically solve these problems by implementing a Safe Routes to School program.

Our community is motivated to pursue Safe Routes to School because:

- ☒ We highly value student physical activity and health.
- ☒ We want to improve the air quality and environment around our school(s).
- ☒ We wish to improve unsafe or insufficient walkways, bikeways and crossings.
- ☒ We are committed to reducing speeding and reckless driving near school(s).
- ☐ Our students are threatened by illegal behaviors near school(s).
- ☐ We have a history of pedestrian or bicycle crashes around school(s).
- ☒ Other

Increase the number of students walking which will decrease the number of vehicles within close proximity of the schools

2. The Safe Routes To School Team

We believe that a diverse Safe Routes to School Team develops the most successful School Travel Plans. Our Team is comprised of a variety of stakeholders, each lending their own unique perspective and expertise in order to make walking and bicycling to school more safe, accessible and fun for our students.

The members of our team include:

- Susan Brassfield, Governmental Entity, Village of Downers Grove
- Todd Reese, Director of Parks, Downers Grove Park District
- Lorie Pilster, School or staff official
- David Barber, Governmental Entity, Village of Downers Grove

The primary contact person for our School Travel Plan is:

Name: Susan Brassfield

Address: 801 Burlington Ave

City: Downers Grove

State: IL

Zip: 60515

Phone: 630-434-6878

Fax: 630-434-5571

Email: sbrassfield@downers.us

Organization: Village of Downers Grove

3. The Public Input Process

Our Team worked to include the entire community in developing our School Travel Plan. To accomplish this, we:

☒ Administered parent surveys

Village and Dist 58 developed our own Parent Questionnaire. A total of 3,750 Questionnaires were issued and 730 were returned completed.

☐ Hosted public meetings

☐ Interviewed key stakeholders

☐ Solicited student opinions

☐ Publicized a public comment period

☐ Conducted engineering studies

☐ Conducted a community 'Walkabout' or 'Bikeabout'

☐ Incorporated our town's existing bike or pedestrian plan recommendations

☐ Incorporated our School Wellness Policy objectives

☐ We have no public input process at this time

☐ Other

4. School Description

Our School Travel Plan addresses the needs of :

- ☐ an individual school
- ☐ multiple schools in close proximity (2 miles or less)
- ☐ a school district
- ☒ a city/municipality
- ☐ a county
- ☐ a region
- ☐ statewide
- ☐ other

The school(s) and district(s) included in our School Travel Plan are:

- BELLE AIRE ELEM SCHOOL in district 0580
- EL SIERRA ELEM SCHOOL in district 0580
- HENRY PUFFER SCHOOL in district 0580
- KINGSLEY ELEM SCHOOL in district 0580
- LESTER ELEM SCHOOL in district 0580
- PIERCE DOWNER ELEM SCHOOL in district 0580
- WHITTIER ELEM SCHOOL in district 0580

The school(s) are located in:

- DOWNERS GROVE

5. School Demographics

Summary of all Schools

Our student demographic information includes:

85.7% White 3.9% Black 5.4% Hispanic 4.9% Asian 0.3% Other
6.0% Low income students 2.4% Limited English proficient students
14.0% Special education students

6. Travel Environment

Summary of all Schools

This is how our students travel to and from school, by percentage.

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	18.1 %	2.5 %	35.2 %	42.3 %	1.9 %	0 %	0 %

These are the distances our students live from school, by percentage.

Distance lived from school	0 miles to 1/2 mile	1/2 mile to 1 mile	1 mile to 1 1/2 miles	1 1/2 miles to 2 miles	Over 2 miles
Percentage of Students	28.6 %	38.9 %	16.6 %	15.9 %	0 %

We have the following supports or activities in place during student travel times:

- ☒ crossing guards
- ☒ student patrol
- ☐ parent patrol
- ☒ staff presence during drop-off/pick-up
- ☒ police department support
- ☐ Neighborhood Watch program
- ☐ Walking School Bus
- ☐ Bike Train
- ☒ School traffic safety plan
- ☐ other

Our school arrival and dismissal procedures include:

FOR PEDESTRIANS AND BICYCLISTS: Walking Route Map with input from Village and School detailing safest, most direct route to school

FOR SCHOOL BUSES: Designated drop-off/pick-up locations

FOR CARPOOLS: None

FOR PRIVATE VEHICLE DROP-OFF/PICK-UP: Specific Parking/No Parking areas, Designated drop-off/pick-up areas, parking lots are blocked off.

FOR TEACHERS AND STAFF: None

Other school travel policies include:
None

Our school ☒ **does** ☐ does not provide School Safety Busing to students.
The number of students provided this service is: 1063

Our school is already engaged in activities that enhance safe and active student travel, including:



7. Barriers to Active Transportation

Summary of all Schools

We have identified and prioritized the following barriers to walking and bicycling to school:

- ☐ Significant traffic crashes within 2 miles of school over the last 3 years
- ☒ Missing or insufficient walkways (sidewalks and paths)
High Importance. Our narrow streets, many with no sidewalks are not safe, as children are forced to walk in the street.
- ☒ No safe place to ride a bike to school
Medium Importance. Our streets are narrow, with limited space for any bicycle to ride safely.
- ☒ Crossing streets and intersections is difficult or dangerous
High Priority. This is based on the Parent Questionnaire as a serious hazard.
- ☐ A major roadway or expressway divides the school from residential areas
- ☐ Walkways are not accessible to students with disabilities
- ☒ Distance to school is too far
High Priority. This is also from the Parent Questionnaire
- ☐ Bike parking at school is missing, insufficient or not secure
- ☐ Dangerous driving and speeding on streets
- ☒ Drop-off and pick-up process creates congestion and unsafe behaviors
High Importance. Our neighborhood schools were not designed for heavy vehicular use. There is limited physical space to accommodate peds and vehicles. Parents are not obeying or observing the procedures.
- ☒ Public safety concerns (crime, violence)
Low Priority.
- ☐ School policies ban or prohibit bicycling
- ☐ Local ordinances negatively impact pedestrians and bicyclists
- ☐ Other

5. School Demographics

BELLE AIRE ELEM SCHOOL

Our student demographic information includes:

80.0% White 3.6% Black 4.7% Hispanic 7.3% Asian 4.4% Other
1.1% Low income students 1.8% Limited English proficient students
6.0% Special education students

6. Travel Environment**BELLE AIRE ELEM SCHOOL**

This is how our students travel to and from school, by percentage.

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	11.2 %	7.2 %	16.3 %	64.9 %	0 %	0 %	0 %

These are the distances our students live from school, by percentage.

Distance lived from school	0 miles to 1/2 mile	1/2 mile to 1 mile	1 mile to 1 1/2 miles	1 1/2 miles to 2 miles	Over 2 miles
Percentage of Students	41.7 %	29.0 %	12.7 %	16.3 %	0 %

We have the following supports or activities in place during student travel times:

- ☐ crossing guards
- ☒ student patrol
- ☐ parent patrol
- ☒ staff presence during drop-off/pick-up
- ☐ police department support
- ☐ Neighborhood Watch program
- ☐ Walking School Bus
- ☐ Bike Train
- ☒ School traffic safety plan
- ☐ other

Our school arrival and dismissal procedures include:

FOR PEDESTRIANS AND BICYCLISTS: None

FOR SCHOOL BUSES: Designated Bus Lane, and pick-up drop off location

FOR CARPOOLS: None

FOR PRIVATE VEHICLE DROP-OFF/PICK-UP: Designated Pick-Up/Drop-Off Lane and On-street parking

FOR TEACHERS AND STAFF: None

Other school travel policies include:

Our school ☐ does ☒ does not provide School Safety Busing to students.

Our school is already engaged in activities that enhance safe and active student travel, including:

7. Barriers to Active Transportation

BELLE AIRE ELEM SCHOOL

We have identified and prioritized the following barriers to walking and bicycling to school:

- ☐ Significant traffic crashes within 2 miles of school over the last 3 years
- ☒ Missing or insufficient walkways (sidewalks and paths)
Need sidewalk on East side
- ☒ No safe place to ride a bike to school
Belle Aire Lane is narrow, too many cars on it.
- ☐ Crossing streets and intersections is difficult or dangerous
- ☐ A major roadway or expressway divides the school from residential areas
- ☐ Walkways are not accessible to students with disabilities
- ☐ Distance to school is too far
- ☒ Bike parking at school is missing, insufficient or not secure
No current bike racks, which could be utilized by many children arriving from the north.
- ☐ Dangerous driving and speeding on streets
- ☐ Drop-off and pick-up process creates congestion and unsafe behaviors
- ☐ Public safety concerns (crime, violence)
- ☐ School policies ban or prohibit bicycling
- ☐ Local ordinances negatively impact pedestrians and bicyclists
- ☐ Other

5. School Demographics

EL SIERRA ELEM SCHOOL

Our student demographic information includes:

71.5% White 8.3% Black 12.6% Hispanic 5.6% Asian 2.0% Other
14.6% Low income students 9.6% Limited English proficient students
9.0% Special education students

6. Travel Environment

EL SIERRA ELEM SCHOOL

This is how our students travel to and from school, by percentage.

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	9.9 %	1.7 %	21.5 %	66.7 %	0 %	0 %	0 %

These are the distances our students live from school, by percentage.

Distance lived from school	0 miles to 1/2 mile	1/2 mile to 1 mile	1 mile to 1 1/2 miles	1 1/2 miles to 2 miles	Over 2 miles
Percentage of Students	11.6 %	29.7 %	32.0 %	26.4 %	0 %

We have the following supports or activities in place during student travel times:

- ☒ crossing guards
- ☐ student patrol
- ☐ parent patrol
- ☒ staff presence during drop-off/pick-up
- ☐ police department support
- ☐ Neighborhood Watch program
- ☐ Walking School Bus
- ☐ Bike Train
- ☐ School traffic safety plan
- ☐ other

Our school arrival and dismissal procedures include:

FOR PEDESTRIANS AND BICYCLISTS: None

FOR SCHOOL BUSES: Designated Drop-off /pick-up procedure and location

FOR CARPOOLS: None

FOR PRIVATE VEHICLE DROP-OFF/PICK-UP: None

FOR TEACHERS AND STAFF: None

Other school travel policies include:

Our school ☒ does ☐ does not provide School Safety Busing to students.

The number of students provided this service is: 105

Our school is already engaged in activities that enhance safe and active student travel, including:

7. Barriers to Active Transportation

EL SIERRA ELEM SCHOOL

We have identified and prioritized the following barriers to walking and bicycling to school:

- ☐ Significant traffic crashes within 2 miles of school over the last 3 years
- ☐ Missing or insufficient walkways (sidewalks and paths)
- ☐ No safe place to ride a bike to school
- ☐ Crossing streets and intersections is difficult or dangerous
- ☐ A major roadway or expressway divides the school from residential areas
- ☒ Walkways are not accessible to students with disabilities

School needs a direct walkway between 68th St and the school entrance. Area is unsafe; Safety would increase by shortening the crossing distance and keeping kids away from intersections.

- ☐ Distance to school is too far
- ☐ Bike parking at school is missing, insufficient or not secure
- ☐ Dangerous driving and speeding on streets
- ☒ Drop-off and pick-up process creates congestion and unsafe behaviors

Speeding vehicles on Fairmount Ave create a safety issue for kids; motorists are in a hurry especially during School drop-off times.

- ☐ Public safety concerns (crime, violence)
- ☐ School policies ban or prohibit bicycling
- ☐ Local ordinances negatively impact pedestrians and bicyclists
- ☐ Other

5. School Demographics

HENRY PUFFER SCHOOL

Our student demographic information includes:

84.0% White 3.3% Black 7.5% Hispanic 2.9% Asian 2.3% Other
15.0% Low income students 3.6% Limited English proficient students
7.0% Special education students

6. Travel Environment**HENRY PUFFER SCHOOL**

This is how our students travel to and from school, by percentage.

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	8.1 %	1.6 %	24.4 %	65.5 %	0 %	0 %	0 %

These are the distances our students live from school, by percentage.

Distance lived from school	0 miles to 1/2 mile	1/2 mile to 1 mile	1 mile to 1 1/2 miles	1 1/2 miles to 2 miles	Over 2 miles
Percentage of Students	8.1 %	13.0 %	11.4 %	61.9 %	5.2 %

We have the following supports or activities in place during student travel times:

- ☒ crossing guards
- ☐ student patrol
- ☐ parent patrol
- ☐ staff presence during drop-off/pick-up
- ☒ police department support
- ☐ Neighborhood Watch program
- ☐ Walking School Bus
- ☐ Bike Train
- ☐ School traffic safety plan
- ☐ other

Our school arrival and dismissal procedures include:

FOR PEDESTRIANS AND BICYCLISTS: Use the Belmont/Prairie intersection with Crossing Guard

FOR SCHOOL BUSES: Designated Pick-up/Drop-off on Belmont Rd side of school

FOR CARPOOLS: None

FOR PRIVATE VEHICLE DROP-OFF/PICK-UP: Use the Haddow Rd side of school via circular drive

FOR TEACHERS AND STAFF: None

Other school travel policies include:

Our school ☒ does ☐ does not provide School Safety Busing to students.
The number of students provided this service is: 60

Our school is already engaged in activities that enhance safe and active student travel, including:

7. Barriers to Active Transportation

HENRY PUFFER SCHOOL

We have identified and prioritized the following barriers to walking and bicycling to school:

- ☐ Significant traffic crashes within 2 miles of school over the last 3 years
- ☒ Missing or insufficient walkways (sidewalks and paths)
Sidewalk needed along the north side of Haddow Ave to connect Belmont Rd to the school

- ☐ No safe place to ride a bike to school
- ☒ Crossing streets and intersections is difficult or dangerous

Belmont Rd is a high speed arterial roadway, and crossing even with a Guard is difficult (motorists refuse to obey traffic controls).

- ☐ A major roadway or expressway divides the school from residential areas
- ☐ Walkways are not accessible to students with disabilities
- ☐ Distance to school is too far
- ☐ Bike parking at school is missing, insufficient or not secure
- ☒ Dangerous driving and speeding on streets

Belmont Road is a high speed arterial roadway that creates a need for parents to drive their kids to school.

- ☐ Drop-off and pick-up process creates congestion and unsafe behaviors
- ☐ Public safety concerns (crime, violence)
- ☐ School policies ban or prohibit bicycling
- ☐ Local ordinances negatively impact pedestrians and bicyclists
- ☐ Other

5. School Demographics

KINGSLEY ELEM SCHOOL

Our student demographic information includes:

72.5% White 8.3% Black 6.6% Hispanic 9.2% Asian 3.4% Other
5.9% Low income students 5.2% Limited English proficient students
9.5% Special education students

6. Travel Environment

KINGSLEY ELEM SCHOOL

This is how our students travel to and from school, by percentage.

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	27.2 %	5.4 %	26.1 %	41.0 %	0 %	0 %	0 %

These are the distances our students live from school, by percentage.

Distance lived from school	0 miles to 1/2 mile	1/2 mile to 1 mile	1 mile to 1 1/2 miles	1 1/2 miles to 2 miles	Over 2 miles
Percentage of Students	18.5 %	24.0 %	9.8 %	41.4 %	6.1 %

We have the following supports or activities in place during student travel times:

- ☒ crossing guards
- ☒ student patrol
- ☐ parent patrol
- ☒ staff presence during drop-off/pick-up
- ☐ police department support
- ☐ Neighborhood Watch program
- ☐ Walking School Bus
- ☐ Bike Train
- ☐ School traffic safety plan
- ☐ other

Our school arrival and dismissal procedures include:

FOR PEDESTRIANS AND BICYCLISTS: Use Norfolk at Powell intersection, with a Crossing Guard. Also, cross at Norfolk and Barrett, which has Student Patrols

FOR SCHOOL BUSES: Designated Pick-up/Drop-off on Norfolk Ave

FOR CARPOOLS: None

FOR PRIVATE VEHICLE DROP-OFF/PICK-UP: Designated Drop-off/Pick-up locations along Powell and Norfolk Ave.

FOR TEACHERS AND STAFF: Park in Teacher Lots which are Closed Off for public use.

Other school travel policies include:

Our school ☐ ~~does~~ ☒ does not provide School Safety Busing to students.

Our school is already engaged in activities that enhance safe and active student travel, including:

7. Barriers to Active Transportation

KINGSLEY ELEM SCHOOL

We have identified and prioritized the following barriers to walking and bicycling to school:

- ☐ Significant traffic crashes within 2 miles of school over the last 3 years
- ☐ Missing or insufficient walkways (sidewalks and paths)
- ☐ No safe place to ride a bike to school
- ☒ Crossing streets and intersections is difficult or dangerous
Dunham Rd is very busy, congested, and difficult to cross especially during the AM period.
- ☐ A major roadway or expressway divides the school from residential areas
- ☐ Walkways are not accessible to students with disabilities
- ☐ Distance to school is too far
- ☒ Bike parking at school is missing, insufficient or not secure
There is more opportunity for bike riding here, but no bike parking locations or bike locking hardware exist
- ☐ Dangerous driving and speeding on streets
- ☐ Drop-off and pick-up process creates congestion and unsafe behaviors
- ☐ Public safety concerns (crime, violence)
- ☐ School policies ban or prohibit bicycling
- ☐ Local ordinances negatively impact pedestrians and bicyclists
- ☒ Other

Norfolk Ave is also the main route from the east to South High School, which is only two blocks away. Even though the HS starts 40 minutes earlier than Kingsley Elementary, there is daily vehicular congestion (AM and PM) on Norfolk and Dunham.

5. School Demographics

LESTER ELEM SCHOOL

Our student demographic information includes:

85.6% White 2.3% Black 4.9% Hispanic 2.5% Asian 4.7% Other
4.9% Low income students 0.8% Limited English proficient students
7.5% Special education students

6. Travel Environment

LESTER ELEM SCHOOL

This is how our students travel to and from school, by percentage.

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	37.0 %	5.3 %	0 %	57.5 %	0 %	0 %	0 %

These are the distances our students live from school, by percentage.

Distance lived from school	0 miles to 1/2 mile	1/2 mile to 1 mile	1 mile to 1 1/2 miles	1 1/2 miles to 2 miles	Over 2 miles
Percentage of Students	42.3 %	26.4 %	31.1 %	0 %	0 %

We have the following supports or activities in place during student travel times:

- ☒ crossing guards
- ☒ student patrol
- ☐ parent patrol
- ☒ staff presence during drop-off/pick-up
- ☒ police department support
- ☐ Neighborhood Watch program
- ☐ Walking School Bus
- ☐ Bike Train
- ☒ School traffic safety plan
- ☐ other

Our school arrival and dismissal procedures include:

FOR PEDESTRIANS AND BICYCLISTS: Use the Fairview/Lincoln intersection and Florence/Indianapolis Ave intersection, both are controlled with Crossing Guards

FOR SCHOOL BUSES: None

FOR CARPOOLS: None

FOR PRIVATE VEHICLE DROP-OFF/PICK-UP: Designated vehicular lane on Lincoln Ave, which is separated from through traffic. Also a Designated Vehicle drop-off area on Indianapolis Ave for Kindergarten kids.

FOR TEACHERS AND STAFF: None

Other school travel policies include:

Our school ☐ does ☒ does not provide School Safety Busing to students.

Our school is already engaged in activities that enhance safe and active student travel, including:

<http://www.dot.il.gov/saferoutes/Secure/PrintPlan.aspx>

5/25/2007

7. Barriers to Active Transportation

LESTER ELEM SCHOOL

We have identified and prioritized the following barriers to walking and bicycling to school:

- ☐ Significant traffic crashes within 2 miles of school over the last 3 years
- ☒ Missing or insufficient walkways (sidewalks and paths)
There are sidewalk gaps that need to be filled. Once filled this would encourage more walking.

- ☐ No safe place to ride a bike to school
- ☐ Crossing streets and intersections is difficult or dangerous
- ☒ A major roadway or expressway divides the school from residential areas
Fairview Avenue west of the school is a major factor in safety and congestion.

- ☐ Walkways are not accessible to students with disabilities
- ☐ Distance to school is too far
- ☒ Bike parking at school is missing, insufficient or not secure

There are insufficient number of and deteriorating bike racks at the school. Replacements would encourage additional bike riding.

- ☐ Dangerous driving and speeding on streets
- ☒ Drop-off and pick-up process creates congestion and unsafe behaviors

Lincoln Street is too wide and vehicular U-turn violations are routine. A paved drop-off area is needed with positive median barrier control, and replacement of damaged parkway material as well.

- ☐ Public safety concerns (crime, violence)
- ☐ School policies ban or prohibit bicycling
- ☐ Local ordinances negatively impact pedestrians and bicyclists
- ☐ Other

5. School Demographics

PIERCE DOWNER ELEM SCHOOL

Our student demographic information includes:

94.2% White 1.2% Black 1.2% Hispanic 1.2% Asian 2.2% Other
2.6% Low income students 0.6% Limited English proficient students
5.0% Special education students

6. Travel Environment

PIERCE DOWNER ELEM SCHOOL

This is how our students travel to and from school, by percentage.

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	44.5 %	8.6 %	0 %	46.6 %	0 %	0 %	0 %

These are the distances our students live from school, by percentage.

Distance lived from school	0 miles to 1/2 mile	1/2 mile to 1 mile	1 mile to 1 1/2 miles	1 1/2 miles to 2 miles	Over 2 miles
Percentage of Students	34.5 %	25.9 %	14.9 %	21.6 %	2.9 %

We have the following supports or activities in place during student travel times:

- ☒ crossing guards
- ☐ student patrol
- ☐ parent patrol
- ☒ staff presence during drop-off/pick-up
- ☐ police department support
- ☐ Neighborhood Watch program
- ☐ Walking School Bus
- ☐ Bike Train
- ☐ School traffic safety plan
- ☐ other

Our school arrival and dismissal procedures include:

FOR PEDESTRIANS AND BICYCLISTS: Use the Oakwood/Grant intersection with Crossing Guard

FOR SCHOOL BUSES: Designated Drop-off/Pick-up location

FOR CARPOOLS: None

FOR PRIVATE VEHICLE DROP-OFF/PICK-UP: Designated Drop-off/Pick-up locations on Oakwood and Grant

FOR TEACHERS AND STAFF: Parking Lot Closed to Public use

Other school travel policies include:

Our school ☐ does ☒ does not provide School Safety Busing to students.

Our school is already engaged in activities that enhance safe and active student travel, including:

7. Barriers to Active Transportation

PIERCE DOWNER ELEM SCHOOL

We have identified and prioritized the following barriers to walking and bicycling to school:

- ☐ Significant traffic crashes within 2 miles of school over the last 3 years
- ☐ Missing or insufficient walkways (sidewalks and paths)
- ☐ No safe place to ride a bike to school
- ☐ Crossing streets and intersections is difficult or dangerous
- ☐ A major roadway or expressway divides the school from residential areas
- ☐ Walkways are not accessible to students with disabilities
- ☐ Distance to school is too far
- ☒ Bike parking at school is missing, insufficient or not secure

There are a few deteriorated bike racks that should be replaced, and new ones installed to encourage more bike riding to school.

- ☐ Dangerous driving and speeding on streets
- ☒ Drop-off and pick-up process creates congestion and unsafe behaviors

Not enough space for two-way travel plus drop-off maneuvers on the street. Need to re-design the drop-off areas to be offset to better serve all the vehicular needs, including EMS vehicles

- ☐ Public safety concerns (crime, violence)
- ☐ School policies ban or prohibit bicycling
- ☐ Local ordinances negatively impact pedestrians and bicyclists
- ☐ Other

5. School Demographics

WHITTIER ELEM SCHOOL

Our student demographic information includes:

87.8% White 1.6% Black 8.2% Hispanic 2.0% Asian 0.4% Other
5.1% Low income students 2.0% Limited English proficient students
5.5% Special education students

6. Travel Environment

WHITTIER ELEM SCHOOL

This is how our students travel to and from school, by percentage.

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	31.3 %	13.7 %	0 %	54.7 %	0 %	0 %	0 %

These are the distances our students live from school, by percentage.

Distance lived from school	0 miles to 1/2 mile	1/2 mile to 1 mile	1 mile to 1 1/2 miles	1 1/2 miles to 2 miles	Over 2 miles
Percentage of Students	43.0 %	21.5 %	13.7 %	15.6 %	5.9 %

We have the following supports or activities in place during student travel times:

- ☒ crossing guards
- ☐ student patrol
- ☐ parent patrol
- ☐ staff presence during drop-off/pick-up
- ☐ police department support
- ☐ Neighborhood Watch program
- ☐ Walking School Bus
- ☐ Bike Train
- ☐ School traffic safety plan
- ☐ other

Our school arrival and dismissal procedures include:

FOR PEDESTRIANS AND BICYCLISTS: Use the Fairview/Hill and Blodgett/Hill intersections with Crossing Guards

FOR SCHOOL BUSES: Designated Pick-up/Drop-off on Hill St.

FOR CARPOOLS: None

FOR PRIVATE VEHICLE DROP-OFF/PICK-UP: Designated Pick-up/Drop-off area

FOR TEACHERS AND STAFF: Teacher Parking Lot closed off to public use

Other school travel policies include:

Our school ☐ does ☒ does not provide School Safety Busing to students.

Our school is already engaged in activities that enhance safe and active student travel, including:

7. Barriers to Active Transportation

WHITTIER ELEM SCHOOL

We have identified and prioritized the following barriers to walking and bicycling to school:

- ☐ Significant traffic crashes within 2 miles of school over the last 3 years
- ☐ Missing or insufficient walkways (sidewalks and paths)
- ☐ No safe place to ride a bike to school
- ☒ Crossing streets and intersections is difficult or dangerous

Intersection of Fairview/Hill is very congested and difficult to cross, even with a Guard on duty. Blodgett/Hill intersection is also difficult because vehicles are speeding on Blodgett.

- ☐ A major roadway or expressway divides the school from residential areas
- ☐ Walkways are not accessible to students with disabilities
- ☐ Distance to school is too far
- ☒ Bike parking at school is missing, insufficient or not secure
More bike racks would encourage additional kids to bike.
- ☐ Dangerous driving and speeding on streets
- ☐ Drop-off and pick-up process creates congestion and unsafe behaviors
- ☐ Public safety concerns (crime, violence)
- ☐ School policies ban or prohibit bicycling
- ☐ Local ordinances negatively impact pedestrians and bicyclists
- ☐ Other

8. *Creating Solutions*

Goals

Our primary goal(s) for active school transportation are :

- ☒ increase the number of students walking and bicycling to school
- ☒ improve the safety of students walking and bicycling to school
- ☐ Other

8a. Education Strategies

- ☒ Teach pedestrian and bicycle safety skills to students and parents

Most parents are not aware of kids' perceptions and reaction times to vehicular traffic. Kids need bike safety training by Village Police Dept.

- ☐ Organize a Bicycle Rodeo or training course to teach on-bike skills

- ☒ Teach personal safety skills to students and parents

Crossing safety needs to be improved; both kids and parents need to be better educated on where the best locations for crossing are.

- ☐ Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents

- ☒ Educate parents and caregivers about safe driving procedures at the school

Parents are the biggest violators. The responses from our Questionnaire show that caring parents want and need training for themselves and especially those not obeying the safe laws.

- ☐ Create educational materials

- ☐ Train school and community audiences about Safe Routes to School

- ☐ Other

8b. Encouragement Strategies

- ☒ Start a Walking School Bus program

This program was listed as a top priority in the completed questionnaires.

- ☐ Start a Bike Train program
- ☐ Host International Walk to School Day or other special event
- ☐ Initiate a walking/biking mileage club or other contest

- ☒ Create a park-and-walk program

This program was listed as a top priority in the completed questionnaires.

- ☐ Promote Safe Routes to School in the community
- ☐ Initiate a reward program for safe travel behaviors among students
- ☒ Start a Safe Passage or Neighborhood Watch program

This program was listed as a top priority in the completed questionnaires.

- ☐ Conduct a community safe driving awareness and education campaign
- ☐ Other

8c. Enforcement Strategies

- ☒ Create a crossing guard training program

The Police Dept. is requesting this type of training.

- ☐ Create a parent or student patrol program

- ☒ Lower speed limits in school vicinity

This item was listed as a top priority in the completed questionnaires.

- ☒ Utilize speed feedback trailers or signs (portable)

This program was listed as a top priority in the completed questionnaires.

- ☐ Other

8d. Evaluation Strategies

- ☐ Count the number of students who walk and bicycle to and from school
- ☐ Track the number of crashes within 2 miles of school
- ☒ Measure parent/guardian perceptions of safety
Re-issue PArent Questionnaire to obtain their perception of how well the strategies are working
- ☐ We have developed additional safety measures that include:
- ☐ Obtain planning services for expanding or improving an existing Safe Routes to School plan

We will record our measurements in the following table:

EVALUATION METHOD	"BEFORE" MEASURE AND DATE COLLECTED
Count number of walking/bicycling students	DATE: 5/12/2008 % WALKING:18 % BIKING: 3
Track number of crashes	TIME PERIOD: to # OF CRASHES:0
Measure parent perceptions of safety	DATE: % WHO BELIEVE WALK/BIKE ENVIRONMENT IS SAFE: 0
Your own method:	DATE:

8e. Engineering Strategies

We have identified strategies involving the 5 "Es" of Safe Routes to School to address the barriers to walking and bicycling in our school community and to achieve our stated goals.

We have selected at least one strategy from each of the categories of Education, Encouragement, Enforcement and Evaluation, in addition to any Engineering strategies that are indicated.

The strategies we will use include:

Engineering Strategies within 2 miles of schools.

- ☒ Construct, replace or repair sidewalks

Many Schools do not have continuous sidewalks; while other schools have deteriorated sidewalks or sidewalks only on one side. We plan to upgrade these sidewalks.

- ☐ Create on-road bicycle lanes
- ☐ Build off-road walking/bicycling paths
- ☐ Install, enhance or repair crosswalks

- ☒ Install curb extensions to reduce the crossing distance on streets

This method would greatly increase safety, as vehicles ignore traffic laws and jeopardize kids' safety. We believe reducing open areas to Single lanes would be very effective.

- ☐ Install new or improved street lighting
- ☒ Install new or improved signage (school zone, speed limits, crosswalk, speed feedback signs (fixed), etc.)

We believe Speed feedback traffic calming signs would clearly remind motorists of where they are, and that they need to slow down in school areas.

- ☐ Install new or improved pavement markings or legends
- ☐ Make existing walkways accessible to disabled students
- ☒ Install bicycle parking near schools

Parents voiced interest in installing storage bike racks and bike storage devices for their kids' use. If facilities were available more kids could bike to school.

- ☒ Install traffic calming measures (curb extensions, speed bumps, traffic circles, raised crosswalks, narrowing lanes, etc.)

These devices are of high priority to control errant vehicles, speeding vehicles, and highlighting areas close to the school. Most parents do not pay attention to signage and need specific structural changes to the roadway system to positively force them to adhere.

- ☐ Install raised pedestrian islands for street crossings
- ☐ Create traffic controls using traffic lights or signs
- ☒ Redesign pick-up and drop-off procedures to increase safety and access

Most of our schools are neighborhood schools that were not designed for several hundred daily vehicles to converge. Most schools need a re-design of the drop-off-pick-up locations to better separate buses, vehicles and kids.

- ☐ Other

10. The Action Plan

The Safe Routes to School team is committed to realizing our vision for a safe, enjoyable and accessible walking and bicycling environment for our students. We will utilize the following Action Plan to keep our efforts focused and on track:

Strategy	Strategy Type	Strategy Detail	Timeframe	Responsible Party	Status	Funding Source
Measure parent/guardian perceptions of safety	Evaluation	Re-issue Parent Questionnaire to obtain their perception of how well the strategies are working	6-12 months	School Dist	not yet begun	other funding
Educate parents and caregivers about safe driving procedures at the school	Education	Parents are the biggest violators. The responses from our Questionnaire state that caring parents want and need training for themselves and especially those not obeying the safe laws.	6-12 months	School Dist	not yet begun	in-kind participation
Install new or improved signage (school zone, speed limits, crosswalk, speed feedback signs (fixed), etc.)	Engineering	We believe Speed feedback traffic calming signs would clearly remind motorists of where they are, and that they need to slow down in school areas.	12-24 months	Village of Downers Grove	not yet begun	IL SRTS Program, current cycle
Utilize speed feedback trailers or signs (portable)	Enforcement	The Questionnaire highly values this intervention for more effective speed control.	6-12 months	Village of Downers Grove	not yet begun	IL SRTS Program, current cycle
Teach personal safety skills to students and parents	Education	Crossing safety is missing, and both kids and parents need to be more educated on where the best locations are.	6-12 months	School Dist	not yet begun	in-kind participation
Install curb extensions to reduce the crossing distance on streets	Engineering	This method would greatly increase safety, as vehicles ignore traffic laws and jeopardize kids' safety. We believe reducing open areas to Single lanes would be very effective.	12-24 months	Village	not yet begun	IL SRTS Program, future cycle
Create a park-and-walk program	Encouragement	This was on the Questionnaire response and was one of the top 3 responses.	6-12 months	School Dist and Village	not yet begun	IL SRTS Program, current cycle
Install traffic calming measures (curb extensions, speed bumps, traffic circles, raised crosswalks, narrowing lanes, etc.)	Engineering	These devices are of high priority to control errant vehicles, speeding vehicles, and highlighting the school area of effect. Most parents do not pay attention to signage and need specific structural changes to the roadway system to positively force them	12-24 months	Village	not yet begun	IL SRTS Program, current cycle
		There is interest in parent's responses to provide bike				IL SRTS

Install bicycle parking near schools	Engineering	racks and bike storage devices for their kids' use. If they were available more kids could bike to school.	6-12 months	School Dist and Village	not yet begun	Program, current cycle
Start a Walking School Bus program	Encouragement	This was a Questionnaire Response, and was of great interest. This one was also one of top 3 responses.	6-12 months	School Dist	not yet begun	other funding
Create a crossing guard training program	Enforcement	The Police Dept. are requesting this type of training.	6-12 months	Village	not yet begun	IL SRTS Program, current cycle
Start a Safe Passage or Neighborhood Watch program	Encouragement	This was also on the Questionnaire, and one of the top 3 responses.	12-24 months	School Dist and Village	not yet begun	IL SRTS Program, current cycle
Redesign pick-up and drop-off procedures to increase safety and access	Engineering	Most of our schools are neighborhood schools that were not designed for for several hundred daily vehicles to interact. Most schools need a re-design of the drop-off-pick-up locations to better separate buses, vehicles and kids.	12-24 months	Village	not yet begun	IL SRTS Program, current cycle
Construct, replace or repair sidewalks	Engineering	Many Schools Do not have continuous sidewalks, deteriorated ones or sidewalks on only one side. We plan to upgrade these.	12-24 months	Village	not yet begun	IL SRTS Program, future cycle
Teach pedestrian and bicycle safety skills to students and parents	Education	Most parents are not aware of kids' perceptions and reaction times to vehicular traffic. Kids need bike safety training by Village Police Dept.	6-12 months	School Dist and Village	not yet begun	in-kind participation
Lower speed limits in school vicinity	Enforcement	This one was also one of the top responses in the Questionnaire.	6-12 months	Village	not yet begun	IL SRTS Program, current cycle

11. Plan Approval

We believe that building a strong partnership between schools and local government is fundamental to the success of a School Travel Plan.

Our School Travel Plan has been endorsed by the following representatives:

REQUIRED: SCHOOL OFFICIAL

Name: Lorie M. Pilster

Title: Coordinator of Business Services

Representing: Downers Grove Grade School District 58

Phone: 630-719-5839

Email: lpilster@dg58.org

REQUIRED: SCHOOL DISTRICT OFFICIAL

Name: Paul C. Zaander

Title: Deputy Superintendent

Representing: Downers Grove Grade School District 58

Phone: 630-719-5807

Email: pzaander@dg58.org

REQUIRED: LOCAL GOVERNMENT OFFICIAL

Name: Cara Pavlicek

Title: Village Manager

Representing: Village of Downers Grove

Phone: 630-434-5500

Email: cpavlicek@downers.us

OPTIONAL: OTHER POLITICAL SUBDIVISION (Township, County, Regional Planning Council, etc.)

Name: Todd Reese

Title: Director of Parks

Representing: Downers Grove Park District

Phone: 630-963-1304

Email: treese@dgparks.org

OPTIONAL: PARENT ORGANIZATION(PTA, PTO or Local School Council)

Name:

Title:

Representing:

Phone:

Email:

OPTIONAL: HEALTH ORGANIZATION (local public health agency, hospital, non-profit)

Name:

Title:

Representing:

Phone:

Email:

12. File / Image Upload

The following support files have been uploaded for this School Travel Plan:



Village of Downers Grove - Safe Routes To School Program Potential Improvements By School

Priority 3 Belle Aire	Priority 2 El Sierra	Priority 5 Puffer	Priority 6 Kingsley	Priority 1 Lester	Priority 4 Pierce Downer	Priority 7 Whittier
<u>Non-Infrastructure</u>	<u>Non-Infrastructure</u>	<u>Non-Infrastructure</u>	<u>Non-Infrastructure</u>	<u>Non-Infrastructure</u>	<u>Non-Infrastructure</u>	<u>Non-Infrastructure</u>
<i>Educational, Bike & Ped training. Parental and kid crossing safety training</i>	<i>Educational, Bike & Ped training. Parental and kid crossing safety training</i>	<i>Educational, Bike & Ped training. Parental and kid crossing safety training</i>	<i>Educational, Bike & Ped training. Parental and kid crossing safety training</i>	<i>Educational, Bike & Ped training. Parental and kid crossing safety training</i>	<i>Educational, Bike & Ped training. Parental and kid crossing safety training</i>	<i>Educational, Bike & Ped training. Parental and kid crossing safety training</i>
<i>Park N Walk at Doerhoefer Park</i>		<i>Crossing guard training.</i>		<i>Crossing guard training.</i>		
<i>McGruff training</i>	<i>McGruff training</i>	<i>McGruff training</i>	<i>McGruff training</i>	<i>McGruff training</i>	<i>McGruff training</i>	<i>McGruff training</i>
<u>Infrastructure</u>	<u>Infrastructure</u>	<u>Infrastructure</u>	<u>Infrastructure</u>	<u>Infrastructure</u>	<u>Infrastructure</u>	<u>Infrastructure</u>
Widen Belle Aire Ln for on-street parking. Improve off-street path from Venard Rd to school Bike Racks. Covered bike shelters. New sidewalk N side of Drove Ave	New off-street path from 68th to school. Flashing beacons on Fairmount Ave.	Widen Haddow for on-street parking. Flashing beacons on Haddow.	Bike racks. Covered Bike shelters. Bulb-outs on Norfolk at Barrett and Powell	Widen Indianapolis Av for on-street parking. New pavement on Lincoln w/ median refuge and drop-off lane. Bulb-out at Florence. Bike racks. Covered Bike shelters	Flashing beacon on Seeley. Bike racks. Covered bike shelters. New Sidewalk on Cornell and Chicago to Lee Ave.	Bike Racks Bulb-outs on Grand and Hill intersection.