

Illinois School Travel Plan

Champaign Urbana Schools

4/26/2007



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

We want to increase the number of students who walk/bike to school through the 5-E's and address parent's safety concerns.

2. The Safe Routes To School Team

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

The members of our team include:

- Susan Chavarria, Traffic planner/engineer
- Cynthia Hoyle, Traffic planner/engineer
- Jennifer Selby, Traffic planner/engineer

The primary contact person for our School Travel Plan is:

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Organization: Champaign County Regional Planning Commission

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](#)

Urbana schools distributed surveys to one classroom in each grade in each K-8 school.

- Hosted public meetings

Urbana Schools offered an opportunity to comment on the ideas detailed in the School Travel Plan.

- [Interviewed](#) key stakeholders

Local traffic engineers, planners, school district representatives, and other interested parties were interviewed.

- Solicited student opinions

As part of the 2006 Walk to School Day, students completed a Walkability Checklist

- Publicized a public comment period

Urbana School Board agenda

- Conducted [engineering studies](#)

- Conducted a community 'Walkabout' or 'Bikeabout'

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

Greenways and Trails Plan goals

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

Urbana Schools Wellness Policy was considered

- We have no public input process at this time

- Other

Created Safe Walking Route Maps for CU schools in 2005 that included parents and RPC staff doing a road inventory of all walking areas in CU for sidewalk gaps, traffic speeds, lane configurations, etc.

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:

The school(s) are located in:

5. School Demographics

Summary of all Schools

Our student demographic information includes:

50.6% white 35.9% black 5.1% Hispanic 8.0% Asian 0.4% Native American
45.8% low income students 4.2% limited English proficient students
10.0% special education students

6. Travel Environment

Summary of all Schools

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

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

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

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

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

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

Our school arrival and dismissal procedures include:

FOR PEDESTRIANS AND BICYCLISTS: Use sidewalks, use safe walking route, cross with crossing guards where available

FOR SCHOOL BUSES: Use bus drop off zone

FOR CARPOOLS: Same as private vehicle drop off/pick up

FOR PRIVATE VEHICLE DROP-OFF/PICK-UP: Goal is to have parents pick up/drop off in separate location where available

FOR TEACHERS AND STAFF: Park in separate parking lot where available

Other school travel policies include:

Our school does does not provide School Safety Busing to students.
The number of students provided this service is: 67

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
Ask school resource officers, crossing guards, municipal police, principals, etc.
- Missing or insufficient walkways (sidewalks and paths)
There are missing sidewalks within 1 mile of several schools
- No safe place to ride a bike to school
Many streets have high traffic volumes and no safe place for bicyclists to interact with that traffic
- Crossing streets and intersections is difficult or dangerous
Some large intersections are difficult to cross and provide few safe gaps or traffic controls to facilitate crossing
- A major roadway or expressway divides the school from residential areas
I-57 and I-74 divide many residential neighborhoods from schools
- Walkways are not accessible to students with disabilities
- Distance to school is too far
- Bike parking at school is missing, insufficient or not secure
All Urbana schools have outdated and/or insecure bicycle racks
- Dangerous driving and speeding on streets
Many corridors have speeding concerns near numerous schools.
- Drop-off and pick-up process creates congestion and unsafe behaviors
Parents drop kids off/pick them up across the street from school, promoting jaywalking students. Students cross in between buses and parked cars.
- Public safety concerns (crime, violence)
- School policies ban or prohibit bicycling
- Local ordinances negatively impact pedestrians and bicyclists
Lack snow removal requirements, street connectivity, allow waivers for sidewalks.
- 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

Reduce transportation costs for schools. Decrease students being driven and picked up from schools. Improve environment by reducing driving and increasing student activity.

8a. Education Strategies

- Teach pedestrian and bicycle safety skills to students and parents
Walk to School Day
- Organize a Bicycle Rodeo or training course to teach on-bike skills
ChampaignCountyBikes.org will work with schools to develop and conduct materials and events, including Bike to School Day or similar event.
- Teach personal safety skills to students and parents
Risk Watch and similar programs, and Walk to School
- Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents
Walk to School Day
- Educate parents and caregivers about safe driving procedures at the school
Walk to School Day
- Create educational materials
Safe Walking Route Maps and Walk to School Day materials
- Train school and community audiences about Safe Routes to School
Walk to School Day
- Other

8b. Encouragement Strategies

- Start a [Walking School Bus](#) program
- Start a [Bike Train](#) program
- Host [International Walk to School Day](#) or other special event
Expand upon existing walk to school day program
- Initiate a [walking/biking mileage club](#) or other contest
- Create a park-and-walk program
- Promote Safe Routes to School in the community
- Initiate a reward program for safe travel behaviors among students
- Start a [Safe Passage or Neighborhood Watch](#) program
- 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)
In conjunction with existing enforcement strategies
- Other

8d. Evaluation Strategies

- Count the number of students who walk and bicycle to and from school

Acquire data by field study or from schools

- Track the number of crashes within 2 miles of school

- Measure parent/guardian perceptions of safety

- We have developed additional safety measures that include:

- Obtain planning services for expanding or improving an existing Safe Routes to School plan

We have Safe Routes to Schools maps for all K-8 public schools, but would like to look into more detail with the help of a transportation planning/engineering consultant

We will record our measurements in the following table:

EVALUATION METHOD	"BEFORE" MEASURE AND DATE COLLECTED
Count number of walking/bicycling students	DATE: 4/1/2007 % WALKING:15 % BIKING: 15
Track number of crashes	TIME PERIOD: to # OF CRASHES:0
Measure parent perceptions of safety	DATE: % WHO BELIEVE WALK/BIKE ENVIRONMENT IS SAFE: 0
Your own method:	DATE:

8e. Engineering Strategies

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

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

The strategies we will use include:

Engineering Strategies within 2 miles of schools.

- Construct, replace or repair sidewalks

fill in gaps, repair sidewalks, off-street pedestrian and/or bike trails where indicated

- Create on-road bicycle lanes

Champaign and Urbana are both undertaking Bicycle Master Plans that will give recommendations for where to install bicycle lanes. Urbana is beginning to install bicycle lanes this year.

- Build off-road walking/bicycling paths

This is a constant endeavor of the municipalities, park districts and other agencies such as schools.

- Install, enhance or repair crosswalks

Both cities are working on this and the park districts where park land adjoins school property.

- Install curb extensions to reduce the crossing distance on streets

Champaign and Urbana are both considering this design change.

- Install new or improved street lighting

LED pedestrian signals in front of or near some schools, safety lighting for bicycle facilities/parking areas

- Install new or improved signage (school zone, speed limits, crosswalk, speed feedback signs (fixed), etc.) stop signs, "school buses loading" signs, all school related signage, speed feedback signs (fixed)

- Install new or improved pavement markings or legends

bus loading lane adjacent to school

- Make existing walkways accessible to disabled students

Make every ramp ADA compliant at minimum along dedicated safe routes to school

- Install bicycle parking near schools

bicycle shelters, new bicycle racks

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

curb extensions, narrowing lanes, bicycle boulevards are to be considered

- Install raised pedestrian islands for street crossings

considering these islands at uncontrolled crossings

- Create traffic controls using traffic lights or signs

crosswalk flashing lights

- Redesign pick-up and drop-off procedures to increase safety and access

separate area for parent drop off (cars) to segregate them from foot and bicycle traffic in main circle drive in front of school

- 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
Create educational materials	Education	Safe Walking Route Maps	6-12 months	CUMTD, SafeKids	not yet begun	IL SRTS Program, current cycle
Host International Walk to School Day or other special event	Encouragement	Expand upon existing walk to school day program	6-12 months	CUMTD, SafeKids	under development	IL SRTS Program, future cycle
Utilize speed feedback trailers or signs (portable)	Enforcement	In conjunction with other enforcement strategies	3-6 months	Cities	being implemented	none needed
Construct, replace or repair sidewalks	Engineering	fill in gaps	12-24 months	Cities	being implemented	IL SRTS Program, current cycle
Teach pedestrian and bicycle safety skills to students and parents	Education	Walk to School Day	12-24 months	WTSD Comm.	under development	
Organize a Bicycle Rodeo or training course to teach on-bike skills	Education	Champaign County Bikes will work with schools to develop and conduct materials and events.	12-24 months	CCB	under development	
Teach personal safety skills to students and parents	Education	Risk Watch and Walk to School	12-24 months	Risk Watch	being implemented	
Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents	Education	WTSD	12-24 months	WTSD	under development	
Educate parents and caregivers about safe driving procedures at the school	Education	WTSD	12-24 months	WTSD Comm.	under development	
Train school and community audiences			12-24	CCRPC and	under	

about Safe Routes to School	Education	WTSD	months	WTSD Comm	development
Create on-road bicycle lanes	Engineering	Bike lanes are being planned in Urbana.	12-24 months	City of Urbana	not yet begun
Build off-road walking/bicycling paths	Engineering	Cities and parks are working on this.	12-24 months	Cities and park districts	not yet begun
Install, enhance or repair crosswalks	Engineering	Both cities are working on this and the park districts where park land adjoins school property.	12-24 months	Cities	under development