

FINAL

Illinois School Travel Plan

City of DeKalb Safe Routes to School Plan

5/31/2007



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

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:

- Lynsey Kawski, Traffic planner/engineer
- Joel Maurer, Traffic planner/engineer
- Roger Scott, School or staff official
- Cristy Meyer, School or staff official
- Sharon Giless, School or staff official
- Officer Jim McDougall, Police/sheriff's department
- Andrea Gorla, School or staff official
- Don Gladden, School or staff official
- Christine Setchell, Parent
- Michelle Anderson, PTA/PTO or Local School Council member

The primary contact person for our School Travel Plan is:

Name: Lynsey Kawski

Address: 223 S. Fourth St. Suite A

City: DeKalb

State: IL

Zip: 60115

Phone: 815-748-2367

Fax: 815-748-2359

Email: lynsey.kawski@cityofdekalb.com

Organization: City of DeKalb

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](#)

Surveys were administered to parents at three schools.

- Hosted public meetings

We held one public open house and consulted with three PTA groups.

- [Interviewed](#) key stakeholders

Principals, school district staff, police officers, parents, city staff, and health professionals.

- Solicited student opinions

In-class surveys administered.

- Publicized a public comment period

A notice for the open house was published in the daily newspaper.

- Conducted [engineering studies](#)

Traffic counts as well as crash data was collected.

- Conducted a community 'Walkabout' or 'Bikeabout'

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

The citywide bikeways plan was consulted and ideas were generated for increased bike or pedestrian access.

- Incorporated our [School Wellness Policy](#) objectives

Consulted with school health staff on walking/biking education.

- 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:

- HUNTLEY MIDDLE SCHOOL in district 4280
- LINCOLN ELEMENTARY SCHOOL in district 4280
- CHESEBRO ELEM SCHOOL in district 4280

The school(s) are located in:

- DEKALB

5. School Demographics

Summary of all Schools

Our student demographic information includes:

69.8% White 7.9% Black 20.3% Hispanic 1.0% Asian 1.0% Other
36.0% Low income students 10.1% Limited English proficient students
10.4% 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	24.4 %	3.7 %	37.4 %	29.5 %	4.3 %	0.2 %	0.5 %

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	44.1 %	18.2 %	20.3 %	9.1 %	7.7 %

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: None

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: 300

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
This is of low importance. Traffic crashes in the area did not involve youth from the school.
- Missing or insufficient walkways (sidewalks and paths)
This is of medium importance.
- No safe place to ride a bike to school
This is of medium importance.
- Crossing streets and intersections is difficult or dangerous
This is of high importance.
- A major roadway or expressway divides the school from residential areas
This is of high importance.
- Walkways are not accessible to students with disabilities
This is of high importance.
- Distance to school is too far
This is of high importance.
- Bike parking at school is missing, insufficient or not secure
This is of medium importance.
- Dangerous driving and speeding on streets
This is of high importance.
- Drop-off and pick-up process creates congestion and unsafe behaviors
This is of high importance.
- Public safety concerns (crime, violence)
This is of medium importance. A stabbing occurred fairly close to the school area recently.
- School policies ban or prohibit bicycling
This is of low importance.
- Local ordinances negatively impact pedestrians and bicyclists
This is of low importance.
- Other

5. School Demographics

HUNTLEY MIDDLE SCHOOL

Our student demographic information includes:

79.0% White 8.8% Black 11.3% Hispanic 0.5% Asian 0.4% Other

30.2% Low income students 1.3% Limited English proficient students

15.0% Special education students

6. Travel Environment

HUNTLEY MIDDLE 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	24.9 %	3.7 %	37.4 %	26.8 %	6.3 %	0.3 %	0.6 %

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	20.0 %	10.0 %	40.0 %	25.0 %	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: Bicycles must be parked in the racks provided immediately upon arrival at school. Students leaving campus on bicycles must come to a complete stop when entering the city streets. All bicycles should be equipped with locks and licenses. The school is not responsible for damage, theft of parts, or loss of bicycles.

FOR SCHOOL BUSES: Those eligible for busing will be picked up and dropped off only at their designated bus stops based on their home addresses. Transportation will not be supplied to and from day care facilities, even if the facility is on the same bus route. Bus students must follow the proper behavior and any directions of the bus driver. Any student who continually annoys others or breaks bus regulations will be referred to the assistant principal or designee for disciplinary action.

FOR CARPOOLS: None

FOR PRIVATE VEHICLE DROP-OFF/PICK-UP: Students are to be dropped off and picked up in the front circle drive of the school at all times. This includes before and after school as buses are dropping off and picking up students in the back, it is a safety hazard to have cars there.

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: 557

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

7. Barriers to Active Transportation

HUNTLEY MIDDLE 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
This is of medium importance.
- Missing or insufficient walkways (sidewalks and paths)
This is of medium importance
- No safe place to ride a bike to school
This is of medium importance.
- Crossing streets and intersections is difficult or dangerous
This is of high importance.
- A major roadway or expressway divides the school from residential areas
This is of high importance.
- Walkways are not accessible to students with disabilities
This is of high importance.
- Distance to school is too far
This is of high importance.
- Bike parking at school is missing, insufficient or not secure
This is of medium importance.
- Dangerous driving and speeding on streets
This is of medium importance.
- Drop-off and pick-up process creates congestion and unsafe behaviors
This is of high importance.
- Public safety concerns (crime, violence)
This is of medium importance.
- School policies ban or prohibit bicycling
This is of low importance.
- Local ordinances negatively impact pedestrians and bicyclists
This is of low importance.
- Other

5. School Demographics

LINCOLN ELEMENTARY SCHOOL

Our student demographic information includes:

78.0% White 9.0% Black 10.0% Hispanic 3.0% Asian 0% Other
21.0% Low income students 1.0% Limited English proficient students
6.0% Special education students

6. Travel Environment

LINCOLN ELEMENTARY 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	19.6 %	4.0 %	39.6 %	35.1 %	1.3 %	0 %	0.3 %

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	45.6 %	15.2 %	20.3 %	8.9 %	8.9 %

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
 - Annual Bus Evacuation Drills

Our school arrival and dismissal procedures include:

FOR PEDESTRIANS AND BICYCLISTS: Walkers are escorted by parents or walk on their own to and from the school

FOR SCHOOL BUSES: Students are escorted from the bus by teachers and assistants.

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: 281

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

7. Barriers to Active Transportation

LINCOLN ELEMENTARY 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
This is of low importance.
- Missing or insufficient walkways (sidewalks and paths)
This is of medium importance.
- No safe place to ride a bike to school
This is of low importance.
- Crossing streets and intersections is difficult or dangerous
This is of high importance.
- A major roadway or expressway divides the school from residential areas
This is of high importance.
- Walkways are not accessible to students with disabilities
This is of high importance.
- Distance to school is too far
This is of high importance.
- Bike parking at school is missing, insufficient or not secure
This is of low importance.
- Dangerous driving and speeding on streets
This is of high importance.
- Drop-off and pick-up process creates congestion and unsafe behaviors
This is of high importance.
- Public safety concerns (crime, violence)
This is of medium importance.
- School policies ban or prohibit bicycling
This is of low importance.
- Local ordinances negatively impact pedestrians and bicyclists
This is of low importance.
- Other

5. School Demographics

CHESEBRO ELEM SCHOOL

Our student demographic information includes:

40.6% White 5.0% Black 50.7% Hispanic 0% Asian 3.7% Other
65.0% Low income students 39.0% Limited English proficient students
5.0% Special education students

6. Travel Environment

CHESEBRO 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	31.8 %	2.8 %	33.1 %	31.9 %	0.3 %	0 %	0.1 %

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	50.0 %	26.1 %	10.9 %	2.2 %	8.7 %

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: None

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: 256

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

7. Barriers to Active Transportation

CHESEBRO 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)
This is of low importance.
- No safe place to ride a bike to school
This is of medium importance.
- Crossing streets and intersections is difficult or dangerous
This is of high importance.
- A major roadway or expressway divides the school from residential areas
This is of high importance.
- Walkways are not accessible to students with disabilities
This is of medium importance.
- Distance to school is too far
This is of high importance.
- Bike parking at school is missing, insufficient or not secure
This is of high importance.
- Dangerous driving and speeding on streets
This is of high importance.
- Drop-off and pick-up process creates congestion and unsafe behaviors
This is of high importance.
- Public safety concerns (crime, violence)
This is of medium importance.
- School policies ban or prohibit bicycling
This is of low importance.
- Local ordinances negatively impact pedestrians and bicyclists
This is of low importance.
- 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
Pedestrian and bicycle safety could be integrated into the physical education programs of the school.
- Organize a Bicycle Rodeo or training course to teach on-bike skills
This program will educate youth on bicycle safety.
- Teach personal safety skills to students and parents
Youth and adults will learn how to be safe while walking/biking to and from school.
- 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 and caregivers can be reached by a newsletter or during a PTA meeting
- 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 will be initiated through the PTA or a newsletter and run by parents.

- Start a [Bike Train](#) program

- Host [International Walk to School Day](#) or other special event

- Initiate a [walking/biking mileage club](#) or other contest

The school will offer incremental incentives for a mileage club.

- Create a park-and-walk program

- Promote Safe Routes to School in the community

The PTA will assist with the promotion of the program.

- Initiate a reward program for safe travel behaviors among students

- Start a [Safe Passage or Neighborhood Watch](#) program

PTA members and concerned parents can work together to start a watch program, specifically to watch for bullying.

- Conduct a [community safe driving awareness and education campaign](#)

- Other

8c. Enforcement Strategies

- Create a [crossing guard training program](#)
- Create a [parent or student patrol program](#)
- Lower speed limits in school vicinity
- Utilize [speed feedback trailers](#) or signs (portable)

Improved signage will be used to alert motorists of the school zone.

- Other

Conduct increased warning and ticketing efforts that target motorists.

8d. Evaluation Strategies

- Count the number of students who walk and bicycle to and from school
The school will continue to count the number of students that walk/bike to school.
- Track the number of crashes within 2 miles of school
The polic department will provide this information to the school and the city.

Measure parent/guardian perceptions of safety
Surveys will continue to be done to measure the parent/guardians perceptions of safety. To enhance the participation, this will be done during parent-teacher conferences in November and April.

- 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: 4/18/2007 % WALKING:24 % BIKING: 4
Track number of crashes	TIME PERIOD: to # OF CRASHES:0
Measure parent perceptions of safety	DATE: 4/18/2007 % WHO BELIEVE WALK/BIKE ENVIRONMENT IS SAFE: 36
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

Missing sidewalks will be replaced and some will be widened to be ADA compliant.

- Create on-road bicycle lanes

- Build off-road walking/bicycling paths

This will improve the routes for bikers and walkers to school.

- Install, enhance or repair crosswalks

The intersection of Fourth Street and Taylor is in need of street crossing improvements.

- Install curb extensions to reduce the crossing distance on streets

- Install new or improved street lighting

This will improve safety.

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

This will alert motorists of the school zone.

- Install new or improved pavement markings or legends

This will alert motorists and improve safety.

- Make existing walkways accessible to disabled students

- Install bicycle parking near schools

Replacing bike racks will encourage students to bike.

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

- 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

This will help control traffic around the school at these busy times.

- 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
Start a Safe Passage or Neighborhood Watch program	Encouragement	PTA members and concerned parents can work together to start a watch program, specifically to watch for bullying.	6-12 months	School or PTA	not yet begun	IL SRTS Program, current cycle
Construct, replace or repair sidewalks	Engineering	Missing sidewalks will be replaced and some will be widened to be ADA compliant.	6-12 months	City of DeKalb	not yet begun	IL SRTS Program, current cycle
Organize a Bicycle Rodeo or training course to teach on-bike skills	Education	This program will educate youth on bicycle safety.	6-12 months	School	not yet begun	IL SRTS Program, current cycle
Measure parent/guardian perceptions of safety	Evaluation	Surveys will continue to be done to measure the parent/guardians perceptions of safety. To enhance the participation, this will be done during parent-teacher conferences in November and April.	3-6 months	School and City of DeKalb	complete	none needed
Promote Safe Routes to School in the community	Encouragement	The PTA will assist with the promotion of the program.	3-6 months	School, PTA and City of DeKalb	not yet begun	IL SRTS Program, current cycle
Redesign pick-up and drop-off procedures to increase safety and access	Engineering	This will help control traffic around the school at these busy times.	6-12 months	School	not yet begun	IL SRTS Program, current cycle
Track the number of crashes within 2 miles of school	Evaluation	The police department will provide this information to the school and the city.	6-12 months	Police and city staff	not yet begun	IL SRTS Program, current cycle
Install, enhance or repair crosswalks	Engineering	The intersection of Fourth Street and Taylor is in need of street crossing improvements.	6-12 months	City of DeKalb	not yet begun	IL SRTS Program, current cycle
Other	Enforcement	Conduct increased warning and ticketing	6-12	School and	not yet	IL SRTS Program,

		efforts that target motorists.	months	Police	begun	current cycle
Build off-road walking/bicycling paths	Engineering	This will improve the routes for bikers and walkers to school.	6-12 months	School and City of DeKalb	not yet begun	IL SRTS Program, current cycle
Utilize speed feedback trailers or signs (portable)	Enforcement	Improved signage will be used to alert motorists of the school zone.	6-12 months	School and Police	not yet begun	IL SRTS Program, current cycle
Teach personal safety skills to students and parents	Education	Youth and adults will learn how to be safe while walking/biking to and from school.	6-12 months	School	not yet begun	IL SRTS Program, current cycle
Install new or improved signage (school zone, speed limits, crosswalk, speed feedback signs (fixed), etc.)	Engineering	This will alert motorists of the school zone.	6-12 months	School, Police and City of DeKalb	not yet begun	IL SRTS Program, current cycle
Educate parents and caregivers about safe driving procedures at the school	Education	Parents and caregivers can be reached by a newsletter or during a PTA meeting	6-12 months	School	not yet begun	IL SRTS Program, current cycle
Install new or improved street lighting	Engineering	This will improve safety.	6-12 months	City of DeKalb	not yet begun	IL SRTS Program, current cycle
Initiate a walking/biking mileage club or other contest	Encouragement	The school will offer incremental incentives for a mileage club.	3-6 months	Schools	not yet begun	IL SRTS Program, current cycle
Install bicycle parking near schools	Engineering	Replacing bike racks will encourage students to bike.	6-12 months	School and City of DeKalb	not yet begun	IL SRTS Program, current cycle
Count the number of students who walk and bicycle to and from school	Evaluation	The school will continue to count the number of students that walk/bike to school.	3-6 months	School and City of DeKalb	complete	none needed
Teach pedestrian and bicycle safety skills to students and parents	Education	Pedestrian and bicycle safety could be integrated into the physical education programs of the school.	6-12 months	School	not yet begun	IL SRTS Program, current cycle
Start a Walking School Bus program	Encouragement	This program will be initiated through the PTA or a newsletter and run by parents.	6-12 months	School	not yet begun	IL SRTS Program, current cycle
Install new or				School and		IL SRTS

improved pavement markings or legends	Engineering	This will alert motorists and improve safety.	6-12 months	City of DeKalb	not yet begun	Program, current cycle
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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: Roger Scott

Title: Principal

Representing: Huntley Middle School

Phone: 815-754-2241

Email: rscott@dist428.org

REQUIRED: SCHOOL DISTRICT OFFICIAL

Name: Andrea Gorla

Title: Assistant Superintendent

Representing: DeKalb School District

Phone: 815-754-2285

Email: Andrea.Gorla@dist428.org

REQUIRED: LOCAL GOVERNMENT OFFICIAL

Name: Lynsey Kawski

Title: Transportation Planner/MPO Coordinator

Representing: City of DeKalb

Phone: (815) 748-2367

Email: lynsey.kawski@cityofdekalb.com

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

Name:

Title:

Representing:

Phone:

Email:

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: