

Des Plaines School Travel Plan





Des Plaines School Travel Plan

Presented by Active Transportation Alliance March 2012



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ALLIANCE

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This plan represents the combined vision and goals of the steering committee, residents and other key stakeholders. Thank you to these residents as well as to the members of the steering committee for donating their time to this project.

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The mission of Active Transportation Alliance is to make bicycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship and resource conservation.

We are both Chicagoland's voice for better biking, walking, and transit and a premier consultancy. Our staff includes planning, policy, and education experts who developed many of the best practice programs and policies included in this plan. By partnering with us on this project, you not only get the best plan possible, you also support our mission to improve active transportation throughout the Chicagoland region.

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About Communities Putting Prevention to Work

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Executive Summary

Executive Summary

Safe Routes to School (SRTS) is an international movement that enables and encourages students to safely walk and bike to and from school. Recognizing that safety—or the perception of safety—is dependent on a variety of factors, Safe Routes to School programs take a holistic approach to addressing the barriers to walking and bicycling to school. SRTS seeks to both improve walking and bicycling infrastructure (sidewalks, crosswalks, bike facilities, etc.) as well as change social norms and behaviors around student transportation (increased awareness, better road user knowledge, increased popularity of walking and biking, etc.)

The City of Des Plaines and Des Plaines School District 62 partnered with Active Transportation Alliance to create a school travel plan centered on “the Five E’s” of Safe Routes to School: education, encouragement, enforcement, engineering, and evaluation. The school travel plan acts as a road map designed to analyze the social and physical barriers to walking and bicycling to school in Des Plaines and provide recommendations to make walking and bicycling to school the safe, healthy, and convenient choice.

The recommendations addressed in this plan are organized according to the Five E’s of SRTS. When applied in the right combination, these strategies have been shown to increase rates of walking and bicycling to school, decrease vehicle traffic on and around school campus, and improve safety along the route to school.

Recommendations included in this plan for each of the 5 Es are as follows:

Education

- Educate students on bicycle and pedestrian safety.
- Educate parents on safe routes to school and drop-off and pick-up procedures.
- Educate community on Safe Routes to School during community events.

Encouragement

- Celebrate International Walk to School Day.
- Create a schedule for regular Walk to School Day events.
- Distribute preferred walking route maps to parents.
- Start a walking school bus program.
- Initiate a walking/biking mileage program.

Enforcement

- Adopt formal standards for selecting and prioritizing school crossing guard locations.
- Celebrate Crossing Guard Appreciation Day.
- Create targeted enforcement events.

Engineering

- Construct new sidewalks along school routes.
- Construct new off-street walking and biking facilities near schools.
- Install crosswalks along all school routes.
- Install new traffic signals on school routes.
- Install traffic calming measures around schools.

Evaluation

- Distribute annual Parent Surveys.
- Conduct annual Student Travel Tallies.

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1.1 Community Overview

Des Plaines is a community that works together to maintain the health, safety, and well-being for all.

Tree-lined streets connect neighborhoods to parks, schools, and businesses, a historic main street is centered in the heart of the community, and residents are always willing to lend a hand. Consistent with the historic nature of the community, Des Plaines School District 62 schools are centered in the neighborhoods they serve.

The City of Des Plaines has many assets when it comes to walkability. All of its schools are neighborhood schools and many are supported by a near complete network of sidewalks. The City is also working steadily to create a bike network that can further encourage active forms of transportation. Yet, more can be done to improve safety and conditions for student walkers in the City of Des Plaines. Unsafe driver behavior during school arrival and dismissal time make parents question whether it is truly safe for their kids to walk or bike to school. Lack of awareness of crossing guard locations is another cause for concern.

Recent Safe Routes to School initiatives at Central Elementary School have demonstrated that traffic calming, education, and encouragement can lead to an increase in student walk rates. The Central School Safe Routes to School pilot project can serve as a model for other schools in the community.

The connection between home, community, and school is a critical component of Des Plaines School District 62's mission. With that in mind, this plan was developed by a steering committee made up of diverse representatives from community agencies and organizations.

The steering committee was tasked with developing a common vision and identifying shared goals to increase the number of walking and biking trips, improving walking and bicycling conditions, and reducing the number of vehicle trips. The Des Plaines School Travel Plan aims to strategically address barriers to walking and bicycling to school to ensure that students can enjoy safe, healthy, and physically active transportation as a means of travel to school.

1.2 Goals and Vision

The Des Plaines School Travel Plan provides practical solutions to increase safety for students and their families when walking and biking to school. The recommendations will help form partnerships between the city, police department, school district, parents, and other community partners to ensure that student health and safety is addressed.

The shared vision of the steering committee is as follows:

Improve roadways and intersections and encourage school and community partnerships to create an environment that enables students and their families to choose physically active forms of transportation to school.

The following goals were identified by the Des Plaines Safe Routes to School steering committee:

- Improve unsafe or insufficient crossings and walkways on school routes.
- Increase student health through active forms of transportation.
- Reduce speeding and reckless driving near schools.
- Address parent and community concerns regarding student safety.

The strategies recommended in this plan aim to address these goals through a comprehensive approach.

1.3 School Travel Plan Process

The recommendations made in the Des Plaines School Travel Plan are based on input from parents, residents, school district staff, and municipal staff. The consultant team and the steering committee engaged in the following activities:

- Des Plaines School District 62 surveyed parents in the fall of 2011 about their concerns related to walking and biking to school.
- Des Plaines School District 62 surveyed students about their primary mode of travel to school in the fall of 2011.
- Parents and community members attended a Safe Routes to School Public Workshop on October 25, 2011. Participants were asked to identify the barriers and solutions to walking and biking to school through a mapping activity.
- Consultants conducted field reviews of school walk zones.
- Consultants observed arrival and dismissal at Forest Elementary.
- City staff and the consultants gathered and reviewed other information, including crash data, traffic speeds, average daily traffic, city and regional plans, and crime and public safety statistics.



Des Plaines residents and stakeholders participate in the Safe Routes to School workshop.



Stakeholders discuss preferred walking routes and hazards.

1.4 Timeframe

The recommendations in this plan are divided into three categories: near-term, mid-term, and long-term. These categories should help the City and the District coordinate efforts with staffing plans and work plans.

1.4.1 Near-Term Priorities

Education, Encouragement, and Enforcement: Near-term projects should be completed in less than two years. These projects involve little to no start-up costs or long-term organization. Many education and encouragement initiatives are proposed for near-term implementation to build support for later projects.

Engineering: Near-term recommendations are generally school routes and intersections that are currently walkable and bikeable but may be aided by some low-cost improvements, such as signage, pavement markings, or bike racks.



Walking school buses and special events can be achieved in a short period time with minimal cost.

1.4.2 Mid-Term Priorities

Education, Encouragement, and Enforcement: Mid-term projects should be completed in three to five years. Mid-term education, encouragement and enforcement projects are focused on changing behavior through sustained strategies. These projects may have initial start-up costs and may require coordination with community organizations. Mid-term projects generally involve more planning and coordination.

Engineering: Mid-term recommendations are projects on school routes where current conditions could be easily improved to become more walkable and bikeable, with a moderate construction budget. Examples are sidewalk completion and traffic calming measures.



Traffic calming and other engineering strategies are considered long-term projects.

1.4.3 Long-Term Priorities

Education, Encouragement, and Enforcement: These projects, expected to begin implementation after five years, frequently depend on the completion of earlier projects and local support. Long-term projects may include policy changes that need board approval.

Engineering: Long-term recommendations are often complicated by jurisdictional issues. These recommendations may have other feasibility issues, such as high average daily traffic (ADT) or restricted road width or right-of-way.

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2. Existing Conditions

The Des Plaines School Travel Plan addresses the needs of students and families of Des Plaines School District 62. The following schools are included in the plan:

- Algonquin Middle School
- Central Elementary School
- Chippewa Middle School
- Cumberland Elementary School
- Forest Elementary School
- Iroquois Community School
- North Elementary School
- Orchard Place Elementary School
- Plainfield Elementary School
- South Elementary School
- Terrace Elementary School

Engineering recommendations for District 59 schools are also included in this plan. The following District 59 schools were also considered:

- Brentwood Elementary School
- Devonshire Elementary
- Friendship Middle School

A map of Des Plaines schools can be found on the following page.



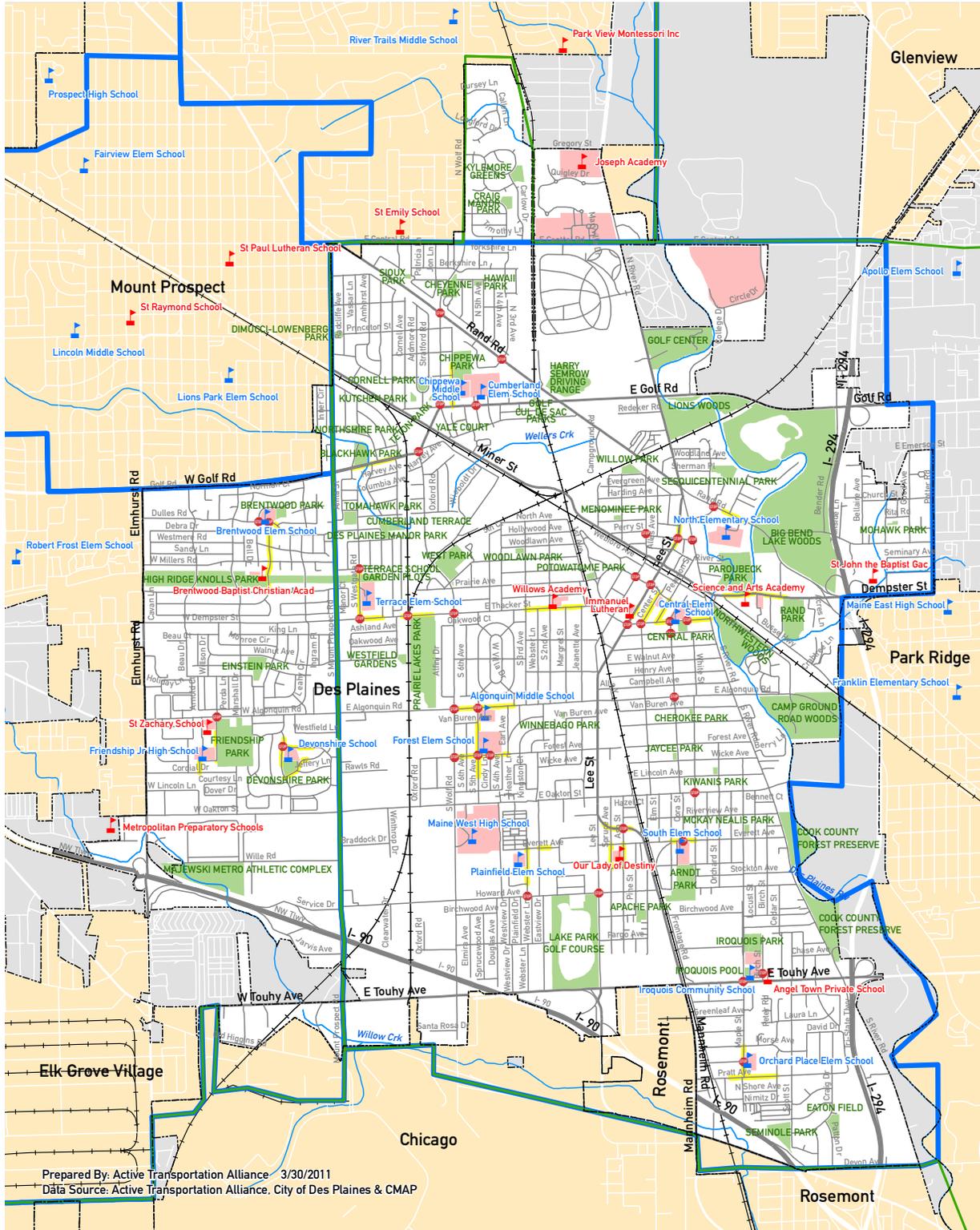
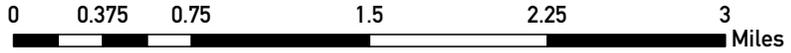
Chippewa Middle School, Des Plaines

2.1 Existing Conditions

Des Plaines Schools & Parks



- | | | |
|----------------|----------------------------|-----------------------|
| Schools | Secondary School District | Infrastructure |
| Private School | Elementary School District | Interstate |
| Public School | School Property | Arterial |
| Crossing Guard | School Zone | Street |
| | Recreational Area | Railroad |
| | | Water |



Prepared By: Active Transportation Alliance 3/30/2011
 Data Source: Active Transportation Alliance, City of Des Plaines & CMAP

2.1 Existing Conditions

School Demographics

The chart below includes the demographic distribution of students by District 62 school. Data was obtained from the Illinois State Board of Education 2011 School Report Card.

Student Demographics by School

School Name	White	Black	Hispanic	Asian	Native American	Multi-racial/ Ethnic	Low-Income	Limited English Proficient Students
Algonquin Middle School	36%	3%	51%	9%	0%	1%	55%	17%
Central Elementary School	62%	3%	27%	6%	0%	2%	26%	25%
Chippewa Middle School	56%	8%	24%	12%	0%	1%	39%	9%
Cumberland Elementary School	56%	4%	19%	20%	0%	0%	23%	30%
Forest Elementary School	62%	1%	32%	4%	1%	1%	26%	28%
Iroquois Community School	55%	2%	27%	14%	0%	1%	25%	15%
North Elementary School	34%	13%	37%	14%	0%	2%	61%	49%
Orchard Place Elementary School	18%	0%	77%	5%	0%	1%	75%	65%
Plainfield Elementary School	15%	2%	68%	15%	1%	1%	68%	66%
South Elementary School	35%	1%	55%	8%	1%	1%	54%	52%
Terrace Elementary School	59%	3%	27%	10%	0%	1%	25%	28%
District Average	43%	4%	11%	0%	0%	1%	46%	33%

2.2 Student Travel Environment

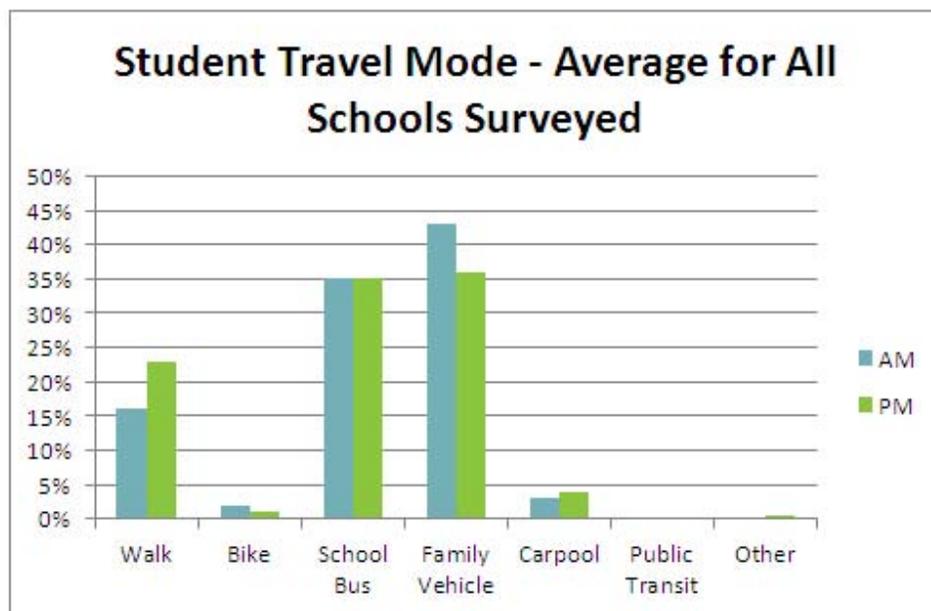
Student Travel Tally

Des Plaines School District 62 students were surveyed in the fall of 2011 about their trip to school. Students in 70 classrooms participated in the survey. A summary of the data collected for all schools is shown below:

Student Travel Mode By School														
School Name	Walk		Bike		School Bus		Family Vehicle		Carpool		Public Transit		Other	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Central Elementary	21%	24%	1%	1%	13%	12%	55%	51%	0%	11%	0%	0%	1%	2%
Chippewa Elementary	17%	28%	2%	2%	54%	54%	26%	14%	2%	1%	0%	0%	0%	1%
Cumberland Middle School	12%	14%	1%	1%	27%	28%	58%	55%	1%	2%	0%	1%	0%	1%
Forest Elementary	12%	14%	1%	1%	27%	28%	58%	55%	1%	2%	0%	0%	0%	1%
Orchard Place Elementary	12%	17%	0%	0%	51%	49%	34%	29%	3%	4%	0%	0%	0%	0%
South Elementary	26%	30%	3%	4%	21%	21%	47%	43%	2%	2%	0%	0%	0%	0%
Terrace Elementary	26%	30%	3%	4%	21%	21%	47%	43%	2%	2%	0%	0%	0%	0%
Average	16%	23%	2%	1%	35%	35%	43%	36%	3%	4%	>1%	>1%	>1%	>1%

Among students that responded to the student travel tally survey, 16% reportedly walked to school during the October 2011 survey period, 2% biked, 35% took the school bus, and 46% arrived via family vehicle or carpool in the morning. In the afternoon, the percentage of walkers increases to 23%.

Walking and biking rates are greater than 20% at Central Elementary, South Elementary and Terrace Elementary. Chippewa Elementary, Cumberland Middle School, Forest Elementary and Orchard Place Elementary all reported that less than 20% of students walked or biked during the survey period. A summary of the the average data collected for all schools surveyed is shown below:



The national school walking and biking rate is 13%. Because Des Plaines schools are neighborhood schools, the walking and biking rate should be much higher than the national average. The current walking and biking rates can be increased through Safe Routes to School strategies.

2.2 Student Travel Environment (continued)

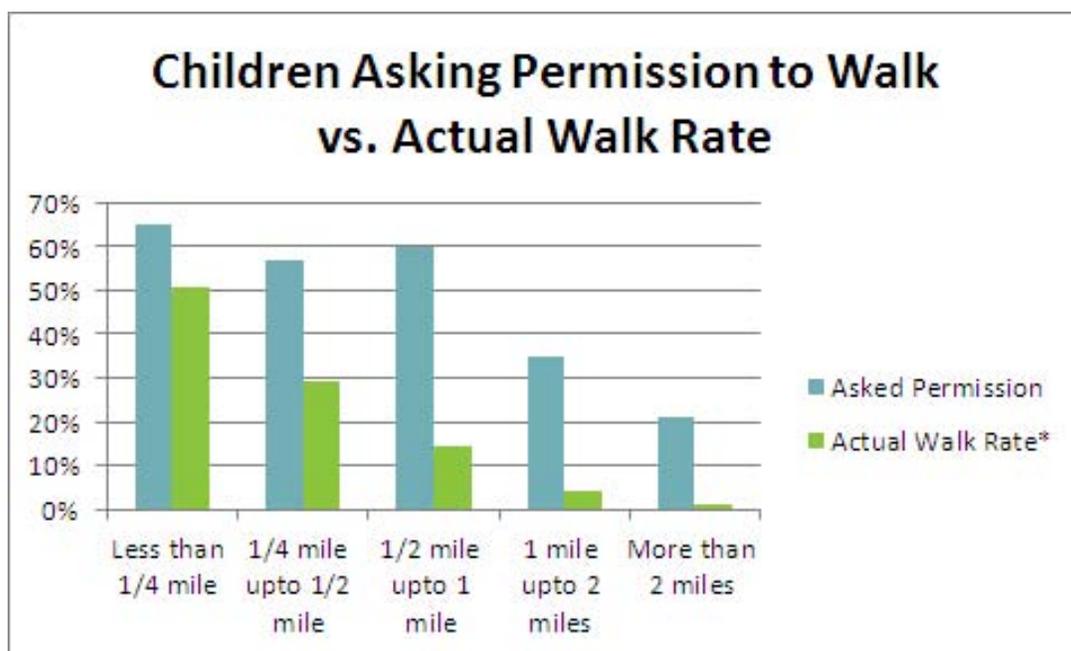
Parent Surveys

In addition to the student travel tally, a more detailed survey was distributed to parents of children in District 62. A total of 569 responses were received. A summary of some of the survey results is below.

Parents surveyed were asked to identify their primary mode of transportation to school by the distance to school from their home. Surprisingly, among respondents about 45% of students that live within $\frac{1}{4}$ of a mile from school (less than a 10 minute walk) are driven to school, and 57% of students are driven that live within $\frac{1}{4}$ to $\frac{1}{2}$ mile of school. Refer to the table below for more details:

Aggregated Student Walk Rate by Distance Lived From School			
Distance	Arrival	Departure	Average
Less than 1/4 mile	45%	57%	51%
1/4 mile up to 1/2 mile	23%	36%	29%
1/2 mile up to 1 mile	13%	16%	14%
More than 2 miles	0%	2%	1%
Average	17%	23%	20%

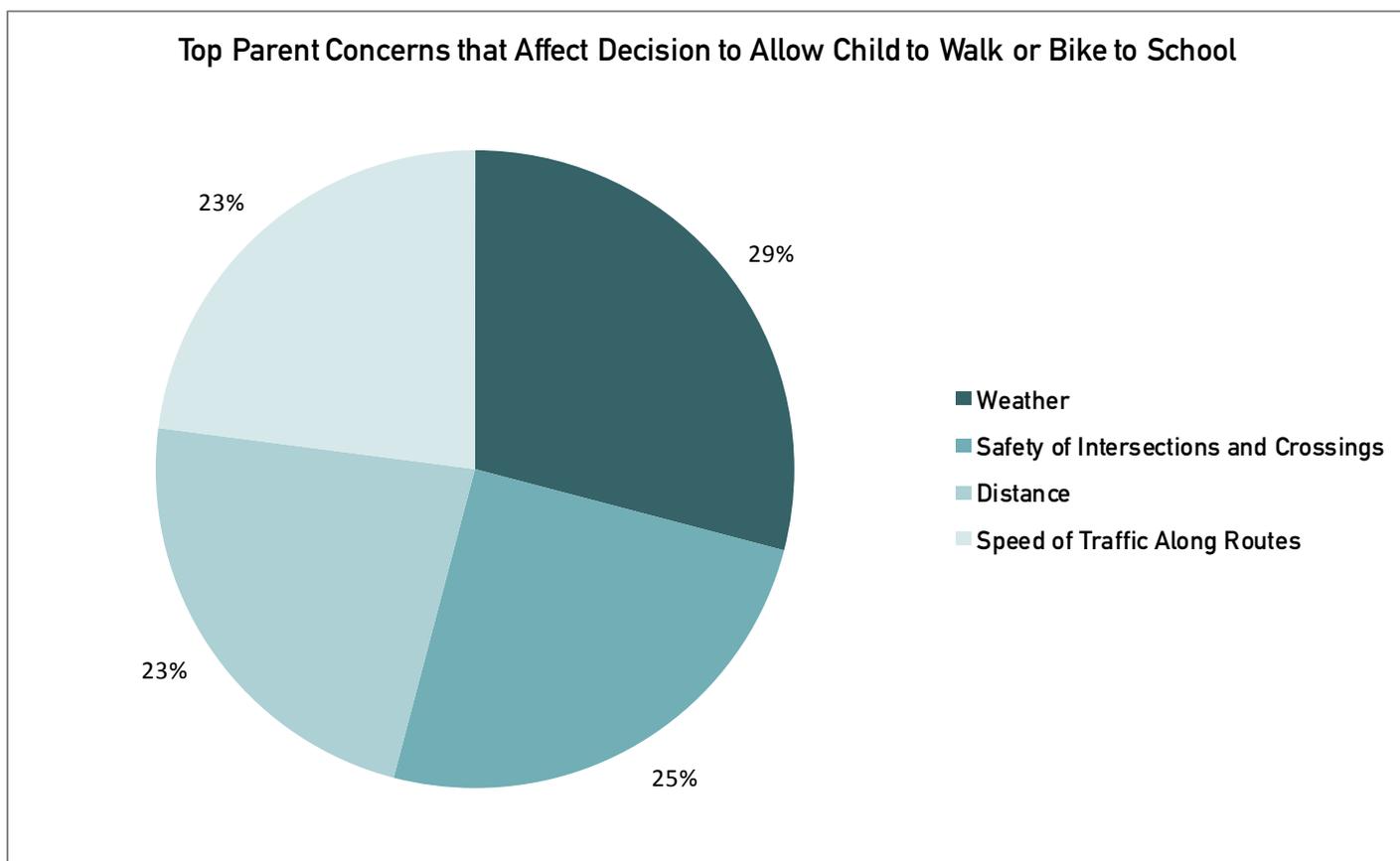
Parents surveyed were also asked whether or not their child had asked for permission to walk to or from school during the past year. The table below includes parents responses to this question by distance compared to the actual walk rate by distance. Regardless of the distance, more students asked permission to walk than are currently walking. This represents an untapped potential to increase the walk rate amongst students in District 62.



*Rate is from the Parent Surveys, which represent only a sample of the total student population. The walk rate from the Student Survey is a more complete representation of the walk rate for the student population at large.

2.2 Student Travel Environment (continued)

Finally, parents were asked to identify their primary concerns for disallowing their child to walk to school. Parents that responded to the parent survey reported that weather (70%), safety of intersections and crossings (61%), distance (56%), and speed of traffic along routes (55%) are the biggest issues that affect the decision to allow their child to walk or bike to and from school. Through targeted safety improvements within a ½ mile radius of each school, the City of Des Plaines and District 62 may be able to increase the number of students that use active forms of transportation to get to school.

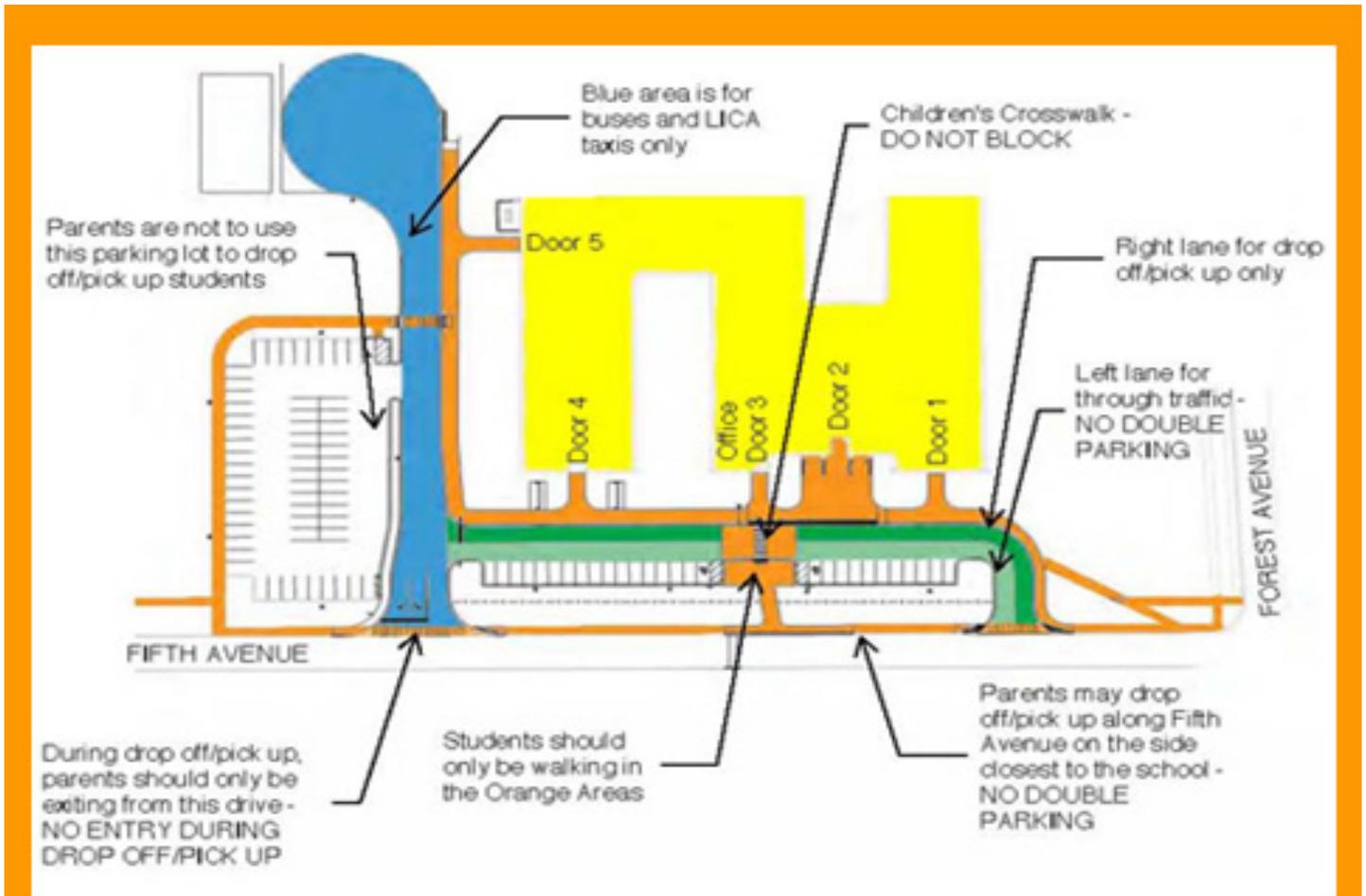


2.3. School Arrival and Dismissal Procedures

Each school in Des Plaines School District 62 is equipped with a crossing guard, a student patrol, has staff presence during drop-off and pick-up time, and has a school traffic safety plan. District 62 recently renovated all of the buildings in the district. Drop-off and pick-up areas were reconstructed to improve traffic flow. Detailed descriptions of each school's arrival and dismissal process are included in Appendix C.

2.4 Existing Roadway Conditions

The City of Des Plaines inventoried existing traffic signals, crossing guards, crosswalks, and signage in the in the District 62 boundary area. The existing conditions are detailed in the Existing Conditions map on the following page.



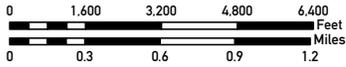
EFFECTIVE MONDAY, JANUARY 3, 2011

Arrival/Dismissal Procedures Clarification

Children's Crosswalk, Safety, Parking, Entry and exit, Busses and LICA taxis, Drop off, and Pick up.

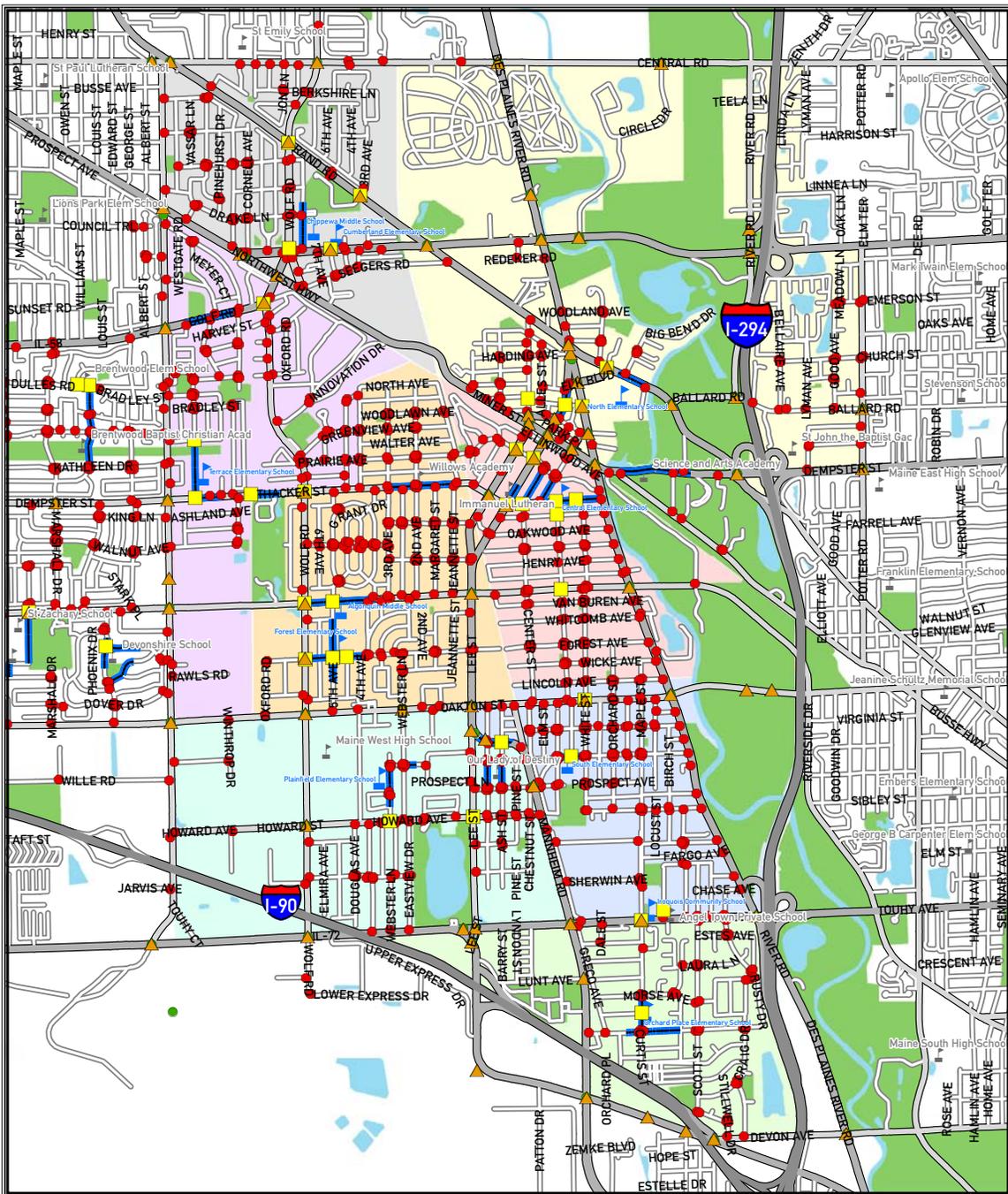
2.4 Existing Roadway Conditions (continued)

District 62



Prepared By: Active Transportation Alliance 10/25/2011
 Data Source: Active Transportation Alliance, CMAP, ISBE & Navteq

- | | |
|-------------------------------------|--------------------------|
| Schools | Infrastructure |
| District 62 | Highway |
| Other | Arterial |
| Elementary School Boundaries | Collector |
| Name | Street |
| Central | Land Use |
| Cumberland | Water |
| Forest | Park |
| North | School Zones |
| Orchard Place | Stop Sign |
| Plainfield | Traffic Light |
| South | Pedestrian Crossings |
| Terrace | Crossing Guard Locations |



2.5 Barriers to Walking and Biking to School

While Des Plaines has a number of safety measures already in place to ensure that all members of the community can safely travel on bike or on foot, there are still social and physical barriers impeding safety or perceptions thereof. The community and consultants identified several barriers to walking and biking to school:

- Traffic crashes within two miles of school.
- Missing or insufficient walkways.
- Crossing streets and intersections is difficult or dangerous.
- A major roadway or expressway divides the school from residential areas.
- Dangerous driving and speeding on streets.
- Drop-off and pick-up process creates congestion and unsafe behaviors.
- Public safety concerns.
- School policies.

2.5.1 Walkways and crossings

Traffic crashes within two miles of school

The consultants and the City of Des Plaines gathered data on all traffic crashes within the school district boundary area and specifically on bicycle and pedestrian crashes that occurred between 2006 and 2009. The majority of bicycle crashes during this time period occurred on high traffic streets, including Oakton Street, Algonquin Road, Wolf Road, Lee Street and Rand Road. The City of Des Plaines had one fatal bike crash during this time period on Wolf Road and Thacker Street. Pedestrian crashes occurred along Lee/Mannheim Road, Touhy Avenue, and the Northwest Highway. Four fatal pedestrian crashes occurred during this time period. Traffic crash maps are included in Appendix D.

Missing or insufficient walkways

The City of Des Plaines collected data on sidewalk gaps in 2007. A map of sidewalk gaps is included in Appendix E. A lack of sidewalks along school walking routes is considered a barrier to walking and biking to school. Sidewalk gaps that impact schools include:

- Plainfield Elementary School: Everett Avenue between Plainfield Drive and Dexter Lane, Everett Lane and Prospect Lane between Lee Street and Everett Ave, Dexter Lane between Prospect Lane and Everett Lane, Neighborhood between Howard-Touhy and Wolf-Eastview, Oxford/Wedgewood/Forest/Lincoln neighborhood west of Wolf Road.
- Devonshire Elementary School: Lincoln Lane/Ridge Road between Elmhurst Road and Oakton Street, Short Terrace between Lincoln Lane and Oakton Street, Pedestrian cut-through from Ridge Lane to Dover Drive.
- North Elementary School: Hawthorne Lane between Rand Road and Big Bend Drive, Busse Highway between Crabtree Lane and Mason Lane, Ballard Road between Bender Road and Good Avenue.
- Cumberland Elementary School: Marcella/Berkshire/Albany between Central Road and Rand Road, Rand Road east of Albany Lane (north side).
- Terrace Elementary School: Cumberland Parkway from Golf Road to Harvey Ave, Warrington Road between Golf Road and Washington Street (west side).



Sidewalk gap on Van Buren Avenue near Lee Street.

2.5 Barriers to Walking and Biking to School (continued)

Crossing Streets is Difficult or Dangerous

Parents identified speeding and failure to obey traffic control devices at crossings and intersections as a primary concern. Additional concerns were noted by the City engineering department and consulting team, including mid-block crossings, crossings at signalized intersections, and railroad crossings. Additional improvements may be warranted over time:

Major roadway/expressway/railroad divides school from residential areas

Several roadways with high traffic volumes cut through school walk boundaries, which make it difficult for students to safely get to school. These roadways include: Rand Road (North Elementary School), Algonquin Road (Devonshire School, Forest School), Thacker/Dempster Street (Terrace Elementary School), Des Plaines River Road (Central School), Touhy Avenue (Iroquois School, Orchard Place Elementary School), and Wolf Road (Forest School).

Walkways not accessible to students with disabilities

Not all curb ramps are ADA compliant in the City of Des Plaines, representing a barrier to active forms of transportation for disabled students. Walkways and crossings located on preferred walking routes should be prioritized to ensure that the routes are accessible to and inclusive of all students.



Railroad crossing on Dempster Street.

2.5.2 Road User Behavior

Dangerous driving and/or speeding on streets

Parents who participated in the Parent Survey reported concerns about speeding and dangerous behavior. Drivers failing to yield the right of way to pedestrians, drivers using cell phones in school zones, and speeding were commonly reported as barriers to student safety during the trip to school.

Drop-off or pick-up process is unsafe

All schools experience chaos during morning drop-off and afternoon pick-up. Des Plaines schools are no exception. Parent education about drop-off and pickup procedures, locations of crossing guards and the benefits to walking and biking to school can help create a safer environment.



The traffic circle on Golf Road/Wolf Road is a safety concern for students that attend Chippewa Middle School and Cumberland Elementary School.

2.5 Barriers to Walking and Biking to School (continued)

2.5.3 Distance

Some students are eligible for distance busing in District 62. Addressing school bus stops is beyond the scope of this plan, however, recommendations included in this plan aim to ensure that Safe Routes to School efforts are inclusive of all students.

2.5.4 Personal Safety Concerns

Parents reported concerns about safety of their students along the route to school. Of particular concern was a lack of trusted adult presence. The recommendations in this plan aim to ensure that parents concerns are addressed by creating an environment with more community surveillance of student walking areas (i.e. 'eyes are on the street').

2.5.5 School Policies

Not all District 62 student handbooks include information about crossing guard locations, preferred walking routes and Safe Routes to School. Parents and students can benefit from having this information clearly stated. Customized sheets that list crossing guard locations should be distributed to parents along with handbooks.



Distracted driving is one of the many barriers to student safety during the trip to school.



Drop-off at Forest Elementary School.

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3 Recommendations

In order to meet the steering committee’s goals identified in Section 1.2, each recommendation is designed to mitigate the physical and social barriers identified by the community and the consultants. The steering committee members and community members who participated in the development of this plan have prioritized several education, encouragement, enforcement, and engineering strategies to be implemented. A comprehensive list of strategies is also detailed in the Implementation and Oversight chapter of this plan.



Images listed clockwise: Signage and traffic calming are engineering improvements that can address safety concerns (top left), Central Elementary students celebrate International Walk to School Day (top right), enforcement campaigns can lead to increased driver awareness of laws in school zones (bottom left and bottom right).

3.1 Education

Education efforts are critical to creating a safe environment for student walkers and cyclists. Education efforts should be focused on all users of the road during school time—including motorists, bus drivers, walkers, and cyclists. All road users need to understand their rights and responsibilities to ensure the safety of others. Parents will benefit both from education on safe driving practices and on ways to participate in walk- or bike-to-school initiatives; students will benefit from bike and pedestrian safety training; and the community as a whole will benefit from exposure to and awareness of Safe Routes to School.

The following strategies are recommended based on the barriers that were identified by the consultants and steering committee:

3.1.1 Teach Bicycle and Pedestrian Safety Skills to Parents and Students

Priority: Near-term

The Des Plaines Police Department has offered students a bicycle safety training course to students at Central Elementary in conjunction with their Safe Routes to School initiative. The police department should strive to hold annual trainings at all schools in the community.

3.1.2 Create or Adopt Educational Materials

Priority: Near- to Mid-term

The City, Park District, and School District have supported several bike safety initiatives over the years, but none have been coordinated nor institutionalized. In order to prioritize Safe Routes to School and ensure that students are equipped with the knowledge to safely travel to and from school, as well as within the community during non-school hours, this plan recommends that the Des Plaines Police Department, the Des Plaines Park District, Des Plaines School District 62, the PTOs and other community partners coordinate efforts around bike and pedestrian safety education. Education efforts for students could take shape in the following ways:

- Des Plaines School District 62 could disseminate information to parents about Safe Routes to School to parents at annual orientations, including preferred walking route maps. Additional publications could be adapted to ensure that parents are aware of walking routes and crossing guard locations, including the Student Parent Handbook and each school's web page.

- Des Plaines School District 62 could adopt or create a bicycle and pedestrian curricula or lessons that are provided to all students each year.
- The City of Des Plaines could use existing community events to promote bike and pedestrian safety in the school zone and provide educational messages for children, parents, and drivers.
- Additional educational efforts may be coordinated through the Des Plaines Park District. This plan recommends that a Safe Routes to School Committee be established through District 62 PTOs to work towards engaging more community partners on Safe Routes to School educational initiatives.

A listing of additional educational resources can be found in Appendix F.



Annual community helmet fitting in Des Plaines.



Police can offer bike safety training to students in the community.

Arrival and Dismissal

All students in first through fifth grades begin their school day at 9:00 a.m. and end their day at 3:30 p.m. (Monday dismissal is at 3:15 p.m.). The morning kindergarten session is from 9:00 a.m. until 11:30 a.m. and the afternoon session begins at 1:00 p.m. and ends at 3:30 p.m. (Monday dismissal is at 3:15 p.m.).

Kindergarten students enter and exit through the kindergarten door to the west of the school. Parents should park on Prairie Avenue behind Central School and walk students to and from this door. The Central School parking lot does not have enough parking spots to accommodate kindergarten drop off and pick up, and therefore should not be used for this purpose.

First, second, and third grade students exit and enter through the doors to the east of the school near the blacktop. The circular drive should be used as a through lane only. No parking is allowed in this area.

Fourth and fifth grade students exit and enter Central School at the north end. The fourth and fifth grade students should be dropped off and picked up on Prairie Avenue.

Please understand that supervision is not available until 8:45 a.m. each morning, therefore, students are not allowed on school property prior to that time.

Safe Walking Routes

We encourage children to walk to school in order to improve traffic safety around our school, to promote physical activity, and to improve air quality. Please support the safety of Central School students by instructing your child to travel to and from school by the safest route, taking advantage of corners where adult crossing guards are stationed. Crossing guards are stationed at the intersections of:

- Lee Street and Thacker
- Center and Thacker
- Cora and Thacker
- Cora and Algonquin
- Cora and Ashland
- Graceland and Prairie
- Lee Street and Prairie

Please instruct your child to follow these safe routes and to obey the instructions of the crossing guards.

Bicycles/In-Line Skates/Scooters

The children's safety is our utmost concern. We do not encourage children under fourth grade to ride to school alone.

The school assumes no responsibility for bicycles or scooters. Riders should travel using the safest routes and should walk their bicycles or scooters across busy streets where adult crossing guards are available. All bicycles and scooters must be walked on the playground. Any students not following these rules will be asked to leave his or her bicycle or scooter at home.

All bicycles are to be locked and parked in the bicycle racks. It is also recommended that bicycles be registered with the Des Plaines Police Department.

Students may not wear skates on school property. If they skate to school, their skates must be removed and shoes put on before arriving on school property.

For the safety of all of our students, bicycles and scooters must be walked on school property.

School Organization

Central School offers programs and services to students in grades kindergarten through five. The school is organized into grade level and/or department teams to meet the needs of students in an effective manner. The teams at Central School are organized as follows:

- K – 1
- 2
- 3
- 4 – 5

Students attend classes in language arts, mathematics, science, social studies, and physical education. In addition, students also receive instruction in one or more of the fine arts.

3.2 Encouragement

Encouragement strategies are fun events and activities designed to get students, their families, and the broader community to test out and celebrate walking and biking to school. Encouragement programs are often low-cost or no-cost and are a great way for a community to start implementing a comprehensive Safe Routes to School program.

This plan recommends that Des Plaines School District 62 work with PTOs to establish Safe Routes to School committees that can take the lead on encouragement strategies. Many communities find success in working with PTOs to organize Walking School Buses or Bike Trains, which are adult-supervised walking or biking groups that travel along a pre-determined route and make pre-determined stops. Regular events such as these can help establish long-term change and remind parents and children how fun it is to walk and bike to school. Providing incentives and holding competitions amongst classrooms or buildings can help increase support for walk-to-school day programs.

3.2.1 Host International Walk to School Day

Priority: Near-Term

District 62 could encourage all of its schools to celebrate International Walk to School Day each year on the first Wednesday in October. International Walk to School Day is a world wide celebration of the simple act of walking and biking to school. Walking safety information and preferred walking route maps should be distributed to parents and students prior to the event. The City of Des Plaines could adopt an International Walk to School Day resolution to support the celebration. Appendix G includes a draft International Walk to School Day resolution.

3.2.2 Create a Regular Schedule for Walk to School Day Events

Priority: Mid-Term

Following a successful Walk and Bike to School Day event, many schools find success in choosing to hold a regular walking and biking event on a selected day of the week or month. Several District 62 parents reported that they are driven during the winter months. By holding special winter walk to school days, parents may ‘warm up’ to the idea of allowing their children to walk to school in cold weather. The district should partner with PTOs to help organize and support a regular Walk to School Day schedule. The District may also want to consider working with principals or other community “celebrities” to lead regular

walk to school day events.

3.2.3 Distribute Preferred Walking Route Maps to Parents at the Beginning of the School Year

Priority: Near-Term

The City of Des Plaines and the consultant team developed a preferred walking route map for the district. Copies of the maps can be distributed to parents at registration and can be included on the district website. The District and City of Des Plaines could also partner to seek funding for printing and distribution of the maps. As changes are made to infrastructure in the community, the City and District should work together to ensure that the routes are up to date and safe for student walkers. Maps for each of the schools are available in Appendix H.



Students in Gorham, NH walk to school in the winter with their principal and PE teacher.



Walk to School Day

Central School celebrated International Walk to School Day. We encourage students to walk to school to draw attention to the need of physical activity, to reduce the traffic congestion on our streets and in front of the school, and to reduce the pollution associated with motorized vehicles. During this successful event, approximately 200 Central Elementary School students, parents, teachers, staff, and community leaders walked to school!

Central Elementary School celebrates International Walk to School Day.

3.2 Encouragement (continued)

3.2.4 Start a Walking School Bus Program

Priority: Mid-term

Walking School Buses are adult-supervised walk-to-school groups. Parents may choose to informally create a Walking School Bus by calling a few neighbors and arranging dates and times to lead a walk. PTOs may choose to implement a more formal walking school bus program by developing routes, stops, and schedules. A sample preferred walking route map is located in Appendix H to help parents get started. A Safe Routes to School grant could be used to purchase safety supplies such as reflective vests and providing pedestrian safety education to both students and parents.

3.2.5 Initiate a Walking/Biking Mileage Challenge

Priority: Mid-term

Des Plaines School District 62 could encourage students to log the miles that they walk and bike to school. A mileage log can help students keep track of their daily physical activity while practicing academic skills like measuring distance and basic math. District 62 could hold a competition amongst classrooms, grade levels, or school buildings to encourage students to walk and bike more regularly.



District 62 parents can help organize Walking School Buses that run along preferred walking routes.



Central Elementary School students receive wristbands for participating in International Walk to School Day. Incentives such as these can be distributed to students who regularly log miles walked throughout the year.

3.3 Enforcement

Law enforcement is an important component in any Safe Routes to School initiative, but enforcement need not be limited to the role of the local police department. Parents, students, and community volunteers can work together with police departments to ensure that safe walking, biking, and driving practices are demonstrated at district schools each day.

Section 3.3 includes recommended roadway improvements, programs, policies, and enforcement initiatives that should be implemented by the City of Des Plaines, the Des Plaines Police Department, Des Plaines School District 62 and other community partners.

3.3.1 Adopt formal standards for selecting and prioritizing school crossing guard locations

Timeframe: Near-term

Crossing guards are very important to the safety of children walking and bicycling to school as they supervise children and directing traffic. To ensure that the City of Des Plaines uses the most effective strategies for local crossing guard deployment, and that key locations are prioritized appropriately in the event of budgetary constraints, it is recommended that the City adopt and consistently apply metrics for siting crossing guards.

Issues to consider when siting crossing guards include ages of students using a particular crossing, vehicle speeds and sight lines. One established model has been created by the State of California, and additional information can be found in the Manual on Uniform Traffic Control Devices.

One immediate change that can be made is to move crossing guard on Golf/Wolf/Broadway/State to the north leg of Wolf Road and Drake Lane.



A crossing guard waits to cross students at Forest School.

3.3 Enforcement (continued)

3.3.2 Celebrate Crossing Guard Appreciation Day

Priority: Near-term

The City of Des Plaines has many crossing guards supervise intersections to ensure that students can safely cross the street on the way to and from school each day. The Des Plaines Police Department recognizes the hard work of crossing guards throughout the year in various ways. The Des Plaines Police Department should continue to recognize the work of its crossing guards each year, and identify a uniform way to celebrate the work of all guards. One way to do this is by celebrating Crossing Guard Appreciation Day, observed on the first Tuesday in May in the State of Illinois. District 62 could support the celebration by encouraging students to hand certificates of appreciation to their crossing guards on the day of the event. In recognition of the service provided by the crossing guards, the City of Des Plaines should adopt a resolution to celebrate Crossing Guard Appreciation Day each year (see Appendix I for example resolution).



A crossing guard waits to cross students at Forest School.

3.3.3 Create Targeted Enforcement Efforts

Priority: Mid-term

No police department can aggressively enforce all laws in all locations at all times. The City of Des Plaines can continue to use existing crash data to identify the most dangerous locations and target enforcement at those sites. Stings focused on reckless behavior by motorists have proven particularly successful in other communities. The City of Des Plaines should target its law enforcement efforts in these locations. Targeted enforcement efforts should begin with an education or warning campaign prior to ticketing to raise awareness of the problem. The City of Des Plaines should review these efforts on an annual basis to ensure appropriate allocation of enforcement resources.



Forest Park cell phone enforcement campaign.



Forest Park cell phone enforcement campaign.

3.4 Engineering

Having safe and accessible walking and bicycling infrastructure is a prerequisite for any SRTS effort. Infrastructure improvements can be made to calm traffic and create safer conditions for student pedestrians and cyclists. Although many of the recommended changes will be implemented in the long term, many low-cost and easily implemented solutions such as repainting crosswalks or patching sidewalks can be done right away. The following is a list of projects that the City of Des Plaines can undertake to improve the built environment. This list may change over time as improvements are made.

3.4.1 Create On-Street Bike Facilities

Target: On-going

Bike facilities were not a focus of the Des Plaines School Travel Plan as the City is also currently engaged in implementing recommendations in its Active Transportation Plan. The bike corridors recommended in the Active Transportation Plan will also support safer bike trips to school for students in Des Plaines.



New bike route signage on Cora Street directs cyclists to Central School and South School.

3.4.2 Review Locations of Bike Racks

Target: Near-term

Des Plaines School District 62 should assess its bike rack inventory at each school and ensure that racks are sited in visible and secure locations, preferably near the front entrance of each school.

3.4.3 Make Existing Walkways Accessible to Students with Disabilities

Target: On-going

Crossings along school routes should be prioritized for reconstruction to facilitate safe crossings for students with disabilities. ADA (guidelines strongly recommend two curb ramps at every corner). Providing two ramps ensures that pedestrians enter the roadway within the crosswalk (compared to one single ramp, which can bring a pedestrian out into the middle of the intersection), and provides better guidance to vision impaired pedestrians. Curb ramps must be perpendicular to the curb. ADA guidelines also require use of truncated dome warning strips at the bottom of every curb ramp. These domes provide a tactile warning to visually impaired pedestrians who would otherwise be given warning by the presence of a curb. They also must be a contrasting color.



Curb ramps and tactile pads provide access for all students.

3.4 Engineering (continued)

3.4.4 Install Street Crossing Improvements

Update crosswalks as needed

Target: Ongoing

Crosswalks along school routes should be restriped in conjunction with roadway projects. All school crossings along preferred walking routes should be upgraded to highly visible crosswalks and crosswalks along the spines of school routes should be striped as ladder-style crosswalks.

Install pedestrian countdown timers on school routes

Target: Long-term

All signalized crossings along school routes should be upgraded to countdown pedestrian signals. These signals show pedestrians how much time they have to cross the street and prevent pedestrians from running across the street when there is not enough time. This plan includes a recommendation that the following intersections be upgraded:

- Golf Road at 6th Avenue
- Oakton Street and White Street
- Algonquin Road at Des Plaines River Road
- Algonquin Road at Seymour/Kolpin
- Wolf Road at Algonquin Road
- Wolf Road at Thacker/Dempster
- Rand Road at Des Plaines River Road
- Touhy Avenue at Maple Street

Additional intersections may be considered by the City of Des Plaines in the future.



Ladder-style crosswalks should be used along spines of school routes.



Standard style crosswalks should be striped across spines of school routes.



Signalized intersections along school routes should be upgraded to include pedestrian countdown timers.

3.4 Engineering (continued)

Install new traffic signals

Target: Long-term

New traffic signals should be considered at the following locations:

- Lee Street and Perry Street
- Des Plaines River Road at Elk Boulevard (pedestrian signal)

Pedestrian HAWK signals should be considered at the following locations:

- Algonquin Road at Pennsylvania Avenue
- Golf Road at Cumberland Parkway

Improve UPRR railroad crossing on Dempster/Thacker

Target: Long-term

The UPRR Railroad crossing is a safety hazard for students. The City of Des Plaines can work with UPRR to improve the crossing by installing gates at the tracks, restriping the crosswalks and making additional improvements to pavement markings adjacent to the tracks.

3.4.5 Construct, Repair, and Replace Sidewalks

Target: Long-term

The City of Des Plaines should prioritize sidewalk infill along school routes. The following sidewalk construction projects should be prioritized:

- Plainfield Elementary School: Everett Avenue between Plainfield Drive and Dexter Lane, Everett Lane and Prospect Lane between Lee Street and Everett Ave, Dexter Lane between Prospect Lane and Everett Lane, neighborhood between Howard-Touhy and Wolf-Eastview.
- Devonshire Elementary School: Lincoln Lane/Ridge Road between Elmhurst Road and Oakton Street, Short Terrace between Lincoln Lane and Oakton Street, pedestrian cut-through from Ridge Lane to Dover Drive
- North Elementary School: Hawthorne Lane between Rand Road and Big Bend Drive, Busse Highway between Crabtree Lane and Mason Lane, Ballard Road between Bender Road

and Good Avenue

- Cumberland Elementary School: Marcella/Berkshire/Albany between Central Road and Rand Road (complete network), Rand Road east of Albany Lane (north side)
- Forest and Algonquin Schools: Oxford/Wedgewood/Forest/Lincoln neighborhood west of Wolf Road
- Terrace Elementary School: Cumberland Parkway from Golf Road to Harvey Ave (west side), Warrington Road between Golf Road and Washington Street (west side gaps)



HAWK signals help to reduce crashes at mid-block crossings and at intersections.



Students who attend Plainfield Elementary could have a safer route to school by constructing a new sidewalk on the north side of Everett Lane between Plainfield Drive and Dexter Lane.



Sidewalk gap on Rand Road.

3.4 Engineering (continued)

3.4.6 Build Off-Street Walking/Biking Paths

Target: Long-term

Additional connections to schools can be created through off-street walking and biking paths. Rand Road and the Northwest Highway were identified as problem areas for students trying to access Chippewa Middle School. Both roads have high traffic volumes and could benefit from an off-street facility. The following locations are recommended for off-street facilities:

- Bicycle and Pedestrian underpass on Seegers Road to connect to Chippewa Middle School.
- Sidepath on Rand Road connecting downtown Des Plaines to Chippewa Middle School and Cumberland Elementary School.

3.4.7 Install Traffic Calming and Speed Reduction Measures

Install curb extensions

Target: Mid-term

Curb extensions can help to increase visibility of students crossing streets. They can also help to calm traffic at intersections. The following school crossings should be prioritized for curb extensions:

- Algonquin Road at 5th Avenue
- Dempster Street at 2nd Avenue
- Graceland Avenue at Harding Avenue (north and south leg)
- Graceland Avenue at Perry Street (north, south and east legs)
- Harding Avenue at Alles Street (one side Harding only)
- Harding Avenue at Willow Road (one side Harding only)
- Pratt Avenue at Maple/Curtis (north, east and west legs)
- Pratt Avenue at Scott Street (all legs)
- Maple Street at Farwell Avenue (north and south legs)
- Howard Avenue at Plainfield Drive (east and west legs)
- Howard Avenue at Lee Street (east and west legs)
- Howard Avenue at Koehler Drive (east and west legs)

- Lee Street at Highland Drive (west side)
- Lee Street at Fargo Ave (west side)
- Howard Avenue at Ash Street (east and west legs)
- Howard Avenue at Maple Street (east and west legs)



Curb extensions help to calm traffic, reduce pedestrian crossing distance, and increase visibility for both drivers and pedestrians.



Sidepaths, like this one on Ballard Road, can be used to create a dedicated space for pedestrians and bicyclists to walk on high traffic volume streets.

3.4 Engineering (continued)

Install raised crosswalks

Target: Mid-term

Raised crosswalks help to calm traffic by slowing traffic down at the crossing. Raised crosswalks are most appropriate on local roads. The following school crossings could benefit from raised crosswalks:

- Westgate Road at ComEd Right-of-Way street crossing
- South leg of 8th Avenue and Drake Lane
- North leg of Maple Street and Farwell Avenue
- 5th Avenue near Forest School entrance
- West leg of Everett Avenue and Cora Street
- Washington Street at Cumberland Parkway



Raised crosswalks are a traffic calming tool.

Road diet

Target: Long-term

Road diets are conversions of four-lane undivided roads into three lanes (two through lanes and a center two-way left turn lane). Narrowing a roadway by reducing the number of lanes or lane width is a traffic calming strategy used to decrease congestion caused by left turning vehicles, making space for other roadway user types. The former right of way of the fourth lane could be used for bicycle lanes, sidewalks, and/or on-street parking. Pedestrian refuge islands, bump-outs, and flare-outs can easily be coupled with road diets. The City of Des Plaines should consider the following roads for road diets:

- Dempster/Thacker between Elmhurst Road and Wolf Road
- Wolf Road between Golf Road and Touhy Avenue



A road diet is a traffic calming strategy used to decrease congestion caused by left turning vehicles, making space for other roadway users.

Add pedestrian refuge island

Target: Long-term

Center islands or medians allow pedestrians to find an adequate gap in one direction of traffic at a time, as the pedestrians are able to stop, if necessary, in the center-island or median area and wait for an adequate gap in the other direction of traffic before crossing the second half of the street or highway. They are ideally installed along school routes with suggested mid-block crossings, such as at Golf Road and Cumberland Parkway.



Center islands provide a space for pedestrians to stop and wait for a gap in traffic half-way through a crossing.

3.5 Evaluation

Regular evaluation of SRTS programs helps communities keep track of progress and assess whether or not the strategies being implemented are working. Des Plaines School District 62 should conduct student travel tallies each fall and spring during the school year and survey parents at least once a year to gauge changes in attitudes and opinions towards walking and biking to school. Free travel tally sheets and parent surveys are available through the National Center for Safe Routes to School. The center also provides free analysis of data collected by school districts. Both evaluation tools are included in Appendix J.

Implementation and Oversight

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4.1 Implementation

Throughout the Des Plaines Travel Plan, the consultants have listed implementation strategies and parties responsible for each recommendation. The plan outlines strategies that will be implemented over several years. Effective implementation of the Des Plaines School Travel Plan requires successful partnership, oversight, and ownership by parents, the school district, the municipality, and the community at large. In order for this plan to be successful, District 62 should consider establishing a Safe Routes to School Committee in each of its PTOs. The recommendations may also require partnerships with the Illinois Department of Transportation and the Cook County Highway Department.

To help guide implementation, a complete list of proposed projects is included in the charts on the following three pages. In addition, a map with all recommended engineering improvements is included on page 42.

4.2 Oversight

The Safe Routes to School steering committee should continue to meet on a regular basis to ensure that the goals and strategies recommended in the Des Plaines School Travel Plan are being implemented. The Des Plaines School Travel Plan should be updated at least once every five years to ensure that goals are being met and strategies are effectively contributing to the overall goals of the school district and community.

4.1 Implementation (continued)

Below is an implementation matrix for the non-infrastructure projects proposed in this plan. Included are a comprehensive list of recommended strategies and a timeline for prioritization and completion.

3.1 Education		Lead Agency/Organization	Schools Targeted	Timeline
3.1.1	Teach bicycle and pedestrian safety skills to parents and students	Des Plaines Police Department	All	Near-term
3.1.2	Create or adopt educational materials	Des Plaines PTOs	All	Near-term
3.2 Encouragement		Lead Agency/Organization	Schools Impacted	Timeline
3.2.1	Host International Walk to School Day	Des Plaines School District 62	All	Near-term
3.2.2	Distribute Preferred Walking Route maps to parents and students	Des Plaines School District 62	All	Near-term
3.2.3	Create a regular schedule for Walk to School Day events	Des Plaines School District 62 and PTOs	All	Mid-term
3.2.4	Start a walking school bus program	District 62 PTOs	All	Mid-term
3.2.5	Initiate a walking/biking mileage challenge	Des Plaines School District 62 and PTOs	All	Mid-term
3.3 Enforcement		Lead Agency/Organization	Schools Impacted	Timeline
3.3.1	Adopt formal standards for prioritizing crossing guard locations	Des Plaines Police Department	All	Near-term
3.3.2	Celebrate crossing guard appreciation day	Des Plaines Police Department and PTOs	All	Near-term
3.3.3	Create targeted enforcement events	Des Plaines Police Department	All	Mid-term

4.1 Implementation (continued)

3.4.1 Create On-Street Bike Facilities Location		Schools Impacted	Timeline	
Create on-street bike facilities	See Des Plaines Active Transportation Plan	All Schools	Ongoing	
3.4.2 Review locations of bike racks				
Review locations of bike racks	All schools	All Schools	Near-term	
3.4.3 Make existing walkways accessible to students with disabilities		Location	Schools Impacted	Timeline
Make existing walkways accessible to students with disabilities	Citywide	All Schools	Ongoing	
3.4.4 Install Street Crossing Improvements		Location	Schools Impacted	Timeline
Update crosswalks	All spines of school walking routes	All schools	Ongoing	
Install pedestrian countdown timers on school routes	Golf Road at 6 th Avenue	Chippewa Middle School and Cumberland Elementary School	Long-term	
Install pedestrian countdown timers on school routes	Golf Road at 6 th Avenue	Chippewa Middle School and Cumberland Elementary	Long-term	
Install pedestrian countdown timers on school routes	Oakton Street at White Street	South Elementary	Long-term	
Install pedestrian countdown timers on school routes	Algonquin Road at Des Plaines River Road	Central Elementary	Long-term	
Install pedestrian countdown timers on school routes	Algonquin Road at Seymour Avenue/ Kolpin Drive	Devonshire Elementary	Long-term	
Install pedestrian countdown timers on school routes	Wolf Road at Algonquin Road	Forest Elementary and Algonquin Middle School	Long-term	
Install pedestrian countdown timers on school routes	Wolf Road at Thacker/Dempster Streets	Terrace Elementary	Long-term	
Install pedestrian countdown timers on school routes	Rand Road at Des Plaines River Road	North Elementary	Long-term	
Install new traffic signal	Lee Street and Perry Street	North Elementary	Near-term	
Install new traffic signal	Des Plaines River Road and Elk Boulevard	North Elementary	Long-term	
Install HAWK signal	Algonquin Road at Pennsylvania Avenue	Devonshire Elementary	Long-term	
Install HAWK signal	Golf Road at Cumberland Parkway	Terrace Elementary	Long-term	

4.1 Implementation (continued)

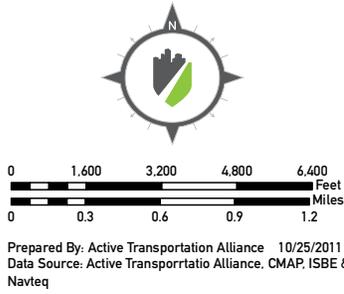
	Improve UPRR Railroad Crossing	Dempster/Thacker Streets	Terrace Elementary	Long-term
3.4.5	Construct, Repair, Replace Sidewalks	Location	Schools Impacted	Timeline
	Construct sidewalks	Everett Avenue between Plainfield Drive and Dexter Lane	Plainfield	Long-term
	Construct sidewalks	Everett Lane and Prospect Lane Between Lee Street and Everett Avenue	Plainfield	Long-term
	Construct sidewalks	Neighborhood between Touhy-Howard and Wolf-Eastview	Plainfield	Long-term
	Construct sidewalks	Lincoln Lane/Ridge Road between Elmhurst Road and Oakton Street	Devonshire	Long-term
	Construct sidewalks	Short Terrace between Lincoln Lane and Oakton Street	Devonshire	Long-term
	Construct sidewalks	Pedestrian cut-through from Ridge Lane to Dover Drive	Devonshire	Long-term
	Construct sidewalks	Hawthorne Lane between Rand Road and Big Bend Drive	North Elementary School	Long-term
	Construct sidewalks	Busse Highway between Crabtree Lane and Mason Lane	North Elementary School	Long-term
	Construct sidewalks	Ballard Road between Bender Road and Good Avenue	North Elementary School	Long-term
	Construct sidewalks	Marcella/Berkshire/Albany between Central Road and Rand Road	Cumberland Elementary School and Chippewa Middle School	Long-term
	Construct sidewalks	Rand Road east of Albany Lane	Cumberland Elementary School and Chippewa Middle School	Long-term
	Construct sidewalks	Oxford/Wedgewood/Forest/Lincoln neighborhood west of Wolf Road	Forest Elementary and Algonquin Middle School Schools	Long-term
	Construct sidewalks	Cumberland Parkway from Golf Road to Harvey Ave	Terrace Elementary	Long-term
	Construct sidewalks	Warrington Road between Golf Road and Washington Street	Terrace Elementary	Long-term
3.4.6	Build Off-Street Walking/Biking Paths	Location	Schools Impacted	Timeline
	Build off-street walking/biking paths	Seegers Road bicycle and pedestrian underpass	Chippewa Middle School	Long-term
	Build off-street walking/biking paths	Rand Road sidepath	Chippewa Middle School and Cumberland Elementary	Long-term
3.4.7	Install Traffic Calming and Speed Reduction Measures	Location	Schools Impacted	Timeline
	Install curb extensions	Algonquin Road at 5 th Avenue	Forest Elementary and Algonquin Middle School	Mid-term
	Install curb extensions	Dempster Street at 2 nd Avenue	Algonquin Middle School/Forest Elementary School	Mid-term
	Install curb extensions	Graceland Avenue at Harding Avenue (north and south legs)	North Elementary	Mid-term

4.1 Implementation (continued)

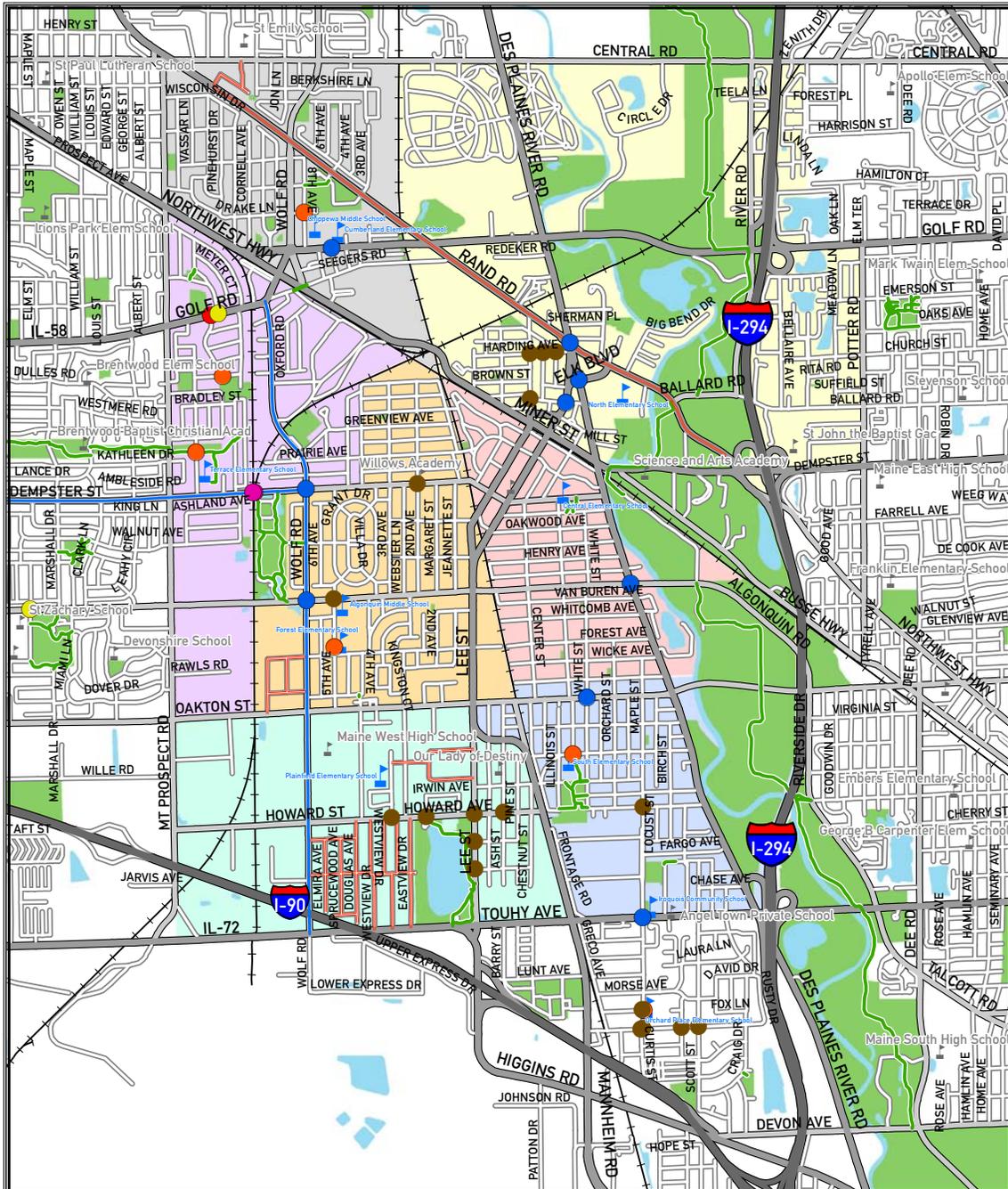
3.4.7	Install Traffic Calming and Speed Reduction Measures Continued	Location	Schools Impacted	Timeline
	Install curb extensions	Graceland Avenue at Perry Street (north, south, and east legs)	North Elementary	Mid-term
	Install curb extensions	Harding Avenue at Alles Street (Harding only)	North Elementary	Mid-term
	Install curb extensions	Harding Avenue at Willow Road (Harding only)	North Elementary	Mid-term
	Install curb extensions	Pratt Avenue at Maple/Curtis Streets (north, east, and west legs)	Orchard Place Elementary	Mid-term
	Install curb extensions	Pratt Avenue at Scott Street (all legs)	Orchard Place Elementary	Mid-term
	Install curb extensions	Maple Street at Farwell Avenue (north and south legs)	Orchard Place Elementary	Mid-term
	Install curb extensions	Howard Avenue at Plainfield Drive (east and west legs)	Plainfield Elementary	Mid-term
	Install curb extensions	Howard Avenue at Lee street (east and west legs)	Plainfield Elementary	Mid-term
	Install curb extensions	Howard Avenue at Koehler Drive (east and west legs)	Plainfield Elementary	Mid-term
	Install curb extensions	Lee Street at Highland Drive (west side)	Plainfield Elementary	Mid-term
	Install curb extensions	Lee Street at Fargo Avenue (west side)	Plainfield Elementary	Mid-term
	Install curb extensions	Howard Avenue at Ash Street (east and west legs)	Plainfield Elementary	Mid-term
	Install curb extensions	Howard Avenue at Maple Street (east and west legs)	South Elementary	Mid-term
	Install raised crosswalks	South leg of 8 th Avenue and Drake Lane	Chippewa Elementary/Cumberland Middle School	Mid-term
	Install raised crosswalks	North leg of Maple Street and Farwell Avenue	Orchard Place Elementary	Mid-term
	Install raised crosswalks	5 th Avenue at Forest Elementary entrance	Forest Elementary	Mid-term
	Install raised crosswalks	West leg of Everett Avenue and Cora Street	South Elementary	Mid-term
	Install raised crosswalks	Washington Street at Cumberland Parkway	Terrace Elementary	Mid-term
	Install raised crosswalks	Westgate Road at the ComEd Right-of-Way street crossing	Terrace Elementary	Mid-term
	Add pedestrian refuge island	Golf Road and Cumberland Parkway	Terrace Elementary	Long-term

4.1 Implementation (continued)

District 62



- | | | |
|--|---|---|
| Schools
District 62
Other
Elementary School Boundaries
Name
Central
Cumberland
Forest
North
Orchard Place
Plainfield
South
Terrace | Infrastructure
Highway
Arterial
Collector
Street
Railroad
Land Use
Water
Park
Recommended Sidewalk Installations
Recommended Corridors for Road Diets
Recommended Bicycle Facilities | Recommended Railroad Crossing Improvements
Recommended Raised Crosswalks
Recommended Crosswalk Signals
Recommended Pedestrian Refuges
Recommended HAWK Signals
Recommended Curb Extensions |
|--|---|---|



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5.1 Appendix A: Parent Surveys

Attached in separate report.

5.1 Appendix B: School Travel Tallies

Attached in separate report

5.1 Appendix C: School Arrival and Dismissal Processes

Algonquin Middle School

For Pedestrians and Bicyclists: Bike racks are situated at the back of Algonquin Middle School. Students that bike to school are asked to walk their bikes on school grounds.

For School Buses: School buses drop-off using the bus concourse.

For Private Vehicles: Students are dropped-off and picked-up in the west school lot in the drop-off zone or on the south side of Algonquin Road.

Central Elementary School

For Pedestrians and Bicyclists: Supervision is not available in the morning until 8:45 AM. No students are allowed on campus prior to 8:45 AM. Morning kindergarten dismissal is at noon, and afternoon kindergarten and grades 1-5 are dismissed at 3:30 PM. Kindergartners use the northwest kindergarten classroom entrance. Students in grades 1-3 use the southeast primary entrance and grades 4-5 use the northeast entrance. Students are encouraged to use primary walking routes and to cross intersections with crossing guards. Students younger than 4th grade are not encouraged to bike to school. Bike racks are available for 4-5 grade students on school property.

For School Buses: Arrival and dismissal times are the same for all modes of transportation. Three special education buses drop-off and pick-up on Thacker near the main south entrance to the school. One regular education bus drops off and picks up north of the school on Prairie Avenue.

For Private Vehicle Drop-off/Pick-up: Arrival and dismissal times are the same for all modes of transportation. Parents of kindergartners are instructed to park on Prairie Avenue and walk students to and from the appropriate building entrance. First, second and third graders are dropped off on the school's circular driveway. Fourth and fifth grade students are dropped off and picked up on Prairie Avenue.

Chippewa Middle School

For Private Vehicle Drop-off/Pick-up: Families are instructed to use the U-shaped lot between Chippewa and Cumberland, or 8th Avenue, opposite the school bus drop-off area.

Cumberland Elementary School

For Pedestrians and Bicyclists: Students are not allowed on campus until 8:40 AM each day. Morning kindergarten dismisses at 11:30 AM. Afternoon kindergarten at grades 1-5 dismiss at 3:30 PM, 3:15 PM on Mondays.

For Buses: Buses drop-off and pick-up in front of the school building on the west side.

For private vehicles: Private vehicles drop-off and pick-up students between Cumberland and Chippewa on the west side of the campus. No stopping or parking is allowed.

Forest Elementary

For Bicycles and Pedestrians: Students are allowed to enter the building at 8:55 AM through grade level designated doors on the playground. No student is allowed to be on campus without parent supervision until 8:45 AM. Forest School dismisses at 3:30 PM Tuesday through Thursday and 3:15 PM on Monday. Parents are encouraged to walk with their students to school. Students riding bicycles are instructed to walk their bikes once they reach campus. Student walkers are instructed to stay on the sidewalks when they reach campus. Bike racks are located in front of the school for student cyclists.

For School Buses: School buses drop-off on the north side of campus in the school bus drop-off area. Private vehicles are instructed not to use the entrance.

Private Vehicles: Parents are instructed to drop-off using the driveway on the west side of the campus.

North Elementary School

For Bicycles and Pedestrians: Children who cross at Rand Road are instructed to cross at the intersection of Elk Boulevard. Children are also instructed to cross with a crossing guard. Students in grades K-3 are not encouraged to ride bikes to school. Third graders may ride if parents sign a permission slip. Student cyclists are encouraged to wear helmets.

For Buses: Buses drop-off using the side parking lot.

For Private Vehicles: Parents are instructed to use the front parking lot of the school.

5.1 Appendix C: School Arrival and Dismissal Processes

Orchard Place Elementary School

For Bicycles and Pedestrians: Pedestrians arrive and are dismissed onto the school playground from their designated grade level doors.

For School Buses: The bus pick-up zone is located at the front of the school.

Plainfield Elementary School

South Elementary School

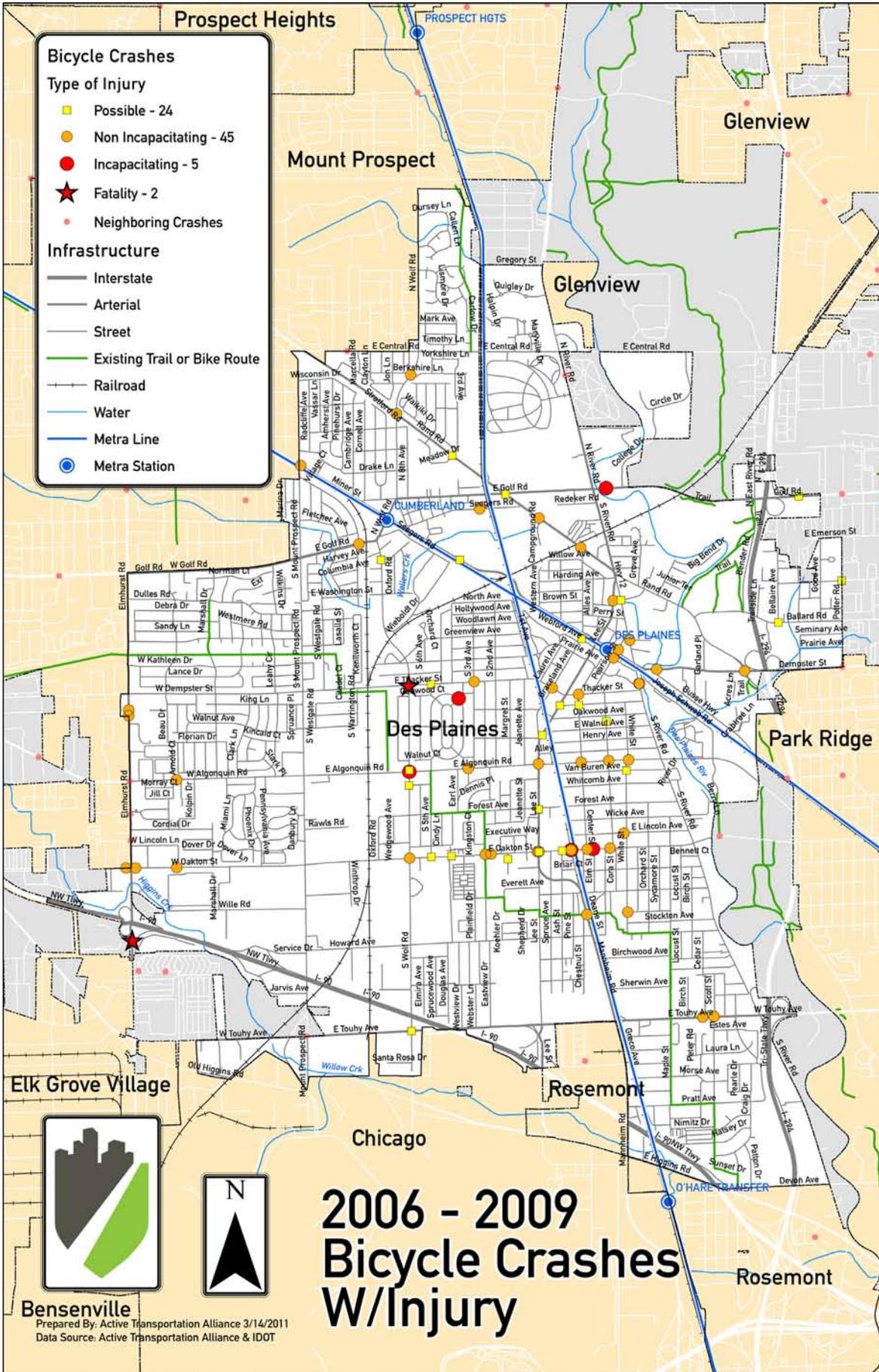
K-2 Students enter the building through the southeast entrance.
Grade 3-5 students enter through the southwest entrance.

Terrace Elementary School

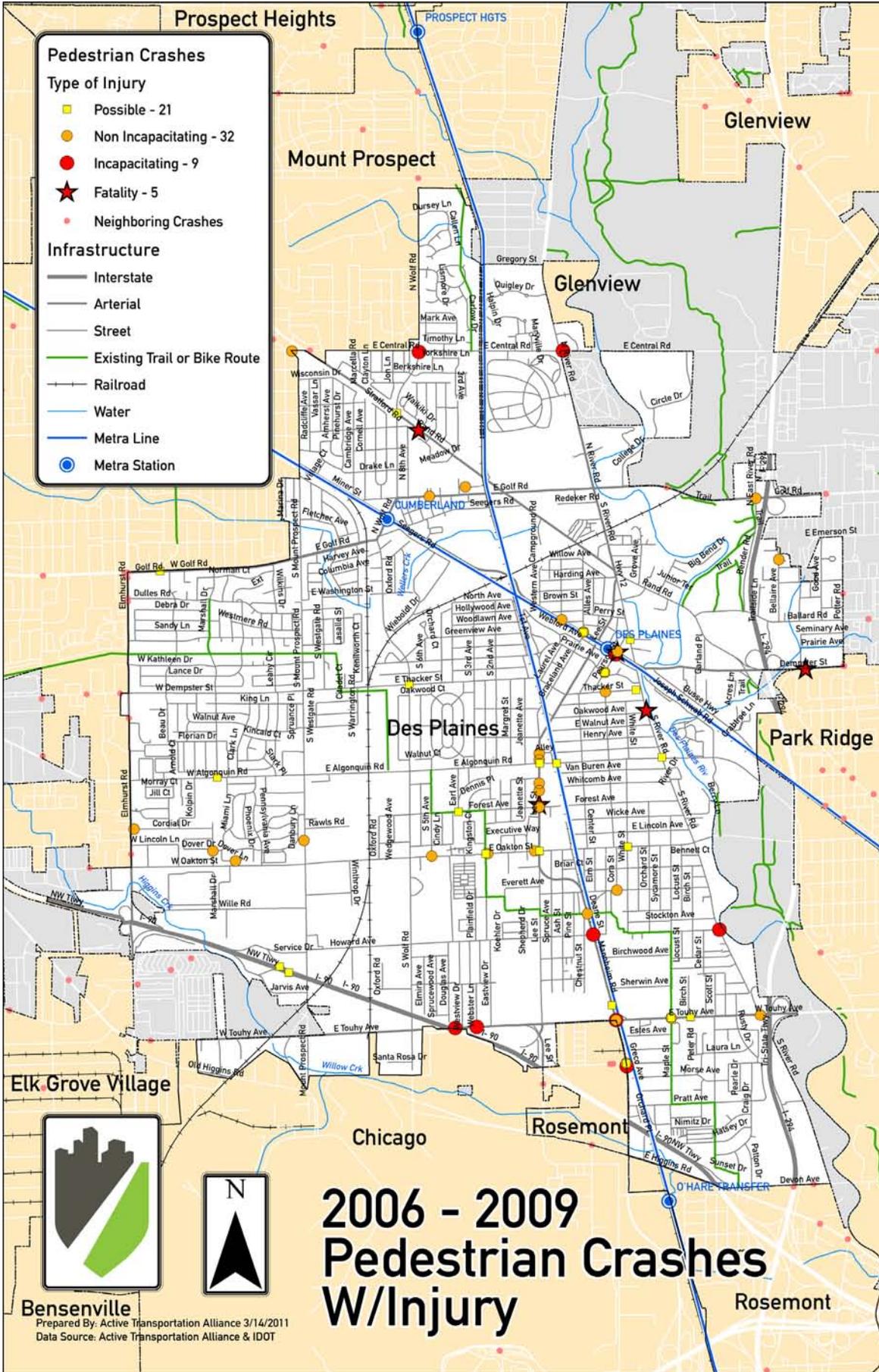
For Bicyclists and Pedestrians: Students are encouraged to take the safest route and to cross where crossing guards are located. Student cyclists must walk their bikes on school grounds. Bike racks are provided for students on school grounds. Students below fourth grade must obtain written permission to bike to school.

For Private Vehicles: All students are dismissed via the front door. All students are picked up and dropped off in the circle in front of the main door.

5.4 Appendix D: Bicycle and Pedestrian Crash Maps



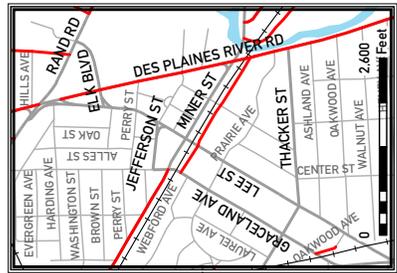
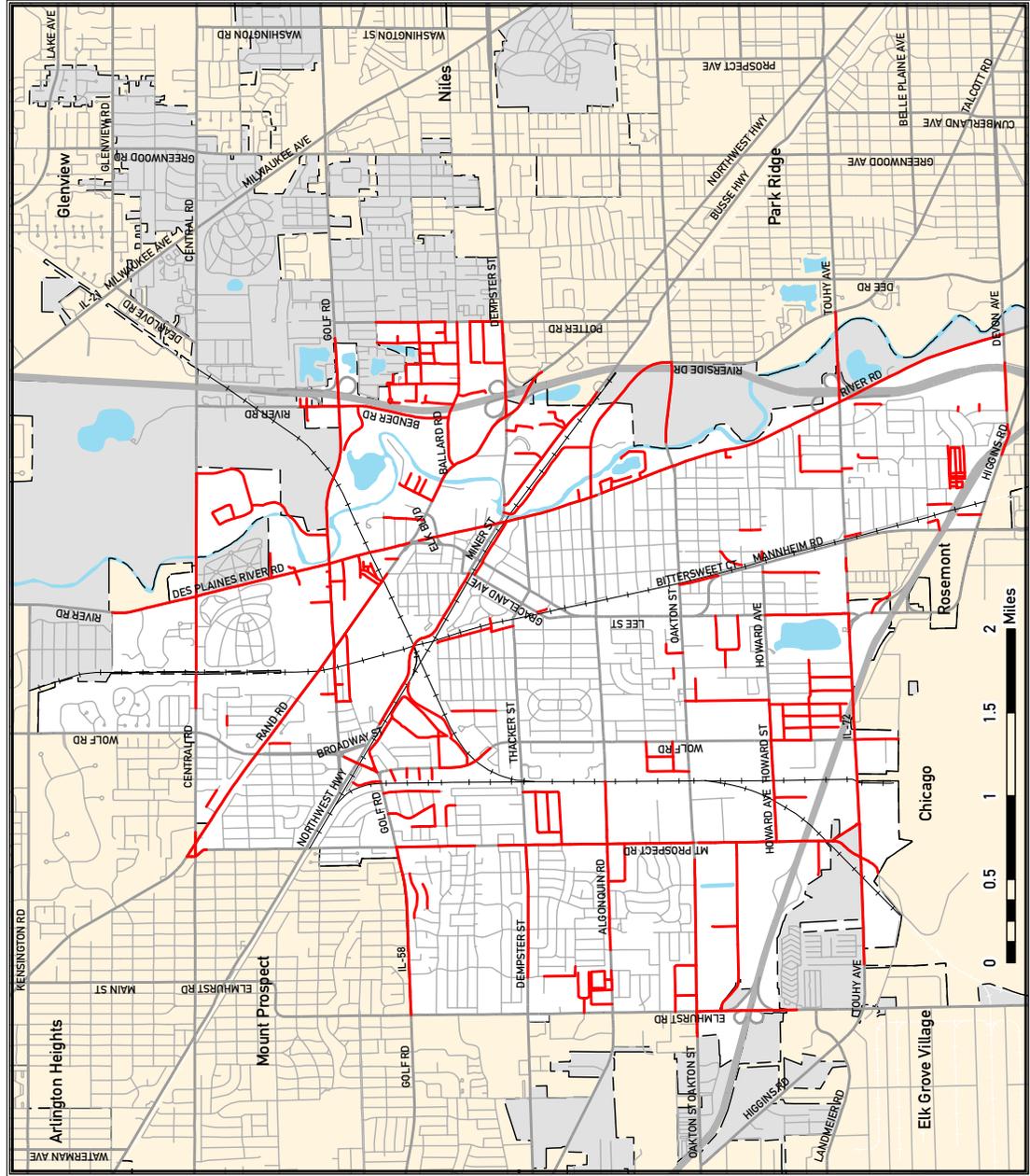
5.4 Appendix D: Bicycle and Pedestrian Crash Maps



5.5 Appendix E: Sidewalk Gap Map

Des Plaines Sidewalk Gaps

- Sidewalk Gap
- Infrastructure
- Highway
- Arterial or Collector
- Street
- Railroad



Prepared By: Active Transportation Alliance
 Data Source: Active Transportation Alliance, City of Des Plaines & NAVTEQ 3/13/2012

5.6 Appendix F: Education Resources

Education Resources

Contact Active Transportation Alliance for trainings and teacher resources. Active Transportation Alliance offers curricula and instruction for multiple grade levels and courses, as well as walking and bicycling safety skills trainings. Visit <http://www.activetrans.org/education> for more information.

The League of Illinois Bicyclists offers downloadable bike safety sheets for Grades K-3 and Grades 3-7 focused on safe riding skills. The single-page format can easily be reprinted in newsletters, copied for bike rodeos, etc. Visit <http://www.bikelib.org/safety-education/kids/bike-safety-sheet/> to download or learn more.

Metra's Operation Lifesaver Train Safety Awareness Program provides free safety trainings for students from Pre-Kindergarten to high school. Visit http://metrarail.com/content/metra/en/home/utility_landing/riding_metra/rail_safety_security/school_safety.html for details.

National Resources

The Safe Routes to School National Center offers a listing of educational resources searchable by state. To view, visit: <http://www.saferoutesinfo.org/program-tools/access-classroom-resources>

Visit the Safe Routes to School National Partnership for a downloadable "Bicycle and Pedestrian Curricula Guide." View the guide for a full inventory of bicycle and pedestrian curricula and several best practices and case studies. Available for download at: <http://www.saferoutespartnership.org/mediacenter/publications>

The National Highway Traffic Safety Administration published a free and comprehensive K-5 pedestrian safety curriculum available at <http://www.nhtsa.gov/ChildPedestrianSafetyCurriculum>.

5.7 Appendix G: International Walk to School Day Resolution

Sample International Walk to School Day Resolution

Whereas, the Safe Routes to School National Partnership, the Safe Routes to School National Center, the Illinois Department of Transportation, the Active Transportation Alliance, the Illinois Safe Routes to School Network, and schools across the State of Illinois are working together to promote Walk to School Day in Illinois,

Whereas, the health and safety of our children is of highest concern to the citizens of Illinois; and

Whereas, a lack of physical activity plays a leading role in rising rates of obesity, diabetes and other health problems among children and being able to walk or bicycle to school offers an opportunity to build activity into daily routine.

Whereas, driving students to school by private vehicle contributes to traffic congestion and air pollution, creating over 25% of community traffic at the beginning and end of each school day; and

Whereas, an important role for parents and caregivers is to teach children about pedestrian safety and become aware of the difficulties and dangers that children face on their trip to school each day and the health and environmental risks related to physical inactivity and air pollution.

Whereas, community members and leaders should make a plan to make immediate changes to enable Illinois' children to safely walk and bicycle in our communities and develop a list of suggestions for improvements that can be done over time.

Whereas, children, parents and community leaders around the world are joining together to walk to school and evaluate walking and bicycling conditions in their communities.

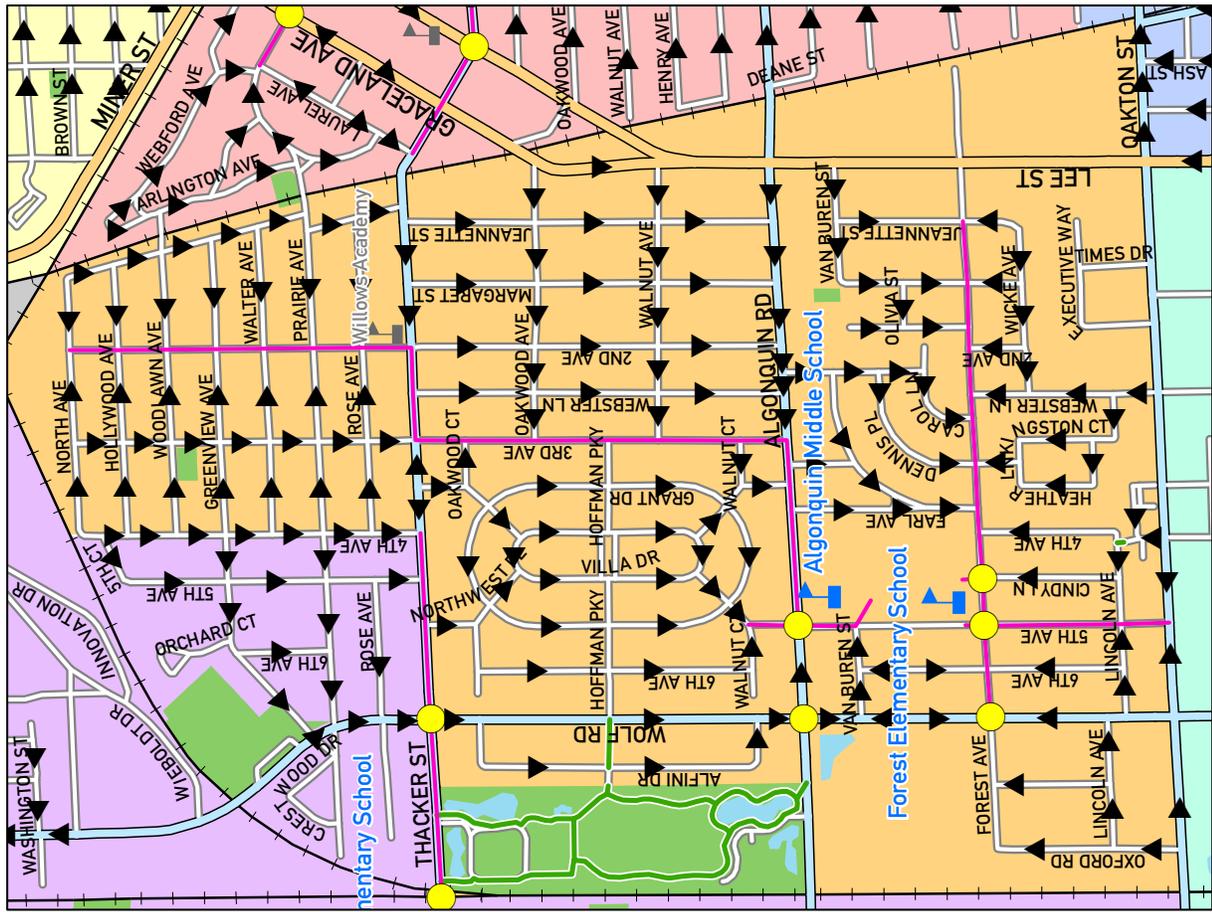
Whereas, Walk and Bicycle to School Month in October and Walk and Bicycle to School Week the first week in October have proven to be helpful in encouraging children to safely walk and bicycle to school and in creating and promoting local Safe Route to Schools programs across the United States and throughout the world:

Therefore, Be It Resolved that, [MUNICIPALITY NAME], proclaim the [MONTH] of October [YEAR] as Walk and Bicycle to School Month [AND/OR] proclaim October [DATE, YEAR], "International Walk to School Day" in [MUNICIPALITY NAME]. [MUNICIPALITY Name] urges all students, parents, teachers, administrators, schools, and school districts to participate in these events, and encourages everyone to consider the safety and health of children this month and every month

5.8 Appendix H: Preferred Walking Route Maps

- Algonquin Middle School
- Central Elementary School
- Chippewa Middle School
- Cumberland Elementary School
- Forest Elementary School
- Iroquois Community School
- North Elementary School
- Orchard Place Elementary School
- Plainfield Elementary School
- South Elementary School
- Terrace Elementary School

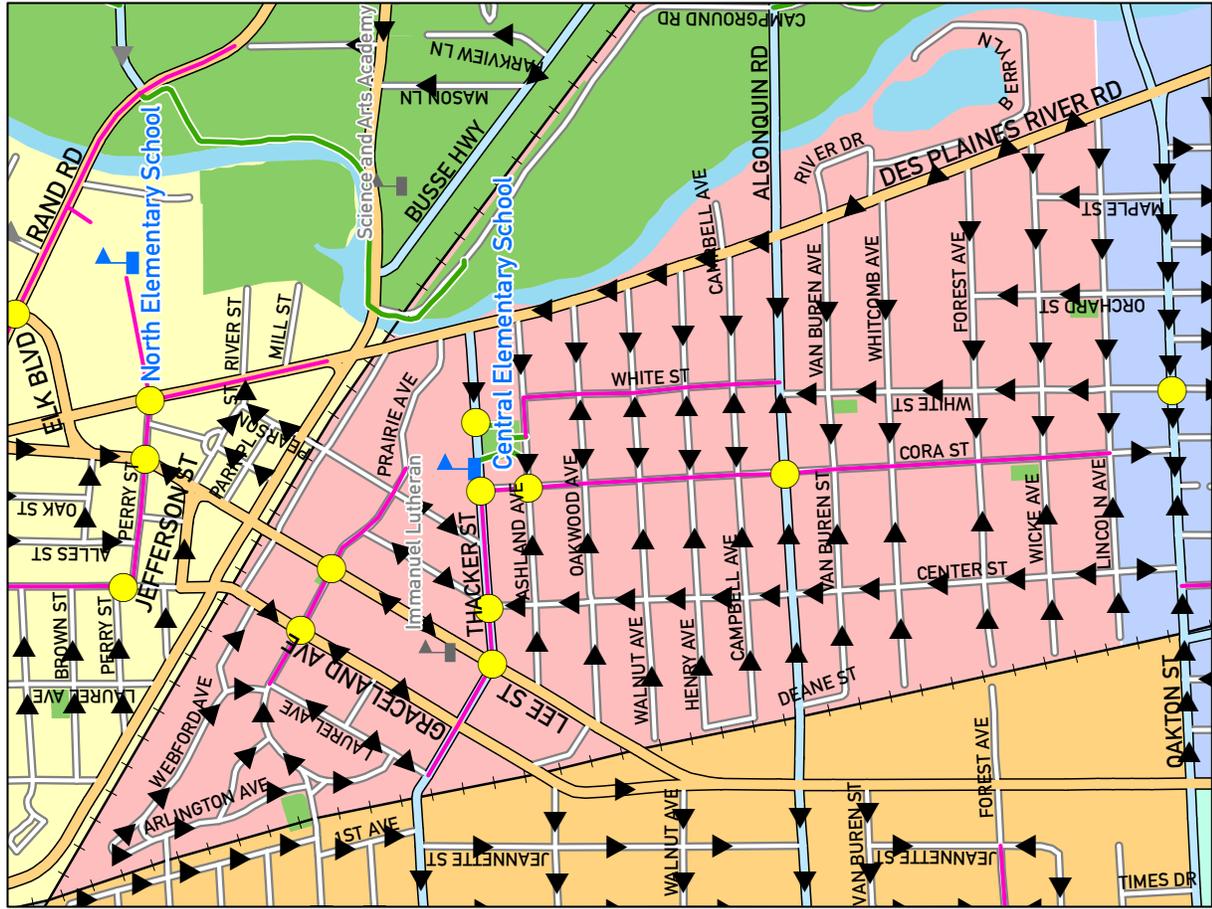
Des Plaines Algonquin Middle School School Travel Plan



Presented By: Active Transportation Alliance
Data Source: Active Transportation Alliance, Village of Des Plaines & Navteq

Disclaimer: These walking routes are recommendations, and may or may not reflect a resident's preferred way to get to school. These routes were developed to use crossing guards, traffic signals, stop signs, and off-street pathways to the fullest extent. These maps can be a good tool for parents to use to identify, and avoid, potential hazards along the route. Please note that these route maps are subject to change. Also, note that school boundaries change from time to time, and changes may not be immediately reflected on some of these maps. The routes will have no impact on eligibility for free busing under the State of Illinois.

Des Plaines Central Elementary School Travel Plan



- Secondary Route**
- ▲ East
 - ▲ North
 - ▲ Northeast
 - ▲ Northwest
 - ▲ South
 - ▲ Southeast
 - ▲ Southwest
 - ▲ West
- Secondary Route (no sidewalk)**
- ▲ East
 - ▲ North
 - ▲ Northeast
 - ▲ Northwest
 - ▲ South
 - ▲ Southeast
 - ▲ Southwest
 - ▲ West

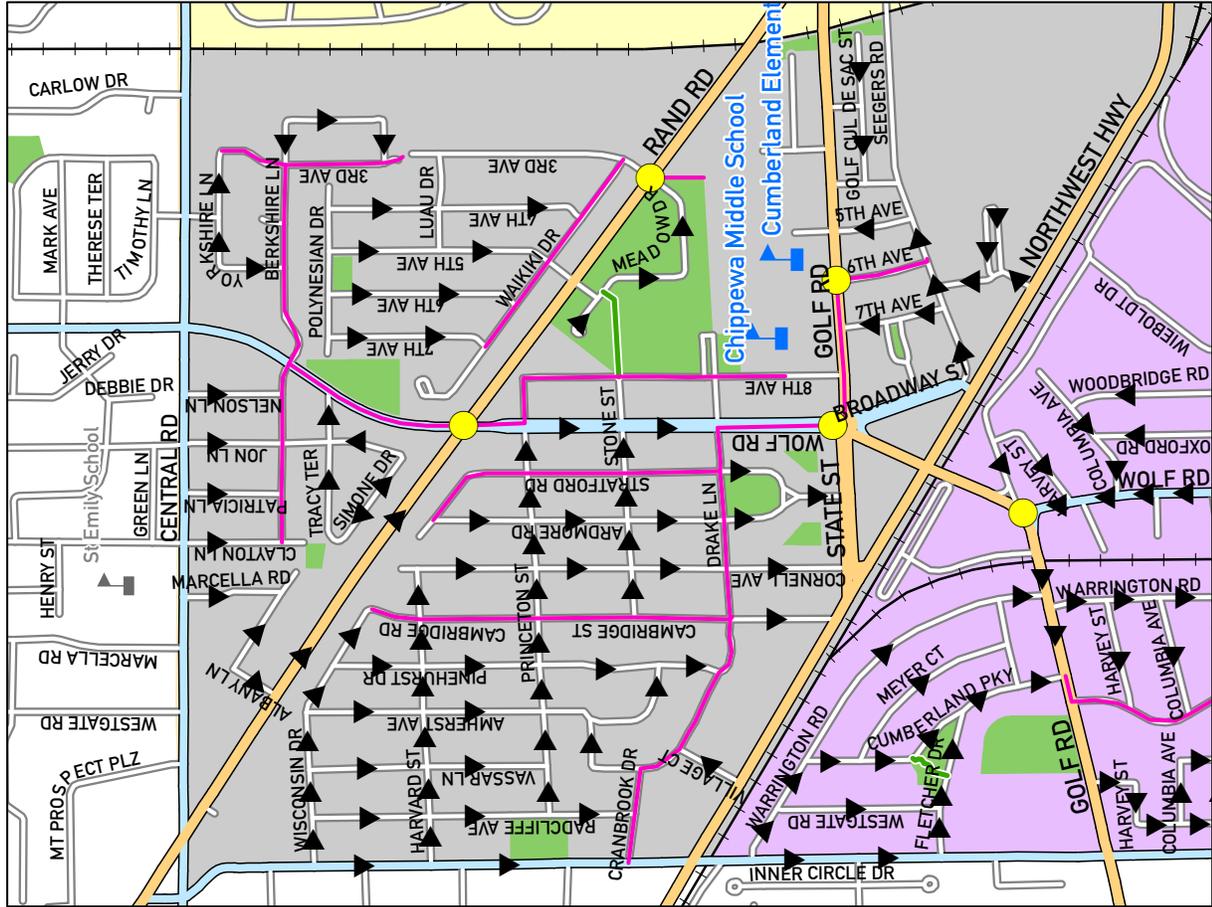
- Elementary School Boundaries**
- Central
 - Cumberland
 - Forest
 - North
 - Ochard Place
 - Plainfield
 - South
 - Terrace

0 485 970 1,940 2,910 3,880 Feet

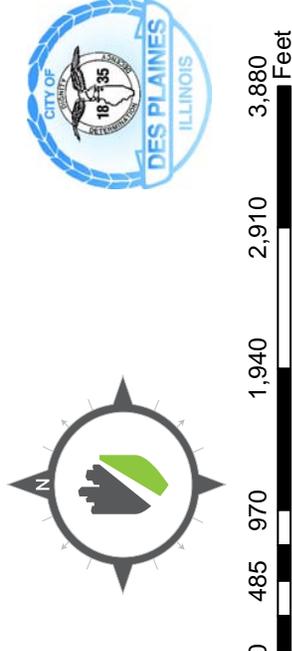
Presented By: Active Transportation Alliance
Data Source: Active Transportation Alliance, Village of Des Plaines & Navteq

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Des Plaines Chippewa Middle School School Travel Plan



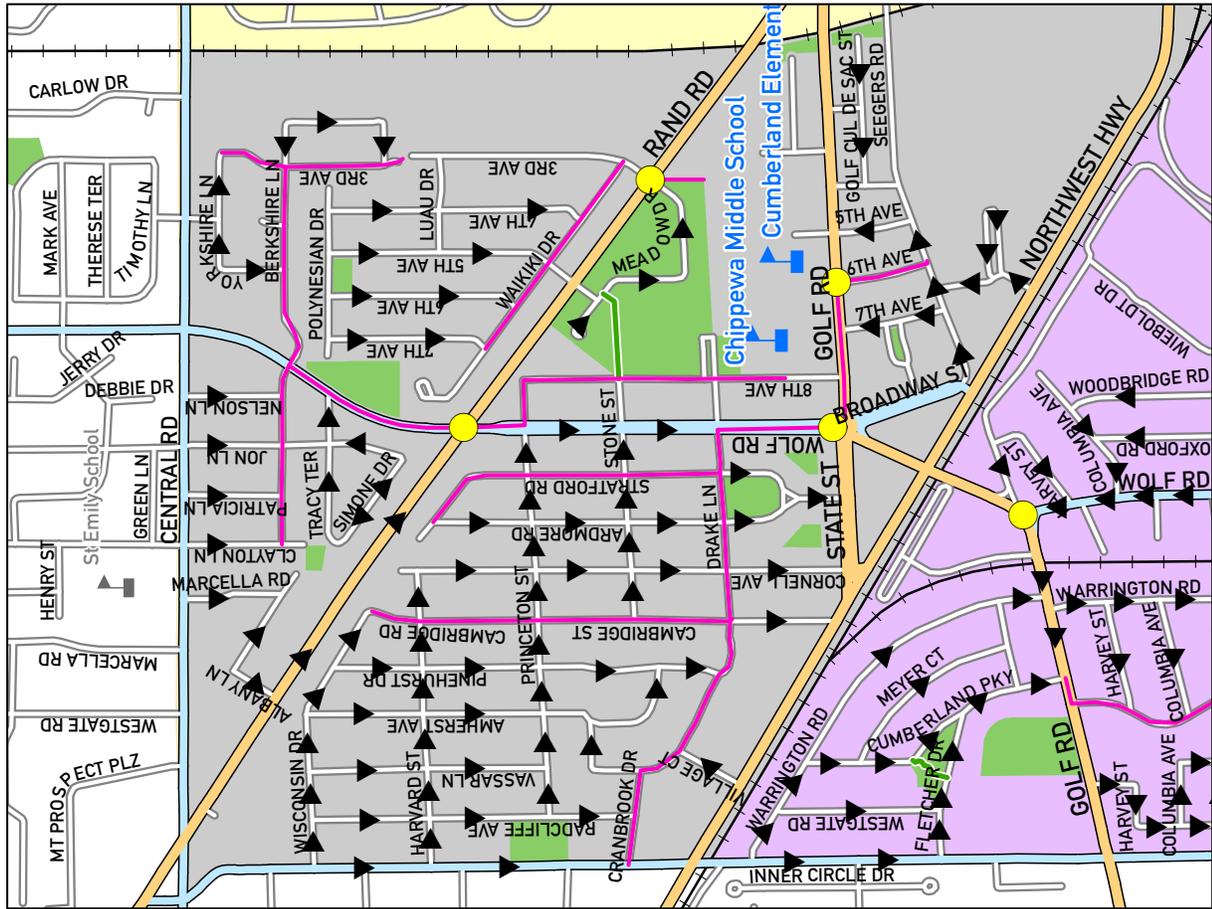
- Crossing Guard
 - ▲ District 62
 - ▲ Other
 - Main Route
- ### Elementary School Boundaries
- Central
 - Cumberland
 - Forest
 - North
 - Orchard Place
 - Plainfield
 - South
 - Terrace
- ### Secondary Route
- ▲ East
 - ▲ North
 - ▲ Northeast
 - ▲ Northwest
 - ▲ South
 - ▲ Southeast
 - ▲ Southwest
 - ▲ West
- ### Secondary Route (no sidewalk)
- ▲ East
 - ▲ North
 - ▲ Northeast
 - ▲ Northwest
 - ▲ South
 - ▲ Southeast
 - ▲ Southwest
 - ▲ West



Presented By: Active Transportation Alliance
 Data Source: Active Transportation Alliance, Village of Des Plaines & Navteq

Disclaimer: These walking routes are recommendations, and may or may not reflect a resident's preferred way to get to school. These routes were developed to use crossing guards, traffic signals, stop signs, and off-street pathways to the fullest extent. These maps can be a good tool for parents to use to identify, and avoid, potential hazards along the route. Please note that these route maps are subject to change. Also, note that school boundaries change from time to time, and changes may not be immediately reflected on some of these maps. The routes will have no impact on eligibility for free busing under the State of Illinois.

Des Plaines Cumberland Elementary School Travel Plan



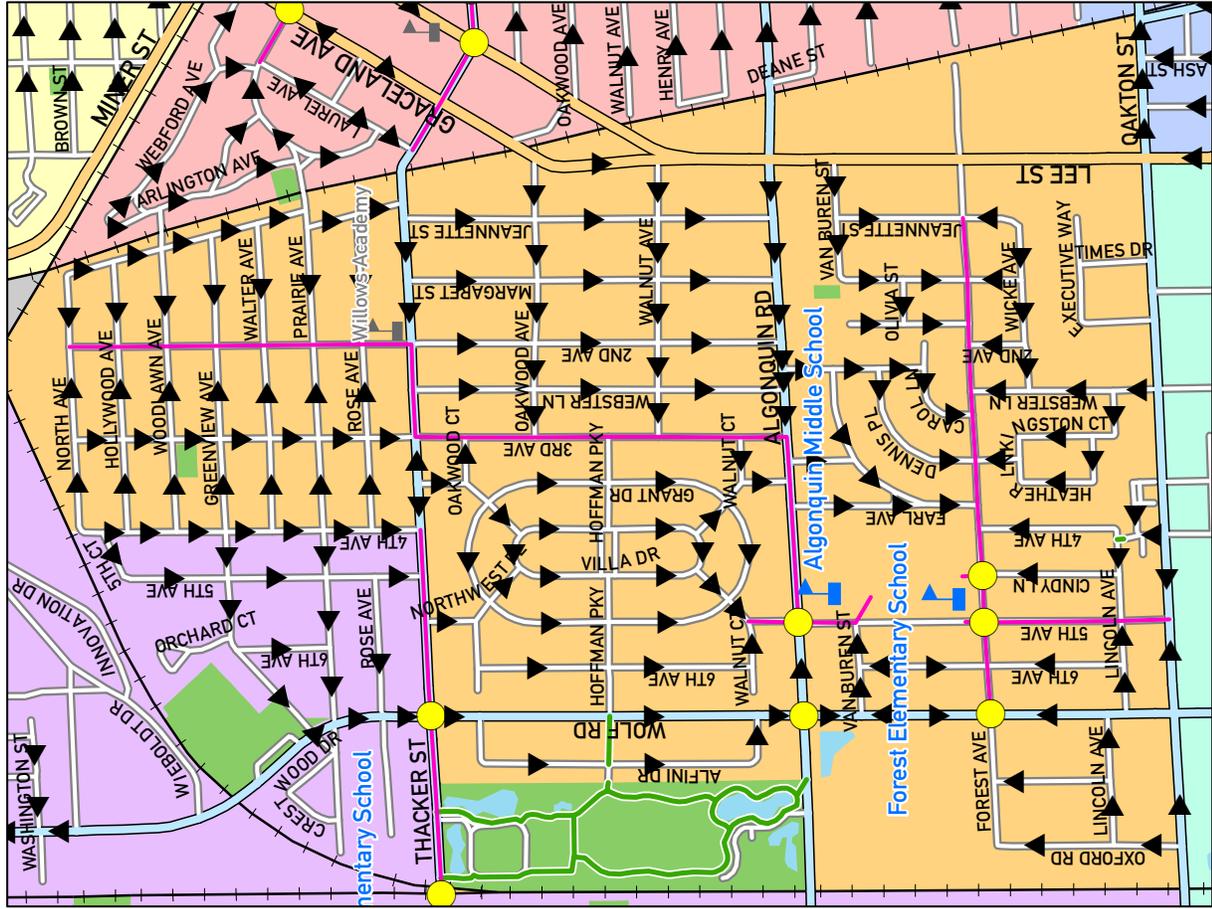
- Crossing Guard
 - ▲ District 62
 - ▲ Other
 - Main Route
- ### Elementary School Boundaries
- Central
 - Cumberland
 - Forest
 - North
 - Orchard Place
 - Plainfield
 - South
 - Terrace
- ### Secondary Route
- ▲ East
 - ▲ North
 - ▲ Northeast
 - ▲ Northwest
 - ▲ South
 - ▲ Southeast
 - ▲ Southwest
 - ▲ West
- ### Secondary Route (no sidewalk)
- ▲ East
 - ▲ North
 - ▲ Northeast
 - ▲ Northwest
 - ▲ South
 - ▲ Southeast
 - ▲ Southwest
 - ▲ West



Presented By: Active Transportation Alliance
 Data Source: Active Transportation Alliance, Village of Des Plaines & Navteq

Disclaimer: These walking routes are recommendations, and may or may not reflect a resident's preferred way to get to school. These routes were developed to use crossing guards, traffic signals, stop signs, and off-street pathways to the fullest extent. These maps can be a good tool for parents to use to identify, and avoid, potential hazards along the route. Please note that these route maps are subject to change. Also, note that school boundaries change from time to time, and changes may not be immediately reflected on some of these maps. The routes will have no impact on eligibility for free busing under the State of Illinois.

Des Plaines Forest Elementary School Travel Plan



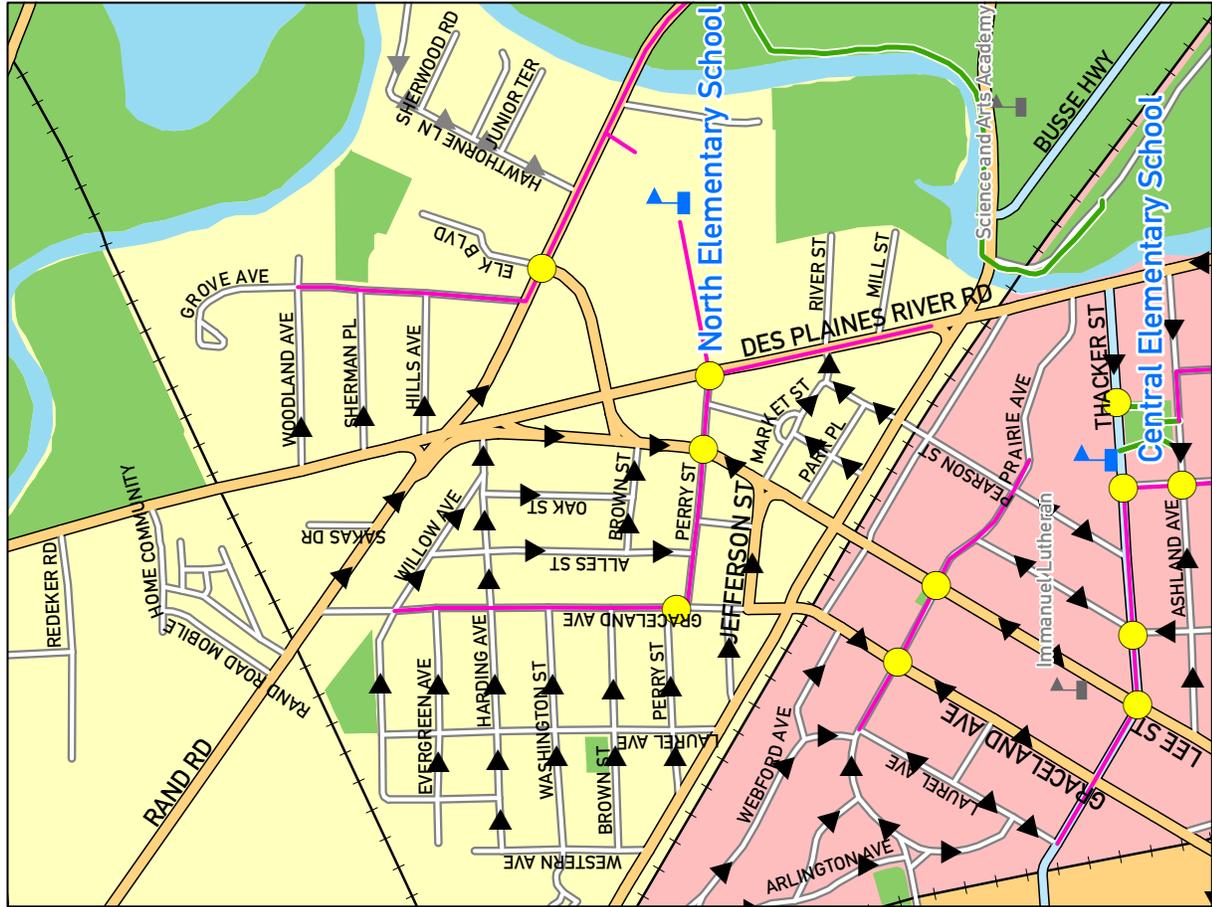
- Crossing Guard
 - ▲ District 62
 - ▲ Other
 - Main Route
- ### Elementary School Boundaries
- Central
 - Cumberland
 - Forest
 - North
 - Orchard Place
 - Plainfield
 - South
 - Terrace
- ### Secondary Route
- ▲ East
 - ▲ North
 - ▲ Northeast
 - ▲ Northwest
 - ▲ South
 - ▲ Southeast
 - ▲ Southwest
 - ▲ West
- ### Secondary Route (no sidewalk)
- ▲ East
 - ▲ North
 - ▲ Northeast
 - ▲ Northwest
 - ▲ South
 - ▲ Southeast
 - ▲ Southwest
 - ▲ West



Presented By: Active Transportation Alliance
 Data Source: Active Transportation Alliance, Village of Des Plaines & Navteq

Disclaimer: These walking routes are recommendations, and may or may not reflect a resident's preferred way to get to school. These routes were developed to use crossing guards, traffic signals, stop signs, and off-street pathways to the fullest extent. These maps can be a good tool for parents to use to identify, and avoid, potential hazards along the route. Please note that these route maps are subject to change. Also, note that school boundaries change from time to time, and changes may not be immediately reflected on some of these maps. The routes will have no impact on eligibility for free busing under the State of Illinois.

Des Plaines North Elementary School Travel Plan



- Secondary Route**
- ▲ East
- ▲ North
- ▲ Northeast
- ▲ Northwest
- ▲ South
- ▲ Southeast
- ▲ Southwest
- ▲ West
- Secondary Route (no sidewalk)**
- ▲ East
- ▲ North
- ▲ Northeast
- ▲ Northwest
- ▲ South
- ▲ Southwest
- ▲ West

- Crossing Guard
- ▲ District 62
- ▲ Other
- Main Route

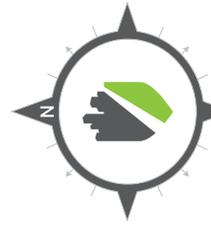
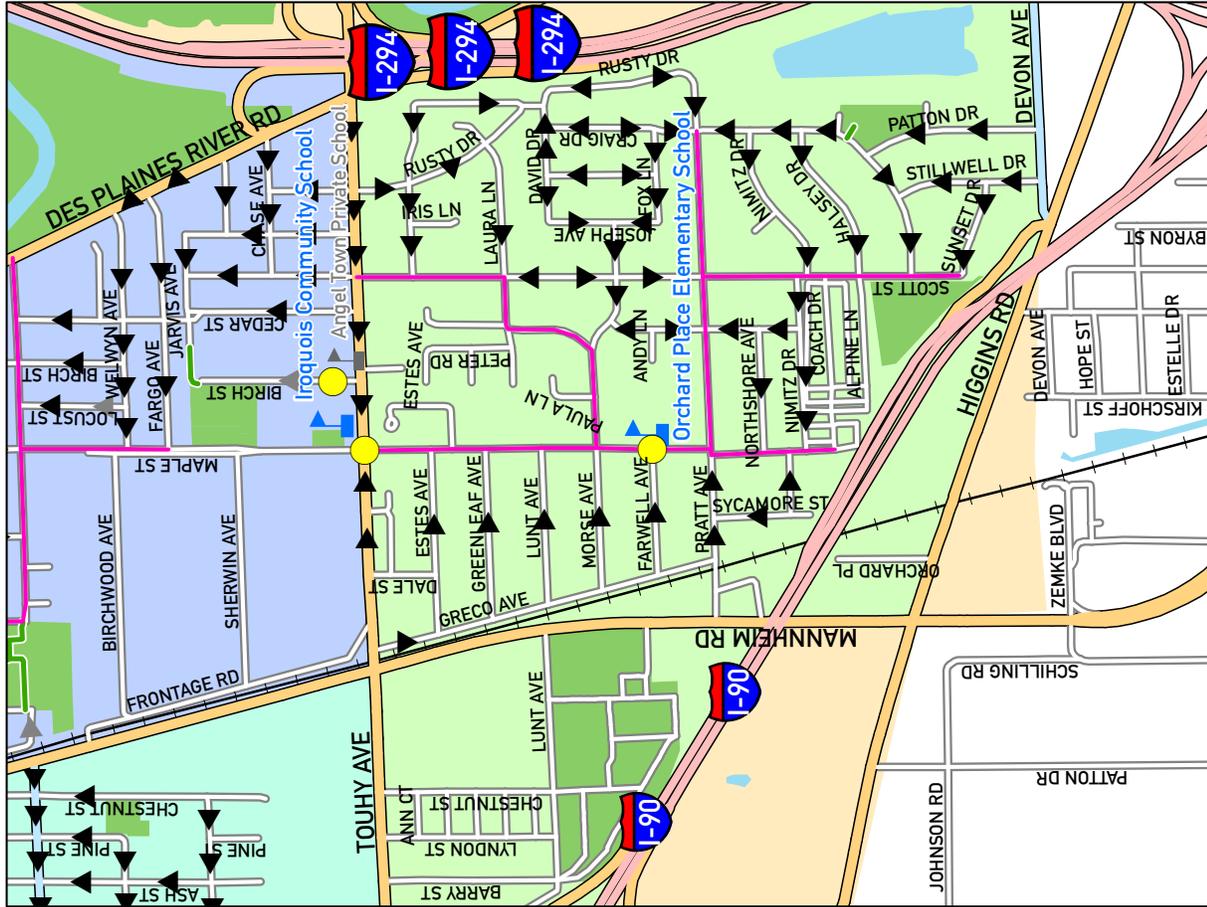
- Elementary School Boundaries**
- Central
- Cumberland
- Forest
- North
- Ochard Place
- Plainfield
- South
- Terrace



Presented By: Active Transportation Alliance
 Data Source: Active Transportation Alliance, Village of Des Plaines & Navteq

Disclaimer: These walking routes are recommendations, and may or may not reflect a resident's preferred way to get to school. These routes were developed to use crossing guards, traffic signals, stop signs, and off-street pathways to the fullest extent. These maps can be a good tool for parents to use to identify, and avoid, potential hazards along the route. Please note that these route maps are subject to change. Also, note that school boundaries change from time to time, and changes may not be immediately reflected on some of these maps. The routes will have no impact on eligibility for free busing under the State of Illinois.

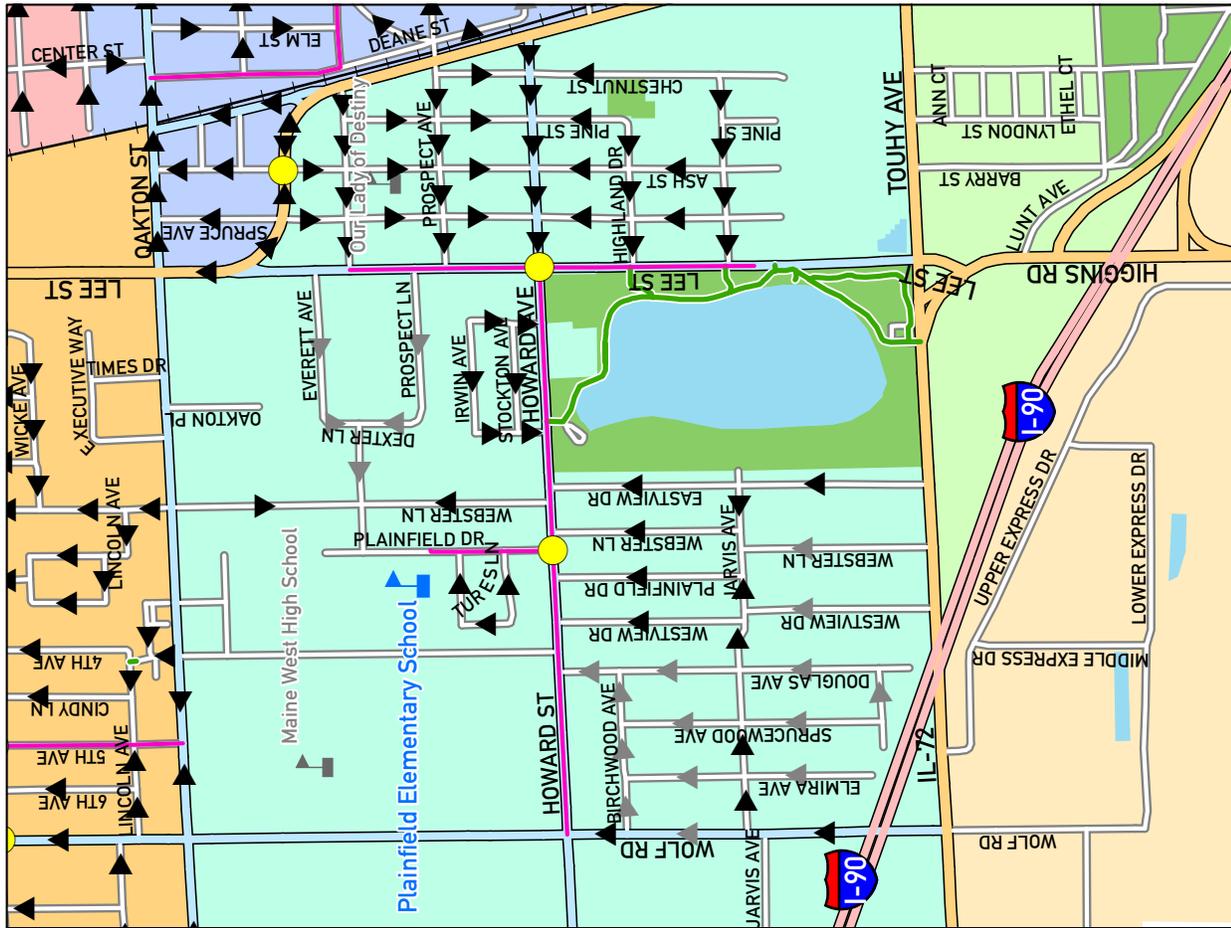
Des Plaines Orchard Place Elementary School Travel Plan



Presented By: Active Transportation Alliance
 Data Source: Active Transportation Alliance, Village of Des Plaines & Navteq

Disclaimer: These walking routes are recommendations, and may or may not reflect a resident's preferred way to get to school. These routes were developed to use crossing guards, traffic signals, stop signs, and off-street pathways to the fullest extent. These maps can be a good tool for parents to use to identify, and avoid, potential hazards along the route. Please note that these route maps are subject to change. Also, note that school boundaries change from time to time, and changes may not be immediately reflected on some of these maps. The routes will have no impact on eligibility for free busing under the State of Illinois.

Des Plaines Plainfield Elementary School Travel Plan



- Secondary Route**
 - East
 - North
 - Northeast
 - Northwest
 - South
 - Southeast
 - Southwest
 - West
- Secondary Route (no sidewalk)**
 - East
 - North
 - Northeast
 - Northwest
 - South
 - Southeast
 - Southwest
 - West

- Crossing Guard
- District 62
- Other
- Main Route

Elementary School Boundaries

- Central
- Cumberland
- Forest
- North
- Ochard Place
- Plainfield
- South
- Terrace

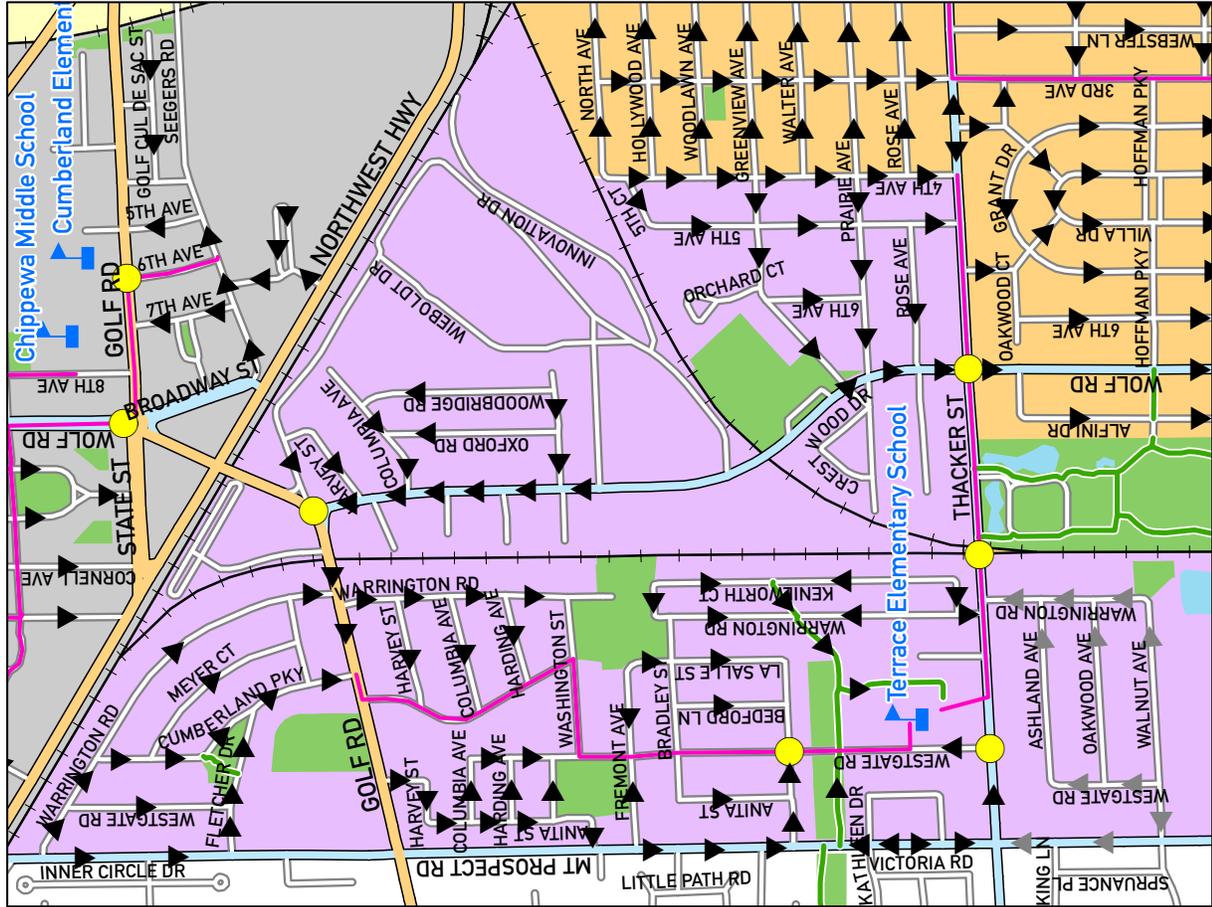


Presented By: Active Transportation Alliance

Data Source: Active Transportation Alliance, Village of Des Plaines & Navteq

Disclaimer: These walking routes are recommendations, and may or may not reflect a resident's preferred way to get to school. These routes were developed to use crossing guards, traffic signals, stop signs, and off-street pathways to the fullest extent. These maps can be a good tool for parents to use to identify, and avoid, potential hazards along the route. Please note that these route maps are subject to change. Also, note that school boundaries change from time to time, and changes may not be immediately reflected on some of these maps. The routes will have no impact on eligibility for free busing under the State of Illinois.

Des Plaines Terrace Elementary School Travel Plan

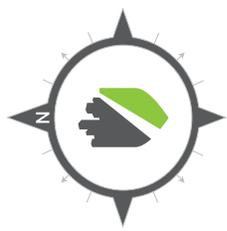


- Secondary Route**
- ▲ East
 - ▲ North
 - ▲ Northeast
 - ▲ Northwest
 - ▲ South
 - ▲ Southeast
 - ▲ Southwest
 - ▲ West
- Secondary Route (no sidewalk)**
- ▲ East
 - ▲ North
 - ▲ Northeast
 - ▲ Northwest
 - ▲ South
 - ▲ Southeast
 - ▲ Southwest
 - ▲ West

- Crossing Guard
- ▲ District 62
- ▲ Other
- Main Route

Elementary School Boundaries

- Central
- Cumberland
- Forest
- North
- Orchard Place
- Plainfield
- South
- Terrace



Presented By: Active Transportation Alliance
 Data Source: Active Transportation Alliance, Village of Des Plaines & Navteq

Disclaimer: These walking routes are recommendations, and may or may not reflect a resident's preferred way to get to school. These routes were developed to use crossing guards, traffic signals, stop signs, and off-street pathways to the fullest extent. These maps can be a good tool for parents to use to identify, and avoid, potential hazards along the route. Please note that these route maps are subject to change. Also, note that school boundaries change from time to time, and changes may not be immediately reflected on some of these maps. The routes will have no impact on eligibility for free busing under the State of Illinois.

Sample Crossing Guard Appreciation Day Resolution

Whereas approximately 20,000 children under the age of fourteen suffer from motor vehicle-related pedestrian injuries every year, and more than half of those injuries require hospitalization; and

Whereas many of these injuries could be avoided if children had proper road-safety education and did not choose to cross streets or use intersections unsupervised; and

Whereas crossing guards are a dependable means of helping children to avoid unnecessary accidents and injuries; and

Whereas motorists should be aware of children walking to and from school and be especially cautious in and around school zones. They also should follow the directions of all crossing guards and recognize that by doing so, road safety can be improved; and

Whereas crossing guards play an integral role in our communities, working hard to ensure the security of children as they walk to and from school and cross streets. In addition, they teach children to look both ways before crossing streets, as well as other essential safety rules; and

Whereas crossing guards are an important component of the Illinois Safe Routes to School program, which makes communities safer for kids to walk and bicycle to school, promotes physical activity and reduces harmful impacts to the environmental and community health;

Therefore, Be it Resolved That [INSERT MUNICIPALITY NAME] hereby proclaims [INSERT DATE] as CROSSING GUARD APPRECIATION DAY in recognition of the services that these dedicated professionals provide to keep our citizens and their children safe.

5.10 Appendix J: Evaluation Tools

The Safe Routes to School National Center provides free analysis of Parent Surveys and Student Travel Tallies to school districts participating in Safe Routes to School Programs.

Data collection forms are available by using the following url:
<http://www.saferoutesinfo.org/data-central/data-collection-forms>

Data is submitted and stored using this link:
<http://www.saferoutesdata.org/>



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