

Illinois School Travel Plan

Decatur Area Safe Routes to School Program

10/14/2008



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

Neighborhood Groups.pdf

Accidents.pdf

sidewalk hazards.pdf

Traffic Analyzer Study.pdf

BMI calculated for 72 children in Elementary School.doc

Vaiduct and bad practices.JPG

Picture showing the havoc at pick up and dropoff.jpg

railroad yard.jpg

Children assisting with the walkability audits understanding maps.JPG

Sunken sidewalks.JPG

Appreciation certificates.pdf

Safe Routes to School Walking School Bus Volunteer.pdf

International Walk To School Day Flier.pdf
Proposed Improvements around the school.jpg
Int walk2school1.jpg
intwalk2 school_2.jpg
Trafficatpickup.jpg

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).

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:

- Kathy Thompson, School or staff official
- Jeanelle Keck, Special Projects Planner
- Mike Sotiroff, School or staff official
- Richard Berard, Traffic planner/engineer
- Diane Johner, Health professional
- Richelle Irons, Neighborhood Outreach Manager
- Jim Keefer, Park District
- Michelle Henkelman, Health professional
- Jon Platzbecker, Police/sheriff's department
- Laura Carlton, Police/sheriff's department
- Mark Smith, Senior Planner
- Randy Dotson, School or staff official
- Robin Colby, School or staff official
- Sue Neislie, Coalition of Neighborhood Organization
- Vasudha Pinnamaraju, GIS Planner
- Brad Boesdorfer, Management Information Systems

The primary contact person for our School Travel Plan is:

Name: Vasudha Pinnamaraju
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Organization: Agency

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](#)

Teachers at William-Harris school administered parent surveys using the template prepared by the Safe Routes to School.Org. A total of 267 copies of the surveys were distributed of which 121 surveys were returned. This 45.3% rate of return represents approximately 200 children. This 74% rate of return helped us gather the critical input from parents regarding the walking routes of their children. Following the concerns ranked in the same order by the parent surveys: 1) Amount of traffic 2) Violence/Crime 3) Unsafe Intersections 4) Speed of the traffic 5) distance 6) Weather 7) Unsafe Sidewalks 8) No Adults to walk or bike with 9) Before/After school programs.

Hosted public meetings

There are several active neighborhood groups within the mile and half radius of William-Harris School: GM Square, The Elms, Hess Park, Concord, Fans Field, Near Noth and torrence park. Most of these groups meet at least once every month. The Coalition of Neighborhood Organizations (CONO), which is part of the Decatur Area Safe Routes to School Steering Committee (The Committee), also participates in all of these neighborhood meetings. CONO updates the neighborhood groups on the Safe Routes to School Project and also gathers feedback from the neighbors during these meetings.

Solicited student opinions

The Committee conducted four walkability audits on May 12th 2008, one in each cardinal direction within one and half mile radius of the school. Each route was walked by four children accompanied by two adults. These children were picked by the principal based on the routes they take to school every day. This enabled the Committee to gather critical input from the children about their daily walking experience and the neighborhoods in which they live.

Publicized a public comment period

The Decatur Area Safe Routes to School Program webpage was published at <http://www.ci.decatur.il.us/citygovernment/saferoutes/saferoutes.htm>. This website has a user forum along with the status and progress of the grant process.

Conducted [engineering studies](#)

Based on the result of the parent's survey the committee requested two different traffic studies; 1) Traffic speed study conducted by the law enforcement division and 2) Type and volume of traffic conducted by the City of Decatur, Engineering Department. The passenger cars represented 91.7 percent of the traffic, while small trucks made up for 2.7 percent, Trucks/Buses 2.3 percent and the tractor trailers made up 3.3 percent of the total traffic. 93.5 percent of the vehicles exceeded the posted speed limit of 30 mph. The results of these studies validated the concerns of the parent surveys.

Conducted a community 'Walkabout' or 'Bikeabout'

The walkability audit helped the SRTS steering committee identify several engineering, health and safety concerns in the vicinity of the school. These include but are not limited to: missing sections of sidewalks; sunken sidewalks; broken glass on the side walk; overgrown trees and shrubs on the sidewalk; unmowed yards; abandoned houses; bad smelling viaduct stair way and landing; freely accessible railroad yards; houses with peeling lead paint and speeding vehicles on the viaduct. As part of the walkabout,

children indicated that their peers regularly play in the freely accesible rail yard.

In class surveys:

William-Harris teachers administered the in-class travel surveys during the week of 05/12/2008. During that week, the weather ranged anywhere between sunny & rainy. We observed the following 1) Number of children walking to school increased with the grade. and 2) The children that are walking to school are walking regardless of weather condition.

4. School Description

Our School Travel Plan addresses the needs of :

An individual school

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

- WILLIAM HARRIS ELEM SCHOOL in district 0610

The school(s) are located in:

- DECATUR

5. School Demographics

WILLIAM HARRIS ELEM SCHOOL

Our student demographic information includes:

40.00% White 49.40% Black 1.10% Hispanic 0% Asian 0% Native American 9.50% Multiracial/Ethnic

88.90% Low income students 0% Limited English proficient students

11.00% Special education students

6. Travel Environment

WILLIAM HARRIS ELEM SCHOOL

This is how our students travel to and from school.

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Number of Students	80	0	52	101	10	1	52
Percent	27.03%	0%	17.57%	34.12%	3.38%	0.34%	17.57%

These are the distances our students live from school.

Distance lived from school	Less Than 1 mile	1 to 1.5 miles	More Than 1.5 miles
Number of Students	225	7	64
Percent	76.01%	2.36%	21.62%

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

- Crossing guards
- Parent patrol
- Staff presence during drop-off/pick-up
- School traffic safety plan

Our school arrival and dismissal procedures include:

For Pedestrians and Bicyclists: Pedestrians are separated from vehicles but still need to cross the major roads. Children are advised to cross at the intersection with the help of the crossing guard. Bicycles are not allowed by the school policy.

For School Buses: William Harris begins at 8:15 AM and dismisses at 2:10 PM. The buses arrive at 8:05 AM so students who wish to participate in the breakfast program can eat. Teachers and staff help the children at the bus loading area.

For Private Vehicle Drop-off/Pick-up: All private vehicles use the same drive way as the school buses.

For Teachers and Staff: Teachers and staff use the same driveway and parking lot.

Our school **does** provide School Safety (Hazardous Route) Busing to students.
The number of students provided this service is: 52

7. Barriers to Active Transportation

WILLIAM HARRIS 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

There were 139 crashes (33 of which are pedestrian related) within one and half mile of William-Harris elementary school between 2003 and 2006. Four of the pedestrian related crashes occurred on Garfield and Martin Luther King Jr Dr within two blocks of the school. In one of the most recent pedestrian crashes on Martin Luther King Jr a six year old boy was killed.

- Missing or insufficient walkways (sidewalks and paths)

Sidewalks are present almost entirely around the school. However, there are several segments that are missing. The bigger problem is with the sunken sidewalks that are filled with mud and grass.

- A major roadway or expressway divides the school from residential areas

The school sits at the intersection of N Martin Luther King Jr. Dr. and E Garfield Ave. Both these major arterials divide the school from residential areas which makes it riskier to cross these streets.

- Walkways are not accessible to students with disabilities

Currently the sidewalks around the school are not handicap accessible

- Dangerous driving and speeding on streets

With N Martin Luther King Jr. Dr and E Garfield Ave being major arterials and also designated truck routes, they carry heavy traffic. E Garfield Avenue has an overpass very close to the school creating high speeds that are undesirable in the school zone.

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

The school currently has one driveway into the parking lot. More than 16 buses are on the property during pick up and drop off. These busses are transporting handicapped students most of who are in wheelchairs necessitating a prolonged period of time for busses to load and unload. Added to this are approximately 50 to 75 private vehicles bringing their children to the school at the same time. Children who walk must be routed away from this area, but still are required to cross the two busy streets in order to leave the school property.

- Public safety concerns (crime, violence)

The school is located within the boundaries of Weed and Seed area. Weed and Seed is a community based, comprehensive multi-agency approach to law enforcement, crime prevention, and neighborhood restoration, of which the City of Decatur is a partner. The boundaries of Weed And Seed are based on the local knowledge of high crime areas and deterioration of neighborhoods. In addition to this, violence and crime are ranked number two in the results of the parent surveys, thus acknowledging public safety concerns in the school zone.

- School policies ban or prohibit bicycling

Currently the school policy does not allow bicycles. This may change with the safe routes to school program.

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

8a. Education Strategies

- Teach pedestrian and bicycle safety skills to students and parents

The committee is divided into four subcommittees; 1) education and encouragement 2) enforcement 3) evaluation and 4) engineering. The education and encouragement subcommittee, responsible for the educational strategies teamed up with the League of Illinois Bicyclists and Macon County Safe Kids to create "Safe Kids". Safe Kids is a series of educational and encouragement events that occur through out the year. One of the first Safe Kids events is creating and distributing brochures on pedestrian and bicycle safety and identifying the streets that are safer than others to walk.

- Teach personal safety skills to students and parents

Safe Kids will then follow up in spring with the children at William Harris School and review Pedestrian Safety. Children will be enjoying the nice weather. We will work with the parent safety teams at the school and participate in safety activities. As part of Safe Kids, Macon County Public Health Department recived \$1000 grant for educating children on railroad safety. The committee will conduct educational activities on crossing the railroads as well as rail yard safety during the week of November 3rd (Safe Crossing Week).

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

The Macon County Health Department conducted a BMI study on 72 children of the school and found that 15.28 percent of the children are at risk of becoming overweight and 18.06 percent are overweight. Based on these findings, the education and encouragement committee will create educational material and host events on the health benefits of walking. This subcommittee will also be responsible to educate parents and the children in highlighting the health and environmental benefits of less vehicular traffic around the schools.

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

The enforcement subcommittee will start progressive ticketing: Stage #1: Inform the public of police department's intentions to enforce traffic rules around the school. Stage #2: Intensified patrolling in the mile and half radius around the school zone, stopping every vehicle observed in violation issuing a WRITTEN

WARNING for the violation. This would bring further awareness to rules of the road around the schools.
 Stage #3: Same as Stage #2 except a citation will be issued for each vehicle observed in violation. This will bring further awareness to rules of the road. #4: Utilize media to keep citizens informed on the process and the results of progressive ticketing.

- Create educational materials

As part of Safe Kids, the committee is working with the Canadian National Railway (that owns the railyard next to the school) to conduct workshops and training sessions on railroad safety. The education and encouragement committee will also create and distribute educational fliers on safety issues. These fliers will be targeted to various stakeholder groups like Children, Parents, Neighbors, Drivers and Pedestrians. The committee will reinforce these messages by including these fliers on all member websites.

- Train school and community audiences about Safe Routes to School

The CONO will create fliers for each neighborhood group to distribute. This will increase the awareness of the Safe Routes to School program in the neighborhoods.

- Halloween Safety: One of the Safe Kids events

According to Safe Kids World Wide, Halloween is one of the most dangerous days of the year for child pedestrians. Children are twice as likely to be hit by a car and killed on Halloween than the rest of the year. Safe Kids will team up with the school for their fall carnival or Halloween activities to hand out reflective stickers and Halloween bags to children, reminding them of the pedestrian safety rules taught at the beginning of the month and encourage the kids to be extra safe on Halloween.

8b. Encouragement Strategies

- Start a [Walking School Bus](#) program

The education and encouragement subcommittee conducted "Walk the Route" events in June 2008. The primary intent of these events was to identify the routes for the walking school bus. The committee looked at the following criterion to pick the routes. 1) concentrations of kids that attend the school 2) number and type of accidents 3) types of roads (arterial, collector, etc.) 4) shortest possible routes and 5) sex offenders living in the vicinity. These events identified five major routes that children take to and from the school. These routes are identified by colors(Pls find the map attached). Churches at the end of each route will be acting as the major walking school bus stops.

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

One of the safe kid's events is the International Walk to School Day on October 8, 2008. The committee hosted an assembly and the class with highest walkers won a pizza party. The parents, local volunteers and City officials took part with the children in walking to school. The intent of the program is to recognize dangers or barriers that would prevent children from walking to school and to work with the parent group of the schools to implement a walking school bus or similar activity. Additional details are attached as addendums.

- Promote Safe Routes to School in the community

The education and encouragement committee partnered with the neighborhood churches (acting as walking school bus stops) to promote the safe routes to school program in the neighborhoods.

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

The committee plans on educating the neighbors along the walking school bus routes to watch out for the children as well as keep the sidewalks free of hazards

8c. Enforcement Strategies

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

The enforcement subcommittee will put a radar dolly that is capable of collecting traffic speeds and counts. The information obtained by these radar dollies will be used by the police department to come up with programs to reduce traffic speeds

- Increased Patrolling - City of Decatur Police Department would like to equip a traffic car designated as school zone enforcement squad to address the concerns of parent surveys

Bike Patrolling: In addition, the police department would like to increase the bike patrolling programs. This will make the police officers on their bikes more accessible to children and parents.

8d. Evaluation Strategies

- Count the number of students who walk and bicycle to and from school
80

- Track the number of crashes within 2 miles of school
139

- Measure parent/guardian perceptions of safety

Conducted the parent/ guardian survey during the month of May before any programs began. This helped us gather the perceptions of safety from the parents.

There were 33 bicycle/pedestrian crashes between 01/01/2001 and 12/31/2004.

There were 106 vehicle crashes between 01/01/2001 and 12/31/2004.

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

The total length of the five walking routes is approximately 3 miles. The engineering subcommittee identified approximately 10 percent (i.e. 0.3 miles) of the sidewalks along the walking routes that are in need of repair or replacement.

- Install, enhance or repair crosswalks

Crosswalks at all the intersections within mile and half of the school will be re painted for high visibility.

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

Currently Garfield and Martin Luther King Jr. Dr. is a signalized intersection. However, the Garfield overpass and the amount of traffic on both Garfield Ave and Martin Luther King Jr. Dr. present an unsafe situation to the pedestrians. The committee feels that count down ped timers at the intersection will help the

children cross this intersection safely. The enforcement subcommittee also plans on to add a radar dolly to help control the speeding vehicles.

- Make existing walkways accessible to disabled students

William-Harris has special education programs that have a lot of physically challenged children. Currently there are 109 children in special education and all of them are being bused. 50 of these children live within one and half mile of the school. Sidewalks within the mile and half of the school are not accessible to disabled students. The committee wants to make the routes around the school safe for everyone and encourage more kids to walk to school by making them handicapped accessible.

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

The current pick-up and drop-off creates unsafe vehicle and pedestrian interaction and congestion. The school district hired a private architectural firm in 2004 to redesign the pick-up and drop-off at the school. However, the project was never executed due to lack of funding. The committee would like to revisit the school district's previous proposal and make the pick-up and drop off safer for children, pedestrians and vehicles.

- Landscape barriers:

Currently, the students and parents cross at different points on E Garfield Avenue. This poses a safety concern. The committee will plant hedge barriers along the sidewalk between the school and Garfield Ave. This will force the pedestrian traffic to cross at the signalized intersection with the help of a crossing guard.

9. Improvements Mapping

To View or Print the Map in each school in your plan, please click the link below.

[Click to View Map of WILLIAM HARRIS ELEM SCHOOL](#)

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:

PLEASE NOTE: ONLY projects with funding source IL SRTS Program, current cycle will be eligible for funding this cycle. Only those strategies identified for funding in the IL SRTS Program, current cycle will transfer to your Application.)

Strategy	Strategy Type	Strategy Detail	Timeframe	Responsible Party	Status	Funding Source
Create educational materials	Education	As part of Safe Kids, the committee is working with the Canadian National Railway (that owns the railyard next to the school) to conduct workshops and training sessions on railroad safety. The education and encouragement committee will also create and distribute educational fliers on safety issues. These	3-6 months	Macon County Public Health Department	not yet begun	IL SRTS Program, current cycle

		<p>fliers will be targeted to various stakeholder groups like Children, Parents, Neighbors, Drivers and Pedestrians. The committee will reinforce these messages by including these fliers on all member websites</p>				
<p>Educate parents and caregivers about safe driving procedures at the school</p>	<p>Education</p>	<p>The enforcement subcommittee will start progressive ticketing: Stage #1: Inform the public of police department's intentions to enforce traffic rules around the school. Stage #2: Intensified patrolling in the mile and half radius around the school zone, stopping every vehicle observed in violation issuing a WRITTEN WARNING for the violation. This would bring further awareness to rules of the road around the schools. Stage #3: Same as Stage #2 except a citation will be issued for each vehicle observed in violation. This will bring further awareness to rules of the road. #4: Utilize media to keep citizens informed on the process and the results of progressive ticketing.</p>	<p>3-6 months</p>	<p>City of Decatur-Police Department</p>	<p>not yet begun</p>	<p>none needed</p>
<p>Halloween Safety: One of the Safe Kids events</p>	<p>Education</p>	<p>According to Safe Kids World Wide, Halloween is one of the most dangerous days of the year for child pedestrians. Children are twice as likely to be hit by a car and killed on Halloween than the rest of the year. Safe Kids will team up with the school for their fall carnival or Halloween activities to hand out reflective stickers and Halloween bags to children, reminding them of the pedestrian safety rules taught at the beginning of the month and encourage the kids to be extra safe on Halloween.</p>	<p>6-12 months</p>	<p>Macon County Public Health Department</p>	<p>being implemented</p>	<p>other funding</p>
		<p>The committee is divided into four subcommittees; 1) education and encouragement 2) enforcement 3) evaluation and 4) engineering. The</p>				

<p>Teach pedestrian and bicycle safety skills to students and parents</p>	<p>Education</p>	<p>education and encouragement subcommittee, responsible for the educational strategies teamed up with the League of Illinois Bicyclists and Macon County Safe Kids to create "Safe Kids". Safe Kids is a series of educational and encouragement events that occur through out the year. One of the first Safe Kids events is creating and distributing brochures on pedestrian and bicycle safety and identifying the streets that are safer than others to walk.</p>	<p>3-6 months</p>	<p>William Harris Elementary School</p>	<p>not yet begun</p>	<p>none needed</p>
<p>Teach personal safety skills to students and parents</p>	<p>Education</p>	<p>Safe Kids will then follow up in spring with the children at William Harris School and review Pedestrian Safety. Children will be enjoying the nice weather. We will work with the parent safety teams at the school and participate in safety activities. As part of Safe Kids, Macon County Public Health Department received \$1000 grant for educating children on railroad safety. The committee will conduct educational activities on crossing the railroads as well as rail yard safety during the week of November 3rd (Safe Crossing Week).</p>	<p>3-6 months</p>	<p>William Harris Elementary School</p>	<p>under development</p>	<p>none needed</p>
<p>Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents</p>	<p>Education</p>	<p>The Macon County Health Department conducted a BMI study on 72 children of the school and found that 15.28 percent of the children are at risk of becoming overweight and 18.06 percent are overweight. Based on these findings, the education and encouragement committee will create educational material and host events on the health benefits of walking. This subcommittee will also be responsible to educate parents and the children in highlighting the health and environmental benefits of</p>	<p>6-12 months</p>	<p>Macon County Public Health Department</p>	<p>not yet begun</p>	<p>none needed</p>

		less vehicular traffic around the schools.				
Train school and community audiences about Safe Routes to School	Education	The CONO will create fliers for each neighborhood group to distribute. This will increase the awareness of the Safe Routes to School program in the neighborhoods.	6-12 months	CONO	not yet begun	none needed
Host International Walk to School Day or other special event	Encouragement	One of the safe kid's events is the International Walk to School Day on October 8, 2008. The committee hosted an assembly and the class with highest walkers won a pizza party. The parents, local volunteers and City officials took part with the children in walking to school. The intent of the program is to recognize dangers or barriers that would prevent children from walking to school and to work with the parent group of the schools to implement a walking school bus or similar activity.	3-6 months	Macon County Public Health Department	being implemented	other funding
Promote Safe Routes to School in the community	Encouragement	The education and encouragement committee partnered with the neighborhood churches (acting as walking school bus stops) to promote the safe routes to school program in the neighborhoods.	3-6 months	CONO	not yet begun	none needed
Start a Safe Passage or Neighborhood Watch program	Encouragement	The committee plans on educating the neighbors along the walking school bus routes to watch out for the children as well as keep the sidewalks free of hazards	3-6 months	CONO	being implemented	none needed
Start a Walking School Bus program	Encouragement	The education and encouragement subcommittee conducted "Walk the Route" events in June 2008. The primary intent of these events was to identify the routes for the walking school bus. The committee looked at the following criterion to pick the routes. 1) Concentrations of kids that attend the school 2) number and type of accidents 3) types of roads (arterial, collector, etc.) 4) shortest possible	3-6 months	City of Decatur-Planning Department	not yet begun	IL SRTS Program, current cycle

		routes and 5) sex offenders living in the vicinity. These events identified five major routes that children take to and from the school. These routes are identified by colors (Pls find the map attached). Churches at the end of each route will be acting as the major walking school bus stops.				
Increased Patrolling - City of Decatur Police Department would like to equip a traffic car designated as school zone enforcement squad to address the concerns of parent surveys	Enforcement	Bike Patrolling: In addition, the police department would like to increase the bike patrolling programs. This will make the police officers on their bikes more accessible to children and parents.	6-12 months	City of Decatur - Police Department	not yet begun	IL SRTS Program, current cycle
Utilize speed feedback trailers or signs (portable)	Enforcement	The enforcement subcommittee will put a radar dolly that is capable of collecting traffic speeds and counts. The information obtained by these radar dollies will be used by the police department to come up with programs to reduce traffic speeds	6-12 months	City of Decatur - Police Department	not yet begun	IL SRTS Program, current cycle
Construct, replace or repair sidewalks	Engineering	The total length of the five walking routes is approximately 3 miles. The engineering subcommittee identified approximately 10 percent (i.e. 0.3 miles) of the sidewalks along the walking routes that are in need of repair or replacement.	6-12 months	City of Decatur - Engineering Department	not yet begun	IL SRTS Program, current cycle
Install new or improved signage (school zone, speed limits, crosswalk, speed feedback signs (fixed), etc.)	Engineering	Currently Garfield and Martin Luther King Jr. Dr. is a signalized intersection. However, the Garfield overpass and the amount of traffic on both Garfield Ave and Martin Luther King Jr. Dr. present an unsafe situation to the pedestrians. The committee feels that count down ped timers at the intersection will help the children cross this intersection safely. The enforcement subcommittee also plans on to add a radar dolly to help control the speeding vehicles.	3-6 months	City of Decatur - Engineering Department	not yet begun	IL SRTS Program, current cycle
Install, enhance or repair		Crosswalks at all the intersections within mile	6-12	City of Decatur -	not yet	none

crosswalks	Engineering	and half of the school will be re painted for high visibility.	months	Engineering Department	begun	needed
Make existing walkways accessible to disabled students	Engineering	William-Harris has special education programs that have a lot of physically challenged children. Currently there are 109 children in special education and all of them are being bused. 50 of these children live within one and half mile of the school. Sidewalks within the mile and half of the school are not accessible to disabled students. The committee wants to make the routes around the school safe for everyone and encourage more kids to walk to school by making them handicapped accessible.	6-12 months	City of Decatur - Engineering Department	not yet begun	IL SRTS Program, current cycle
Landscape barriers:	Engineering	Currently, the students and parents cross at different points on E Garfield Avenue. This poses a safety concern. The committee will plant hedge barriers along the sidewalk between the school and Garfield Ave. This will force the pedestrian traffic to cross at the signalized intersection with the help of a crossing guard.	6-12 months	Decatur Public School District #61	not yet begun	none needed
Redesign pick-up and drop-off procedures to increase safety and access	Engineering	The current pick-up and drop-off creates unsafe vehicle and pedestrian interaction and congestion. The school district hired a private architectural firm in 2004 to redesign the pick-up and drop-off at the school. However, the project was never executed due to lack of funding. The committee would like to revisit the school district's previous proposal and make the pick-up and drop off safer for children, pedestrians and vehicles.	6-12 months	Decatur Public School District #61	not yet begun	IL SRTS Program, current cycle
Count the number of students who walk and bicycle to and from school	Evaluation	80	12-24 months	City of Decatur-Planning Department	being implemented	none needed
Measure parent/guardian perceptions of safety	Evaluation	Conducted the parent/gaurdian survey during the month of May well before any programs were	12-24 months	City of Decatur-Planning	being implemented	none needed

		started. This helped us gather the perceptions of safety from the parents.		Department		
Track the number of crashes within 2 miles of school	Evaluation	139	6-12 months	City of Decatur-Planning Department	being implemented	none needed

11. Plan Approval

REQUIRED: SCHOOL OFFICIAL

Name: Kathy Thompson
 Title: Principal
 Representing: William Harris Elementary School
 Phone: (217) 424-3231
 Email: KThompsn@dps61.org

REQUIRED: SCHOOL DISTRICT OFFICIAL

Name: Mike Sotiroff
 Title: Infrastructure Manager
 Representing: Decatur School District #69
 Phone: (217) 424-3080
 Email: sotiroff@dps61.org

REQUIRED: LOCAL GOVERNMENT OFFICIAL

Name: John Smith
 Title: Acting City Manager
 Representing: City of Decatur
 Phone: 217-424-2801
 Email: jsmith@decaturnet.org

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

Name: Diane Johner
 Title: Director of Health Promotion
 Representing: Macon County Health Department
 Phone: (217) 423-6988
 Email: djohner@maconcountyhealth.org