



June 11, 2020

Jennifer Hillgoth

[REDACTED]  
[REDACTED]

**VIA EMAIL – jenniferhillgoth@yahoo.com**

Re: FOIA Request Dated May 20, 2020 and received May 20, 2020

Subject: A request for any/all studies and/or surveys performed at the direction of Oswego School Dist. 308, and its transportation division, at the intersection of Morgan Valley Dr. and Grove Rd. beginning 1/1/11 thru 5/20/20, to include the date/time a study was performed. From 1/1/11-5/20/20, any/all written communication, documents, records, correspondence, electronic mail, etc. with Oswego School Dist. 308, and its transportation division and BOE regarding said studies, hazards identified, busing and a pupils ability or inability to safely use this crosswalk.

Dear Ms. Hillgoth:

This letter will serve as Oswego Community Unit School District 308's response to your May 20, 2020 request under the Freedom of Information Act (5 ILCS 140/1 et seq.), in which you asked for the above referenced information. As we previously discussed, the additional information responsive to your request is attached.

To promote district transparency and assist others who may have a similar question, this responsive document will be posted online on the district's website. To access it, go to [www.sd308.org](http://www.sd308.org) and select *Our District > Freedom of Information Act Request > FOIA Request Responses*, then select *FOIA ID #20-20*.

Please be advised that to comply with your FOIA request, the district incurred an expense that comprised of the cost of labor and resources used to search for records responsive to your request

Please let me know if you have additional questions. Thank you.

*Mary Anne Buckley*

Mary Anne Buckley  
Freedom of Information Officer

# **TRANSPORTATION CENTER**

## **Bus**

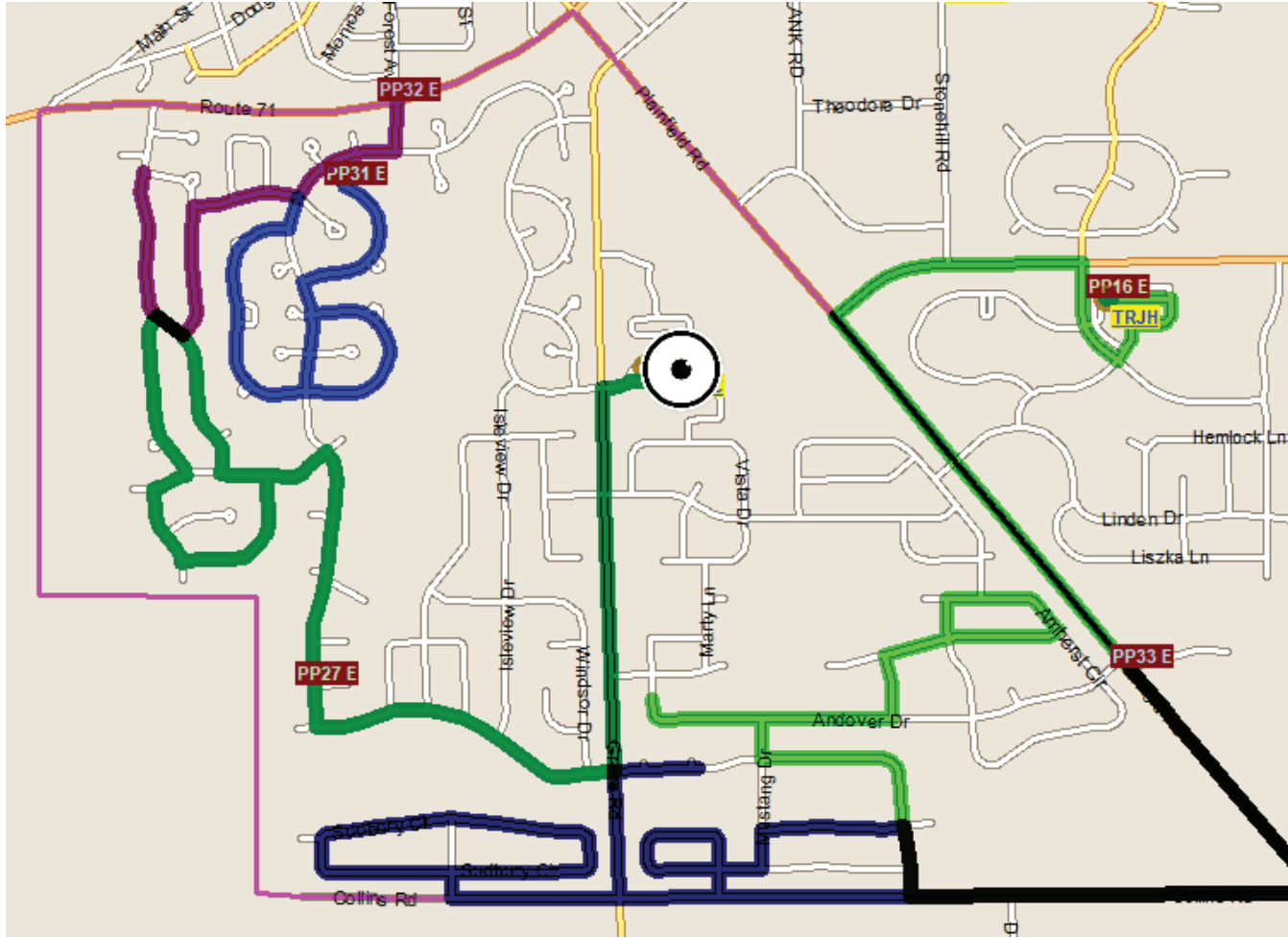
# **Eligibility/Hazard Study**

**April 27, 2020**



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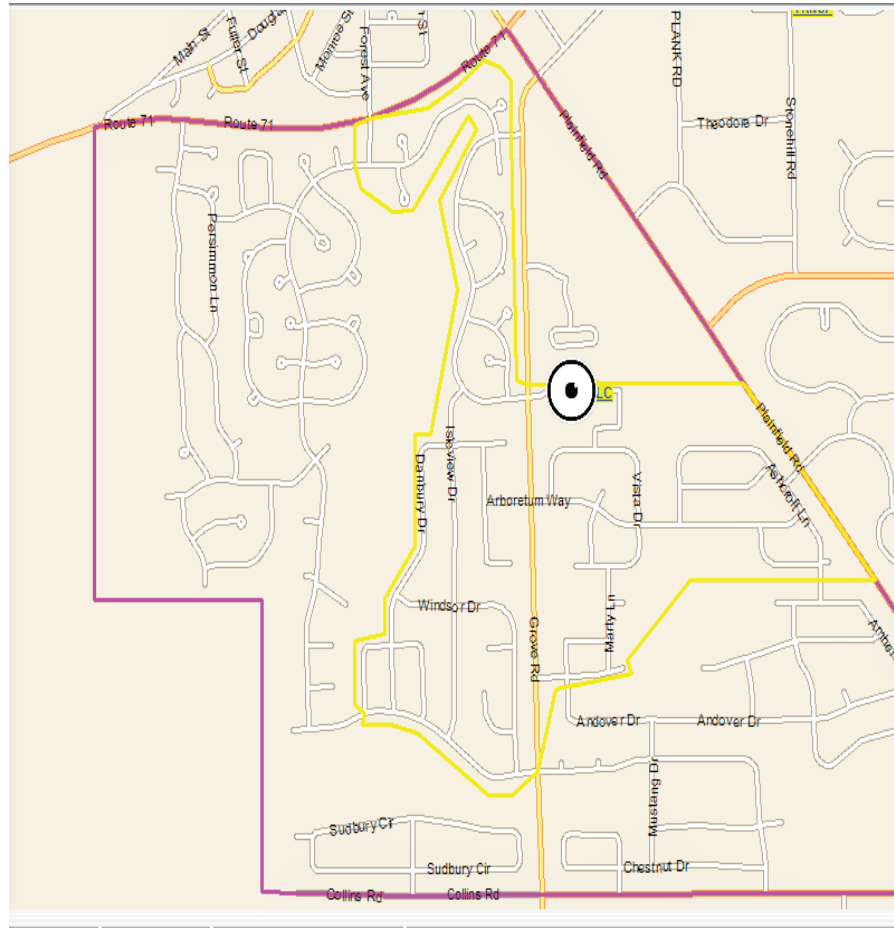
# Prairie Point Current Route Paths



# Historic Walk / Bus Zone Informa

**\*Pink outline  
represents current  
Attendance  
Boundary.**

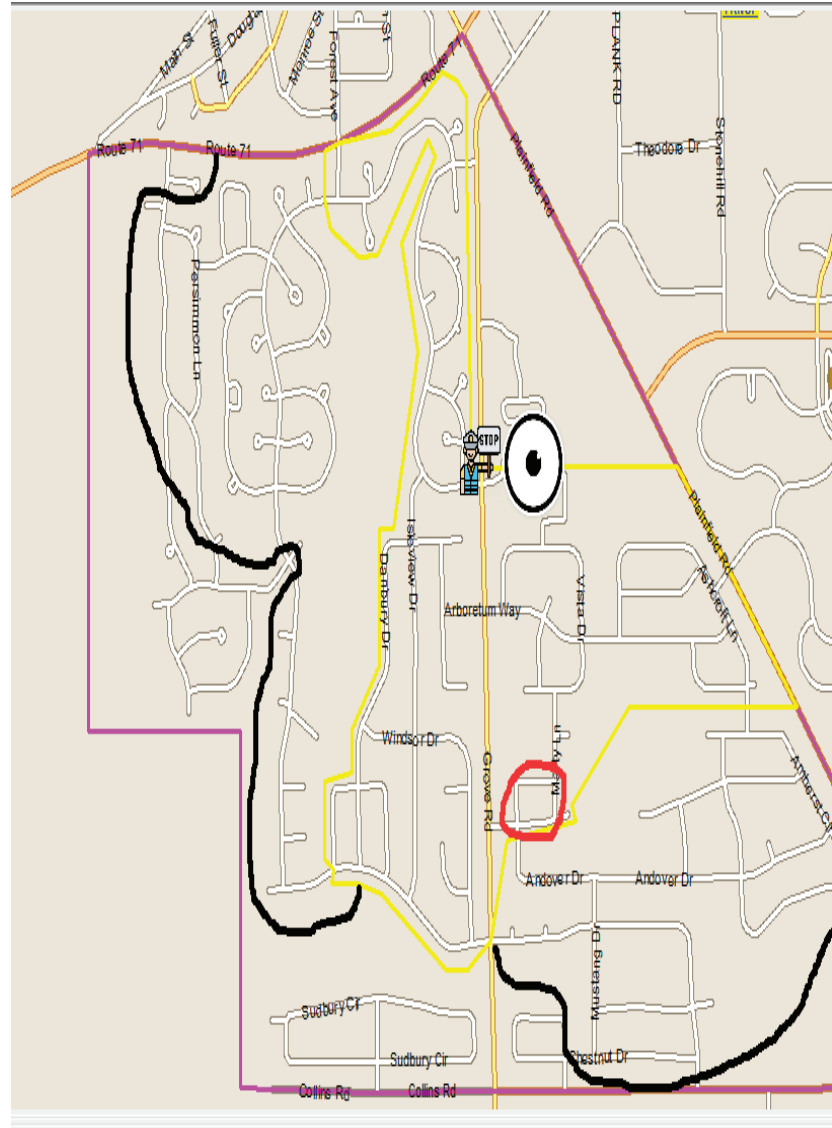
**\*Yellow outline  
represents the  
current walk  
boundary.**



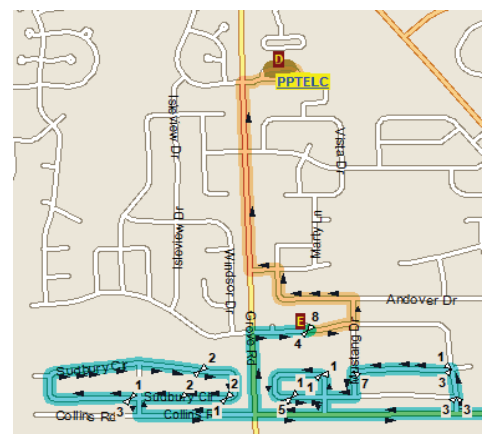
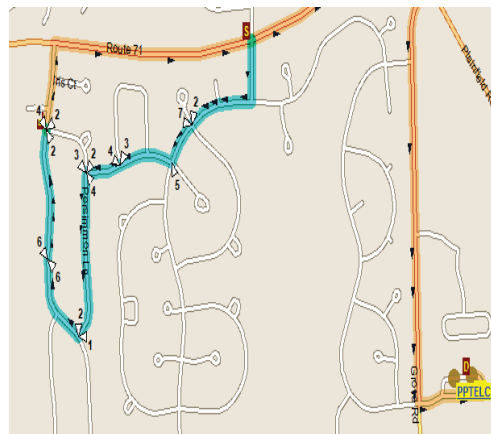
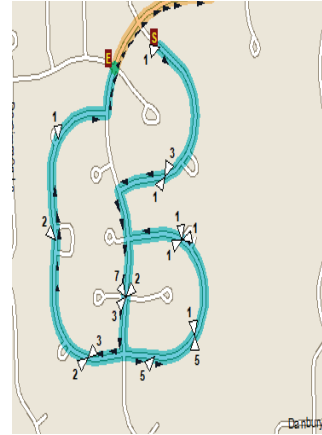
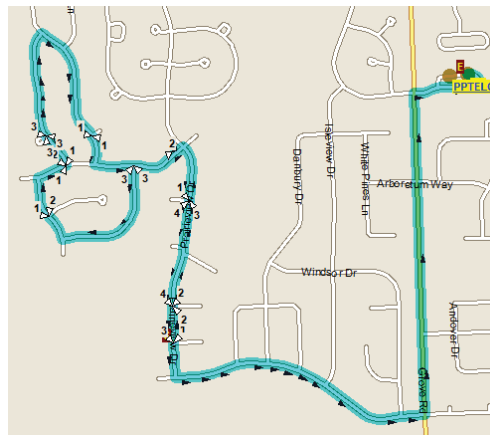
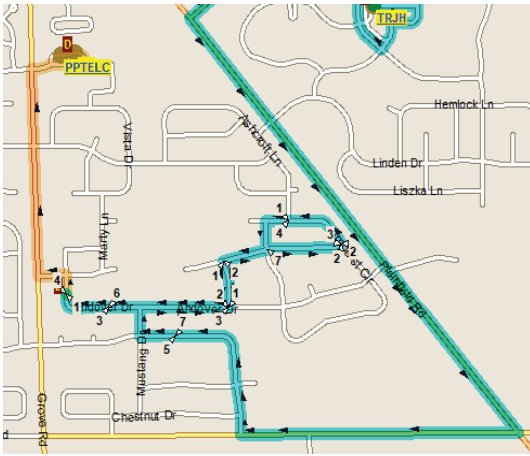
# Proposed Walk / Bus Zone Inform

\*Proposed new walk boundaries added in black.

\*Red circle is area identified in study as new construction (pg. 2, Type II Hazard-Andover Drive). Two judgement points create hazard, until completion of construction and sidewalks. (Possibly over summer or for 21-22 school year.)



# Impacted Routes





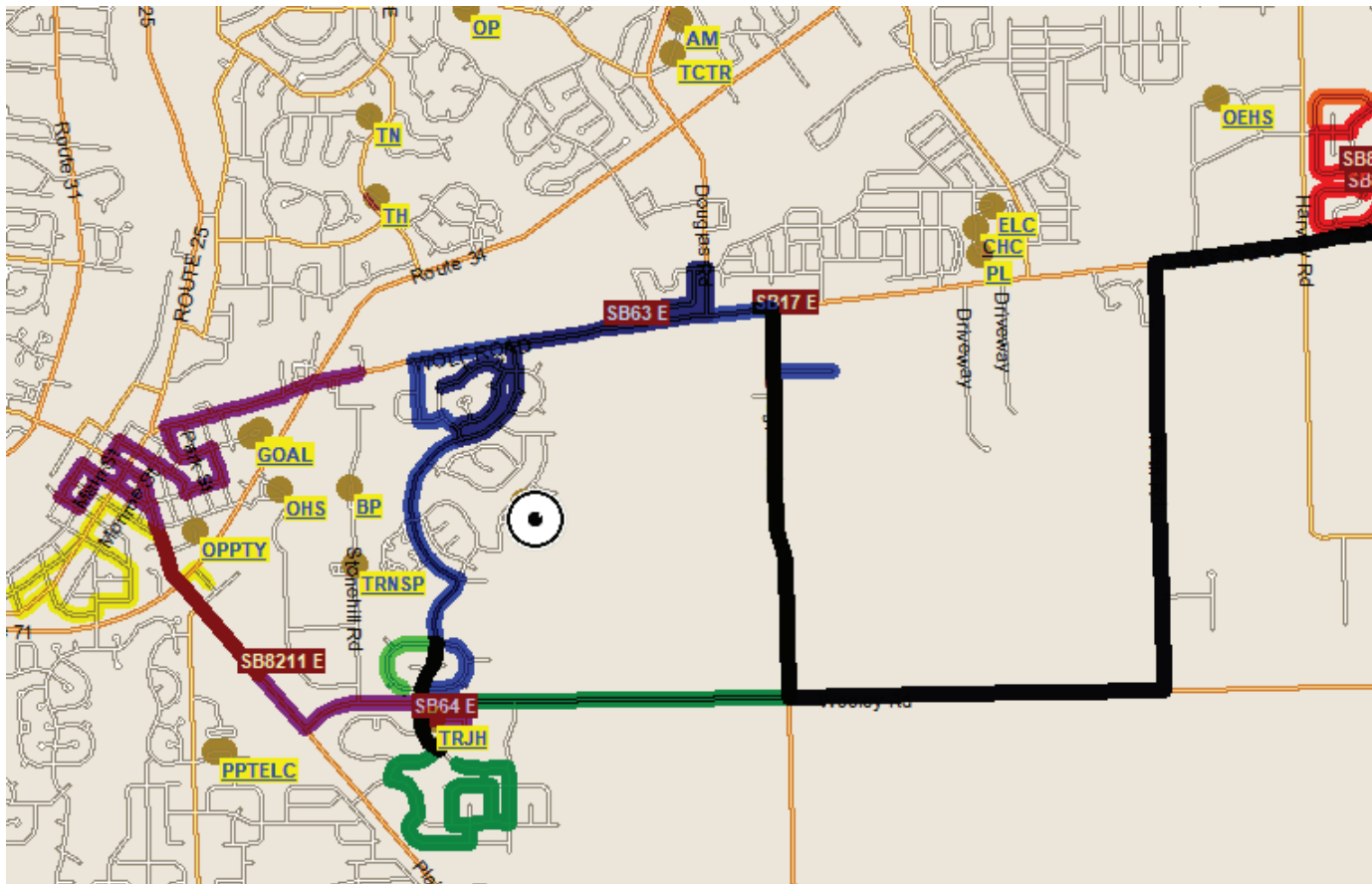
# Estimated Cost Savings 20-21

These changes will eliminate 3 AM/PM buses at Prairie Point. Eligible students will be assigned to remaining 2 buses.

Estimated Yearly Cost per Route **\$9,525**

Estimated Yearly Savings (3 routes) **\$28,575**

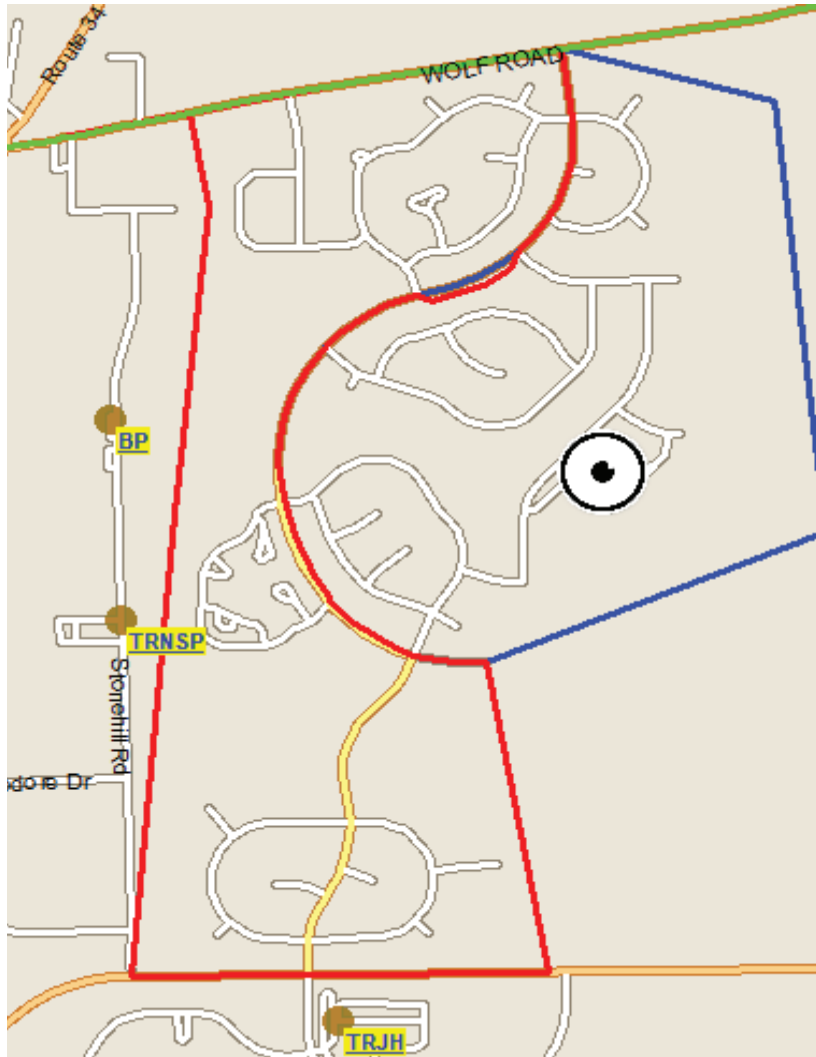
# Southbury Current Route Pat 19-20





# Historic Walk / Bus Zone Information

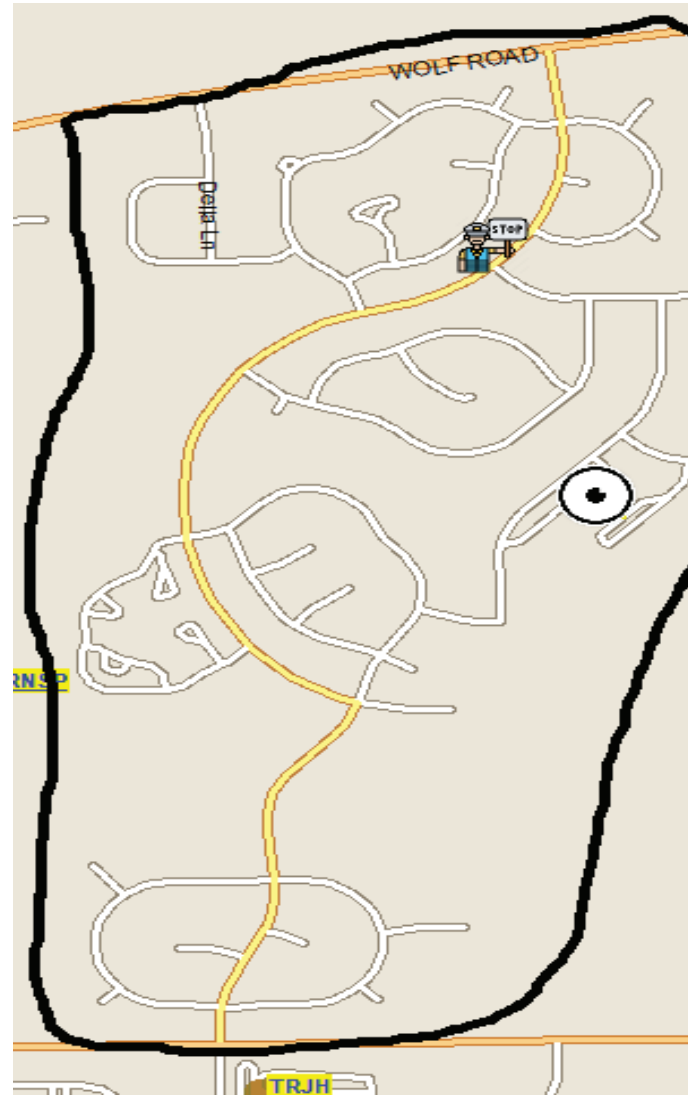
- \*Blue outline represents the current walk boundary.
- \*Red outline represents the current Hazard based area (which is proposed to be removed).



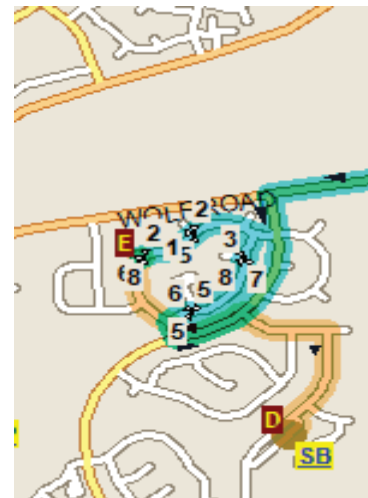
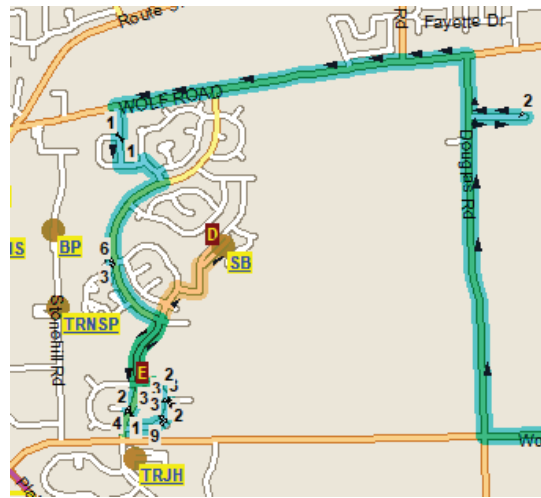
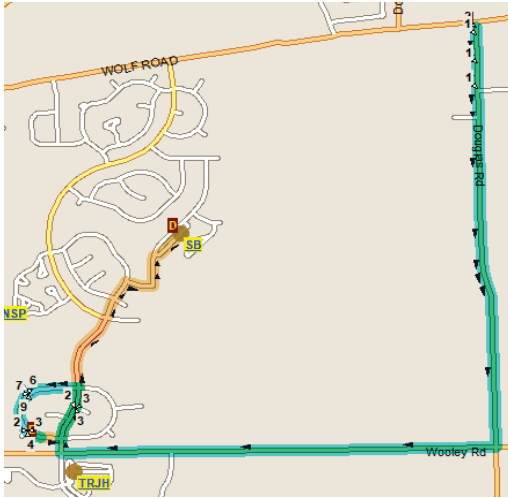
# Proposed Walk / Bus Zone Inform

\*Proposed new walk boundaries added in black.

\*This new boundary eliminates the previous hazard boundary South of the school and West of Southbury Blvd with the addition of a crossing guard at Southbury Blvd at Bower Lane.



# Impacted Routes



# Estimated Cost Savings 20-21

These changes will eliminate 3 AM/PM buses at Southbury. There are 10 eligible students that will be assigned to remaining buses.

Estimated Yearly Cost per Route **\$10,500**

Estimated Yearly Savings (3 routes) **\$31,500**

Estimated Yearly Cost Crossing Guard **\$6,700**

Estimated Total Net Savings **\$24,800**

Dear Board □

□

This information is highlighted in my Weekly Update, but upon reflection, it would be good for the board to have this information. □ As noted, District 308 will be providing bussing for Prairie Point. □ No bussing will be added or changed at Wolf's Crossing/Bednarcik. □ These are two areas of five neighborhoods under review by District 308. □ At the next board meeting, I will ask bussing approval for Prairie Point, but please know we are moving forward with this decision to ensure transportation is provided August 22.

□

Kind regards,

□

□

□

MW

□

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Dr. Wendt,

□

I have attached two memorandum for your review pertaining to Hazardous Walking Conditions for Prairie Point and Wolfs Crossing/Benarcik. Both studies were carried out by Eriksson Engineering Associates Ltd. to ensure consistency of the required factors such as (1) grade level of the □ pupil, (2) walking route to the school, (3) locations, condition, and width of the walkway, (4) speed, control and volume of traffic on the road and (5) length of the walkway section.

□

The Prairie Point Study shows that the district will qualify for reimbursement from the state due to a Type 3 Hazardous Crossing located at Grove Road and Morgan Valley Drive. Furthermore, the district can qualify Andover Drive as a hazard pending two (2) judgment points awarded by the Board of Education. Based on these findings, I would recommend the Board provide busing as outlined in the study for this school year.

□

I would □ also like to note that the district will need to work with the county to □ ensure changes are made to the southern crossing of Grove Road by Morgan Valley Road due to the 45 mph speed zone.

□

The Wolf's Crossing/Benarcik study shows that the district would not qualify for reimbursements because no hazardous conditions exist. Therefore, the administration will not be making a recommendation to provide busing for this school year. However, the district will continue to monitor this area for potential changes and in the event changes occur that warrant a follow up study, the district will reevaluate.

□

After you have reviewed the study and responded you have done so, I will contact the building principal at Prairie Point. The principal will then contact those parents affected by the change to ensure a clear line of communication. Thanks

# MEMORANDUM

**To:** Mr. Derrick S. Berlin, CDPT  
Director of Transportation

**From:** Stephen B. Corcoran, P.E., PTOE  
Director of Traffic Engineering

**Date:** June 16, 2015

**Re:** Community Unit School District 308  
Hazardous Walking Study  
Prairie Point Elementary School  
Oswego, Illinois



This memorandum summarizes the results of an analysis of the walking conditions between Prairie Point Elementary School and several neighborhoods west and south of the school. **Study Area Exhibit 1** (attached) shows the study areas.

## INTRODUCTION

Section 29-3 of the School Code (105 ILCS 5/29-3) allows local school districts to receive reimbursement from the State Superintendent of Education for the busing of pupils for distances of less than 1 1/2 miles when conditions are such that walking, either to or from the school to which a pupil is assigned for attendance or to or from a pick-up point or bus stop, constitutes a serious hazard to the safety of the pupil due to vehicular traffic or rail crossings. It provides that a school board may provide free transportation in such cases, but does not mandate such transportation. It also provides that this transportation shall not be provided if adequate transportation for the public is available.

The local school board determines what constitutes a serious safety hazard in accordance with guidelines promulgated by the Illinois Department of Transportation, in consultation with the State Superintendent of Education. The rules contained herein provide the guidelines for determining the existence of serious hazards to the safety of pupils walking to school due to vehicular traffic; they do not in any way pertain to the determination of hazards to adults, bicyclists, or operators of motor vehicles.

There are four basic types of serious safety hazards which pupils walking to school encounter: (1) walking along a roadway, (2) walking on a roadway, (3) crossing a roadway, and (4) crossing railroad tracks. The guidelines address these four types of hazards. For this study, Type 1, 2, and 3 hazards apply.

## METHODOLOGY

The methodology used in this study is based upon the manual "School Safety Busing and Instructions for Submitting Findings" issued by the Illinois Department of Transportation (December, 2001). This manual outlines a point system that identifies and weights different considerations in determining if a route or crossing is considered hazardous.

The first part of the analysis is to collect data on the existing walking conditions and infrastructure between the residence and the school. These factors include:

- The grade level of the pupil.
- The walking route to the school.
- Location, condition, and width of the walkway relative to the adjacent road.
- Speed, control, and volume of traffic on the road.
- Length of the walkway section.

This information was collected from the school district, from field surveys along the route, and from aerial photographs.

### **IDOT Point System**

A serious safety hazard is actually a situation that results from the presence of a combination of the factors. The best way to determine the existence of a serious safety hazard is to weigh the factors that contribute to the hazard. The rules identify the most relevant factors for each type of hazard situation and weigh their relative importance. The factors are assigned point values from 0.5 to 5. Factors that are more important are assigned higher point values. It is not possible to quantify all factors that may contribute to a hazard due to vehicular traffic. Therefore, a maximum of two points can be added on the basis of judgment of a school board. A serious safety hazard is declared to exist in any single situation in which the sum of points equals or exceeds 12.

In determining whether a serious safety hazard exists in a particular situation, a school board must first assess those factors assigned points in the point tables. The points for these factors are to be added together. If this point total were 12 or greater, the school board's determination that a serious safety hazard exists would be approved. If the points total less than 12, the situation will qualify if the school board decides that the traffic hazard warrants the addition of one or two extra judgment points. A school board must give the reason for the addition of judgment points. By statute they must relate to hazards due to vehicular traffic. Factors which would support judgment points include, but are not limited to, unusual accident experience, inadequate sight distance, railroad switching at a crossing, and a high volume of vehicles crossing the walkway during the time pupils are walking to and from school such as at a shopping center, major gas station, etc.

### **TYPE I HAZARD – Walking Along a Roadway**

There are over 40 streets within the study area. With the exception of Grove Road, these streets are residential roads with 25 mph speed limits, sidewalks, curb and gutters, and have a parkway. Several streets, such as western portion of Andover Drive, are residential streets that homes are not built yet and have no sidewalks.

**Table 1** summarizes the assignment of safety hazard points based upon the IDOT requirements. Please note that the walking conditions within the school grounds and on bike paths are not part of the analysis. Overall, no walking segment was considered hazardous because it had less than 12 points.

## TYPE II HAZARD – Walking on a Roadway

Within the Prairie Point School boundaries, there are four streets in unfinished single-family neighborhoods that do not yet have sidewalks. These streets include the western end of Sudbury Court, the northern segments of Mustang Drive, and the western portions of Deerfield and Andover Drives. **Table 2** summarizes the roadway characteristics and hazard points. Without judgment points, none of these road segment qualified as a hazardous road section. Consideration of winter conditions (i.e. snow plowing) and conflicts with future house construction along the route could increase Andover Drive to 12 points (2 judgment points) as a hazard section. No judgment points were awarded because alternate walking routes are available via existing bike paths to avoid these road sections.

## TYPE III HAZARD – Crossing a Roadway

There are numerous crossing of roadways along the various walking routes to the school. Most of these crossings are residential streets, with the exception of Grove Road. **Table 3** summarizes the general characteristics and points assigned for each type of crossing. None of the crossings met the criteria for a hazardous location.

**Table 3**  
**Typical Prairie Point Crossing Characteristics**  
**(Does not include Grove Road Crossings)**

Criteria	Range of Possible Points			Maximum Points
Grade Level	Grades K-5 <sup>th</sup> – 5 points for all locations			5
Intersection Control	<u>None</u> 3 points	<u>2-way Stop</u> 1 point	<u>All-Way-Stop</u> 0.5 points	3
Speed	25 mph on all roads			0
Volume	< 500 vph - 0 points			0
Road Width	25-39 feet – 1 point			1
Possible Range of Points	<b>6.5 to 9 points</b>			<b>9</b>

**Table 4** shows the three crossing points of Grove Road with crosswalk are not considered as hazardous crossings. No judgment points were awarded to the northern or southern locations because alternate walking routes are available.

## CONCLUSIONS

Based on the hazardous walking route analysis, the following conclusions were reached:

- No Type 1 Hazards (Walking along a Road) were found.
- No Type 2 Hazards (Walking on a Road) were found.
- No Type 3 Hazards (Crossing a Road) were found.



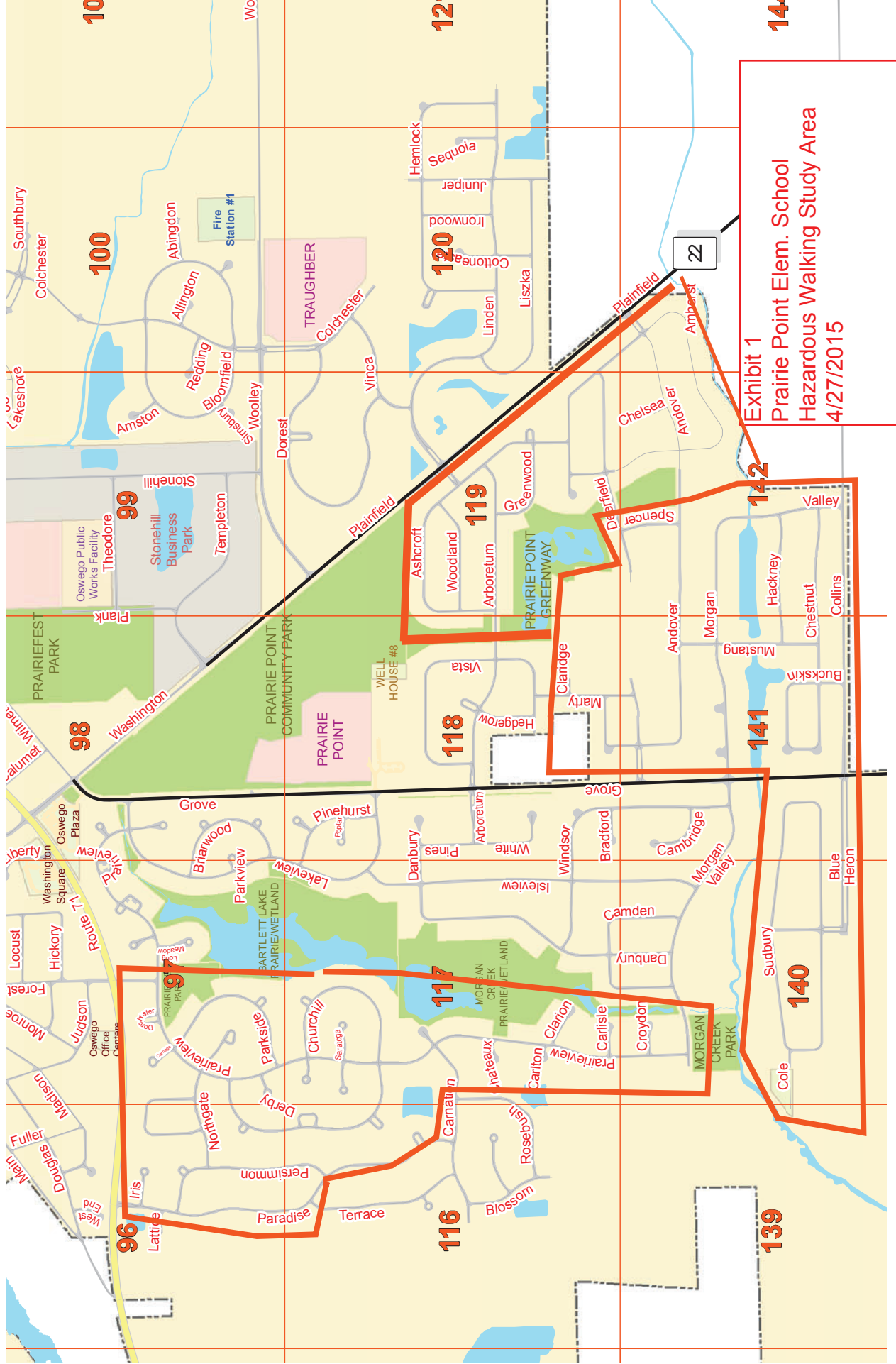


Exhibit 1  
Prairie Point Elem. School  
Hazardous Walking Study Area  
4/27/2015

TABLE 1

**Hazardous Walking Route Analysis: Type I - Walking Along a Roadway  
For Community Unit School District 308**

School: **Prairie Point Elementary School**  
3650 Grove Rd                      Oswego, Illinois 60543



Existing Walking Route Characteristics								Safety Hazard Point Assignment							
Road No.	Roadway	Maximum Length of Walking Segment		Parkway Width	Road Speed Limit	Hourly Traffic Volume	Number of Travel Lanes	Grade of School	Location of Sidewalk Width	Speed of Traffic	Volume of Traffic	Length of Segment	Judge. Points	Total	Hazardous Segment? > 12 pts
		(ft)	(mi)	(ft)	(mph)	(vph)									
<b><u>East of Prairie Point Greenway and South of Community Park</u></b>															
1	Ashcroft Lane/Court	1600	0.30	over 8 ft	25	<100	2	5	0	0	0	0.5	0	5.5	No
2	Woodland Way	1000	0.19	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
3	Arboretum Way	1700	0.32	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	6.5	No
4	Greenwood Place	900	0.17	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
5	Amherst Circle	1700	0.32	over 8 ft	25	<100	2	5	0	0	0	0.5	0	5.5	No
6	Deerfield Drive	1200	0.23	over 8 ft	25	100-399	2	5	0	0	1	0	0	6	No
<b><u>East of Grove Road and North of Morgan Creek</u></b>															
7	Mustang Drive	Not Applicable: No Residential units or sidewalks along the northern portion of Mustang Drive													
8	Deerfield Drive	600	0.11	over 8 ft	25	100-399	2	5	0	0	1	0	0	6	No
9	Andover Drive	500	0.09	over 8 ft	25	100-399	2	5	0	0	1	0	0	6	No
10	Spencer Lane	500	0.09	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
<b><u>East of Grove Road and South of Morgan Creek</u></b>															
11	Mustang Drive	800	0.15	over 8 ft	25	100-399	2	5	0	0	1	0	0	6	No
12	Morgan Valley Drive	1100	0.21	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	6.5	No
13	Hackney Lane	1200	0.23	over 8 ft	25	<100	2	5	0	0	0	0.5	0	5.5	No
14	Chestnut Drive	1200	0.23	over 8 ft	25	<100	2	5	0	0	0	0.5	0	5.5	No
15	Buckskin Drive	800	0.15	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
<b><u>West of Grove Road and South of Morgan Creek</u></b>															
16	Sudbury Circle	1500	0.28	over 8 ft	25	<100	2	5	0	0	0	0.5	0	5.5	No
17	Blue Heron Drive	600	0.11	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
18	Cole Avenue	Not Applicable: No Residential Units along Cole Avenue													
<b><u>West of Grove Road between Morgan Creek and Carnation Drive</u></b>															
19	Croydon Court	350	0.07	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
20	Carlisle Court	350	0.07	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
21	Clarion Court	400	0.08	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
22	Carlton Court	150	0.03	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
23	Chateaux Court	200	0.04	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
24	Prarieview Drive	2300	0.44	over 8 ft	25	100-399	2	5	0	0	1	1	0	7	No
<b><u>West of Grove Road along Carnation Drive</u></b>															
25	Carnation Drive	1700	0.32	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	6.5	No
26	Carnation Court	240	0.05	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
27	Prarieview Drive	3100	0.59	over 8 ft	25	100-399	2	5	0	0	1	1	0	7	No
28	Churchill Lane	2100	0.40	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	6.5	No
29	Saddlebrook Court	300	0.06	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
30	Saratoga Court	360	0.07	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
31	Churchill Court	220	0.04	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
32	Parkside Lane	1600	0.30	over 8 ft	25	<100	2	5	0	0	0	0.5	0	5.5	No
33	Derby Court	200	0.04	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
34	Highland Court	400	0.08	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
35	Carriage Court	260	0.05	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
36	Dorchester Court	150	0.03	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
<b><u>Persimmon Lane West</u></b>															
37	Northgate Circle	730	0.14	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
38	Iris Court	370	0.07	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
39	Lattice Drive	160	0.03	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
40	Persimmon Lane	1700	0.32	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	6.5	No
41	Paradise Parkway	3000	0.57	over 8 ft	25	100-399	2	5	0	0	1	1	0	7	No
42	Northgate Drive	850	0.16	over 8 ft	25	100-399	2	5	0	0	1	0	0	6	No

TABLE 2

### Hazardous Walking Route Analysis: Type II - Walking On a Roadway For Community Unit School District 308

School:   Prairie Point Elementary  
              3650 Grove Road                      Oswego, Illinois



#### Existing Walking Route Characteristics

Walking Segment	Maximum Length of Walking Segment (ft)	Grade of Pupil/School	Sidewalk Width (ft)	Parkway Width (ft)	Road Speed Limit (mph)	Hourly Traffic Volume (vph)	Number of Travel Lanes
Andover Drive	2,000	K-5	none	NA	25	< 100	2
Mustang Drive	750	K-5	none	NA	25	< 100	2
Deerfield Drive	450	K-5	none	NA	25	< 100	2
Sudbury Court	425	K-5	none	NA	25	< 100	2

#### Safety Hazard Point Assignment

Walking Segment	Grade of Pupil/School	Reason for Walking On Road	Speed of Traffic	Volume of Traffic	Length of Segment	Judgement Points	Total	Hazardous Segment
Andover Drive	5	3	0	0	2	0	10	No
Mustang Drive	5	3	0	0	1	0	9	No
Deerfield Drive	5	3	0	0	1	0	9	No
Sudbury Court	5	3	0	0	1	0	9	No

Note: No judgement points were awarded for current conditions because alternate walking routes are available.  
These roads will provide sidewalks and parkways in the future when the single-family lots are developed.

TABLE 4

**Hazardous Walking Route Analysis: Type III - Crossing a Roadway  
For Community Unit School District 308**



Prairie Point Elementary School

3650 Grove Rd Oswego, Illinois 60543

Existing Crossing Characteristics										Safety Hazard Point Assignment						
Location	Crossing Length	Grade of School	Roadway Control	Cross Walk Width	Type of Crosswalk	Crossing Speed Limit	Hourly Traffic Volume	Number of Travel Lanes	Width of Road	Grade of School	Roadway Control	Speed/Volume of Traffic	Width of Road	Judgement Points	Total	Hazardous Crossing
Grove Road at:	(ft)			(ft)		(mph)	(vph)		(ft)							
Lakeview Drive North	50	K-5 <sup>th</sup>	None	9	lines	35	500-999	2	36	5	3	2	1	0	11	No
Lakeview Drive South	60	K-5 <sup>th</sup>	Guard	10	lines	35	500-999	2	36	5	0.5	2	1	0	8.5	No
Morgan Valley	75	K-5 <sup>th</sup>	None	9	lines	45	250-499	2	25	5	3	2	1	0	11	No

# MEMORANDUM

**To:** Mr. Mike Elliott  
Kluber Architects + Engineers

**From:** Stephen B. Corcoran, P.E., PTOE  
Director of Traffic Engineering

**Date:** August 13, 2012

**Re:** Oswego Community Unit School District 308  
Hazardous Walking Study  
Prairie Point Elementary School  
Oswego, Illinois

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This memorandum summarizes the results of an analysis of the walking conditions between Prairie Point Elementary School located at 3650 Grove Road and a residence located at 700 Buckskin Drive in Oswego, Illinois.

## INTRODUCTION

Section 29-3 of the School Code (105 ILCS 5/29-3) allows local school districts to receive reimbursement from the State Superintendent of Education for the busing of pupils for distances of less than 1 1/2 miles when conditions are such that walking, either to or from the school to which a pupil is assigned for attendance or to or from a pick-up point or bus stop, constitutes a serious hazard to the safety of the pupil due to vehicular traffic or rail crossings. It provides that a school board may provide free transportation in such cases, but does not mandate such transportation. It also provides that this transportation shall not be provided if adequate transportation for the public is available.

The local school board determines what constitutes a serious safety hazard in accordance with guidelines promulgated by the Illinois Department of Transportation, in consultation with the State Superintendent of Education. The rules contained herein provide the guidelines for determining the existence of serious hazards to the safety of pupils walking to school due to vehicular traffic; they do not in any way pertain to the determination of hazards to adults, bicyclists, or operators of motor vehicles.

There are four basic types of serious safety hazards which pupils walking to school encounter: (1) walking along a roadway, (2) walking on a roadway, (3) crossing a roadway, and (4) crossing railroad tracks. The guidelines address these four types of hazards. For this study, only Type 1, 2, and 3 hazards apply.

## METHODOLOGY

The methodology used in this study is based upon the manual "School Safety Busing and Instructions for Submitting Findings" issued by the Illinois Department of Transportation (December, 2001). This manual outlines a point system that identifies and weights different considerations in determining if a route or crossing is considered hazardous.

The first part of the analysis is to collect data on the existing walking conditions and infrastructure between the residence and the school. These factors include:

- The grade level of the pupil.
- The walking route to the school.
- Location, condition, and width of the walkway relative to the adjacent road.
- Speed, control, and volume of traffic on the road.
- Length of the walkway section.

This information was collected from the school district, from field surveys along the routes, and from aerial photographs.

### **IDOT Point System**

A serious safety hazard is actually a situation that results from the presence of a combination of the factors. The best way to determine the existence of a serious safety hazard is to weigh the factors that contribute to the hazard. The rules identify the most relevant factors for each type of hazard situation and weigh their relative importance. The factors are assigned point values from 0.5 to 5. Factors that are more important are assigned higher point values. It is not possible to quantify all factors that may contribute to a hazard due to vehicular traffic. Therefore, a maximum of two points can be added on the basis of judgment of a school board. A serious safety hazard is declared to exist in any single situation in which the sum of points equals or exceeds 12.

In determining whether a serious safety hazard exists in a particular situation, a school board must first assess those factors assigned points in the point tables. The points for these factors are to be added together. If this point total were 12 or greater, the school board's determination that a serious safety hazard exists would be approved. If the points total less than 12, the situation will qualify if the school board decides that the traffic hazard warrants the addition of one or two extra judgment points. A school board must give the reason for the addition of judgment points. By statute they must relate to hazards due to vehicular traffic. Factors which would support judgment points include, but are not limited to, unusual accident experience, inadequate sight distance, railroad switching at a crossing, and a high volume of vehicles crossing the walkway during the time pupils are walking to and from school such as at a shopping center, major gas station, etc.

### **TYPE I HAZARD – Walking Along a Roadway**

Two routes were analyzed for a pupil travelling to Prairie Point Elementary from 700 Buckskin Drive. The shortest route is from Buckskin Drive to Chestnut Drive to Mustang Drive to Morgan Valley Road to Grove Road to the school. This walking distance would be 1.25 miles.

A second longer and more circuitous route would be to use Andover Drive thru a partially completed subdivision for a distance of 1.42 miles. The route is from Buckskin Drive to Chestnut Drive to Mustang Drive to Andover Drive to Mustang Drive to Vista Drive to a pedestrian path to the school grounds. This route is longer but does not involve two crossings of Grove Road. However, the unfinished residential subdivision along Andover Drive and Mustang Drive does not provide any sidewalks at this time. Students must walk within the roadway (Type II Hazard).

The walking route characteristics are summarized in **Table 1** for the Grove Road route and **Table 2** for the Andover Drive route. Each route is broken into roadway segments with similar

characteristics. The length of the segment was calculated using the Google Earth measurements and rounded to the nearest foot.

Each table summarizes the assignment of safety hazard points based upon the IDOT requirements. Please note that the walking conditions within the school grounds are not part of the analysis. Overall, no walking segment was considered hazardous unless it had more than 12 points.

The walking segments along Buckskin Drive, Chestnut Drive, Mustang Drive, Vista Drive, and Morgan Valley Drive are within newer single family neighborhoods with sidewalks in good conditions with parkways. The roadways have both low speeds and low volumes. They do not qualify as a hazardous route. One judgment point was given along Mustang Drive due to the pond crossing.

Grove Road is a minor arterial roadway with a speed limit of 45 to 35 mph along with a 20 mph school speed limit near the school. IDOT data shows it carrying 6,800 vehicles per day or approximately 680 per hour. A designated bike path 9-10 feet wide is located on the west side. The parkway for most of its length is 25 to 40 feet wide. This drops down to 12 feet by the intersection of Grove Road at Morgan Valley Drive and at Lakeview Drive. No judgment points were suggested due to the large parkway separating the school children from the vehicular traffic. Grove Road did not qualify as a hazardous walking route.

#### **TYPE II HAZARD – Walking on a Roadway**

For the Andover Drive walking route, approximately a half of mile of the route will be thru an unfinished single-family residential neighborhood that has not built sidewalks along Andover Drive and Mustang Drive (north). **Table 3** summarizes the roadway characteristics and hazard points. Without judgment points, neither road segment qualified as a hazardous road section. Consideration of winter conditions (i.e. snow plowing) and conflicts with future house construction along the route could increase Andover Drive to 12 points (2 judgment points) as a hazard section.

#### **TYPE III HAZARD – Crossing a Roadway**

There are five crossing of roadways along the Grove Road walking route to the school and six along the Andover Drive route. **Table 4** summarizes the characteristics and points assigned for each crossing. Most of the crossings, except 1 and 5, cross residential streets and do not qualify as hazardous crossings. Crossing 5 of Grove Road by the school is not considered hazardous due to a combination of the 20 mph school speed limit and the crossing guard.

The southern crossing of Grove Road by Morgan Valley Road does qualify as a safety hazard due to the higher speed (45mph) and lack of traffic control/crosswalk markings.

## **Conclusions**

Based on the hazardous walking route analysis, the following conclusions were reached:

1. The walking route from Prairie Point School to 700 Buckskin Drive via Grove Road is approximately 1.28 miles and falls within the 1.5 walking distance requirement.
2. The walking route from Prairie Point School to 700 Buckskin Drive via Andover Drive is approximately 1.40 miles and falls within the 1.5 walking distance requirement.
3. No Type 1 Hazards (Walking Along a Road) were found along either route.
4. Along the Andover Drive routing, Andover Drive could be considered a Type 2 Hazard (Walking on a Road) if 2 judgment points are awarded.
5. One Type 3 Hazardous Crossing was noted on Grove Road at Morgan Valley Drive.



**TABLE 1**

**Hazardous Walking Route Analysis: Type I - Walking Along a Roadway**  
**For Oswego Community Unit School District 308**



**School:** **Prairie Point Elementary** **From:** 700 Buckskin Drive  
 3650 Grove Road  
 Oswego, Illinois

**Existing Walking Route Characteristics (Grove Routing)**

Segment No.	Walking Segment	Length of		Grade of Pupil/School	Sidewalk		Parkway Width	Road Speed Limit	Hourly Traffic Volume	Number of Travel Lanes
		(ft)	(mi)		(ft)	(ft)		(mph)	(vph)	
1	Buckskin Drive	221	0.042	K-5	5	8.5	8.5	25	< 100	2
2	Chestnut Drive	305	0.058	K-5	5	8.5	8.5	25	< 100	2
3	Mustang Drive	873	0.165	K-5	5	8.5 to 11	8.5 to 11	25	< 100	2
4	Morgan Valley Drive	1,255	0.238	K-5	5	11	11	25	< 100	2
5	Grove Road	3,288	0.623	K-5	9	9 to 40	9 to 40	35 to 45	400-799	2
6	School Frontage/Grounds	647	0.123	K-5	8 to 12	0 to 66	0 to 66	<15	<100	2
<b>Total</b>		<b>6,589</b>	<b>1.248</b>							

**Safety Hazard Point Assignment**

Segment	Walking Segment	Grade of Pupil/School	Location Sidewalk Width	Speed of Traffic	Volume of Traffic		Length of Segment	Judgement Points	Total	Hazardous Segment
1	Buckskin Drive	5	0	0	0	0	0	0	5	No
2	Chestnut Drive	5	0	0	0	0	0	0	5	No
3	Mustang Drive	5	0	0	0	0	0	1	6	No
4	Morgan Valley Drive	5	0	0	0	0	0	0	5	No
5	Grove Road	5	1	2	2	2	0	0	10	No

TABLE 2

**Hazardous Walking Route Analysis: Type I - Walking Along a Roadway**  
**For Oswego Community Unit School District 308**



**School:** Prairie Point Elementary  
3650 Grove Road  
Oswego, Illinois

**From:** 700 Buckskin Drive  
Oswego, Illinois

Existing Walking Route Characteristics (Andover Routing)									
Segment No.	Walking Segment	Length of Walking Segment (ft)	Length of Segment (mi)	Grade of Pupil/School	Sidewalk Width (ft)	Parkway Width (ft)	Road Speed Limit (mph)	Hourly Traffic Volume (vph)	Number of Travel Lanes
1	Buckskin Drive	221	0.042	K-5	5	8.5	25	< 100	2
2	Chestnut Drive	305	0.058	K-5	5	8.5	25	< 100	2
3	Mustang Drive	1,275	0.241	K-5	5	8.5 to 11	25	< 100	2
4	Andover Drive	2,012	0.381	K-5	none	NA	25	< 100	2
5	Mustang Drive	632	0.120	K-5	none	NA	25	< 100	2
6	Vista Drive	1,715	0.325	K-5	5	10	25	< 100	2
7	Pedestrian Path	727	0.138	K-5	5 to 9	NA	NA	NA	NA
8	School Frontage/Grounds	633	0.120	K-5	8 to 12	0 to 20	<15	<100	2
Total		7,520	1.424						

Safety Hazard Point Assignment									
Segment	Walking Segment	Grade of Pupil/School	Location Sidewalk Width	Speed of Traffic	Volume of Traffic	Length of Segment	Judgement Points	Total	Hazardous Segment
1	Buckskin Drive	5	0	0	0	0	0	5	No
2	Chestnut Drive	5	0	0	0	0	0	5	No
3	Mustang Drive	5	0	0	0	0	1	6	No
4	Andover Drive	These sections are Type II Hazards (see Table 3)							
5	Mustang Drive								
6	Vista Drive	5	0	0	0	0	0	5	No

**TABLE 3**

**Hazardous Walking Route Analysis: Type II - Walking On a Roadway**  
**For Oswego Community Unit School District 308**



**School:**     **Prairie Point Elementary**                      **From:**     700 Buckskin Drive  
                 3650 Grove Road    Oswego, Illinois  
                 Oswego, Illinois

**Existing Walking Route Characteristics    (Andover Routing)**

Segment No.	Walking Segment	Length of		Grade of Pupil/School	Sidewalk		Parkway Width	Road Speed Limit	Hourly Traffic Volume	Number of Travel Lanes
		Walking Segment (ft)	Segment (mi)		Width (ft)	Width (ft)				
1	Andover Drive	2,012	0.381	K-5	none	NA	(mph)	25	< 100	2
2	Mustang Drive	632	0.120	K-5	none	NA	(mph)	25	< 100	2

**Safety Hazard Point Assignment**

Segment	Walking Segment	Grade of Pupil/School	Reason for Walking		Speed of Traffic	Volume of Traffic		Length of Segment	Judgement Points	Total	Hazardous Segment
			Grade of Pupil/School	On Road		Traffic	Traffic				
1	Andover Drive	5	5	3	0	0	0	2	0	10	No
2	Mustang Drive	5	5	3	0	0	0	1	0	9	No

TABLE 4

**Hazardous Walking Route Analysis: Type III - Crossing a Roadway**  
**For Oswego Community Unit School District 308**



**School:** Prairie Point Elementary  
 3650 Grove Road  
 Oswego, Illinois

**From:** 700 Buckskin Drive  
 Oswego, Illinois

**Existing Crossing Characteristics**

Walking Route	Crossing	Location	Length (ft)	Grade of Pupil/School	Roadway Control	Crossing Walk Width (ft)	Type of Crosswalk	Crossing Speed Limit (mph)	Hourly Traffic Volume (vph)	Number of Travel Lanes	Width of Road (ft)
Grove	1	Grove Road (South Leg)	75	K-5	None	-	none	45	500-999	2	32
Grove	2	Morgan Valley Drive (West Leg)	66	K-5	Stop Sign	-	lines	25	< 100	2	30
Grove	3	Arboretum Way (West Leg)	60	K-5	Stop Sign	-	lines	25	< 100	2	60
Grove	4	Lakeview Drive (West Leg)	67	K-5	Stop/Guard	9	lines	25	< 100	2	30
Grove	5	Grove Road (North Leg)	55	K-5	Crossing Guard	-	lines	35	500-999	2	32
Andover	6	Morgan Valley Drive (West Leg)	33	K-5	None	-	none	25	< 100	2	30
Andover	7	Mustang Drive (North Leg)	33	K-5	Stop Sign	-	none	25	< 100	2	30
Andover	8	Andover Drive (East Leg)	35	K-5	None	-	none	25	< 100	2	26
Andover	9	Deerfield Drive (East Leg)	35	K-5	None	-	none	25	< 100	2	26
Andover	10	Mustang Drive (South Leg)	35	K-5	None	-	none	25	< 100	2	26
Andover	11	Arboretum Way (East Leg)	35	K-5	None	-	none	25	< 100	2	30

**Safety Hazard Point Assignment**

Crossing	Location	Length (ft)	Grade of Pupil/School	Intersection Control	Speed/Volume of Traffic	Width of Road	Judgement Points	Total	Hazardous Crossing
Grove	1	Grove Road (South Leg)	75	3	2	1	2	13	Yes
Grove	2	Morgan Valley Drive (West Leg)	66	1	0	1	0	7	No
Grove	3	Arboretum Way (West Leg)	60	1	0	2	0	8	No
Grove	4	Lakeview Drive (West Leg)	67	1	0	1	0	7	No
Grove	5	Grove Road (North Leg)	55	0.5	2	1	0	8.5	No
Andover	6	Morgan Valley Drive (West Leg)	33	3	0	1	0	9	No
Andover	7	Mustang Drive (North Leg)	33	1	0	1	0	7	No
Andover	8	Andover Drive (East Leg)	35	3	0	1	0	9	No
Andover	9	Deerfield Drive (East Leg)	35	3	0	1	0	9	No
Andover	10	Mustang Drive (South Leg)	35	3	0	1	0	9	No
Andover	11	Arboretum Way (East Leg)	35	3	0	1	0	9	No



# Memorandum

**TO:** Dawn Simosky, CDPT, CSNT  
Director of Transportation  
Community Unit School District 308

**FROM:** Stephen B. Corcoran, P.E., PTOE  
Director of Traffic Engineering

**DATE:** January 6, 2012

**RE:** Hazardous Walking Study  
Prairie Point Elementary School  
Southbury Elementary School  
Oswego, Illinois

This memorandum summarizes the results of an analysis of the walking conditions between Prairie Point and Southbury Elementary Schools and several neighborhoods near each school. A copy of the analysis request is attached that shows each street and route analyzed.

## INTRODUCTION

Section 29-3 of the School Code (105 ILCS 5/29-3) allows local school districts to receive reimbursement from the State Superintendent of Education for the busing of pupils for distances of less than 1 1/2 miles when conditions are such that walking, either to or from the school to which a pupil is assigned for attendance or to or from a pick-up point or bus stop, constitutes a serious hazard to the safety of the pupil due to vehicular traffic or rail crossings. It provides that a school board may provide free transportation in such cases, but does not mandate such transportation. It also provides that this transportation shall not be provided if adequate transportation for the public is available.

The local school board determines what constitutes a serious safety hazard in accordance with guidelines promulgated by the Illinois Department of Transportation, in consultation with the State Superintendent of Education. The rules contained herein provide the guidelines for determining the existence of serious hazards to the safety of pupils walking to school due to vehicular traffic; they do not in any way pertain to the determination of hazards to adults, bicyclists, or operators of motor vehicles.

There are four basic types of serious safety hazards which pupils walking to school encounter: (1) walking along a roadway, (2) walking on a roadway, (3) crossing a roadway, and (4) crossing railroad tracks. The guidelines address these four types of hazards. For this study, Type 1, 2, and 3 hazards apply.

## METHODOLOGY

The methodology used in this study is based upon the manual "School Safety Busing and Instructions for Submitting Findings" issued by the Illinois Department of Transportation (December, 2001). This manual outlines a point system that identifies and weights different considerations in determining if a route or crossing is considered hazardous.

The first part of the analysis is to collect data on the existing walking conditions and infrastructure between the residence and the school. These factors include:

- The grade level of the pupil.
- The walking route to the school.
- Location, condition, and width of the walkway relative to the adjacent road.
- Speed, control, and volume of traffic on the road.
- Length of the walkway section.

This information was collected from the school district, from field surveys along the route, and from aerial photographs.

## IDOT Point System

A serious safety hazard results from the presence of a combination of the factors. The best way to determine the existence of a serious safety hazard is to weigh the factors that contribute to the hazard. The rules identify the most relevant factors for each type of hazard situation and weigh their relative importance. The factors are assigned point values from 0.5 to 5. Factors that are more important are assigned higher point values. It is not possible to quantify all factors that may contribute to a hazard due to vehicular traffic. Therefore, a maximum of two points can be added on the basis of judgment of a school board. A serious safety hazard is declared to exist in any single situation in which the sum of points equals or exceeds 12.

In determining whether a serious safety hazard exists in a particular situation, a school board must first assess those factors assigned points in the point tables. The points for these factors are to be added together. If this point total were 12 or greater, the school board's determination that a serious safety hazard exists would be approved. If the points total less than 12, the situation will qualify if the school board decides that the traffic hazard warrants the addition of one or two extra judgment points. A school board must give the reason for the addition of judgment points. By statute they must relate to hazards due to vehicular traffic. Factors which would support judgment points include, but are not limited to, unusual accident experience, inadequate sight distance, railroad switching at a crossing, and a high volume of vehicles crossing the walkway during the time pupils are walking to and from school such as at a shopping center, major gas station, etc.

## PRAIRIE POINT ELEMENTARY SCHOOL

### TYPE I HAZARD – Walking Along a Roadway

With the exception of Grove Road, the streets in the study area are residential roads with 25 mph speed limits, sidewalks, curb and gutters, and have a parkway. Several streets, such as western portion of Andover Drive, are residential streets that homes are not built yet and have no sidewalks.

**Table PP-1** summarizes the assignment of safety hazard points based upon the IDOT requirements. Please note that the walking conditions within the school grounds and on bike paths are not part of the analysis. Overall, no walking segment was considered hazardous because it had less than 12 points.

### TYPE II HAZARD – Walking on a Roadway

Within the Prairie Point School boundaries Andover Drive in undeveloped single-family lots that do not yet have sidewalks. **Table PP-2** summarizes the roadway characteristics and hazard points. Without judgment points, Andover Drive does not qualify as a hazardous road section. Consideration of winter conditions (i.e. snow plowing) and conflicts with future house construction along the route could increase Andover Drive to 12 points (2 judgment points) as a hazard section. No judgment points were awarded because alternate walking routes are available to avoid these road sections.

### TYPE III HAZARD – Crossing a Roadway

There are numerous crossings along the various walking routes to the school. Most of these crossings are residential streets, with the exception of Grove Road. **Table PP-3** summarizes the general characteristics and points assigned for each type of crossing. None of the crossings met the criteria for a hazardous location.

**Table PP-3**  
**Typical Prairie Point Crossing Characteristics**  
**(Does not include Grove Road Crossings)**

Criteria	Range of Possible Points			Maximum Points
<b>Grade Level</b>	Grades K-5 <sup>th</sup> – 5 points for all locations			5
<b>Intersection Control</b>	<u>None</u> 3 points	<u>2-way Stop</u> 1 point	<u>All-Way-Stop</u> 0.5 points	3
<b>Speed</b>	25 mph on all roads			0
<b>Volume</b>	< 500 vph - 0 points			0
<b>Road Width</b>	25-39 feet – 1 point			1
<b>Possible Range of Points</b>	<b>6.5 to 9 points</b>			<b>9</b>

**Table PP-4** shows the three crossing points of Grove Road with crosswalk are not considered as hazardous crossings. No judgment points were awarded to the northern or southern locations because alternate walking routes are available.

### **Walking Distance**

Four residential addresses were provided and checked to see if the walking distance between each house and the school exceeded one and half miles in length. The address and walking distance are provided below:

1. 436 Deerfield Drive – 0.8 miles
2. 207 Paradise Parkway – 1.3 miles
3. 336 Prairieview Drive – 0.7 miles
4. 683 Churchill Lane – 0.9 miles

None of these locations exceeded the one and half mile distance requirement for busing.

### **Prairie Point Elementary School Conclusions**

Based on the hazardous walking route analysis, the following conclusions were reached:

- No Type 1 Hazards (Walking along a Road) were found.
- No Type 2 Hazards (Walking on a Road) were found.
- No Type 3 Hazards (Crossing a Road) were found.
- The walking distance from the four residential lots do not exceed one and half miles.

## **SOUTHBURY ELEMENTARY SCHOOL**

### **TYPE I HAZARD – Walking Along a Roadway**

With the exception of Southbury Boulevard, the streets in the study area are residential roads with 25 mph speed limits, sidewalks, curb and gutters, and have a parkway. **Table S-1** summarizes the assignment of safety hazard points based upon the IDOT requirements. Please note that the walking conditions within the school grounds and on bike paths are not part of the analysis. Overall, no walking segment was considered hazardous because it had less than 12 points.

### TYPE III HAZARD – Crossing a Roadway

There are numerous crossings along the various walking routes to the school. Most of these crossings are residential streets, with the exception of Southbury Boulevard. **Table S-2** summarizes the general characteristics and points assigned for each type of crossing. None of the crossings met the criteria for a hazardous location.

**Table S-2**  
**Typical Southbury Crossing Characteristics**  
**(Does not include Southbury Boulevard)**

Criteria	Range of Possible Points			Maximum Points
<b>Grade Level</b>	Grades K-5 <sup>th</sup> – 5 points for all locations			5
<b>Intersection Control</b>	<u>None</u> 3 points	<u>2-way Stop</u> 1 point	<u>All-Way-Stop</u> 0.5 points	3
<b>Speed</b>	25 mph on all roads			0
<b>Volume</b>	< 500 vph - 0 points			0
<b>Road Width</b>	25-39 feet – 1 point			1
<b>Possible Range of Points</b>	<b>6.5 to 9 points</b>			<b>9</b>

**Table S-3** shows the three crossing points of Southbury Boulevard with crosswalk are not considered as hazardous crossings. The crossing point at Bower Lane has 11 points without any crossing guard and 9 points if a crossing guard is provided. No judgment points were awarded to the because alternate walking routes are available.

### Walking Distance

Four residential addresses were provided and checked to see if the walking distance between each house and the school exceeded one and half miles in length. The address and walking distance are provided below:

5. 263 Willington Way - 0.8 miles
6. 27 Robert Road – 0.8 miles
7. 604 Bloomington Court 0.8 miles
8. 505 Simsbury Court – 0.9 miles

None of these locations exceeded the one and half mile distance requirement for busing.

### Southbury Elementary School Conclusions

Based on the hazardous walking route analysis, the following conclusions were reached:

- No Type 1 Hazards (Walking along a Road) were found.
- No Type 3 Hazards (Crossing a Road) were found.
- The walking distance from the four residential lots do not exceed one and half miles.



TABLE PP-1

**Hazardous Walking Route Analysis: Type I - Walking Along a Roadway**  
**For Community Unit School District 308**



School: Prairie Point Elementary School  
 3650 Grove Rd  
 Oswego, Illinois 60543

Existing Walking Route Characteristics										Safety Hazard Point Assignment				
Road No.	Roadway	Maximum Length of Walking Segment (ft)	Maximum Length of Segment (mi)	Parkway Width (ft)	Road Speed Limit (mph)	Hourly Traffic Volume (vph)	Number of Travel Lanes	Grade of School	Location of Sidewalk Width	Speed of Traffic	Volume of Traffic	Length of Segment	Judge. Points	Hazardous Segment? Total > 12 pts
<b>Route #1</b>														
1	Deerfield Drive	1300	0.25	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	No 6.5
2	Anherst Circle	1600	0.30	over 8 ft	25	<100	2	5	0	0	0	0.5	0	No 5.5
3	Anherst Court	800	0.15	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
4	Ashcroft Lane	300	0.06	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
5	Greenwood Place	900	0.17	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
6	Arboretum Way	900	0.17	over 8 ft	25	100-399	2	5	0	0	1	0	0	No 6
<b>Route #2</b>														
7	Paradise Parkway	1300	0.25	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	No 6.5
8	Persimmon Lane	1200	0.23	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	No 6.5
9	Northgate Drive	900	0.17	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
10	Northgate Circle	600	0.11	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
11	Highland Court	500	0.09	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
12	Parkside Lane	1600	0.30	over 8 ft	25	<100	2	5	0	0	0	0.5	0	No 5.5
13	Prairieview Drive	2800	0.53	over 8 ft	25	100-399	2	5	0	0	1	1	0	No 7
14	Carriage Court	600	0.11	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
15	Lakeview Drive	300	0.06	over 8 ft	25	100-399	2	5	0	0	1	0	0	No 6
<b>Route #3</b>														
11	Prairieview Drive	2400	0.45	over 8 ft	25	100-399	2	5	0	0	1	1	0	No 7
12	Camation Court	500	0.09	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
13	Chateaux Court	500	0.09	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
14	Carlton Court	400	0.08	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
15	Clarion Court	900	0.17	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
16	Carlisle Court	700	0.13	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
17	Croydon Court	700	0.13	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
18	Danbury Drive	1400	0.27	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	No 6.5
19	Dover Drive	300	0.06	over 8 ft	25	100-399	2	5	0	0	1	0	0	No 6
20	Isleview Drive	600	0.11	over 8 ft	25	100-399	2	5	0	0	1	0	0	No 6
21	Lakeview Drive	700	0.13	over 8 ft	25	100-399	2	5	0	0	1	0	0	No 6
<b>Route #4</b>														
22	Churchill Lane	2100	0.40	over 8 ft	25	100-399	2	5	0	0	1	1	0	No 7
23	Parkside Lane	1800	0.34	over 8 ft	25	<100	2	5	0	0	0	0.5	0	No 5.5
24	Prairieview Drive	4500	0.85	over 8 ft	25	100-399	2	5	0	0	1	1.5	0	No 7.5
25	Derby Court	600	0.11	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
26	Churchill Court	600	0.11	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
27	Saratoga Court	800	0.15	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
28	Saddlebrook Court	700	0.13	over 8 ft	25	<100	2	5	0	0	0	0	0	No 5
29	Lakeview Drive	300	0.06	over 8 ft	25	100-399	2	5	0	0	1	0	0	No 6

**TABLE PP-2**

**Hazardous Walking Route Analysis: Type II - Walking On a Roadway  
For Community Unit School District 308**

School:   Prairie Point Elementary

Oswego, Illinois



Existing Walking Route Characteristics									
Walking Segment	Maximum Length of Walking Segment (ft)	Grade of Pupil/School	Sidewalk Width (ft)	Parkway Width (ft)	Road Speed Limit (mph)	Hourly Traffic Volume (vph)	Number of Travel Lanes		
Andover Drive	2,000	K-5	none	NA	25	< 100	2		

Safety Hazard Point Assignment									
Walking Segment	Grade of Pupil/School	Reason for Walking On Road	Speed of Traffic	Volume of Traffic	Length of Segment	Judgement Points	Total	Hazardous Segment	
Andover Drive	5	3	0	0	2	0	10	No	

Note: No judgement points were awarded for current conditions because alternate walking routes are available. These roads will provide sidewalks and parkways in the future when the single-family lots are developed.

**TABLE PP- 4**

**Hazardous Walking Route Analysis: Type III - Crossing a Roadway  
For Community Unit School District 308**

**Prairie Point Elementary School**

3650 Grove Rd

Oswego, Illinois 60543



Existing Crossing Characteristics										Safety Hazard Point Assignment						
Location	Crossing Length (ft)	Grade of School	Roadway Control	Gross Walk Width (ft)	Type of Crosswalk	Crossing Speed Limit (mph)	Hourly Traffic Volume (vph)	Number of Travel Lanes	Width of Road (ft)	Grade of School	Roadway Control	Speed/Volume of Traffic	Width of Road	Judgement Points	Total	Hazardous Crossing
Grove Road at:																
Lakeview Drive North	50	K-5 <sup>th</sup>	None	9	lines	35	500-999	2	36	5	3	2	1	0	11	No
Lakeview Drive South	60	K-5 <sup>th</sup>	Guard	10	lines	35	500-999	2	36	5	0.5	2	1	0	8.5	No
Morgan Valley	75	K-5 <sup>th</sup>	None	9	lines	45	250-499	2	25	5	3	2	1	0	11	No

TABLE S-1

### Hazardous Walking Route Analysis: Type I - Walking Along a Roadway For Community Unit School District 308



School: Southbury Elementary School

Oswego, Illinois 60543

Existing Walking Route Characteristics										Safety Hazard Point Assignment				
Road No.	Roadway	Maximum Length of Walking Segment (ft)	Parkway Width (ft)	Road Speed Limit (mph)	Hourly Traffic Volume (vph)	Number of Travel Lanes	Grade of School	Location of Sidewalk Width	Speed of Traffic	Volume of Traffic	Length of Segment	Judge. Points	Total	Hazardous Segment? > 12 pts
<b>Route #1</b>														
1	Willington Way	2300	over 8 ft	25	<100	2	5	0	0	0	1	0	6	No
2	Addison Court	400	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
3	Bolton Court	400	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
4	Winthrop Drive	1500	over 8 ft	25	<100	2	5	0	0	0	0.5	0	5.5	No
5	Wilton Court	600	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
6	Torington Court	1200	over 8 ft	25	<100	2	5	0	0	0	0.5	0	5.5	No
7	Bower Lane	900	over 8 ft	25	100-399	2	5	0	0	1	0	0	6	No
8	Preston Lane	1200	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	6.5	No
<b>Route #2</b>														
9	Robert Road	1600	over 8 ft	25	<100	2	5	0	0	0	0.5	0	5.5	No
10	Della Lane	1100	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	6.5	No
11	Willington Way	600	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
12	Bower Lane	900	over 8 ft	25	100-399	2	5	0	0	1	0	0	6	No
13	Preston Lane	1200	over 8 ft	25	100-399	2	5	0	0	1	0.5	0	6.5	No
<b>Route #3</b>														
14	Bloomfield Court	400	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
15	Bloomfield Circle East	1800	over 8 ft	25	<100	2	5	0	0	0	0.5	0	5.5	No
16	Abingdon Drive	400	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
17	Redding Court	900	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
18	Colchester Drive	2800	over 8 ft	25	100-399	2	5	0	0	1	1	0	7	No
19	Durham Lane	400	over 8 ft	25	100-399	2	5	0	0	1	0	0	6	No
20	Preston Lane	500	over 8 ft	25	100-399	2	5	0	0	1	0	0	6	No
<b>Route #4</b>														
21	Simsbury Court	400	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
22	Bloomfield Circle West	2000	over 8 ft	25	<100	2	5	0	0	0	0.5	0	5.5	No
23	Amston Court	700	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
24	Allington Court	600	over 8 ft	25	<100	2	5	0	0	0	0	0	5	No
25	Colchester Drive	2800	over 8 ft	25	100-399	2	5	0	0	1	1	0	7	No
26	Durham Lane	400	over 8 ft	25	100-399	2	5	0	0	1	0	0	6	No
27	Preston Lane	500	over 8 ft	25	100-399	2	5	0	0	1	0	0	6	No

TABLE S-3

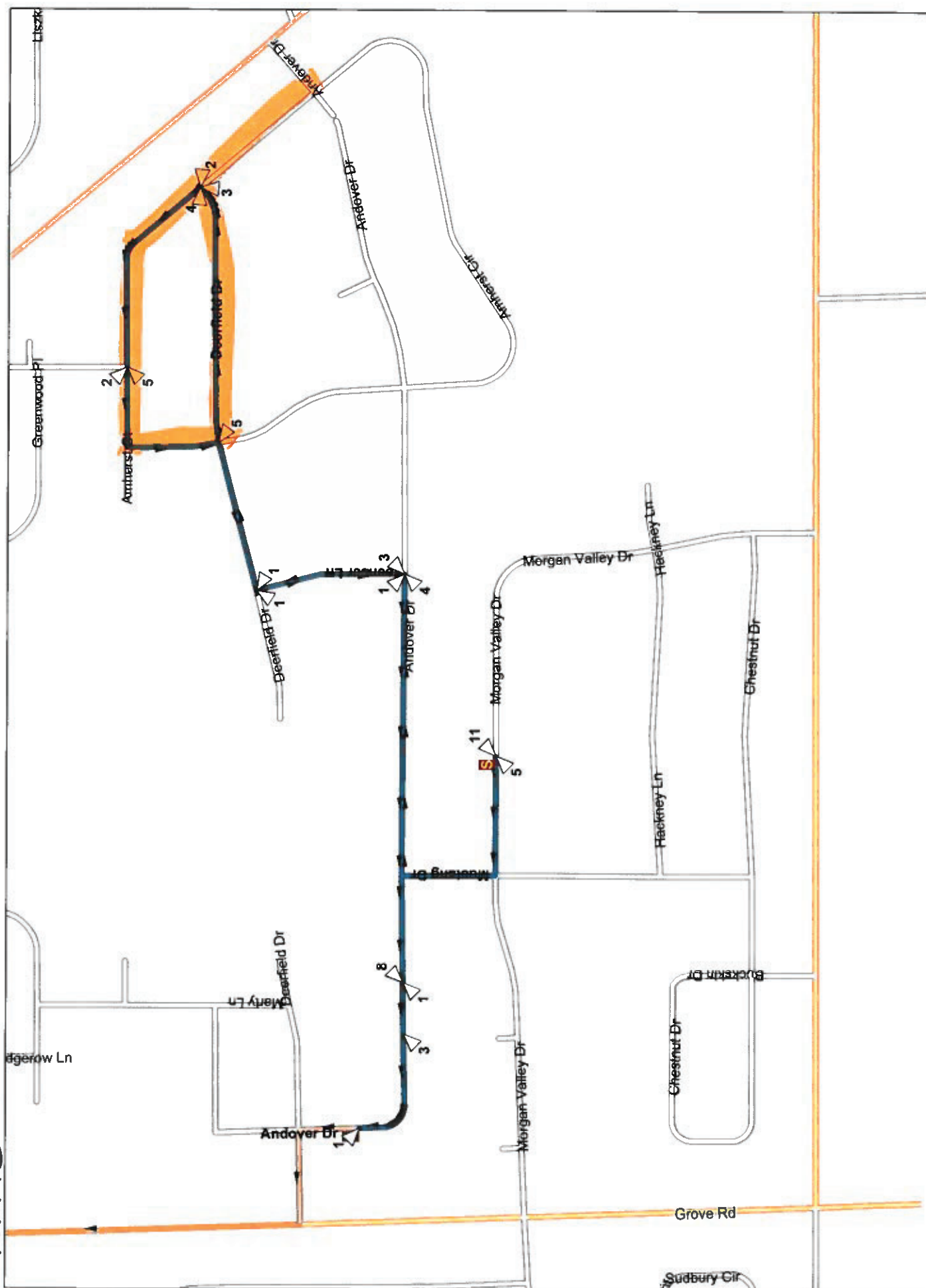
**Hazardous Walking Route Analysis: Type III - Crossing a Roadway  
For Community Unit School District 308**

**Southbury Elementary School**  
820 Preston Lane  
Oswego, Illinois 60543



Existing Crossing Characteristics										Safety Hazard Point Assignment						
Location	Crossing Length (ft)	Grade of School	Roadway Control	Cross Walk Width (ft)	Type of Crosswalk	Crossing Speed Limit (mph)	Hourly Traffic Volume (vph)	Number of Travel Lanes	Width of Road (ft)	Grade of School	Roadway Control	Speed/Volume of Traffic	Width of Road	Judgement Points	Total	Hazardous Crossing
Southbury Blvd at:																
Bower Lane	46	K-5 <sup>th</sup>	None	N/A	Not Striped	25	500-999	2	38	5	3	1	1	0	10	No
			Crossing Guard							5	0	1	1	0	7	No
Willington Way	45	K-5 <sup>th</sup>	None	N/A	Not Striped	25	500-999	2	36	5	3	1	1	0	10	No
Colchester Drive	95	K-5 <sup>th</sup>	4-Way Stop	10	Brick	25	500-999	2	85	5	1	1	2	0	9	No

Prairie Point #1



# Oswego Community Unit School District #308 Route Map

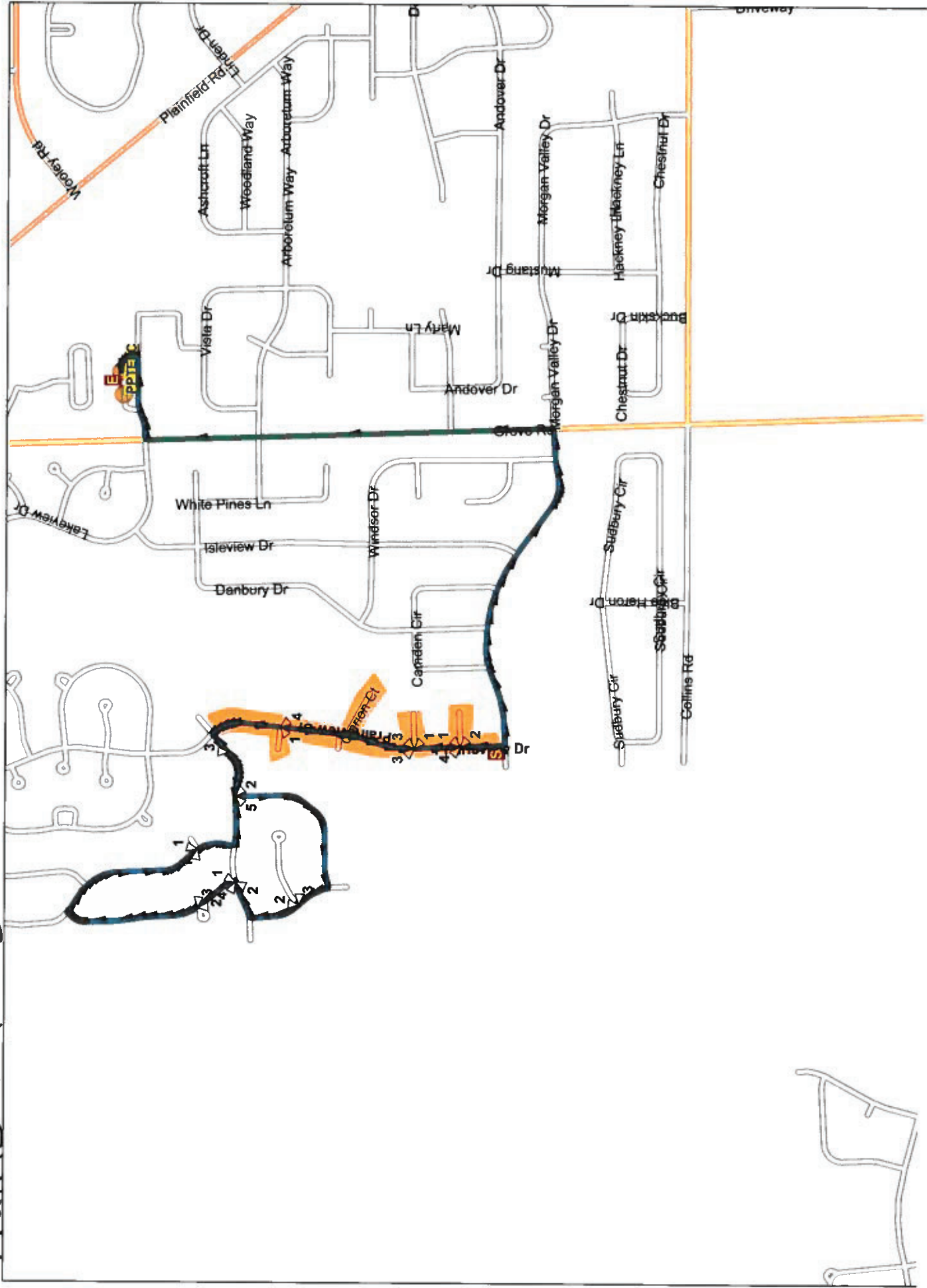
Prairie Point #2





Oswego Community Unit School District #308  
Route Map

Prairie Point #3





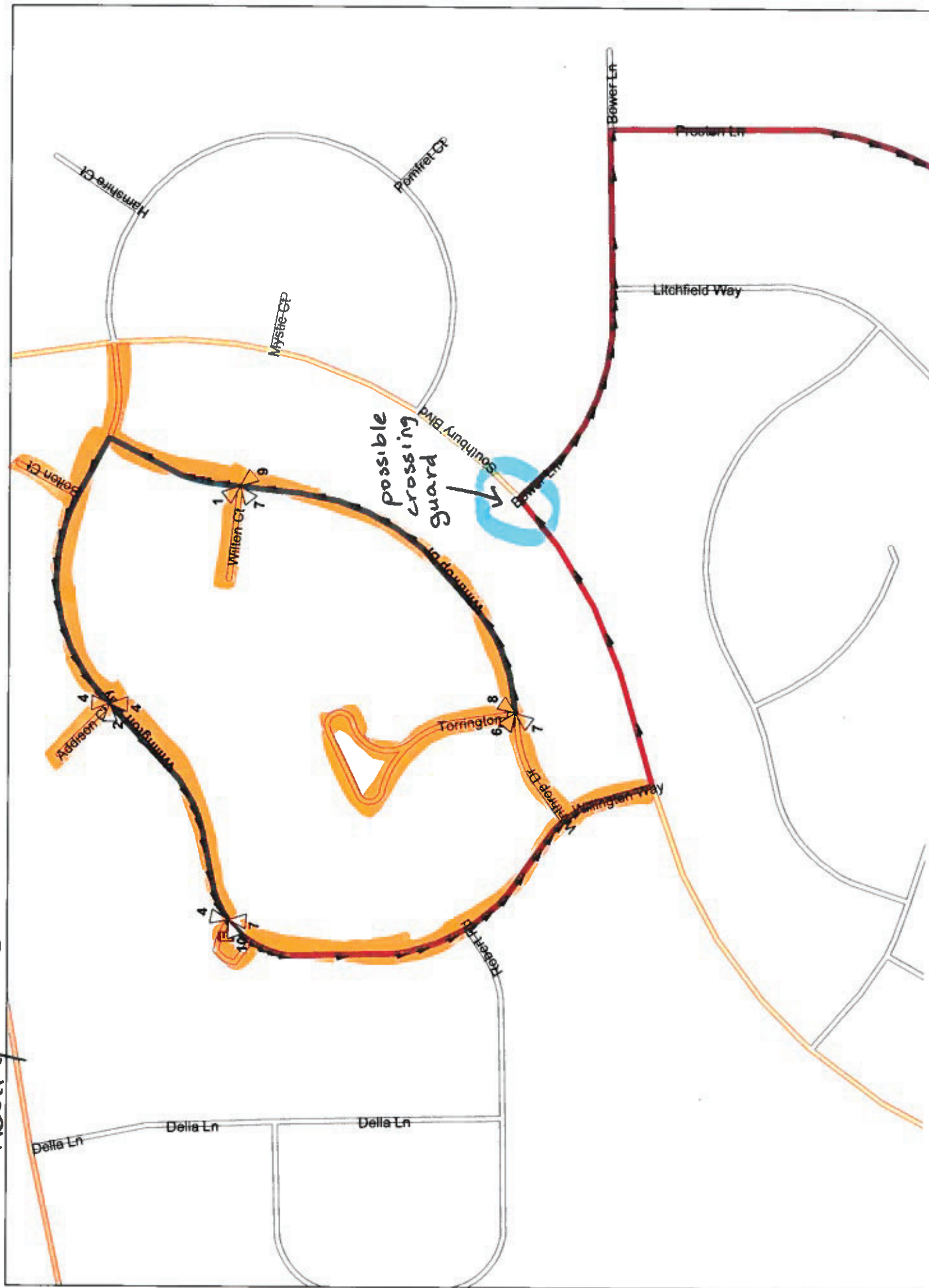
# Oswego Community Unit School District #308 Route Map

Prairie Point # 4



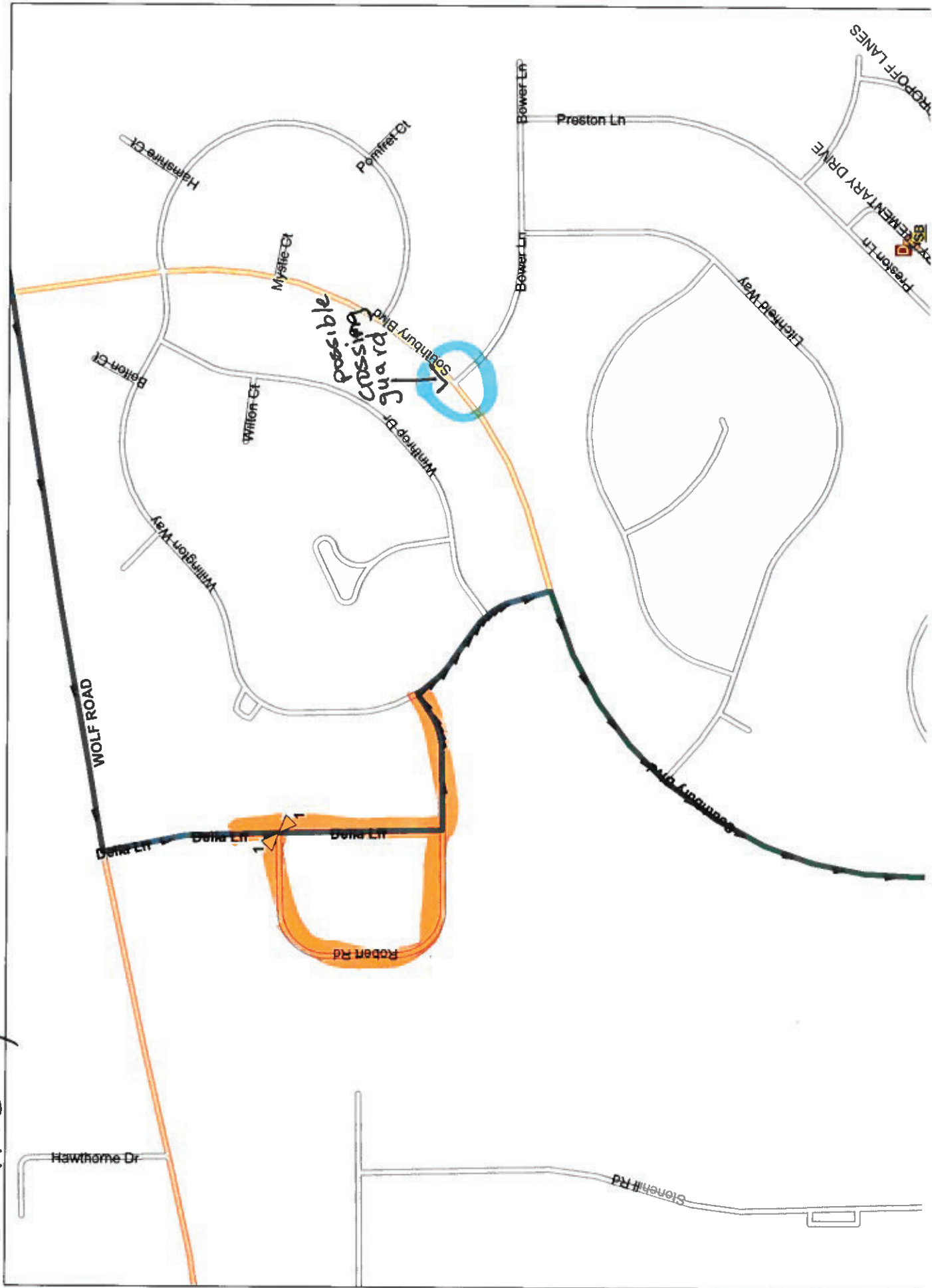
Oswego Community Unit School District #308  
Route Map

Southbury #5



Oswego Community Unit School District #308  
Route Map

Southbury #6

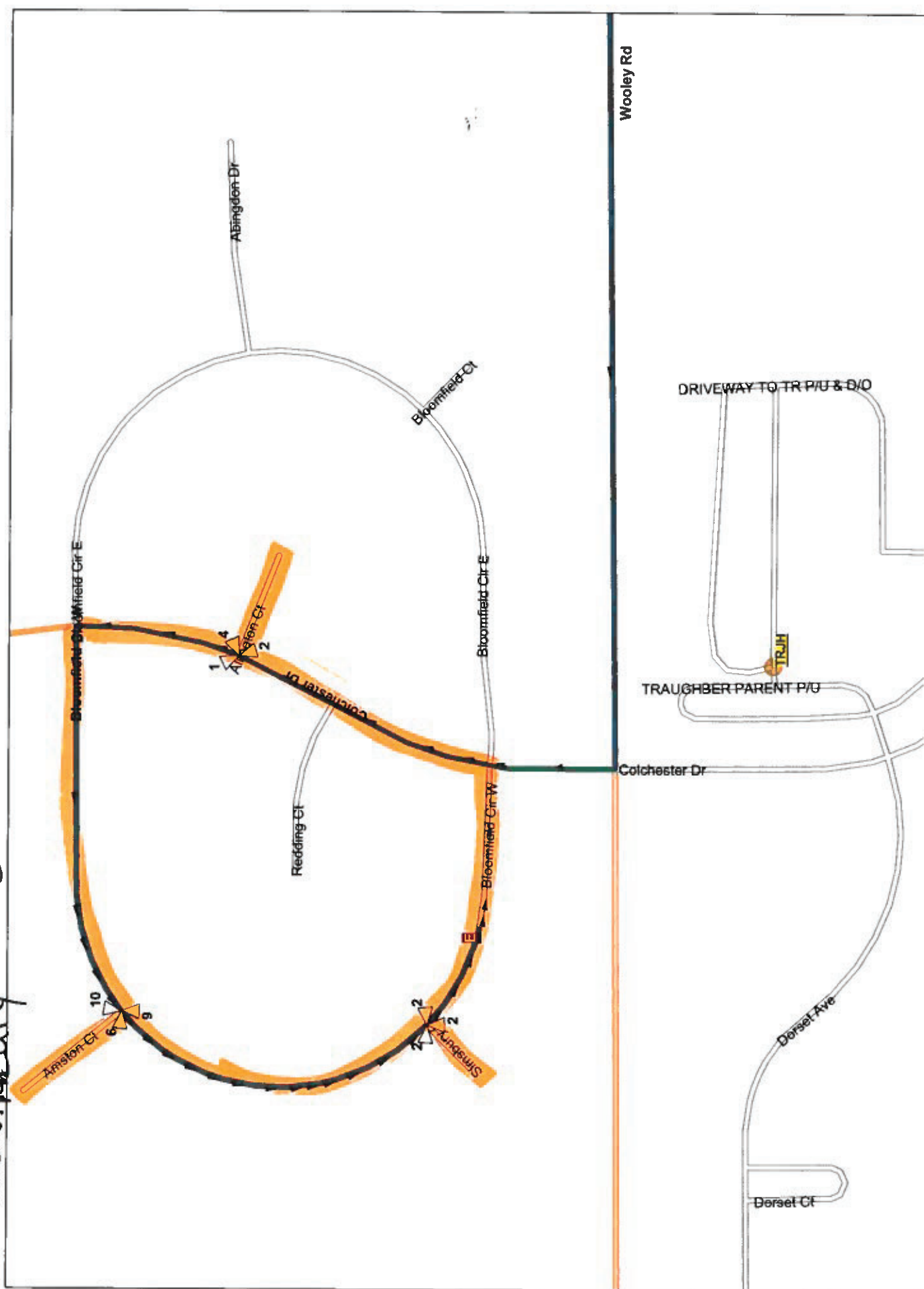


Oswego Community Unit School District #308  
Route Map

Southbury #7



Southbury #8





Dear Mr. Lightfoot,

I appreciate you responding to our letter. I understand that our request may open up a can of worms in terms of additional traffic studies that may be needed. However, **we have only one concern: the safety of our children.** Please, please, travel to the intersection at Morgan Valley Drive and Grove Road to assess the information we've provided. Also, please walk both bike paths we have access to and imagine the daily travel of young children across these paths during inclement weather.

According to Illinois statues, it is within our rights to formally request reassessment of the safety hazards that exist to ensure safe passage of our children to Prairie Point School. We would be grateful to you for forwarding our petition to the IDOT and the State Superintendent for further review.

We understand that these are extraordinary times, that require extraordinary measures to preserve the quality of education for our students in Oswego. It deeply saddens us that the referendum was not passed. We are appealing to you for help for one reason--the safety of the children in Morgan Crossing. If there are other areas where children can safely walk, we by all means, support bus cuts. However, that is not the case for the children that reside in Morgan Crossing.

Sincerely,

Christy Valyou

On Wed, May 20, 2020 at 9:25 AM Brent Lightfoot <[blightfoot@sd308.org](mailto:blightfoot@sd308.org)> wrote:

Mrs. Valyou,

Thanks for your email and I did read your full document and have been reading the emails from members of your subdivision.

While I understand that change is hard, you have had bussing for some time now and moving to walk is a big change. While I can understand why you would ask for a new study - that would not change anything with regards to the number of hazards identified - and thus would not place 308 in a position to possibly get state funds for running buses in this area. Additionally, another study - during this time would make it impossible to gauge actual traffic conditions during school hours, and when people are driving at normal volumes.

I'd also ask you to think about this from the standpoint of a board member/district. If we were to do another study - then would the areas where bussing was removed a year ago need another study? Simply where would it end?

Because the state will not provide reimbursement for those who live under 1.5 miles, the district can't afford to continue to offer this additional service. I'd also comment on the fairness to other parts of the district - which also don't have bussing, and live in areas where traffic studies also show it's safe for kids to walk.

I would comment that if your not aware - the district offers limited pay to ride options - if other near routes are not full. That may be an option for your family. Please contact the transportation office to see if we have any availability.

Thanks

Brent



On Wed, May 20, 2020 at 9:08 AM Christy Valyou <[christyvalyou@gmail.com](mailto:christyvalyou@gmail.com)> wrote:

Dear Mr. Lightfoot,

I've attached a link to the google document. I've edited the letter to reflect the most recent information we have in our subdivision about the most recent traffic study.

[https://docs.google.com/document/d/1gmnX01hY4eJn6I6q\\_DpJk7CrR-XMF0XcgLBE7FdCRQ0/edit?usp=sharing](https://docs.google.com/document/d/1gmnX01hY4eJn6I6q_DpJk7CrR-XMF0XcgLBE7FdCRQ0/edit?usp=sharing)

Have a wonderful day,  
Christy Valyou

--

Brent G. Lightfoot  
SD308 Board Member  
[blightfoot@sd308.org](mailto:blightfoot@sd308.org)



Carrie,

Attached is the study and the power point presentation for the BOE meeting on Monday. I have updated the memo, and provided neither Dr. Sparlin nor Christi have any edits we are all set to go.

Thanks

--

Dawn Simosky, CDPT, CSNT  
Director of Transportation



District 308 Transportation Center  
55 Stonehill Road  
Oswego, IL 60543  
630-636-2977



Hi,

If we go up Mustang than we have to wind around to Vista which would be way over the 1.5 miles.

I agree we need to work on a long term plan. The current walking route is Buckskin to Chestnut to Mustang to Morgan Valley to Grove. Cross Grove Road go up the bike path and cross Grove Road again.

The concern is no cross walk at the first Grove Road crossing. I hope there will be a crossing guard. The speed limit is 45. One to two blocks prior to that point it is 55. I think it is a safe bet that people are traveling down that hill on Grove Road between the two farms at more than 55.

Thanks,  
Tony

Sent from my Verizon Wireless 4G LTE Smartphone

BLightfoot308 <blightfoot@oswego308.org> wrote:  
Tony,

I reviewed and I think your point is that you will now be walking and you would like to be part of the dPC route. Seems that would be a short term fix as transportation might make DPC walk the following year. What is the proposed walking route for you? Up mustang to Vista?

Brent  
Sent from my iPhone using fat fingers, please excuse any typos

On Aug 1, 2012, at 12:18 PM, Kathleen Giles <[REDACTED]> wrote:

Hi Dr. O'Malley,

Please view the attached file regarding a bussing issue.

Thank You,

Tony Giles  
[REDACTED]

<Bussing.docx>

Did we talk about the date being incorrect on this? I'm assuming this is the recent student with a Jan 2012 date?

**Christi Tyler**  
Chief Financial Officer / CSBO



4175 Route 71  
Oswego, IL 60543  
Office: 630.636.3090  
Cell: 630.383.6592

On Thu, Apr 9, 2020 at 6:06 PM Dawn Simosky <[dsimosky@sd308.org](mailto:dsimosky@sd308.org)> wrote:

On Thu, Apr 9, 2020 at 2:00 PM Christi Tyler <[ctyler@sd308.org](mailto:ctyler@sd308.org)> wrote:

Would you happen to have digital access to these studies for Prairie Point and Southbury that you could send me - I thought I did but it was just Erikson's quote - thanks.

**Christi Tyler**  
Chief Financial Officer / CSBO



4175 Route 71  
Oswego, IL 60543  
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Cell: 630.383.6592

--

Dawn Simosky, CDPT, CSNT  
Director of Transportation



District 308 Transportation Center  
55 Stonehill Road  
Oswego, IL 60543  
630-636-2977

Dear Board □

□

This information is highlighted in my Weekly Update, but upon reflection, it would be good for the board to have this information. □ As noted, District 308 will be providing bussing for Prairie Point. □ No bussing will be added or changed at Wolf's Crossing/Bednarcik. □ These are two areas of five neighborhoods under review by District 308. □ At the next board meeting, I will ask bussing approval for Prairie Point, but please know we are moving forward with this decision to ensure transportation is provided August 22.

□

Kind regards,

□

□

□

MW

□

\*\*\*\*\*

Dr. Wendt,

□

I have attached two memorandum for your review pertaining to Hazardous Walking Conditions for Prairie Point and Wolfs Crossing/Benarcik. Both studies were carried out by Eriksson Engineering Associates Ltd. to ensure consistency of the required factors such as (1) grade level of the □ pupil, (2) walking route to the school, (3) locations, condition, and width of the walkway, (4) speed, control and volume of traffic on the road and (5) length of the walkway section.

□

The Prairie Point Study shows that the district will qualify for reimbursement from the state due to a Type 3 Hazardous Crossing located at Grove Road and Morgan Valley Drive. Furthermore, the district can qualify Andover Drive as a hazard pending two (2) judgment points awarded by the Board of Education. Based on these findings, I would recommend the Board provide busing as outlined in the study for this school year.

□

I would □ also like to note that the district will need to work with the county to □ ensure changes are made to the southern crossing of Grove Road by Morgan Valley Road due to the 45 mph speed zone.

□

The Wolf's Crossing/Benarcik study shows that the district would not qualify for reimbursements because no hazardous conditions exist. Therefore, the administration will not be making a recommendation to provide busing for this school year. However, the district will continue to monitor this area for potential changes and in the event changes occur that warrant a follow up study, the district will reevaluate.

□

After you have reviewed the study and responded you have done so, I will contact the building principal at Prairie Point. The principal will then contact those parents affected by the change to ensure a clear line of communication. Thanks

On Thu, Apr 9, 2020 at 2:00 PM Christi Tyler <[ctyler@sd308.org](mailto:ctyler@sd308.org)> wrote:

Would you happen to have digital access to these studies for Prairie Point and Southbury that you could send me - I thought I did but it was just Erikson's quote - thanks.

**Christi Tyler**

*Chief Financial Officer/CSBO*



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--

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Director of Transportation



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55 Stonehill Road  
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Christi,

Attached is the walk study for PP and SB. This is my first time analyzing the data, but it appears to me that if we add a crossing guard at Southbury Blvd @ Bower, we can eliminate all bus areas that are referenced in this report. Once you have reviewed and we have discussed I assume that I will need to present to the board as information and share the study and findings, and I am thinking after all of the issues with Homestead, we should do this sooner rather than later.

Please let me know your thoughts.

Thank you,

--

Dawn Simosky, CDPT, CSNT  
Director of Transportation



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