

**Illinois School Travel Plan**

**Hoopeston, IL Safe Routes to School**

2/15/2008



## 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

In support of increased physical activity and improved health, letters of support were submitted by the middle school P.E. teacher and the John Greeg Principal. We plan to improve air quality by promoting increased walking and biking resulting in less cars on the roads which would lower pollution levels. We plan to improve unsafe walkways by improving the condition of existing walkways, improve crossings, create up to 3 additional 4-way stops, and restripe and resign crosswalks.

## **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:

- Ellen Hedrick, City Engineer
- Shannon Ruh, Economic Development Director
- Dave Knake, Street and Alley Department Superintendent
- Don Dean, School or staff official
- Jerry Yonkers, Local official
- Hank Hornbeck, School or staff official
- Carl Ankenbrand, School or staff official
- Mayor Bill Dewitt, Local official
- Wade Gocking, Street and Alley Department

The primary contact person for our School Travel Plan is:

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Organization: City of Hoopeston

### 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](#)

Parent surveys were sent to the parents of all K-8 students. The city received 223 returned surveys with input from parents on their child's safety to and from school.

Hosted public meetings

The City held a public meeting on Tuesday May 22nd to introduce the identified safe routes and obtain community feedback. See attached sign-in sheet. Input was given on the proposed routes and incorporated into the plan.

Interviewed key stakeholders

The City administered stakeholder surveys at two recent community visioning meetings. The City also had surveys available for residents to fill out when paying their water bill at the City Hall.

Solicited student opinions

All elementary school teachers and middle school teachers sought student opinions on how they travel to and from school. All elementary and middle school students were surveyed.

Publicized a public comment period

An article was published in Hoopston's two local newspapers seeking feedback on the condition of Hoopston's sidewalks. Responses were then submitted via the City web site and received via email by the economic development director.

Conducted [engineering studies](#)

The City engineer surveyed the sidewalks throughout the community. During this study locations of deteriorated or missing sidewalks were identified, safe walking routes to and from schools were created, and sidewalk and crossing improvements were proposed. Safe bicycling routes were also explored.

Conducted a community 'Walkabout' or 'Bikeabout'

Incorporated our town's existing bike or pedestrian plan recommendations

Incorporated our [School Wellness Policy](#) objectives

The City and the School district reviewed school wellness policy and carefully evaluated the location of sidewalks. Particular attention was given to areas within close proximity to the school where students are encouraged to walk during PE class.

We have no public input process at this time

Other



#### **4. School Description**

Our School Travel Plan addresses the needs of :

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

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

- HONEYWELL ELEM SCHOOL in district 0110
- HOOPESTON AREA MIDDLE SCHOOL in district 0110
- JOHN GREER ELEM SCHOOL in district 0110
- MAPLE ELEM SCHOOL in district 0110

The school(s) are located in:

- HOOPESTON

#### **5. School Demographics**

Summary of all Schools

Our student demographic information includes:

84.0% White 1.0% Black 10.0% Hispanic 0% Asian 5.0% Other  
53.0% Low income students 0% Limited English proficient students  
1.0% 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	35.0 %	1.4 %	30.7 %	30.2 %	2.7 %	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	22.0 %	19.0 %	17.0 %	12.0 %	29.9 %

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

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

Hoopston teachers and teacher aides act as crossing guards before and after school. The police actively patrol the City during school arrival and dismissal.

Our school arrival and dismissal procedures include:

**FOR PEDESTRIANS AND BICYCLISTS:** Teachers and teacher aides assist students in reaching the edge of the school property and help them cross at the points where crossing guards are shown on the safe routes maps.

**FOR SCHOOL BUSES:** Teachers and teacher aides assist students in groups to the shuttle buses.

**FOR CARPOOLS:** None

**FOR PRIVATE VEHICLE DROP-OFF/PICK-UP:** Each school has designated drop off/ pickup areas for students. This is described in the sections designated for each school.

**FOR TEACHERS AND STAFF:** None

Other school travel policies include:

Each school utilizes similar bicycle rules, bus rules, and street crossing rules which include school specific rules for parents picking up students by car.

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

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

## 7. Barriers to Active Transportation

### Summary of all Schools

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

Significant traffic crashes within 2 miles of school over the last 3 years

Missing or insufficient walkways (sidewalks and paths)

Need to improve existing walkways and fill in some gaps in sidewalk to complete safe routes. There are no sidewalks leading to and from all 4 corners of Honeywell property; north, south, east, and west. There are no sidewalks leaving John Greer and heading north to residential area.

No safe place to ride a bike to school

There are currently no bike paths and therefore not many students ride to school. This could be improved by striping bike lanes on the roads that are highly traveled by bike.

Crossing streets and intersections is difficult or dangerous

Crossing Route 9 to the Middle School is difficult and dangerous for walking and biking as there is no marked crosswalk.

A major roadway or expressway divides the school from residential areas

Walkways are not accessible to students with disabilities

They have a special bus for students with disabilities but students wishing to come to school by wheel chair may have difficulty maneuvering some sidewalks, particularly around Honeywell School. Some sidewalks have curbs that prevent access by wheelchairs or bikes.

Distance to school is too far

Bike parking at school is missing, insufficient or not secure

Dangerous driving and speeding on streets

Drop-off and pick-up process creates congestion and unsafe behaviors

Public safety concerns (crime, violence)

School policies ban or prohibit bicycling

Local ordinances negatively impact pedestrians and bicyclists

Other

## 5. School Demographics

### HONEYWELL ELEM SCHOOL

Our student demographic information includes:

83.0% White 1.0% Black 9.0% Hispanic 0% Asian 7.0% Other

52.0% Low income students 0% Limited English proficient students

1.0% Special education students

## 6. Travel Environment

### HONEYWELL ELEM SCHOOL

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

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	34.4 %	0.5 %	28.6 %	30.2 %	6.3 %	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	17.4 %	20.0 %	20.0 %	10.0 %	32.1 %

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

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

The Hoopston police department patrols the community during school arrival and dismissal to aid in keeping students safe.

Our school arrival and dismissal procedures include:

**FOR PEDESTRIANS AND BICYCLISTS:** Students should arrive on the South (Seminary Street) side of the building. Honeywell Street is reserved for buses. Students may not arrive until 8 A.M. All walkers and shuttle students leaving from the north side of the building will be held until all buses have left. Staff members walk students to the corners to cross.

**FOR SCHOOL BUSES:** Buses drop students off on Honeywell Street. Shuttle bus students are loaded on the North side of the building. Students going to Maple via shuttle bus board on the west sidewalk and students going to John Greer via shuttle bus board on the east sidewalk. Teachers and teacher aides assist students in groups to the shuttle buses.

**FOR CARPOOLS:** None

**FOR PRIVATE VEHICLE DROP-OFF/PICK-UP:** Students should be dropped off and picked up on the South (Seminary Street) side of the building.

**FOR TEACHERS AND STAFF:** None

Other school travel policies include:

School staff rotate to supervise students at arrival and dismissal.

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

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

Through staff supervision the school seeks to enhance safe and active travel among the students.

## 7. Barriers to Active Transportation

### HONEYWELL ELEM SCHOOL

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

Significant traffic crashes within 2 miles of school over the last 3 years

Missing or insufficient walkways (sidewalks and paths)

There are no sidewalks on the East and West sides of Honeywell school making walking to and from school difficult. Many of the sidewalks in the Honeywell Neighborhood are very old, overgrown brick.

No safe place to ride a bike to school

There are no bike paths and students must ride in the street which does not promote safe travel to and from school. Many students therefore choose not to ride.

Crossing streets and intersections is difficult or dangerous

Thompson Street is a busy street with no safe place for students to cross. We are proposing a 4-way stop at Thompson Avenue and 5th Street.

A major roadway or expressway divides the school from residential areas

Walkways are not accessible to students with disabilities

Due to lack of sidewalks it is not possible for students with disabilities to enter from the East or West side of the building.

Distance to school is too far

Bike parking at school is missing, insufficient or not secure

Dangerous driving and speeding on streets

Drop-off and pick-up process creates congestion and unsafe behaviors

The north side of the building is supposed to be for bus drop off only, however parents often park on the north side making the drop off and pickup area very congested.

Public safety concerns (crime, violence)

There are some safety concerns in this area of town which may play a role in the number of students that choose not to walk to school, due to the young ages of the students parents may not feel comfortable allowing students to walk. There is a perceived concern that walking is less safe in the Honeywell Neighborhood.

School policies ban or prohibit bicycling

Local ordinances negatively impact pedestrians and bicyclists

Other

## 5. School Demographics

### HOOPESTON AREA MIDDLE SCHOOL

Our student demographic information includes:

87.0% White 1.5% Black 11.0% Hispanic 0% Asian 0.5% Other

45.0% Low income students 0% Limited English proficient students

1.0% Special education students

## 6. Travel Environment

### HOOPESTON AREA MIDDLE SCHOOL

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

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	25.0 %	0 %	22.1 %	44.8 %	8.1 %	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	24.1 %	16.9 %	21.5 %	4.1 %	32.8 %

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

The Hoopeston Police Department actively patrols the middle school area at drop off and pickup. Flashing beacons and up-to-date signage is present on Route 9 provided by IDOT.

Our school arrival and dismissal procedures include:

**FOR PEDESTRIANS AND BICYCLISTS:** Both walkers and riders enter through either the main door between the High School and Middle School or the Middle School door, both of which face Route 9. There are two bicycle racks; one located at the main entrance and one at the west end of the building.

**FOR SCHOOL BUSES:** Buses pick up students in front of the main doors to the school.

**FOR CARPOOLS:** None

**FOR PRIVATE VEHICLE DROP-OFF/PICK-UP:** Parents pull up to the middle school doors or the main doors to pick up students.

**FOR TEACHERS AND STAFF:** None

Other school travel policies include:

Children living more than 1.5 miles from the school are bused on the country bus. The bus system is available to students within the district that live 1.5 miles from the high school. The bus service is offered to 95 of the 212 middle school students.

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

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

The physical education program promotes walking and running on a regular basis and students are involved in such activities throughout the school day.

## 7. Barriers to Active Transportation

### HOOPESTON AREA MIDDLE SCHOOL

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

- Significant traffic crashes within 2 miles of school over the last 3 years
- Missing or insufficient walkways (sidewalks and paths)
 

There is no good route for walking available to residence south of Route Nine and west of the railroad tracks.
- No safe place to ride a bike to school
 

On-street bike lanes are needed.
- Crossing streets and intersections is difficult or dangerous
 

There are no stops signs on IL 9. The intersection where all the middle school kids are encouraged to cross (Fifth St.) is only protected with a 20 mph school zone and flashing beacons. Children who live south of IL 9 and west of the RR tracks, cross the highway twice to access sidewalks (since there is no sidewalk on the south side of IL 9).
- A major roadway or expressway divides the school from residential areas
 

Illinois Route 9 divides the school from residential areas.
- Walkways are not accessible to students with disabilities
- Distance to school is too far
- Bike parking at school is missing, insufficient or not secure
- Dangerous driving and speeding on streets
- Drop-off and pick-up process creates congestion and unsafe behaviors
 

The middle school area is very congested due to being adjoined with the High School. Many High School students drive to school which creates congestion.
- Public safety concerns (crime, violence)
- School policies ban or prohibit bicycling
- Local ordinances negatively impact pedestrians and bicyclists
- Other
 

The City would like to provide bus shelters at 6th Ave. and Main Street and at 7th Ave and Thompson Street where many kids gather to ride the shuttle bus to the middle school.

## 5. School Demographics

### JOHN GREER ELEM SCHOOL

Our student demographic information includes:

88.0% White 1.5% Black 8.0% Hispanic 0% Asian 2.0% Other  
 52.0% Low income students 0% Limited English proficient students  
 1.0% Special education students

## 6. Travel Environment

### JOHN GREER ELEM SCHOOL

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

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	41.6 %	2.4 %	38.0 %	18.0 %	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	15.9 %	15.9 %	26.7 %	19.9 %	21.1 %

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

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

There is a crossing guard at 6th Avenue and Penn Street but there is one needed at 6th Avenue and Main Street. A crossing guard at 5th Ave. and Penn Street would also be helpful.

Our school arrival and dismissal procedures include:

**FOR PEDESTRIANS AND BICYCLISTS:** Most walkers arrive via the Penn Street sidewalks. Most bicyclists arrive via 6th Avenue and place their bikes in the racks off of 6th Avenue. Bicycles are to be placed in the bike racks and locked immediately upon arrival at the school. Student bicycle riders can only enter the street from the 6th Avenue bike parking lot. Students should wait at this lot until they are absolutely sure it is safe for them to enter the street. Bicycles are to be ridden in the streets not on the sidewalks around the school buildings. Students are to ride on the right-hand side of the street and follow the Illinois bicycle rules of the road.

**FOR SCHOOL BUSES:** The buses pull into the bus driveway and students disembark directly onto the school sidewalks. For safety reasons students are not to cross the bus drive. Students must use the sidewalks when leaving the bus loading/unloading area. Parents are also discouraged from crossing the drive. Teachers and teacher aides assist students in groups to the shuttle bus.

**FOR CARPOOLS:** None

**FOR PRIVATE VEHICLE DROP-OFF/PICK-UP:** Most students are dropped off along Penn Street (North Side). Some pull into the east staff parking lot and drop students off directly into the playground. Crossing guards assist students across Penn Street.

FOR TEACHERS AND STAFF: Teachers that park in the west staff parking lots use the sidewalks directly to the building. Teachers that park on the east side of the building walk through the lot and playground to the building.

Other school travel policies include:

No bicycles can be ridden on school property. Students are allowed to cross the streets only at the corners unless accompanied by a responsible adult. If parents deliver or pick up their child by car, they should park on the school side of the street. Parents must accompany their child across the street when they park across from the school. Supervisors are directed to let no children cross except at corners or with an adult.

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

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

The school utilizes country route bussing and shuttle bussing for students that need to commute across town. The school district has established travel patterns for cars, bikes, and pedestrians.

## 7. Barriers to Active Transportation

### JOHN GREER ELEM SCHOOL

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

- Significant traffic crashes within 2 miles of school over the last 3 years
- Missing or insufficient walkways (sidewalks and paths)  
Along the east and west sides of the John Greer block.
- No safe place to ride a bike to school  
There are many gaps in the sidewalks heading north of John Greer.
- Crossing streets and intersections is difficult or dangerous  
There is currently no crossing guard at Main Street, measures are needed to assist students across Main Street. Flashing red beacons on the 6th Avenue stop signs at Main and Penn Street intersections would be helpful to keep drivers alert and make crossing safer. Penn and Main have high ADTs (see attached Traffic Volumes map).
- A major roadway or expressway divides the school from residential areas  
There is no safe way for kids to cross the street from the North. There is no connectivity in the sidewalks. There is a 4-way stop at 6th Avenue and Main with a crossing guard present. An additional 4-way stop is recommended at 8th Avenue and Main Street to help children living north of Main Street safely to school.
- Walkways are not accessible to students with disabilities  
Many sidewalks do not have curb ramps.
- Distance to school is too far
- Bike parking at school is missing, insufficient or not secure
- Dangerous driving and speeding on streets
- Drop-off and pick-up process creates congestion and unsafe behaviors  
Congestion occurs at Penn Street from parents dropping off and picking up students.
- Public safety concerns (crime, violence)
- School policies ban or prohibit bicycling
- Local ordinances negatively impact pedestrians and bicyclists
- Other

## 5. School Demographics

### MAPLE ELEM SCHOOL

Our student demographic information includes:

78.0% White 0.5% Black 11.5% Hispanic 0% Asian 10.0% Other

63.0% Low income students 0% Limited English proficient students

1.0% Special education students

## 6. Travel Environment

### MAPLE ELEM SCHOOL

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

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Percentage of Students	35.5 %	1.7 %	30.9 %	31.8 %	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	23.1 %	19.9 %	21.9 %	8.9 %	25.9 %

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

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

Our school arrival and dismissal procedures include:

**FOR PEDESTRIANS AND BICYCLISTS:** Students are allowed to cross the street only with an adult present. Bicycles must be walked off school property and they are not allowed to ride them on the sidewalks. Each grade level has a door where students line up and come in.

**FOR SCHOOL BUSES:** Buses load and unload in the back on Maple Street. First and second graders unload and the 2nd grade door and kindergarten and early childhood load and unload at the early childhood door.

**FOR CARPOOLS:** NA

**FOR PRIVATE VEHICLE DROP-OFF/PICK-UP:** Arrive through the main doors and cannot cross streets without an adult present. Parent pick-up and parking is allowed on the East, West, and South sides of the school.

**FOR TEACHERS AND STAFF:** Teachers have assigned parking spaces and other staff park in the St. Anthony's Church parking lot on 3rd Street.

Other school travel policies include:

For field trips students ride a bus there and back and may not travel with parents.

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

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

The school has supervision on every corner except the southwest corner and the teachers emphasize safety with the students.

## 7. Barriers to Active Transportation

### MAPLE ELEM SCHOOL

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

Significant traffic crashes within 2 miles of school over the last 3 years

Missing or insufficient walkways (sidewalks and paths)

There is some deterioration of the sidewalks in the Maple neighborhood.

No safe place to ride a bike to school

There are no bike paths available; making riding to and from school difficult and young children cannot ride in the streets.

Crossing streets and intersections is difficult or dangerous

A major roadway or expressway divides the school from residential areas

Walkways are not accessible to students with disabilities

The gaps in the sidewalks in the Maple Neighborhood make it difficult for students with disabilities to utilize the walkways.

Distance to school is too far

Bike parking at school is missing, insufficient or not secure

Dangerous driving and speeding on streets

Drop-off and pick-up process creates congestion and unsafe behaviors

The school always struggles with parents double parking and with the parents asking children to cross without an adult. Police support has helped reduce this problem, although the Maple continues to have congestion before and after school which can be a safety issue.

Public safety concerns (crime, violence)

School policies ban or prohibit bicycling

Local ordinances negatively impact pedestrians and bicyclists

Other

## 8. Creating Solutions

### Goals

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

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

Hoopeston needs to increase the number of students that are able to walk and bike to school. The City also needs to promote a healthy lifestyle that includes walking and bicycling.

### **8a. Education Strategies**

- Teach pedestrian and bicycle safety skills to students and parents

Some safety skills are taught in the P.E. classes but the City would like to increase the amount of safety education. See letter of support from Hoopeston Police Chief.

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

- Teach personal safety skills to students and parents

Some safety skills are taught in the P.E. classes but the City would like to increase the amount of safety education. See letter of support from Hoopeston Police Chief.

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

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

- Create educational materials

The City plans to partner with the Hoopeston Regional Health Center to expand educational materials related to healthy lifestyles that include walking and biking.

- Train school and community audiences about Safe Routes to School

This will be done through fliers, brochures, and other educational material. This will also take place through public community forums during and after the grant application process.

- 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

This is an activity which we would like to involve all students and parents in community-wide. This would be promoted through newspaper ads and handouts, emphasizing the benefits of walking. See letters of support from the Schools and the Hoopeston Regional Health Center.

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

This program would be run through the school P.E. classes. See enclosed letter of support (Grant Township).

- Create a park-and-walk program
- Promote Safe Routes to School in the community

This would be done via newspaper articles and radio advertisements. It will also be done by making the safe routes to school plan available on the City Web Site. Safe Routes information will also be distributed to community residents via the economic development community list serve. The Hoopeston Regional Health Center would assist in promoting safe routes in the community through their existing education and exercise programs and through future programs (See letter of support).

- Initiate a reward program for safe travel behaviors among students

Each school will initiate a reward program for those students that demonstrate safe behaviors to and from school. See letters of support (Grant Township).

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

Hoopeston currently has a neighborhood watch program that meets every other month but this will be expanded upon by placing signs in each school neighborhood. The police department is in the process of erecting crime watcher signs in the neighborhoods surrounding each school.

- 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

The speed limits are already 20 miles per hour in the school zones within Hoopston but the City would like to upgrade all of the signs at the elementary schools to encourage reduced speeds in these areas.

- Utilize [speed feedback trailers](#) or signs (portable)

This would be a tool for enforcement as well as education. This will make community residents aware of the speed that they drive through the community. The speed feedback trailers will be placed on IL Route 9 near the middle school as speeds are often too high in this area.

- Other

### 8d. Evaluation Strategies

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

This was completed via surveys in preparation for completing the travel plan. The City would like to survey students following the upgrade of City walking and biking conditions to evaluate the impact these improvements have had on improving and creating a healthy lifestyle among community residents.

- Track the number of crashes within 2 miles of school

The police department keeps record of this and the Safe Routes to School committee plans to follow these statistics to monitor changes in behavior following the implementation of the Safe Routes plan.

- Measure parent/guardian perceptions of safety

Surveys were sent to parents of all elementary and middle school students. This will be done following the implementation of the plan to determine whether or not perceptions have changed post implementation.

- We have developed additional safety measures that include:

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

We will record our measurements in the following table:

EVALUATION METHOD	"BEFORE" MEASURE AND DATE COLLECTED
Count number of walking/bicycling students	DATE: 4/23/2007 % WALKING:27 % BIKING: 1
Track number of crashes	TIME PERIOD:01-01-2005 to 12-31-2005 # OF CRASHES:7
Measure parent perceptions of safety	DATE: 4/29/2007 % WHO BELIEVE WALK/BIKE ENVIRONMENT IS SAFE: 33
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

Remove and replace deteriorating sidewalk (especially old and ill-maintained brick sidewalks), construct new sidewalks to complete gaps, upgrade curb ramps to current ADA standards to create safe walking routes to schools. See attachment called "Proposed sidewalk map."

- Create on-road bicycle lanes

Creating on-road bike lanes with paint pavement markings to encourage bike travel to schools was explored, but found to not be feasible. See attachment called "Bike Routes Discussion."

- Build off-road walking/bicycling paths

- Install, enhance or repair crosswalks

Propose 3 additional 4-way stop locations (currently either 2-way stop or yield). Propose additional crossing guards at Greer School. Cross-walk signage at elementary schools needs to be updated.

- Install curb extensions to reduce the crossing distance on streets

- Install new or improved street lighting

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

95% of signage at elementary schools needs to be updated. Middle school has flashing beacon on IL 9 and Fifth St. Those signs are kept up to date by IDOT.

- Install new or improved pavement markings or legends

Many locations need to have cross-walks striped; some existing cross-walk striping needs to be repainted. Will require railroad crossing symbols to be painted at sidewalks that cross tracks along safe routes.

- Make existing walkways accessible to disabled students

Many locations have no curb ramps. Need to upgrade current ADA standards to create safe walking routes to schools.

- Install bicycle parking near schools

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

- Install raised pedestrian islands for street crossings

- Create traffic controls using traffic lights or signs

Propose 3 additional 4-way stop locations to create safe locations for kids to cross busier streets. Proposed locations (shown on attached "safe route maps"): Eighth Avenue and Main Street, Fifth Avenue and Thompson Street, and Fifth Avenue and Main Street.

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

- Other

Many kids gather at a bus stop located at the corner of Sixth Avenue and Main Street. This location offers no protection from the elements. Would like to propose a covered bus shelter at this location. The same is true for Seventh Avenue and Thompson Street. We would like to propose a shelter at that location too. Thompson is a busy street with fast traffic and a shelter can also offer a safe refuge from the traffic, not just the weather.

## 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	The City plans to partner with the Hoopeston Regional Health Center to expand educational materials related to healthy lifestyles that include walking and biking.	3-6 months	Hoopeston Regional Health Center/Hoopeston Police Department	under development	IL SRTS Program, current cycle
Teach pedestrian and bicycle safety skills to students and parents	Education	Some safety skills are taught in the P.E. classes but the City would like to increase the amount of safety education. See letter of support from Hoopeston Police Chief.	6-12 months	Hoopeston Area School District and Hoopeston Police Department	under development	in-kind participation
Teach personal safety skills to students and parents	Education	Some safety skills are taught in the P.E. classes but the City would like to increase the amount of safety education. See letter of support from Hoopeston Police Chief.	6-12 months	Hoopeston Police Department and Hoopeston Area School District	under development	in-kind participation
Train school and community audiences about Safe Routes to School	Education	This will be done through fliers, brochures, and other educational material. This will also take place through public community forums before and after the grant application process.	6-12 months	Hoopeston Police Department and School District	under development	in-kind participation
Host <a href="#">International Walk to School Day</a> or other special event	Encouragement	This is an activity which we would like to involve all students and parents in community-wide.	6-12 months	Hoopeston Area School District	under development	IL SRTS Program, current cycle

		This would be promoted through newspaper ads and handouts, emphasizing the benefits of walking. See letters of support from the Schools.				
Initiate a <a href="#">walking/biking mileage club</a> or other contest	Encouragement	This program would be ran through the school P.E. classes. See enclosed letter of support.	6-12 months	Hoopeston Area School District	under development	in-kind participation
Initiate a reward program for safe travel behaviors among students	Encouragement	Each school will initiate a reward program for those students that demonstrate safe behaviors to and from school. See letters of support.	6-12 months	Hoopeston Area School District	under development	in-kind participation
Promote Safe Routes to School in the community	Encouragement	This would be done via newspaper articles and radio advertisements. It will also be done by making the safe routes to school plan available on the City Web Site. Safe Routes information we also be distributed to community residents via the economic deve	6-12 months	City of Hoopeston and Hoopeston Area School District	being implemented	IL SRTS Program, current cycle
Start a <a href="#">Safe Passage or Neighborhood Watch</a> program	Encouragement	Hoopeston currently has a neighborhood watch program that meets every other month but this will be expanded upon by placing signs in each school neighborhood.	3-6 months	Clty of Hoopeston	being implemented	in-kind participation
Lower speed limits in school vicinity	Enforcement	The speed limits are already 20 miles per hour in the school zones within Hoopeston but the City would like to upgrade all of the signs at the elementary schools to encourage	12-24 months	City Engineer and Hoopeston Polie Department	under development	IL SRTS Program, current cycle

		reduced speeds in these areas.				
Utilize speed feedback trailers or signs (portable)	Enforcement	This would be a tool for enforcement as well as education. This will make community residents aware of the speed that they drive through the community. The speed feedback trailers will be placed on IL Route 9 near the middle school as speeds are often t	12-24 months	City Engineer and Hoopeston Police Department	under development	IL SRTS Program, current cycle
Construct, replace or repair sidewalks	Engineering	This will take place along all safe routes identified on the enclosed maps.	12-24 months	City Engineer and Hoopeston Street and Alley Department	under development	IL SRTS Program, current cycle
Create on-road bicycle lanes	Engineering	The proposed location is along high roadways highly used by bikes.	12-24 months	City Engineer and Hoopeston Street and Alley Department	under development	IL SRTS Program, current cycle
Create traffic controls using traffic lights or signs	Engineering	Additional signs will be added	6-12 months	City Engineer	not yet begun	IL SRTS Program, current cycle
Install new or improved pavement markings or legends	Engineering	This will be done throughout the community where markings are faded or absent	6-12 months	City Engineer and Street and Alley Department	under development	IL SRTS Program, current cycle
Install new or improved signage (school zone, speed limits, crosswalk, speed feedback signs (fixed), etc.)	Engineering	This will be done around all elementary schools where signage needs updating.	12-24 months	City Engineer and Hoopeston Street and Alley Department	under development	IL SRTS Program, current cycle
Install, enhance or repair crosswalks	Engineering	Propose 3 additional 4-way stop locations (currently either 2-way stop or yield). Propose additional crossing guards at Greer School. Cross-walk signage at elementary schools needs to be updated.	6-12 months	City Engineer/Street Alley Department	under development	IL SRTS Program, current cycle

Make existing walkways accessible to disabled students	Engineering	This will take place by filling sidewalk gaps and repairing deteriorated sidewalks around the schools.	6-12 months	City Engineer and Street and Alley Department	under development	IL SRTS Program, current cycle
Other	Engineering	Many kids gather at a bus stop located at the corner of Sixth Avenue and Main Street. This location offers no protection from the elements. Would like to propose a covered bus shelter at this location.	3-6 months	City Engineer/Street Alley Department	under development	IL SRTS Program, current cycle
Count the number of students who walk and bicycle to and from school	Evaluation	This was completed via surveys in preparation for completing the travel plan. The City would like to survey students following the upgrade of City walking and biking conditions to evaluate the impact these improvement have had on improving and creating a	6-12 months	Economic Development Director will facilitate and teachers will administer surveys	being implemented	in-kind participation
Measure parent/guardian perceptions of safety	Evaluation	Surveys were sent to parents of all elementary and middle school students. This will be done following the implementation of the plan to determine whether or not perceptions have changed post implementation.	6-12 months	Hoopeston Economic Development Office and Hoopeston Area School District	being implemented	in-kind participation
Track the number of crashes within 2 miles of school	Evaluation	The police department keeps record of this and the Safe Routes to School committee plans to follow these statistics to monitor changes in behavior following the implementation of the Safe Routes plan.	3-6 months	Hoopeston Police Department	complete	other funding

## **11. Plan Approval**

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

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

**REQUIRED: SCHOOL OFFICIAL**

Name: Jane Comrie  
Title: Physical Education Teacher  
Representing: Hoopeton Area School District  
Phone: 217-283-6661  
Email: brichard@hoopeton.k12.il.us

**REQUIRED: SCHOOL DISTRICT OFFICIAL**

Name: Don Dean  
Title: School Superintendent  
Representing: Hoopeton Area School District  
Phone: 217-283-6668  
Email: brichard@hoopeton.k12.il.us

**REQUIRED: LOCAL GOVERNMENT OFFICIAL**

Name: William Dewitt  
Title: Mayor  
Representing: City of Hoopeton  
Phone: 217-283-5320  
Email: lealonig@yahoo.com

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

Name: Bill Boose  
Title: Township Supervisor  
Representing: Grant Township  
Phone: 217-283-5221  
Email: grntwn@egix.net

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

Name: Jessica Lester  
Title: PTO Member  
Representing: Hoopeton School District  
Phone: 217-283-4679  
Email: bigkid61858@yahoo.com

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

Name: David Elliott  
Title: CEO

Representing: Hoopeston Regional Health Center

Phone: 217-283-5531

Email: david.elliott@hoopestoncmh.org

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

C:\Documents and Settings\Shannon\My Documents\Shannon's Hoopeston Work Files 2007\Grants, Loans, and Programs\Safe Routes to School Grant\Letters of Support\Resolutions of Support - ALL.pdf - [View File](#)

C:\Documents and Settings\Shannon\My Documents\Shannon's Hoopeston Work Files 2007\Grants, Loans, and Programs\Safe Routes to School Grant\What Are Residents Saying About Hoopeston Sidewalks.pdf - [View File](#)

C:\Documents and Settings\Shannon\My Documents\Shannon's Hoopeston Work Files 2007\Grants, Loans, and Programs\Safe Routes to School Grant\Resident Feedback.pdf - [View File](#)

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J:\07078\Drawings\PDF Plots\for Public Mtg 5-22-07\Honeywell School Routes.pdf - [View File](#)

C:\Documents and Settings\Shannon\My Documents\Shannon's Hoopeston Work Files 2007\Grants, Loans, and Programs\Safe Routes to School Grant\May2 - Sidewalk article.pdf - [View File](#)

C:\Documents and Settings\Shannon\My Documents\Shannon's Hoopeston Work Files 2007\Grants, Loans, and Programs\Safe Routes to School Grant\Parent Survey Results.pdf - [View File](#)

G:\Safe Routes to School Grant\Files to upload\Letters of Support - City of Hoopeston.pdf - [View File](#)

C:\Public Forum - Sign in Sheet.pdf - [View File](#)

J:\07078\Drawings\PDF Plots\Bike Route Discussion Map.pdf - [View File](#)

J:\07078\Drawings\PDF Plots\for Public Mtg 5-22-07\Honeywell School Routes.pdf - [View File](#)

J:\07078\Drawings\PDF Plots\Traffic Volumes.pdf - [View File](#)

J:\07078\Drawings\PDF Plots\Bike Route Discussion narrative.pdf - [View File](#)

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