

J.W. Eater Junior High School

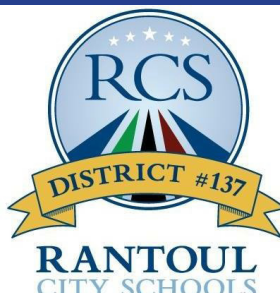
Safe Routes to School Plan 2023



CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION



Illinois Department
of Transportation



This page was purposefully left blank.

RANTOUL VILLAGE BOARD RESOLUTION TO BE ADDED

RCS #137 RESOLUTION TO BE ADDED

Prepared by:

Staff at the Champaign County Regional Planning Commission (CCRPC)
1776 E. Washington St., Urbana, IL 61802
Website: <http://www.ccrpc.org>

Prepared for:

Village of Rantoul
Rantoul City School District #137

Approved by:

Rantoul Village Board on August, 2023
Rantoul City School Board on August, 2023

Steering Committee:

Jake McCoy, *Village of Rantoul Public Works*
Christopher Milliken, *Village of Rantoul Planning and Zoning*
Brian Hunt, *Village of Rantoul Planning and Zoning*
Justin Bouse, *Village of Rantoul Police Department*
Scott Woods, *Rantoul City Schools District 137*
Shannon Clark, *Rantoul City Schools District 137*
Heather Jacobs, *JW Eater Jr. High School*

Contributing Staff:

Rita Morocoima-Black, *CCRPC Planning & Community Development Director*
Gabriel Lewis, *CCRPC Planner*
Mimi Hutchinson, *CCRPC Planner*
Thomas Valencia, *CCRPC Planning Intern*

August 2023

Table of Contents

Introduction	9
Safe Routes to School Legislation	9
Federal Level	9
State Level	11
Champaign County	12
Village of Rantoul	12
Existing Conditions	13
District Environment	13
JW Eater Jr. High School Environment	13
Land Use Analysis	13
Transportation Conditions Analysis	13
Crash Data Analysis	16
Health Analysis	19
Student Distance to School	18
Walking to School	20
Evaluation	20
Education	20
Engineering	20
Encouragement	20
Enforcement	20
Biking to School	21
Evaluation	21
Education	21
Engineering	21
Encouragement	21
Enforcement	21
Motorized Transportation to School	22
Evaluation	22
Education	22
Engineering	22
Encouragement	22
Enforcement	22
Goals and Objectives	23
Recommendations	26
Engineering	26
Education	33
Encouragement	34
Equity	35
Evaluation	37
Enforcement	37
Implementation	39
Implementation Tables by Discipline	39
Implementation Tables by Priority	42
Conclusion	47
IDOT SRTS Grant Projects	47
Conclusion	47
Appendix	48

List of Figures

Figure 1: Champaign County Safe Walking Route Maps book cover.....	12
Figure 2: Student distance to Eater JHS map.....	14
Figure 3: Map of Sidewalk ADA Compliance near Eater JHS.....	14
Figure 4: New marked crosswalk at Wabash Avenue & Marshall Street.....	15
Figure 5: Map of Crosswalk ADA Compliance near Eater JHS.....	17
Figure 6: Map of Curb Ramp ADA Compliance near Eater JHS.....	17
Figure 7: Map of Pedestrian Signage near Eater JHS.....	18
Figure 8: Eater JHS drop-off and pick-up circulation map.....	18
Figure 9: Map of crashes in Rantoul (2017-2021).....	19
Figure 10: Eater JHS staff helping students cross Wabash Avenue before school.....	20
Figure 11: Eater JHS wave bike racks.....	21
Figure 12: Eater JHS family vehicle drop-off and pick-up circulation map.....	22
Figure 13: Proposed traffic circulation on Wabash Avenue during drop-off and pick-up times.....	26
Figure 14: Map highlighting the 328 S. Century Boulevard access points in 2020.....	27
Figure 15: Rectangular Rapid Flashing Beacons (RRFB) and a median refuge island in Urbana.....	28
Figure 16: Permanent speed feedback sign in a Champaign school zone.....	29
Figure 17: Proposed restriping of Wabash Avenue.....	30
Figure 18: Recommended sidepath extensions and transition alternatives to the proposed bike lanes on Wabash Avenue.....	31
Figure 19: Bicycle pavement markings in Austin, TX that could be striped on Wabash Avenue.....	31
Figure 20: MUTCD Bicycle Crossing Sign.....	31
Figure 21: Covered bike parking in Urbana.....	32
Figure 22: Bikeway and trail wayfinding designs for Urbana.....	32
Figure 23: CCRPC distributing SRTS materials to families at a school wellness fair in Champaign.....	33
Figure 24: Bike to School Day at an Urbana school.....	34
Figure 25: The ZAP.....	34
Figure 26: "Thank You For Shoveling Your Walk" yard sign in Champaign-Urbana.....	35
Figure 27: Veo bike parked in Urbana.....	35
Figure 28: Safe Walking Route Map for Eastlawn School translated to Spanish by CCRPC.....	36
Figure 29: Walkability Checklist.....	37
Figure 30: Electronic message boards in a Champaign school zone.....	38

List of Tables

Table 1: Information about crashes in Rantoul (2017-2021).....	16
Table 2: Multimodal Connectivity and Mobility Goal.....	23
Table 3: Safety Goal.....	24
Table 4: Accessibility, Affordability, and Equity Goal.....	24
Table 5: Education and Encouragement Goal.....	25
Table 6: Engineering Projects.....	39
Table 7: Education Projects.....	40
Table 8: Encouragement Projects.....	40
Table 9: Equity Projects.....	41
Table 10: Evaluation Projects.....	41
Table 11: Enforcement Projects.....	42
Table 12: High Priority Projects.....	42
Table 13: Medium Priority Projects.....	43
Table 14: Low Priority Projects.....	45

INTRODUCTION

Safe Routes to School (SRTS) is a government funded program that aims to promote walking and bicycling to school in a safe manner. According to the Coalition for Sustainable Transportation, approximately 50% of children walked or bicycled to school in 1969. 41% of K-8 students were reported to have lived within one mile of the school, of which 89% of those children walked or bicycled to school. As of 2009, however, only 13% of children were reported to walk or bicycle to school. 31% of K-8 children were reported to live within one mile of the school, of which only 35% of those children walked or cycled to school. Whether one looks at the overall percentage of children walking or bicycling to school or at the proportion of those who live within a close walking distance to school, the decline is apparent.

While walking and bicycling to school has been on a downward trend, there are still many benefits to choosing either of the two options. Increased physical activity through walking or cycling to school can greatly benefit the health of children. Additionally, less children arriving or departing in a personal vehicle reduces the amount of greenhouse gases being emitted, which in turn benefits the environment. These benefits, among others, both directly and indirectly improve public health. Regardless, the barriers and concerns of the parents and students walking and cycling to school are taken into full consideration. Safe Routes to School intends to use different approaches that promote walking and bicycling to school through infrastructure improvements, and non-infrastructure strategies such as safety education, tools, events, and incentives. Overall, this SRTS plan aims to:

- Reduce traffic congestion around JW Eater Jr. High School
- Create safer, calmer streets and neighborhoods
- Improve air quality around the school
- Increase physical activity for students
- Promote a healthier lifestyle for the whole community

The Village of Rantoul funded this study for the Champaign County Regional Planning Commission (CCRPC) to develop a Safe Routes to School (SRTS) Plan for JW Eater Jr. High School, in conjunction with Rantoul City Schools (RCS) District #137. Through school surveys, travel tallies, and public participation (see Appendix), CCRPC staff worked with Steering Committee members to develop an SRTS Plan that improves the conditions and safety of the pedestrian and bicycle travel system, as well as provide JW Eater Jr. High School with a plan to make walking and bicycling to school the desired option for its students. The plan also includes recommendations for the Six E's of the SRTS Grant Program.

Engineering: Installing or improving signs, sidewalks, curb ramps, crosswalks, and signals to enable and encourage children to walk or bicycle between home and school.

Education: Teaching children and parents about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, the benefits they offer, and launching driver safety campaigns in the vicinity of schools.

Encouragement: Using events and activities to promote walking and bicycling, such as International Walk to School Day and National Bike to School Day.

Equity & Engagement: Working with existing community organizations. Listening to students, families, teachers, and school leaders. Building ongoing engagement opportunities that ensure initiatives are benefiting all demographic groups.

Evaluation: Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after improvements.

Enforcement: Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, stopping for pedestrians in marked crosswalks, and proper walking/bicycling behaviors), and improving and expanding community enforcement (such as crossing guard programs).

Overall, this plan identifies both short- and long-term implementation strategies for enhancing safety and reducing local congestion. These actions include signage, traffic calming, sidewalk improvements, educational materials, and encouragement events.

SAFE ROUTES TO SCHOOL LEGISLATION

Federal Level

2005 – 2012 | SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users)

SAFETEA-LU is the largest federal surface transportation investment in our nation's history. Signed by former President George W. Bush on July 29, 2005, this act aimed to address the many challenges that faced our transportation system, including:

- Improving safety
- Reducing traffic congestion
- Improving efficiency in freight movement
- Increasing intermodal connectivity
- Protecting the environment

Overall, SAFETEA-LU promoted more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving States and local transportation decision makers more flexibility for solving transportation problems within their communities.



This act also awarded more than \$1 billion to all states over 7 years. Included specifically within the act was funding for Safe Routes to School (SRTS) infrastructure and non-infrastructure grants to local schools and communities. Each state Department of Transportation was to have a SRTS coordinator, and the ultimate goal of the SRTS program was to:

- Enable and encourage children, including those with disabilities, to walk and bicycle to school
- Make walking and bicycling to school safe and more appealing
- Facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools

2012 – 2015 | MAP – 21 (Moving Ahead for Progress in the 21st Century Act)

MAP-21 was signed into law by former President Barack Obama on July 6, 2012. This act funded surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, and was the first long-term highway authorization enacted since 2005. Specifically, MAP-21 established a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. The Transportation Alternatives Program (TAP) also replaced the funding from pre-MAP-21 programs, such as Recreational Trails and Safe Routes to School, and wrapped them into a single funding source.

Overall, MAP-21 renewed funding for SRTS but eliminated standalone funding for the SRTS program. Instead, the act combined the SRTS program with other bicycling and walking programs included within TAP. Unfortunately, this resulted in a 30% decrease in federal funding for SRTS, bicycling, and walking.

2015 – 2021 | FAST Act (Fixing America’s Surface Transportation Act)

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for Transportation Alternatives (TA). These set-aside funds include all activities that were previously eligible under TAP, including projects such as pedestrian and bicycle facilities, recreational trails, Safe Routes to School, and historic preservation. The FAST Act retained most of MAP-21’s TAP features. Some changes included making non-profits eligible for the funding, as well as modestly increasing the total amount of Surface Transportation Block Grant funding per year.

**BIPARTISAN
INFRASTRUCTURE
LAW**



2022 – 2026 | Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, President Joe Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), otherwise known as the Bipartisan Infrastructure Law (BIL). The new law increased combined funding by 60%, or an average of \$1.4 billion annually, for Safe Routes to School, walking, and biking. The law also expands Safe Routes to School to high schools for the first time. The Transportation Alternatives Program (TAP) is now set as 10% of Surface Transportation Block Grant (STBG), instead of a fixed dollar amount. Following are some additional features of the BIL:

- All TAP grants are awarded by state governments or metropolitan planning organizations (MPOs). Local municipalities, school districts, and non-profits are among the eligible applicants.
- States may use up to 5% of funds (after suballocation) to provide technical assistance.
- Highway Safety Improvement Program (HSIP) funds may be used to cover local match for TAP projects thanks to new flexibility. Illinois is using HSIP to cover the 20% local match in the 2023 SRTS Cycle.
- “High need” communities must be defined and prioritized by states when selecting TAP projects.
- Funding can be used for infrastructure projects, non-infrastructure projects, and state/local Safe Routes to School coordinators.

There are now four suballocated pots for communities based on population size, up from three:

- Greater than 200,000
- Between 50,000 and 200,000
- Between 5,000 and 49,999
- Less than 5,000



State Level

The [Illinois Safe Routes to School Program](#) is administered by the Bureau of Programming in the Illinois Department of Transportation (IDOT). It funds both infrastructure (engineering) and non-infrastructure (education, encouragement, equity, evaluation, and enforcement) initiatives. Some of the key features of the 2023 Illinois SRTS Funding Cycle Program include:

- SRTS projects are funded at 100% with no local match required.
- SRTS is a reimbursement program. Project sponsors are responsible for supplying the upfront cost of the project and will be reimbursed by IDOT.
- All projects (infrastructure and non-infrastructure) must be completed within a 2-mile radius of the school campus.

INFRASTRUCTURE applications must be between \$25,000 and \$250,000.

- Student Tallies and Parent Surveys summaries are required for the 2023 Cycle.
- Preliminary Engineering (PE) and Right-of-Way (ROW) Acquisition costs will NOT be funded in the 2023 Cycle.
- Construction Costs and Construction Engineering are reimbursable in the 2023 Cycle.

NON-INFRASTRUCTURE applications must be between \$2,500 and \$25,000 (for structured mini-grants) or \$100,000 (for grantee designed projects).

- New in the 2023 Cycle is that applicants can choose to apply for one of five structured mini-grant projects, or can create a grantee designed project.
- Student Tallies and Parent Surveys summaries are required for the 2023 Cycle.
- The following costs are reimbursable in the 2023 Cycle: Equipment and Supplies; Educational Materials; Promotions, Incentives, or Publicity; Planning and Evaluation; Associated Education and Training; and Printing and Copying.

The Illinois Safe Routes to School Program funding application guide notes that both public and private schools are eligible for SRTS funding. New in the 2023 Cycle is that high schools (grades 9-12) are now eligible for SRTS funding, thanks to the BIL/IIJA.

Grade Levels: Safe Routes to School projects must focus on students in Kindergarten through 12th grade. Public grade schools, middle and junior high schools, high schools, and grade centers that serve these ages are eligible. Early childhood centers that serve only preschool children are not eligible.

In addition to being eligible for the Safe Routes to School program, the institution must be sponsored by an organization. The type of organization depends on if the SRTS grant is an infrastructure or non-infrastructure application.

Infrastructure applications may be sponsored by political subdivisions such as a municipality such as the Village of Rantoul, county, or other roadway jurisdiction. Schools and school districts such as RCS #137 may also apply for infrastructure projects, provided that they can demonstrate the ability to follow all Federal and State of Illinois policies, directives, and laws.

Non-infrastructure applications may be sponsored by school districts; political subdivisions; metropolitan planning organizations; regional planning commissions; councils of government; local, regional and state agencies (health departments, police departments); or non-profit organizations (PTA/PTO, community organization, health association).

Eligible projects include:

Infrastructure Projects:

1. Sidewalk Improvements
2. Traffic Calming/Speed Reduction
3. Traffic Control Devices
4. Pedestrian and Bicycle Crossing Improvements
5. On-Street Bicycle Facilities
6. Off-Street Bicycle Facilities
7. Secure Bicycle Parking Facilities

Non-Infrastructure Projects:

1. Walk & Roll to School Day or Bike & Roll to School Day Event mini-grant
2. Bicycle Rodeo or Bicycle Safety Clinic Event mini-grant
3. Pedestrian and Bicycle Personal Safety for Students mini-grant
4. Pop-up Traffic Garden (temporary, semi-permanent, or permanent) mini-grant
5. Crossing Guard Training mini-grant
6. Grantee designed project involving Education, Encouragement, Equity & Engagement, Evaluation, and/or Enforcement

Lastly, the group who will be administering the project(s) must apply as the Sponsoring Agency, and will be responsible for administering all project components of the application. The Sponsoring Agency will act as the fiscal agent for all projects and will put forth the initial funds for the project. Funds will be reimbursed through IDOT.



Champaign County

Within Champaign County, CCRPC has created SRTS plans for South Side, Dr. Howard, and Stratton Elementary Schools in Champaign; Dr. Williams Elementary School in Urbana; and Thomasboro Grade School. CCRPC also develops and updates Safe Routes to School routes and maps for K-8 public schools in Champaign, Urbana, Savoy, and Thomasboro. CCRPC developed these maps for the RCS #137 elementary schools starting in 2021 after the development of their SRTS Plans. These maps highlight the safest routes for children to use when walking or bicycling to school.

The Champaign-Urbana Safe Routes to School (C-U SRTS) Project serves the communities of Champaign, Urbana, and Savoy. The C-U SRTS Project is an organization with representatives from the C-U Mass Transit District (CUMTD), Champaign County Regional Planning Commission (CCRPC), City of Champaign, City of Urbana, Champaign County Bikes (CCB), Champaign Unit #4 School District, Urbana School District #116, and other educators, parents, and community members. This coalition hosts several encouragement and education events every year, such as Walk 'n' Roll to School Day, Bike to School Day, and bike rodeos. This organization primarily operates with IDOT SRTS non-infrastructure grant funding, which does not currently cover Rantoul. However, this organization is a good model for communities like Rantoul to adopt to implement non-infrastructure activities.

Village of Rantoul

IDOT grant funding allowed for CCRPC to develop SRTS Plans for all four elementary schools in RCS District #137 in 2020: Broadmeadow Elementary, Eastlawn Elementary, Northview Elementary, and Pleasant Acres Elementary Schools. This project created the first set of Safe Routes to School Plans for Rantoul City School District #137. This grant also allowed CCRPC to develop the Village of Rantoul Transportation Plan in 2020.

The Village of Rantoul has recently received two IDOT SRTS grants. The first was for Northview Elementary in 2019 to improve walking and biking conditions around the school including building a new sidewalk connecting the Ryan Park Path to the school. The second was for Pleasant Acres Elementary in 2022 to reconstruct the sidewalk leading south of the school into a wide shared-use path that connects to Veterans Parkway.

The Village also received an Illinois Transportation Enhancement Program (ITEP) grant in 2023 to build a shared-use path along Veterans Parkway, extending the Pleasant Acres Path to Maplewood Drive.

In 2022, the Village of Rantoul expressed interest in studying and improving the transportation conditions around JW Eater Jr. High School, which led to CCRPC developing this SRTS Plan.

SAFE WALKING ROUTE MAPS

for public elementary and middle schools
in Champaign-Urbana-Savoy-Thomasboro-
Rantoul, Illinois

November 2021



Figure 1: Champaign County Safe Walking Route Maps book cover

EXISTING CONDITIONS



District Environment

The Rantoul City School District #137 encompasses County Road 1300 East, Crane Drive and Hobson Drive to the north, Autumn Fields Lane and Pleasant Acres Elementary to the east, and Chandler Road to the south. JW Eater Jr. High School is the only junior high school in the district. JW Eater Jr. High is the only public school in the area that serves grades 6-8, but private St. Malachy School also serves this age group.

JW Eater Jr. High School Environment

In 2021, the classroom ratio within JW Eater Jr. High School was approximately 15 students to 1 teacher, compared to the statewide average of 21 to 1.¹ A school year at JW Eater Jr. High School consists of 176 total school days compared to the state average of 177 days. A school day is defined as a day "in which the district provided at least 5 hours of instruction during the school year."²

Student Race and Ethnicity

The school is located at 400 East Wabash Avenue in central Rantoul. It serves students from grade 6 through 8 and had an enrollment of 558 at the beginning of the 2022-2023 school year. Of these students, 34% were Hispanic or Latino/a, 30% were Black or African American, 22% were White, and 14% were two or more races.¹

Family Income and Homelessness

Rantoul's median family income is estimated to be \$47,467.³ 87% of JW Eater Jr. High School students are low-income students, compared to 87% in the entire school district and 47% statewide. The Illinois Report Card defines low-income students as those whose families receive public aid, live in substitute care, or are eligible to receive free or reduced-price lunches. 2% of JW Eater Jr. High School students were homeless in 2021 (i.e. do not have permanent or adequate homes), compared to 2% in the school district and 2% statewide.

Poverty Rate

The Village of Rantoul has a relatively high poverty rate. According to the most recent Census data, 19% of Rantoul residents are determined to be living below the poverty line.³ The Census Bureau uses a set of income thresholds that vary by family size and composition to determine poverty. If a family's total income is less than the family's threshold, that family and every individual in that family is considered to be living in poverty.

Student Attendance and Mobility

In 2022, the average daily attendance at JW Eater Jr. High School was 87%, compared to 89% in the school

district and 91% statewide. 52% of JW Eater Jr. High School students missed 10% or more of school days per year either with or without a valid excuse, compared to 47% in the school district and 30% statewide. 16% of students transferred into or out of this school during the school year, compared with 19% in the district and 8% statewide.¹

Student Language & IEPs

22% of J. W. Eater Junior High School students in 2022 were English Learners, defined as students whose primary language is not English. This is compared to 23% in the school district and 14% statewide. 18% of JW Eater Jr. High School students received special education and related services in accordance with their Individualized Education Programs (IEPs).¹

Land Use Analysis

JW Eater Jr. High School is surrounded by single-family and general multifamily residential zoning to the north and east, commercial zoning to the west, and commercial/industrial zoning to the south. The nearest park is Wabash Park, a community park with a complex of sports fields and a playground adjacent to the JW Eater Jr. High School building. The school sits in a superblock bounded by Wabash Avenue, Century Boulevard, Urbana Avenue extended, and Lincoln Street, which includes Wabash Park to the east and small commercial lots facing Century Boulevard to the west. Nearby commercial establishments include Subway, Monical's Pizza, and Dunkin' Donuts and two Casey's. The school serves the entire Village of Rantoul.

Student Distance to School

The distribution of how far students live from JW Eater Jr. High School is shown in Figure 2. Of the school's 558 students, 7% (or 39 students) live within a half mile of the school, which is a walk of 10 minutes or less one-way. Another 38% of students (or 212 students) live between a half mile and 1 mile from the school, which is a walk of 10 to 20 minutes one-way. Almost half of students live within a 20 minute or shorter walk from the school, and could be enabled and encouraged to do so. Finally, 48% of students (or 268 students) live between 1 and 1.5 miles from the school, which is still a bikeable distance to school.

Transportation Conditions Analysis

Infrastructure

Figure 3 shows the existing transportation infrastructure around JW Eater Jr. High School. Wabash Avenue, immediately north of the school, has sidewalks on both the north and south sides of the street. West of the school is Century Boulevard which also has sidewalks on both the east and west sides. On the south side of

1. Illinois State Board of Education (ISBE). Illinois Report Card, 2022. [illinoisreportcard.com](https://www.isbe.net/Documents/Report-Card-2022.pdf)

2. Illinois State Board of Education (ISBE). *Defining an Instructional Day*. <https://www.isbe.net/Documents/Instructional-Day-Roadshow-Pres.pdf>

3. U.S. Census Bureau. American Community Survey, 2017-2021. data.census.gov

Eater Jr. High SRTS Plan 2022-23: Student Distance to School

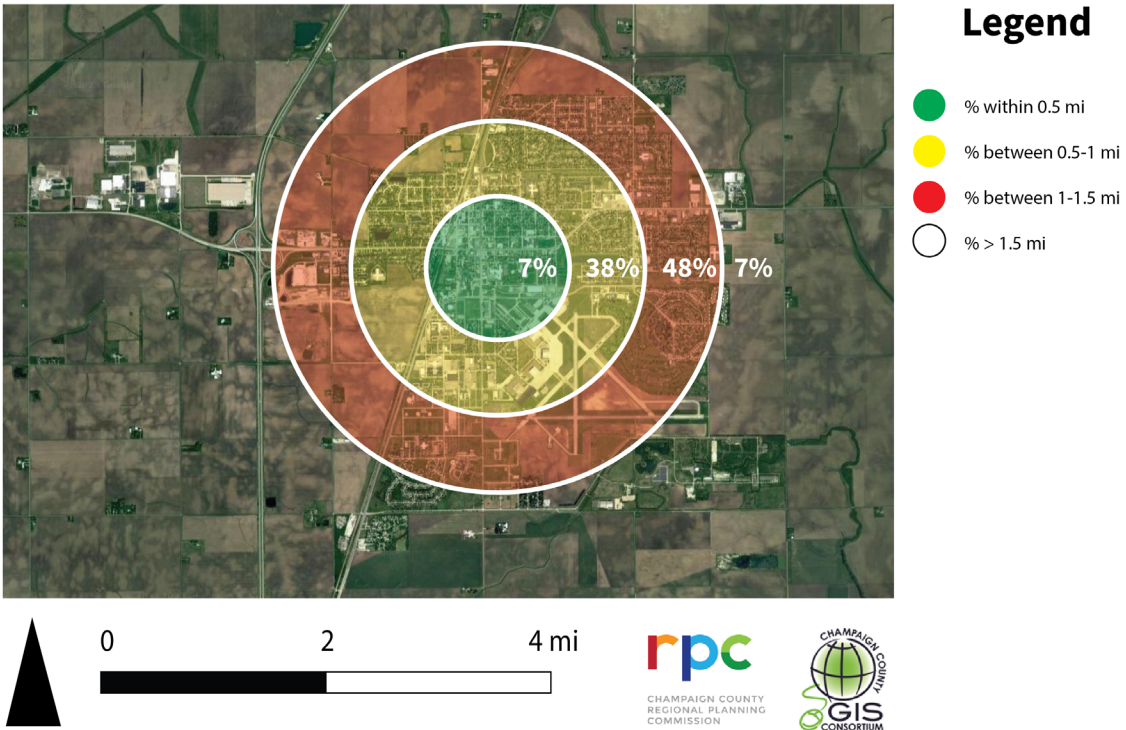


Figure 2: Student distance to Eater JHS map

Eater Jr. High SRTS Plan 2022-23: Sidewalk ADA Compliance

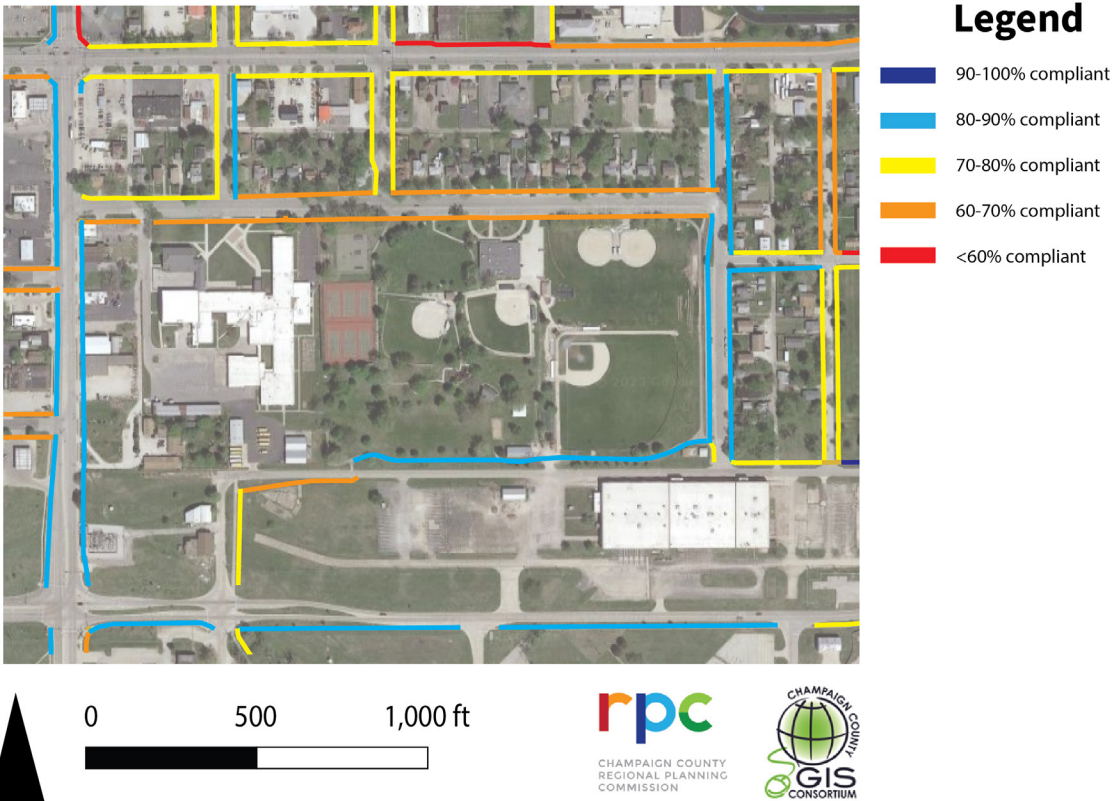


Figure 3: Map of Sidewalk ADA Compliance near Eater JHS

the school, a sidepath runs parallel to Urbana Avenue on the north side of the street, before crossing mid-block to the south side of the street. Otherwise, there is no sidewalk on the south side of Urbana Avenue. Lincoln Street, on the east side of the school, has a sidepath on the west side and a sidewalk on the east side. Most residential blocks adjacent to the school lot have sidewalk coverage.

The streets immediately surrounding the JW Eater Jr. High School lot are Wabash Avenue to the north, Century Boulevard to the west, Urbana Avenue to the south, and Lincoln Street to the east. Wabash Avenue is a two-lane road with sidewalks on both sides and parking spaces on the south side that are oriented perpendicular to the sidewalk. Century Boulevard is a five-lane road, which includes a two-way turn lane, and has sidewalks on both sides of the road. Urbana Avenue is a two-lane road with a sidewalk on the south side of a short portion of the road and a separate sidepath on the north side of the rest of the road. Lincoln Street is a two-lane road with parking on the west side that is oriented perpendicular to the sidewalk, and sidewalks on both sides of the road.

There are eight crosswalks immediately adjacent to the superblock. There are parallel crosswalks in the following locations: skewed crosswalk on the south leg of Century Boulevard at Wabash Avenue west of the school and Subway; a new crosswalk marked in Fall 2022 on the east leg of Wabash Avenue at Marshall Street leading to the school entrance (shown in Figure 4); on the north leg of Wabash Avenue at Fredrick Street; on the east leg of Wabash Avenue at Fredrick Street; on the west leg of Wabash Avenue at Lincoln Street leading to the residential area northeast of the superblock; and on the south leg of Wabash Avenue

at Lincoln Street leading due east of the superblock. There are high-visibility crosswalks for the sidepaths across Lincoln Street on the southeast side of the superblock, and across Urbana Avenue on the south side of the superblock.

There are no pedestrian signals adjacent to the superblock. Nearby large roads include US 45/ Century Boulevard, a five-lane road with no pedestrian signals or pushbuttons between signals; and US 136/ Champaign Avenue, another five-lane road that does have a pedestrian signal and pushbutton at its uncontrolled crossing at Lincoln Street. There are no one-way roads nor bike lanes adjacent to the superblock or in the nearby neighborhoods.

Pedestrian ADA Compliance & Condition

Beyond the location of pedestrian facilities, the accessibility and condition of these facilities is also considered. The Americans with Disabilities Act (ADA) Compliance Score of a pedestrian feature (e.g., sidewalk, curb ramp, crosswalk, pedestrian signal) analyzes whether a feature is accessible to people with disabilities. Condition scores are also available for sidewalks and curb ramps. According to the [Sidewalk Network Inventory and Assessment](#) created by the Champaign County Regional Planning Commission (RPC), the score range for both compliance and condition is 0 (worst) to 100 (best).

Figure 3 displays the ADA compliance scores of the sidewalks near JW Eater Jr. High School. The sidepaths along Wabash Park on the east and south sides of the school lot have overall ADA compliance scores between 80 and 90, and overall condition scores between 70 and 80. Despite being accessible overall, the segment on the east side has poor maximum cross



Figure 4: New marked crosswalk at Wabash Avenue & Marshall Street

- In slope and poor surface condition, while the south segment has issues with vertical faults and cracked panels. The sidewalk that runs along the north side of the superblock on Wabash Avenue has an overall ADA compliance score of 65 due to unsafe slope and vertical faults, and an overall condition score of 80 affected by its poor surface condition. The sidewalk segments to the west of the superblock have an overall ADA compliance score of 88 and were flagged for being uneven, but they do have a perfect condition score.
- E All of the marked crosswalks around JW Eater Jr. High School have an ADA compliance score between 90 and 100. Figure 5 displays the location and ADA compliance scores of these crosswalks.
- G
- R
- Im
- C
- A

Figure 6 shows the location and ADA compliance scores of all of the curb ramps around JW Eater Jr. High School. Scores range anywhere from 0 to 100 in this area. All of the curb ramps on Wabash Avenue near the school have a score of 80 or below. Most of the ramps on US 136/Champaign Avenue between US 45/Century Boulevard and Steffler Street also have compliance scores of 80 or below. On the contrary, most of the curb ramps on US 45/Century Boulevard between US 136/Champaign Avenue and Veterans Parkway have compliance scores above 80.

Pedestrian Signage

Figure 7 shows the pedestrian signage near JW Eater Jr. High School. School zone and pedestrian crossing signs exist at marked crosswalks around the intersection of Wabash Avenue and US 45/Century Boulevard to the west of the superblock, along Wabash Avenue just north of the school entrance (including an in-street State Law Stop for Pedestrians Within Crosswalk sign installed in Fall 2022), around the intersection of US 136/Champaign Avenue and Fredrick Street northeast of the school, and US 136/Champaign Avenue and Lincoln Street northeast of the school near Rantoul Township High School. There are also two school zone signs on Urbana Avenue and Eagle Drive without any marked crosswalks directly south of the school building. The school zone speed limit on US 45/

Century Boulevard to the west of the school is 20 mph on school days when students are present and is 35 mph outside the school zone and outside those times. The speed limit along Urbana Avenue to the south of the school lot is 30 mph. The speed limit on Wabash Avenue is 20 mph at all times.

School Traffic Circulation

Currently, parents and/or guardians dropping their kids off at school must arrive at the north side of the school on Wabash Avenue facing east, pull into the temporary drop-off lane on the south side of the parking stalls, and exit by pulling into the northern part of the parking stalls and continuing east on Wabash. Figure 8 shows the current school traffic circulation. School buses and daycare vans can enter the driveway on the west side of the school to drop off and pick up students. Students who ride a bike to school are instructed to arrive at the front doors along Wabash Avenue, dismount on the sidewalk that runs parallel to Wabash Avenue and walk their bikes along the school’s front sidewalk to the bike racks just north of the building walls adjacent to the front doors. Leaving school, students are expected to walk their bikes north along the front sidewalk to the sidewalk parallel to Wabash Avenue and mount once they have left school property.

Crash Data Analysis

There were 706 crashes in Rantoul from 2017-2021. 23 of those crashes resulted in severe injuries and 1 resulted in a fatality. 13 of the total crashes from 2017-2021 involved bicycles, and 7 involved pedestrians. The fatality did not involve a pedestrian or bicyclist, and occurred at the interchange of US 136/Champaign Avenue and Interstate 57 on the west side of Rantoul. Figure 9 shows the distribution of crashes across Rantoul.

During this study, a 12-year-old boy was seriously injured when he was struck by a car while walking across US 136/Champaign Avenue and Marshall Street. The crash occurred on Friday, November 4th, 2022 at 8:22 AM. The student was walking south, presumably to J.W. Eater Junior High School.⁴

Year	Crashes	Fatalities	Severe Injuries	Bicycle Crashes	Pedestrian Crashes
2017	136	1	11	1	0
2018	112	0	1	3	2
2019	144	0	1	5	1
2020	147	0	7	2	4
2021	167	0	3	2	0
Total	706	1	23	13	7

Table 1: Information about crashes in Rantoul (2017-2021)

4. News-Gazette. 4 November 2022. *Rantoul boy hit by car while crossing U.S. 136*. https://www.news-gazette.com/news/local/courts-police-fire/rantoul-boy-hit-by-car-while-crossing-u-s-136/article_ca23908e-3d3a-5fca-94bb-be30c1af144a.html.

Eater Jr. High SRTS Plan 2022-23: Crosswalk ADA Compliance

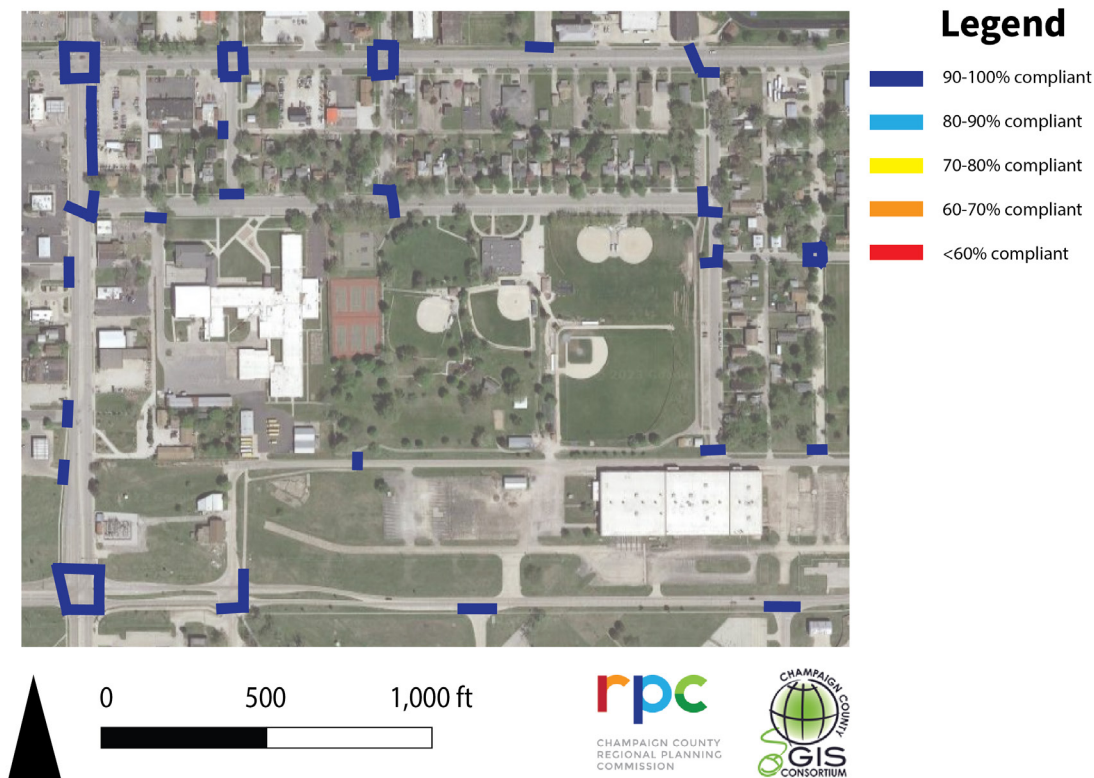


Figure 5: Map of Crosswalk ADA Compliance near Eater JHS

Eater Jr. High SRTS Plan 2022-23: Curb Ramp ADA Compliance

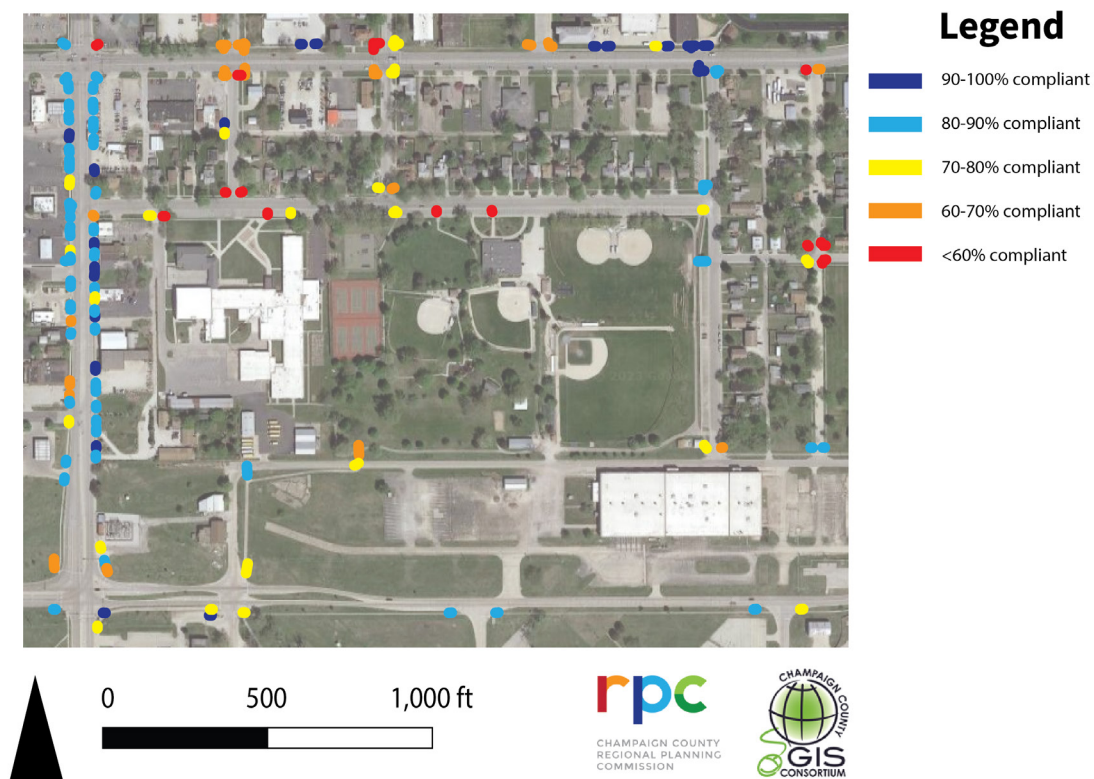


Figure 6: Map of Curb Ramp ADA Compliance near Eater JHS

Eater Jr. High SRTS Plan 2022-23: Pedestrian Signs

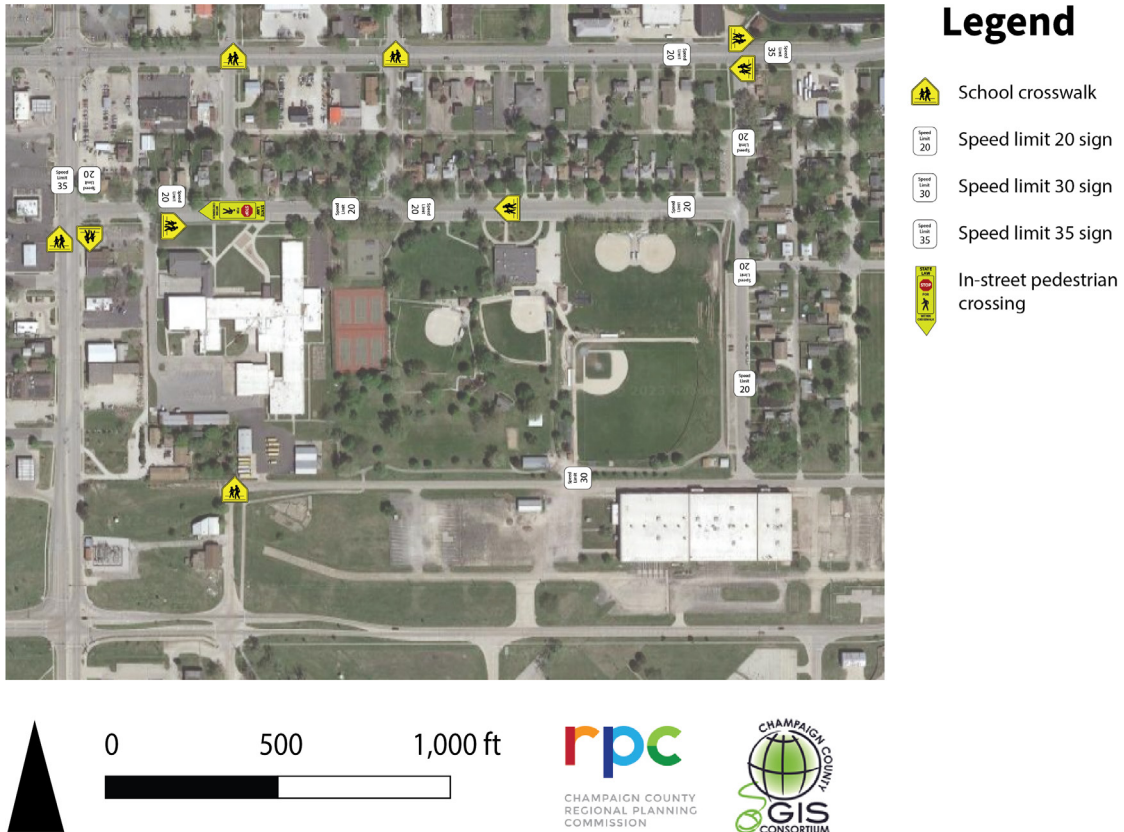


Figure 7: Map of Pedestrian Signage near Eater JHS

Eater Jr. High SRTS Plan 2022-23: Traffic Circulation

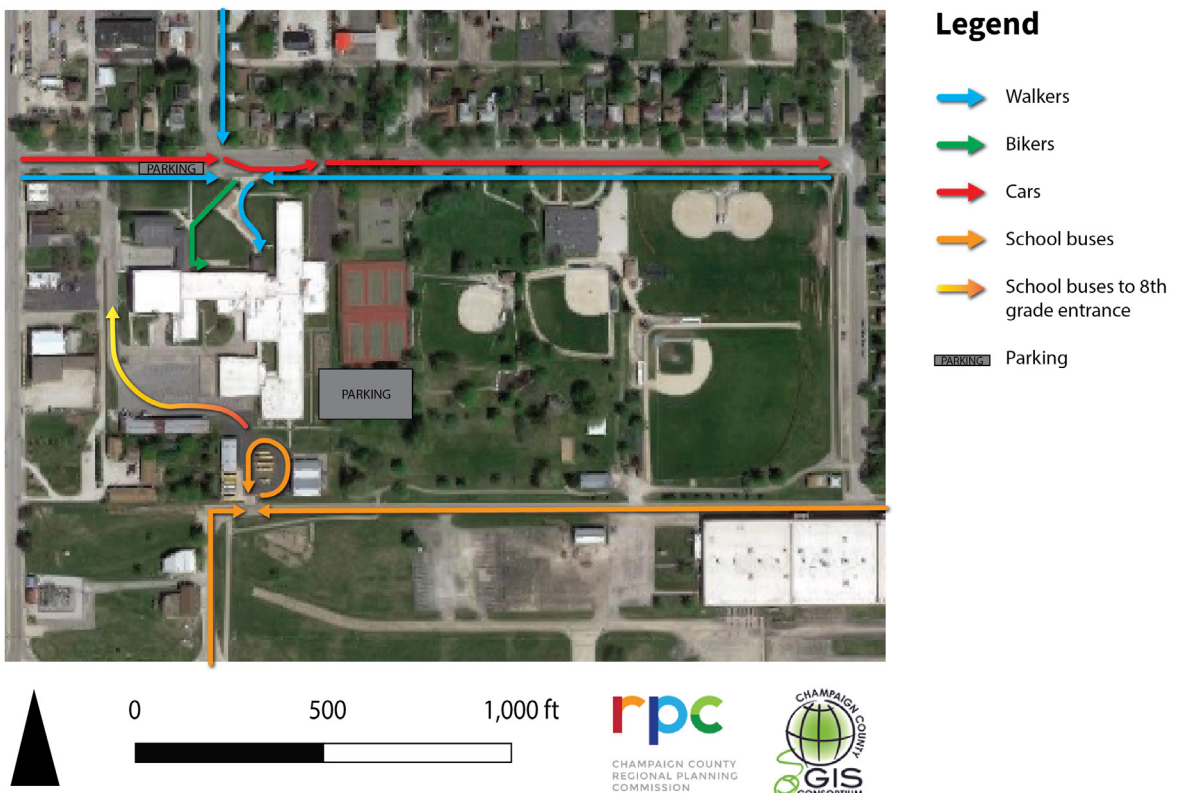


Figure 8: Eater JHS drop-off and pick-up circulation map

Eater Jr. High SRTS Plan 2022-23: Crash Data Analysis

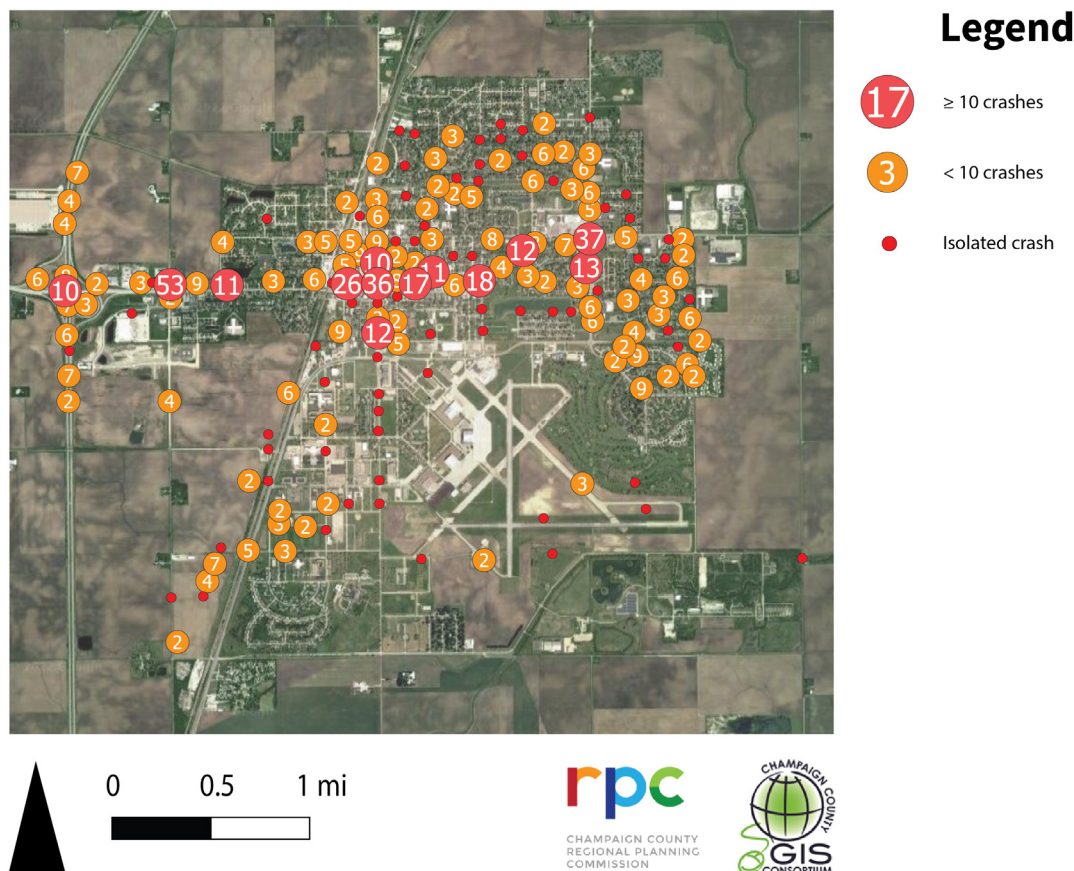


Figure 9: Map of crashes in Rantoul (2017-2021)

Health Analysis

Health Analysis

According to the Rantoul City Schools (RCS) policy manual, "Student wellness, including good nutrition and physical activity, shall be promoted in the district's educational program, school-based activities, and meal programs." Specifically, each RCS school is required to support and promote sound nutrition and physical activity through physical and health education curricula, consistent with the Illinois Learning Standards for Physical Development and Health as established by the Illinois State Board of Education (ISBE). Physical education is to be taught in all grades and shall include curricula that foster the development of movement skills, enhance health-related fitness, increase student knowledge, and encourage healthy habits and attitudes for a healthy lifestyle. All students are required to engage at least three times a week in a physical education course or activity, unless otherwise exempted. While Rantoul City School District #137 uses ISBE performance standards, it does not have a district-wide policy illustrating how these standards may be met.

Physical Education

JW Eater Jr. High students receive an average of 32 minutes of daily physical activity provided by the school's Physical Education program. The United States

Department of Health and Human Services (HHS) recommends 60 minutes of daily physical activity for children ages 6 through 17. JW Eater Jr. High School students are 28 minutes shy of the daily recommended number of minutes of physical activity. This disparity could be achieved by a 15-minute walk or bike ride to and from school.

Illinois Learning Standards for Physical Development and Health

The Illinois Learning Standards for Physical Development and Health were developed using National Standards for Physical Education, National Health Education Standards, the 1985 State Goals for Physical Development and Health, and other states' standards and local outcomes from Illinois school districts. However, a state report released in August 2013 pinpointed new goals aimed toward improving and increasing physical education classes, noting the latest neuroscience research linking physical activity with improved academic performance. Among those goals are movement skills, physical fitness, team building, health promotion, prevention and treatment, human body systems, and communications and decision making. Each of these goals have different completion criteria depending on the age of the student, and can be found at the Illinois State Board of Education webpage.

In WALKING TO SCHOOL

E Evaluation

According to survey data, 14.9% of JW Eater Jr. High students walk to school (see Appendix 3), compared to the national average of 10%. 30.6% of JW Eater Jr. High School parents responded in surveys that they would never allow their child to walk to school without an adult (see Appendix 2). 48.5% of students travel to JW Eater Jr. High School in a motorized vehicle. During field observations in October 2022, approximately 70 students walked to school. Most students who walked entered the school from the front doors on Wabash Avenue, but one student was seen walking from the south of the school and passing through the south parking lot on their way to the front doors.

E Education

Now that IDOT is reinstating the SRTS non-infrastructure grants for the 2023 Cycle, RCS # 137 can apply for this type of grant to start incorporating pedestrian safety into its annual curriculum at all schools. RCS #137 can also seek funding through business, health, and philanthropic entities. Finally, RCS #137 can dedicate funding and instruction time to educating students and families about walking every year.

E Engineering

All of the marked crosswalks near JW Eater Jr. High School have an ADA compliance score above 90. Most of the curb ramps near the school had scores of 80 and above, except a handful of ramps directly adjacent to the school along Wabash Avenue. All of the pedestrian signals near the school had ADA

compliance scores of 60 and below, except for one signal at the intersection of US 136/Champaign Avenue and Lincoln Street. All streets near the school have sidewalks, except for the south side of Urbana Avenue between Eagle Drive and Lincoln Street.

E Encouragement

Only 2.9% of JW Eater Jr. High School parents felt that JW Eater Jr. High School strongly encourages students to walk or bike to school. 8.8% that said JW Eater Jr. High School does encourage students to walk to school. 82.4% parents said that JW Eater Jr. High School neither encourages nor discourages walking to school (see Appendix 2).

E Enforcement

The Village of Rantoul does not fund any crossing guards around JW Eater Jr. High School. Starting in the 2022-23 school year, a JW Eater Jr. High School teacher helps pedestrians cross Wabash Avenue at Marshall Street from 8:25 to 8:35 AM before school, and from 3:20 to 3:30 PM after school (as shown in Figure 10). Parents stated that crossing guards could be added at the intersection of Marshall Street and US 136/Champaign Avenue, and at the intersection of US 45/Century Boulevard and Wabash Avenue. This should especially be considered given that a student was hit by a car at Marshall Street and US 136/Champaign Avenue in November 2022. Locating crossing guards along proposed safe walking routes encourages use of safe routes and increases safety for students going to and from school.



Figure 10: Eater JHS staff helping students cross Wabash Avenue before school

BIKING TO SCHOOL

Evaluation

According to survey data, only 0.3% students regularly bike to JW Eater Jr. High School (see Appendix 3), whereas 1% of students nationwide bike to school. Although both shares are low compared to other modes, Rantoul middle school-aged children are more than three times less likely to bike to school than the average student in the U.S. This suggests there are major barriers to biking for children in Rantoul. 30.6% of J. W. Eater Junior High School parents responded in surveys that they would never allow their child to bike to school without an adult (see Appendix 2). During field observations in October 2022, while the weather was dry, sunny and 46 degrees, approximately 5 students biked to school. School staff communicated that during good weather (presumably during the warmest months of the school year), up to 12 students typically bike to school.

Education

This plan will list several recommendations for JW Eater Jr. High School to educate families on bicycle safety and the benefits of biking. Now that IDOT is reinstating SRTS non-infrastructure grants for the 2023 Cycle, RCS #137 can apply for this type of grant to start incorporating bicycle safety into its annual curriculum at all schools. RCS #137 can also seek funding through business, health, and philanthropic entities. Finally, RCS #137 can dedicate funding and instruction time

to educating students and families about biking every year.

Engineering

According to the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines,⁵ the bike racks at JW Eater Jr. High School shown in Figure 11 are among those listed as “racks to avoid” due to their unintuitive design. “Wave”-style bike racks only support bike frames at one location when used as intended and are often misused due to their confusing design. Styles recommended by APBP include the “staggered wheelwell” design for high-density applications, and the “inverted U” and “post and ring” styles for all applications.

Encouragement

Only 2.9% JW Eater Jr. High School parents felt that JW Eater Jr. High School strongly encourages students to walk or bike to school (see Appendix 2). To encourage biking, the school could replace or add to its existing bike parking area a bike rack design that is fully approved by APBP.

Enforcement

Parents stated in the Spring 2022 surveys that JW Eater Jr. High should provide better bike racks and security for bikes so that students feel more confident biking to school.



Figure 11: Eater JHS wave bike racks

5. Association of Pedestrian and Bicycle Professionals (APBP). 2015. *Bicycle Parking Guidelines*. https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINAL.pdf.

In MOTORIZED TRANSPORTATION TO SCHOOL

E Evaluation

G According to survey data, 48.5% of students arrive at JW Eater Jr. High School in a family vehicle. 27.7% of students arrive via school bus, and 6.7% arrive by other motorized vehicle means, such as carpooling (see Appendix 3). Overall, 82.9% of all students arrive in a motorized vehicle.

Im During field observations in October 2022, approximately 110 students were dropped off in private vehicles at the front of the school, with approximately 1.02 students per vehicle. Additionally, C 5 buses carrying approximately 90 students were observed at the south entrance to the school. A 2 students were dropped off in Multicultural Community Center daycare vans. The large proportion of students arriving and leaving in family vehicles has a significant impact on the traffic congestion in the front of the school at the beginning and end of the school day.

Education

Now that IDOT is reinstating the SRTS non-infrastructure grants for the 2023 Cycle, RCS # 137 can apply for this type of grant to start incorporating pedestrian and traffic safety into its annual curriculum at all schools. RCS #137 can also seek funding through business, health, and philanthropic entities. Finally, RCS #137 can dedicate funding and instruction time to educating students and families about traffic safety every year.

Engineering

Rantoul City School District #137 provides school bus service to students that live at least 1.5 miles away from the school, compared to the state average of 2 miles. Students living closer than 1.5 miles from the

school must use another travel mode, unless the Board of Education and IDOT determine that a hazardous traffic condition exists on the route between the school and the home of a student.

Encouragement

Rantoul City School District #137 does not have policies that specifically encourage the use of school buses over family vehicles for arrival and dismissal. JW Eater Jr. High School will only provide bus service to children that are assigned to the school and live 1.5 miles or more away.

JW Eater Jr. High School can encourage families to use other modes of transportation to travel between home and school. Neighbors and friends can form Walking School Buses or Bike Trains, which have designated routes, stops, and schedules just like school buses. When weather gets inclement for walking and biking, parents can carpool to get their kids to and from school.

Enforcement

JW Eater Jr. High School has designated drop-off and pick-up routes for each mode of travel at school arrival and dismissal. School staff help load and unload students from family vehicles to move the vehicle queue as efficiently as possible. During field observations in October 2022, some parents/guardians used the marked drop-off and pick-up lanes shown in Figure 12. However, school staff communicated that proper use of these marked lanes did not develop until well into the school year. Further, a handful of cars did not properly use the marked drop-off lanes during the field observation in October 2022.

Eater Jr. High SRTS Plan 2022-23: Traffic Circulation



Figure 12: Eater JHS family vehicle drop-off and pick-up circulation map

GOALS AND OBJECTIVES

Goals and objectives provide clear and specific direction for how planning efforts should be considered when improving and expanding walking and bicycling to Eater Jr. High School.

A **Theme** is the subject of a goal.

A **Goal** is defined as an end state that will be brought about by implementing the Eater Jr. High School SRTS Plan.

Objectives are sub-goals that help organize the implementation of the plan into measurable and manageable parts. The SMART (specific, measurable, agreed, realistic, and time-bound) acronym was used to guide the objective development process.

Performance measures help agencies track the progress of each objective over time. RCS #137 and Village staff should keep track of performance measures as events occur, at the end of each school year, and/or at the end of each construction year (e.g. calendar year).

Strategies will help agencies reach the stated goals and objectives.

Responsible Parties are the entities who do or may have the ability to implement strategies, and therefore goals and objectives.

Based on the analysis of existing conditions, goals and objectives are set in Tables 2-5. RCS District #137 and the Village of Rantoul, along with other entities when appropriate, should use these goals and objectives to improve walking and biking to Eater Jr. High School.

These goals and objectives match those in the 2020 Village of Rantoul Transportation Plan and align with the **vision** for both plans “to create a complete transportation network that provides multimodal connectivity, improves accessibility for people of all ages and abilities, and ensures safety of all residents moving around the Village of Rantoul.”

Table 2: Multimodal Connectivity and Mobility Goal

Theme 1: Multimodal Connectivity and Mobility			
Goal 1: Create a connected transportation network to increase accessibility and mobility of people using different transportation modes, and to increase the efficiency of the transportation system by allowing the use of active modes of transportation.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Implement all high-priority sidewalk projects proposed in the Rantoul Transportation Plan by 2025.	A. Number of miles of sidewalks constructed between 2020 and 2025	I. Create routes that connect neighborhoods to major destinations and recreation facilities.	Village of Rantoul, IDOT, Developers
	B. Number of local destinations being fully connected by sidewalk	II. Give priority and provide pedestrian access to important activity centers (e.g. schools, parks, retail areas, employment centers, etc.).	Village of Rantoul, IDOT, Developers, Existing employers
2. Implement all high-priority bike projects proposed in the Rantoul Transportation Plan by 2025.	A. Number of miles of bike lanes/shared-use paths constructed between 2020 and 2025	I. Create routes that connect neighborhoods to major destinations and recreation facilities.	Village of Rantoul, Developers, IDOT
	B. Number of local destinations being fully connected by bicycle facilities	II. Give priority and provide bicycle access to important activity centers (e.g. schools, parks, retail areas, employment centers, etc.), railroads to develop bicycle facilities on, along, or across rights-of-way.	Village of Rantoul, IDOT, Developers, Existing employers



Table 3: Safety Goal

Theme 2: Safety and Security			
Goal 2: Increase the safety of the transportation system for motorized and non-motorized users.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Reduce the total number of automobile crashes by 10% between 2020 and 2025.	A. Total number of automobile crashes between 2020 and 2025	I. Improve visibility for all roadway users through improved lighting, striping, signage, and markings.	Village of Rantoul, IDOT
2. Maintain the total number of fatalities (automobile, pedestrians, and bicyclists) in Rantoul at zero.	A. Total Number of fatal crashes (automobile, pedestrians, and bicyclists)	I. Provide consistent pedestrian and bicyclist signage and markings.	Village of Rantoul, IDOT
		II. Educate motorists (particularly drivers 15 to 29 years old), pedestrians and bicyclists on their legal rights and responsibilities and rules of the road.	Village of Rantoul, Rantoul Police Department, Rantoul Township High School
		III. Educate motorists and bicyclists on stopping for pedestrians.	Village of Rantoul, Rantoul Police Department, Rantoul Township High School
3. Improve pedestrian safety at a minimum of 2 intersections in Rantoul by 2025.	A. Number of intersections with pedestrian safety features installed	I. Install Pedestrian Countdown timers at signalized intersections.	IDOT, Village of Rantoul
		II. Install Rectangular Rapid Flashing Beacon (RRFB) at the intersection of US 136 and Sunview Road.	IDOT, Village of Rantoul
4. Reduce number of vehicular crashes at the intersection of Century Boulevard and Champaign Avenue.	A. Total number of crashes at the intersection of Century Boulevard and Champaign Avenue	I. Review and update signal timing at the intersection of Century Boulevard and Champaign Avenue.	IDOT
5. Improve safety on identified high priority segments (Champaign Avenue, Falcon Drive and Maplewood Drive) in Rantoul.	A. Total number of crashes on Champaign Avenue between Murray Road and Malsbury Drive	I. Implement access management strategies to reduce number of driveways along this segment or avoid cars turning in the middle of the segment into driveways in this segment.	IDOT, Village of Rantoul
	B. Total number of crashes on Falcon Drive between Maplewood Drive and Juniper Drive	II. Provide markings along Falcon Drive and limit parking to one side of the roadway.	Village of Rantoul
	C. Total number of crashes on Maplewood Drive between Grove Avenue and Clark Street	III. Conduct a traffic safety study on Maplewood Drive to evaluate the possibility of reducing the roadway cross section to three lanes, reducing speed, etc.	Village of Rantoul

Table 4: Accessibility, Affordability, and Equity Goal

Theme 3: Accessibility, Affordability, and Equity			
Goal 3: Address the issues of equity to increase accessibility for underserved populations such as the elderly, low-income persons, and persons with disabilities.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Build all high-priority curb ramp (according to ADA standards) recommendations by 2025.	A. Number of curb ramps built	I. Define priority areas for curb ramp improvements.	Village of Rantoul, Developers, IDOT

Table 5: Education and Encouragement Goal

Theme 4: Education and Encouragement			
Goal 4: Educate and encourage residents about active modes of transportation and facilities.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Distribute educational, encouragement, and/or enforcement materials focusing on bicycling, walking, trail accessibility, and/or trail proximity at a minimum of 1 public event per year.	A. Number of events with materials available	I. Host or participate in Walk 'n' Roll to School Day, Bike to School Day, Bike to Work Day and National Trails Day. II. Distribute materials at Rantoul Health Fair. III. Make materials available at Rantoul Village Hall.	Village of Rantoul, Rantoul City Schools District #137, Rantoul Township High School, Champaign County Bikes (CCB)
	B. Number of materials distributed	IV. Distribute materials through Rantoul City School District #137 and Rantoul Township High School.	
2. Distribute at least 1 type of bicycle/pedestrian education, encouragement, and enforcement material to schools annually.	A. Number of bicycle or pedestrian education, encouragement, and enforcement materials distributed to schools and/or Parent-Teacher Associations (PTAs)	I. Distribute Safe Routes to School (SRTS) materials to K-8 students and families.	Rantoul City Schools District #137, CCRPC
		II. Send Parent letter/Safe walking route map/traffic circulation map during school enrollment or at the beginning of the school year.	



In RECOMMENDATIONS

E Based on the existing conditions analysis of walking and bicycling around JW Eater Jr. High School, surveys, and stakeholder input, the following projects are recommended to improve Safe Routes to School (SRTS) for JW Eater Jr. High School. Recommended strategies follow the SRTS 'E's' approach: Engineering, Education, Encouragement, Equity, Evaluation, and Enforcement.

Im **Engineering**

C **Implement one-way traffic along Wabash Avenue during arrival and dismissal periods**

A To address unsafe traffic conditions during school drop-off and pick-up times, it is recommended to designate Wabash Avenue as one-way direction of traffic going east from Marshall Street to Fredrick Street between 7:30 AM and 9:00 AM and between 2:30 PM and 3:30 PM (see Figure 8). The Village of Rantoul should install a fold-down Do Not Enter sign for westbound vehicles on Wabash Avenue at Fredrick Street, directing those vehicles to turn right on to Fredrick Street to remove the bi-directional family vehicle traffic, drop-offs, and pick-ups in front of the school (see Figure 13). A school staff member will need to fold the sign down and up at the beginning and end of each school arrival and dismissal period. School staff should also consider placing a barricade and/or traffic cones in the westbound lane of Wabash Avenue at Fredrick Street at these times to prevent vehicles from driving through this area.

Increase pedestrian safety at Century Boulevard and Wabash Avenue

JW Eater Jr. High School students crossing Century Boulevard (US 45) to travel between home, school, and area businesses are currently crossing a five-lane road either using the skewed marked crosswalk or at non-intersection locations. The likelihood of a pedestrian being hit by a car remains higher as is than if this pedestrian crossing is further improved.

Therefore, it is recommended that the Village of Rantoul work with the Illinois Department of Transportation (IDOT) and adjacent property owners to improve the pedestrian crossing across Century Boulevard (US 45) at Wabash Avenue.

The west end of the existing marked crosswalk lands in front of a vacated restaurant building (formerly Hardee's, then Firehouse Chicago Style), as shown in Figure 14. This building sits on two lots: 326 and 328 S. Century Boulevard. The two lots had two different owners until June 2023, but both lots now have the same owner. Between the two lots, there are three vehicle access points to the parking lot. The northern (ingress) access to 328 S. Century Boulevard is directly across from the curb ramp at the southeast corner of Century Boulevard and Wabash Avenue, which is why the marked crosswalk is striped at an angle, also known as a skewed crosswalk.

Eater Jr. High SRTS Plan 2022-23: Proposed Wabash Avenue Traffic Circulation

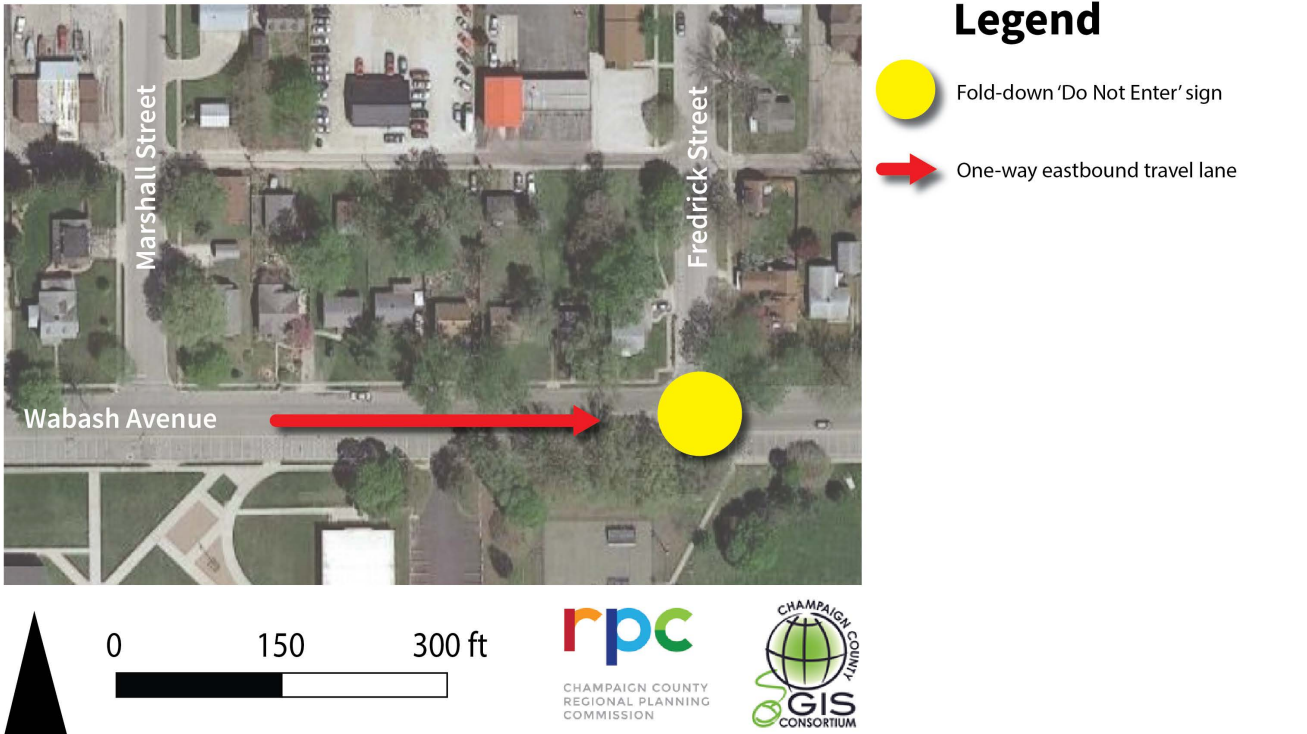


Figure 13: Proposed traffic circulation on Wabash Avenue during drop-off and pick-up times



Figure 14: Map highlighting the 328 S. Century Boulevard access points in 2020 (courtesy: Champaign County GIS Consortium)

The Pedestrian and Bicycle Information Center's (PBIC) [SRTS Guide](#) recommends at uncontrolled crossings that "marked crosswalks generally should be designed to minimize crossing distances and should be straight and in line with the sidewalk ramps to make them easier for children and adults with visual and/or physical impairments to navigate." Therefore, the following steps are recommended.

First, the Village of Rantoul should work with the property owner of 326 and 328 S. Century Boulevard to consolidate access to the parking lot at that location. Specifically, it should be requested to close the northern (ingress) access to 328 S. Century Boulevard, or to close both accesses if the access at 326 S. Century Boulevard can be used to access both lots. Since the building is currently for sale, an incentive offer for future developers could be considered.

Second, once the 328 S. Century Boulevard access(es) is closed, the marked crosswalk on the south leg of Century Boulevard and Wabash Avenue should be restriped as a straight crosswalk. A new curb ramp should be constructed on the west landing of this crosswalk in front of 328 S. Century Boulevard.

Finally, it is recommended to add a median refuge island in the center turn lane on Century Boulevard to reduce the number of lanes that pedestrians cross at one time from five to two.

Conduct a traffic safety study at Champaign Avenue (US 136) and Marshall Street

JW Eater Jr. High School students living north of the school cross Champaign Avenue (US 136) at Marshall Street while walking to and from the school, as Marshall Street leads directly to the front entrance of the school. There are traffic signals one block east and west of Marshall Street, at Fredrick Street and Century Boulevard respectively, but vehicles on Champaign Avenue do not stop at Marshall Street. This is also the location where a JW Eater Jr. High School student walking to school was hit by a car in Fall 2022.

It is recommended for the Village of Rantoul to work with IDOT and conduct a safety study at Champaign Avenue (US 136) and Marshall Street to aid students walking and biking to and from school from the north. The traffic safety study should examine the pedestrian and bicyclist activities and their conflicts with motorists at the intersection, evaluate the overall road users'

- In** safety issues at the intersection, and provide recommendations for safety improvements.
- E** This traffic safety study should examine the impacts and benefits of installing a median refuge island on the east side of Champaign Avenue (US 136) at Marshall Street, as well as installing Rectangular Rapid Flashing Beacons (RRFB) signs (see Figure 15) facing eastbound and westbound traffic. RRFBs allow pedestrians and bicyclists to push a button to activate a flashing light, alerting vehicles that they want to cross the intersection.

C **Build new sidewalks**

A Sidewalks are important infrastructure for the safety and comfort of pedestrians and young bicyclists. They provide separation from vehicular traffic and are particularly important for the walking and bicycling routes of children going to and from school.

It is recommended to construct 35 new sidewalk segments throughout Rantoul as part of this SRTS Plan and the Village of Rantoul Transportation Plan. Additionally, both plans also recommend that 18 sidewalk gaps be closed between existing sidewalk sections. Closing sidewalk gaps ensures that sidewalks do not abruptly end, and pedestrians can remain off the road, thus reducing the risk of a vehicle hitting a pedestrian as well as improving accessibility, mobility and connectivity for pedestrians and bikers. In general, closing smaller sidewalk gaps have the greatest potential for increasing the connectivity of the sidewalk network, while longer sidewalk gaps require a greater investment.

Adjacent property owner support, elevation differences, mature trees, and utility conflicts in the parkway must be evaluated and weighted against the projected benefit and use of a new sidewalk when considering sidewalk installation. However, building new sidewalks will connect neighborhoods to major destinations, including JW Eater Jr. High School.

Improve existing sidewalks

Although Rantoul has miles of existing sidewalks, some are not compliant with the Americans with Disabilities Act (ADA). Those near JW Eater Jr. High School are shown in Figure 3. The sidewalk segments near JW Eater Jr. High that are most in need of improvement are along the east side of Century Boulevard (US 45) between Champaign Avenue (US 136) and Congress Avenue, and on the north side of Champaign Avenue (US 136) between Fredrick Street and Sheldon Street. The segments along Wabash Avenue in front of the school also have poor ADA compliance scores. It is recommended that IDOT, the Village of Rantoul, and Rantoul City Schools (RCS) District #137 improve existing sidewalks through reconstruction or beveling.

Sidewalk beveling projects consist of evening the surface of the sidewalk. Vertical faults are points where the surface of the sidewalk is uneven, usually due to heaving or settling of panels. In order to be ADA compliant, all vertical faults must be less than 1/2 inch. In addition, all faults between 1/4 inch and 1/2 inch must be beveled, or ground down to remove the fault, according to the [Public Rights-of-Way Accessibility Guidelines \(PROWAG\)](#). Larger vertical faults can create a tripping hazard and can impede mobility devices such as wheelchairs.

Where possible, sidewalk reconstruction projects should also create a parkway (green space between the road and sidewalk) where one does not already exist. The more separation that exists between vehicles and pedestrians, the less risk there is of a vehicle hitting a pedestrian.

Install pedestrian countdown signals

Pedestrian countdown signals inform pedestrians of the number of seconds remaining for them to cross a street before a traffic signal turns red. Countdown signals are required by the Manual on Uniform Traffic Control Devices (MUTCD) to be installed whenever pedestrian signal heads are warranted as part of



Figure 15: Rectangular Rapid Flashing Beacons (RRFB) and a median refuge island in Urbana

intersection signalization or reconstruction. Signals may be supplemented with audible or other messages to make crossing information accessible for all pedestrians.

It is recommended for IDOT to install pedestrian countdown signals at the following locations near JW Eater Jr. High School:

1. Century Boulevard (US 45) and Grove Avenue
2. Century Boulevard (US 45) and Sangamon Avenue
3. Century Boulevard (US 45) and Champaign Avenue (US 136)
4. Champaign Avenue (US 136) and Fredrick Street
5. Champaign Avenue (US 136) and Tanner Street

Install permanent speed feedback signs

Permanent vehicular speed feedback signs display a driver's current speed in miles per hour (MPH) (see Figure 16). The intention of these signs is to make drivers more aware of their speed and the speed limit of the road, and to adjust their speed accordingly. In surveys conducted for this plan, RCS #137 students cited speeding traffic as an issue and deterrent to walking or biking to school.

It is recommended that IDOT install permanent vehicular speed feedback signs under School Zone Speed Limit 20 MPH signs on Century Boulevard (US 45) one block north and south of Wabash Avenue, between Champaign Avenue (US 136) and Yates Street. The normal speed limit is 35 MPH, but the school speed limit is 20 MPH when students are present. This will be another tool to slow down drivers and improve walking and biking conditions for JW Eater Jr. High School students.

It is also recommended that the Village of Rantoul continue the use of its mobile speed trailers in the short-term and consider the installation of permanent vehicular speed feedback signs in any locations where speeding is a chronic problem.

Improve or install curb ramps

Curb ramps connecting sidewalks to roads are important infrastructure, especially for people with disabilities and young bicyclists. Many young bicyclists are not prepared to bike on streets, so they use sidewalks. Cyclists using sidewalks should have curb ramps so that they do not have to dismount their bike at each intersection.

It is recommended to improve or install sidewalk ramps to become compliant with the Americans with Disabilities Act (ADA). This work should be done as opportunities become available through street resurfacing, grant funding, or by inclusion in other infrastructure maintenance projects. Figure 6 shows the current ADA compliance of curb ramps near JW Eater Jr. High School. The only curb ramps with 90-100% compliance are on Champaign Avenue (US 136) and Century Boulevard (US 45), but not all of the ramps on those streets have that high of compliance scores.

The locations and compliance scores were formulated using the [CCRPC Sidewalk Explorer](#). High priority curb ramp improvement locations near JW Eater Jr. High School include Champaign Avenue between Century Boulevard and Fredrick Street, and Wabash Avenue between Century Boulevard and Lincoln Street.

Install bike lanes

Bike lanes should be striped on more streets in Rantoul. While school-aged cyclists may feel comfortable bicycling on low-traffic streets, bike lanes provide a dedicated space for cyclists on busier roads. Bike lanes also benefit pedestrians by shortening the space where vehicles are traveling when crossing a street. Narrower travel lanes for vehicles can also reduce speeding, which was cited as a problem in over half of the Spring 2022 SRTS surveys. For these reasons, installing bike lanes can create a more inviting environment for students to walk or bike to school.



Figure 16: Permanent speed feedback sign in a Champaign school zone

In Buffered bike lanes should be added along Wabash Avenue from Century Boulevard to Lincoln Street. The current width of this segment of Wabash Avenue is approximately 57 feet, which includes a head-in parking section measuring about 20 feet in width and two traffic lanes that are each around 18.5 feet wide. The addition of 5-foot bike lanes with a 3-foot buffer striping between the travel lanes and bike lanes would still provide sufficient space for cars to drive on Wabash Avenue, and would not disrupt the head-in parking (see Figure 17). The existing unmarked parallel parking on the north side of the street has very low usage, and there is ample head-in parking on the south side of the road, so restricting parking on the north side of the road should also not be a disruption. Adding bike lanes on Wabash Avenue will strengthen Rantoul's bike network, encourage active transportation to and from school, and add protection for existing bicyclists using this street.

Install median refuge islands
A median refuge island is a concrete island in the middle of a roadway that allows bicyclists and pedestrians to cross one direction of traffic at a time. This is especially beneficial at locations where cross-traffic does not stop. Typically, refuge islands include marked crossings on either side of the island and are oriented at an angle so that the person(s) crossing must look at the approaching traffic before crossing (see Figure 15). The minimum width of a refuge island should not be less than 6’.

In surveys for this plan, JW Eater Jr. High School students identified Champaign Avenue (US 136) and Century Boulevard (US 45) as difficult streets to cross, and where cars drive too fast. It is recommended for the Village of Rantoul to work with IDOT to study the feasibility of installing a median refuge island on the south leg of the intersection of Century Boulevard (US 45) and Wabash Avenue, as well as the east leg of Champaign Avenue (US 136) and Marshall Street.

Extend the shared-use path network
Off-street shared-use paths are designed to provide adequate space (preferred 10’ wide, minimum 8’ wide) for pedestrians and bicyclists to share. By extending the existing shared-use path network, pedestrians and cyclists in Rantoul have another route option to reach their destinations (including schools) or recreate without being near motorized traffic. RCS #137 should coordinate with the Village of Rantoul as needed to construct shared-use paths through new construction or widening existing sidewalks.

The Rantoul shared-use path network includes the Wabash Park Path, which is a sidepath around

Eater Jr. High SRTS Plan 2022-23: Proposed Wabash Avenue Redesign

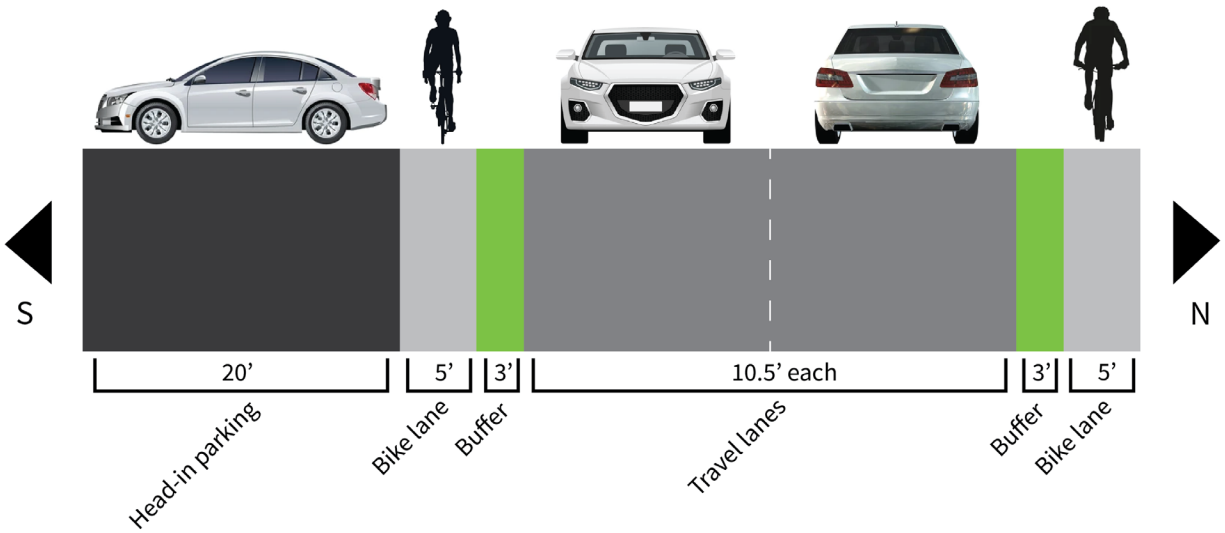


Figure 17: Proposed restriping of Wabash Avenue

Urbana Avenue, Lincoln Street, and part of Wabash Avenue. On the south side of Wabash Avenue at the Community Service Center of Northern Champaign County (CSCNCC) parking lot entrance, the sidepath ends and becomes a sidewalk. It is recommended to widen the sidewalk west of this driveway to at least Fredrick Street, where the thick yellow line is shown in Figure 18. There are mature trees close to the existing sidewalk, and that conflict must be evaluated and weighted against the projected benefit and use of a new sidepath when considering sidewalk widening.

Since bike lanes are recommended on Wabash Avenue west of Fredrick Street, bicycle pavement markings should be added at this intersection to transition bicyclists between the sidepath and the bike lanes. Figure 19 presents an example from Austin, Texas through the National Association of City Transportation Officials (NACTO) [Urban Bikeway Design Guide](#) of an

intersection marking that is similar to what would be appropriate at this site.

If the mature trees in Wabash Park prevent the sidewalk from being widened to a sidepath, the transition point between the sidepath and bike lanes should be moved east to the CSCNCC driveway, where the orange arrow is shown in Figure 18. The Rantoul Transportation Plan also recommends widening the sidewalk on the east side of Fredrick Street to a sidepath, where the green line is shown in Figure 18.

The Village of Rantoul should install Bicycle Crossing signs (see Figure 20; W11-1 signs in the Manual on Uniform Traffic Control Devices (MUTCD)) on the eastbound and westbound sides of the intersection of Wabash Avenue and Fredrick Street, where it is recommended to transition users between the existing sidepath and proposed bike lanes.

- In
- E
- G
- R
- Im
- C
- A

Eater Jr. High SRTS Plan 2022-23: Sidepath Transition

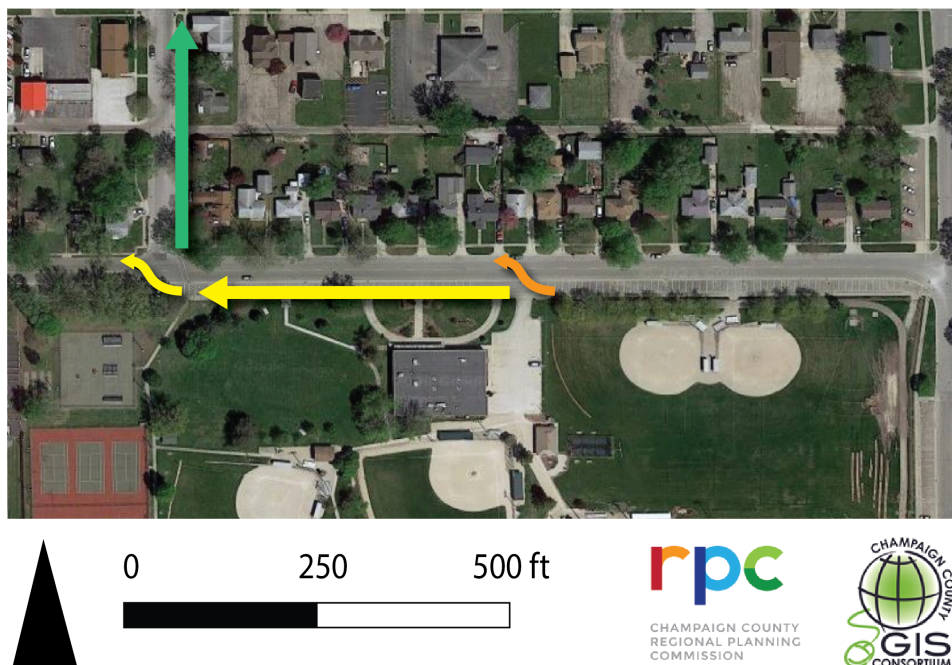


Figure 18: Recommended sidepath extensions and transition alternatives to the proposed bike lanes on Wabash Avenue



Figure 19: Bicycle pavement markings in Austin, TX that could be striped on Wabash Avenue (credit: NACTO)



Figure 20: MUTCD Bicycle Crossing Sign

- In** **Build covered bike parking**
Surveys conducted for the purpose of developing this plan found that some students do not bike to school because of weather. It is recommended to install covered bike parking to help keep bicycles from becoming wet and uncomfortable for their rides home from school. Students are likely to feel more encouraged to bike to school if they know their bike will stay dry during the day.
- E**
- G**
- R**
- Im** Additionally, it is recommended to upgrade the existing bike parking itself at JW Eater Jr. High School. The existing “Wave” bike racks are listed as “Racks to Avoid” in the Association of Pedestrian and Bicycle Professionals’ (APBP) [Bicycle Parking Guidelines](#). This is because they only support the frame at one location when used as intended, and are not considered to be the most user-friendly style of bike parking. Spring 2022 surveys also requested enhanced bike racks and security.
- C**
- A**

APBP recommends inverted U racks or post & ring or wheelwell-secure racks. It is recommended that RCS #137 seek new bike racks and shelter(s) at JW Eater Jr. High School through capital funding, and/or public and private grants.

Install wayfinding signage

It is recommended to install standardized bike wayfinding signage along on-road bikeways, and trail signage along off-road bikeways and trails. Local and nationally accepted design standards should be used, including the Champaign County Greenways & Trails Design Guidelines. All signs should include destination, distance and/or time, and direction information to better inform users (see Figure 12).

Installing wayfinding signage helps both children and adults find major destinations, such as schools and libraries. By making it easier and clearer to find one’s way, more children and parents may be inclined to walk or bicycle to school.



Figure 21: Covered bike parking in Urbana

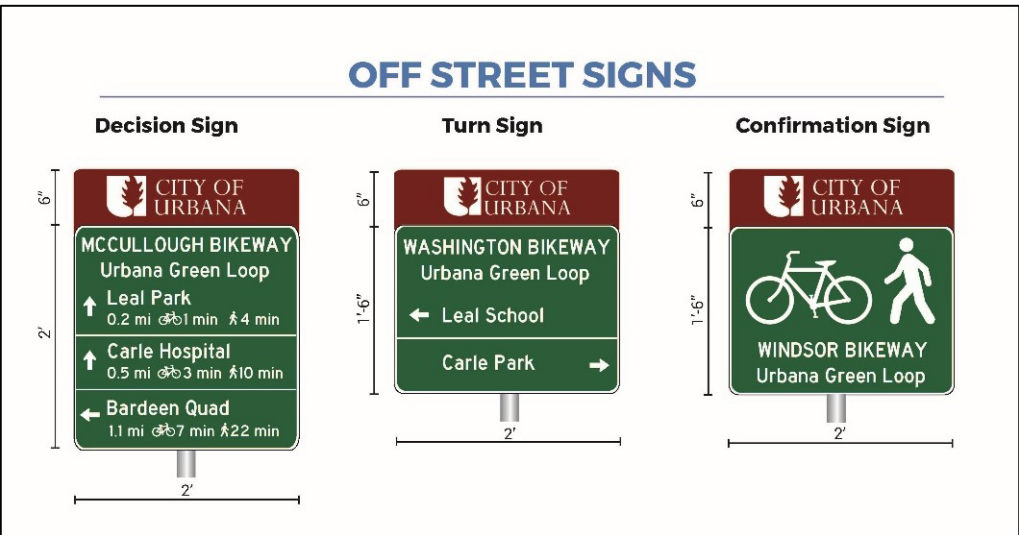


Figure 22: Bikeway and trail wayfinding designs for Urbana

Education

Distribute bicycle education pamphlets

To increase student bicycle use and safety awareness, JW Eater Jr. High School administration should make education and encouragement materials regarding bicycling available to students and families in print format, email blasts, and/or on the RCS #137 website. IDOT, the League of American Bicyclists (LAB), and other organizations have existing materials that can be distributed, or localized materials can be created.

Send a parent letter

JW Eater Jr. High School should distribute a letter to parents highlighting traffic rules, the importance of child safety, and critical school zone laws at least annually, preferably in August and April.

Create a safe walking route map

Safe Walking Route Maps show students, parents, and school personnel where the safest routes are to walk and bike to school, in terms of elements like sidewalks and crosswalks. The Champaign County Regional Planning Commission (CCRPC) updates Safe Walking Route Maps for public elementary and middle schools in neighboring Champaign, Urbana, Savoy, and Thomasboro every other summer.

With the data collected to develop this plan, CCRPC should create a Safe Walking Route Map for JW Eater Jr. High School. CCRPC created these maps for the public elementary schools in Rantoul in 2021, and can create this map for JW Eater Jr. High School in 2023. Moving forward, CCRPC should add RCS #137 schools

to the same update cycle as the other schools in Champaign County.

CCRPC should share the maps with JW Eater Jr. High School to distribute before the school year begins at events like registration, and should post the map on its website for digital download. As facilities are constructed, CCRPC can evaluate new safe walking routes and consequently amend and/or update this map to show new information.

Create a traffic circulation map

An updated traffic circulation map should be distributed to parents at the beginning of each school year to illustrate proper traffic circulation, with an emphasis on drop-off and pick-up procedures, and any changes for the new school year.

Incorporate bicycle education into middle school curriculum

RCS #137 should incorporate bicycle education into existing curricula, such as physical education and health.

Hold wellness fairs

JW Eater Jr. High School should host an annual wellness fair that includes educating students and parents about the health benefits of walking and bicycling to school (see Figure 23). By introducing information on these forms of active transportation to families, students are likely to feel more encouraged to walk or bicycle to school in a safe manner.



Figure 23: CCRPC distributing SRTS materials to families at a school wellness fair in Champaign

- In** **Encouragement**
- E** **Hold an annual walkathon**
JW Eater Jr. High School should host a school walkathon every year to promote walking and instill lifelong healthy habits.
- G** **Participate in Bike to School Day**
JW Eater Jr. High School should encourage students to participate in National Bike to School Day on the first Wednesday in May. This will allow Rantoul to celebrate Bike Month, which is celebrated both nationally as well as locally in Champaign County (see Figure 24). Furthermore, JW Eater Jr. High School should hold an in-school event on that day to educate all students on bike safety.
- R** **Participate in Walk 'n' Roll to School Day**
JW Eater Jr. High School should participate in International Walk to School Day, also known locally as Walk 'n' Roll to School Day, on the first or second Wednesday in October. School staff should plan and hold remote bus drop-offs and/or schoolwide before-school walks on this day so that all students can participate and enjoy the health benefits of walking. The school's location next to Wabash Park and the shared-use path within it provide for a good location to hold these types of events. Local "celebrities," such as the Mayor or other well-known figures, should be invited to walk with and/or greet students in the morning.
- Im**
- C**
- A**
- Create a frequent walker club – Punch Card**
JW Eater Jr. High School should establish a frequent walker club to incentivize walking before, during, and/or after school. A punch card can be used, offering different prizes or privileges to students for filling

up the card. The school can also work with local businesses to create incentives. The school should also consider creating a bilingual punch card with English and Spanish, or a version in Spanish.

Create a frequent walker/biker club – Active4.me

[Active4.me](https://www.active4.me/) is a bicycling and walking incentive program for elementary and middle school aged kids. Students sign up for the program through a teacher, school staff person, or parent using a paper or online registration form. Students can register for the program as either a "walker" or "biker." It is recommended that students who both walk and bike to school should register under the mode that they use the most.

A solar powered computer mounted on a pole at the school (called The ZAP; see Figure 25) keeps track of how many days the student walks or bikes to school. The ZAP also counts calories burned and estimates your mileage, based upon the distance you travel to school.

At certain trip and mileage markers, students are eligible for prizes. Prizes can include wrist bands, cinch packs, slap bracelets, reflective zipper pulls, bike lights, pedometers, or bike locks. Students also receive certificates of recognition for 50+, 100+, and 200+ miles. This program has had success for many years locally at [Urbana Middle School](#).

Dismiss walkers and bikers early

JW Eater Jr. High School should dismiss students walking or biking home 5-10 minutes early. This will serve a dual purpose of incentivizing those modes as well as reducing conflicts with moving vehicles.



Figure 24: Bike to School Day at an Urbana school



Figure 25: The ZAP

Encourage snow removal

Through “Thank You for Shoveling Your Walk” yard signs (see Figure 26), parent letters, and other methods, JW Eater Jr. High School should encourage Rantoul residents and property owners to shovel their sidewalks for walkers and bikers during the winter, especially those who live on proposed safe walking routes.

Institute a year-round walking and biking program

RCS #137 should support regional efforts to create a year-round program of events and master calendar to encourage and support walking and bicycling in Rantoul. By hosting both annual and weekly walking and biking events as recommended in this plan, students and families may remain excited and willing to choose active transportation.

Participate in Bike Month

JW Eater Jr. High School should participate in celebrating Bike Month. LAB hosts National Bike Month in May, but Champaign County now hosts Bike Month locally in September. The school can host events in either month. Activities can range from a “Bike to School Day” to an assembly/workshop on bike safety, all of which promote bicycling to school.

Establish Bike Trains

Bike Trains are similar to walking school buses, and aim to encourage and enable students to bicycle to school by riding in a group on a fixed schedule who may be uncomfortable bicycling to school alone. A group of volunteers (parents, teachers, and/or school staff) coordinates with interested students to set up pick-up locations, a schedule, and a route so that students have the option to bicycle to school with others.

J.W. Eater Jr. High School should support the creation of bike trains, using the National Center for SRTS’ [Bicycling to School Together: A Bike Train Planning Guide](#).



Figure 26: “Thank You For Shoveling Your Walk” yard sign design in Champaign-Urbana

Equity

Consider Veo in Rantoul

Veo is a micromobility service provided by VeoRide Inc. that operates in over 40 communities across the United States, including Champaign-Urbana. Veo’s micromobility fleet in Champaign-Urbana consists of pedal assist e-bikes, and fully electric Class II e-bikes that are operated outside of the University of Illinois campus (see Figure 27).

It is recommended for the Village of Rantoul to work with Veo and its local partners (City of Champaign, City of Urbana, and the University of Illinois) to investigate the feasibility of expanding its service to Rantoul. This would allow JW Eater Jr. High School students to use a bike to travel between home and school, even if they do not own a bike. This would also enable Rantoul residents to bike without the fear of having their personal bike being stolen.

Micromobility and shared mobility services can help fill gaps left by residents’ inaccessibility to private vehicles and incomplete public transit networks. Still, these services do not completely solve inequities related to mobility access. For example, shared e-bikes are only accessible to able-bodied users who have a smartphone that is linked to a bank account. Additionally, e-bikes tend to be disproportionately distributed where ridership is highest which leaves underserved communities with little to no benefit. To ensure an equitable rollout of micromobility in Rantoul, the Village must work closely with service providers and conduct routine service evaluations.

Connect students to bike donation drive

The Rantoul Police Department is responsible for collecting abandoned bikes in Rantoul, working with community partners to repair these bikes, and distribute them to residents at no cost on a regular basis. It is recommended for JW Eater Jr. High School to connect its students in need of a bike to the Police Department’s bike giveaways.



Figure 27: Veo bike parked in Urbana

Evaluation

Travel tallies

JW Eater Jr. High School teachers should administer travel tally surveys 1-2 times per year (fall and/or spring semesters). This survey was created by the National Center for Safe Routes to School (NCSRTS) and is used nationwide. The survey asks how students arrive and are expected to get home for at least two consecutive days in the middle of the week, and should be administered before November or after February.

By keeping tallies on the amount of students who walk, bicycle, or use a motorized vehicle between home and school, the school can gain a better understanding of if and how this plan has been impacting families' transportation choices.

Walkability surveys

JW Eater Jr. High School should distribute walkability checklists to families annually as part of Walk to School Day. This survey shown in Figure 29 was created by the National Center for Safe Routes to School (NCSRTS) and is used nationwide. Survey results can be used to inform both the school and the Village of Rantoul of:

- Travel mode choices for JW Eater Jr. High School students
- Reasons students are not walking to JW Eater Jr. High School
- Opportunities for increasing the number of students walking
- Opportunities to increase the safety of students walking to JW Eater Jr. High School

Bicycle and pedestrian counts

The Village of Rantoul should conduct counts before and after bikeways, sidewalks, trails, and marked crosswalks are installed, considering factors such as day of the week, whether school is in session, temperature, and precipitation. This count can be conducted on a 5-year cycle.

Bikeability surveys

Similar to walkability surveys, JW Eater Jr. High School should distribute bikeability checklists to families annually as part of Bike to School Day. This survey was created by the National Center for Safe Routes to School (NCSRTS) and is used nationwide. Survey results can be used to inform both the school and the Village of Rantoul of:

- Travel mode choices for JW Eater Jr. High School students
- Reasons students are not biking to JW Eater Jr. High School
- Opportunities for increasing the number of students biking
- Opportunities to increase the safety of students biking to JW Eater Jr. High School

Speed and safety studies

Speeding traffic is an issue that students face on their commute between home and JW Eater Jr. High School, especially on Champaign Avenue (US 136). Speed studies along major and local roads near the school help determine whether an area is prone to drivers speeding, and how to address the issue.

Speed studies should be conducted to see how fast vehicles drive on different roadway sections before and after implementing pedestrian and bicycle safety improvements at those sections.

Enforcement

Add crossing guards

The Rantoul Police Department and JW Eater Jr. High School should seek funding to add crossing guards at two new locations: Century Boulevard (US 45) and Wabash Avenue west of the school, and Champaign Avenue (US 136) and Marshall Street north of the school. These locations were requested by parents to add a crossing guard in Spring 2022 surveys. Adding crossing guards should be short-term solutions until engineering recommendations can be implemented to improve pedestrian and bicycle safety at these intersections.

A crossing guard should be added at the intersection of Century Boulevard (US 45) and Wabash Avenue, at least in the mornings. JW Eater Jr. High School administration identified this 35 MPH five-lane road and intersection as one that is often misused and has the potential to produce dangerous outcomes. This is also a proposed safe walking route to school from a residential area west of Century Boulevard.

Take a walk and use this checklist to rate your neighborhood's walkability.

How walkable is your community?

Mark your walking path to school or bus stop (See back)

For the locations of problems, give the nearest intersection and/or mark a cross "X" on map on the back.

Rating Scale: 1 2 3 4 5 6
awful many problems some problems good very good excellent

1. Did you have room to walk?
☐ Yes ☐ Some problems
☐ Sidewalks or paths started and stopped
☐ Sidewalks were broken or cracked
☐ Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
☐ No sidewalks, paths, or shoulders
☐ Too much traffic
☐ Something else _____
 Locations of problems: _____
 Rating: (circle one) 1 2 3 4 5 6

2. Was it easy to cross streets?
☐ Yes ☐ Some problems
☐ Road was too wide
☐ Traffic signals made us wait too long or did not give us enough time to cross
☐ Needed striped crosswalks or traffic signals
☐ Parked cars blocked our view of traffic
☐ Trees or plants blocked our view of traffic
☐ Needed curb ramps or ramps needed repair
☐ Something else _____
 Locations of problems: _____
 Rating: (circle one) 1 2 3 4 5 6

3. Did drivers behave well?
☐ Yes ☐ Some problems: Drivers...
☐ Backed out of driveways without looking
☐ Did not yield to people crossing the street
☐ Turned into people crossing the street
☐ Drove too fast
☐ Sped up to make it through traffic lights or drove through traffic lights
☐ Something else _____
 Locations of problems: _____
 Rating: (circle one) 1 2 3 4 5 6

4. Was it easy to follow safety rules?
 Could you and your child...
☐ Yes ☐ No ☐ Cross at crosswalks or where you could see and be seen by drivers?
☐ Yes ☐ No ☐ Stop and look left, right and then left again before crossing streets?
☐ Yes ☐ No ☐ Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
☐ Yes ☐ No ☐ Cross with the light?
 Locations of problems: _____
 Rating: (circle one) 1 2 3 4 5 6

5. Was your walk pleasant?
☐ Yes ☐ Some unpleasant things:
☐ Needed more grass, flowers, or trees
☐ Scary dogs
☐ Scary people
☐ Not well lighted
☐ Dirty, lots of litter or trash
☐ Dirty air due to automobile exhaust
☐ Something else _____
 Locations of problems: _____
 Rating: (circle one) 1 2 3 4 5 6

How does your neighborhood stack up?
Add up your ratings and decide.
 1. _____ 26-30 Celebrate! You have a great neighborhood for walking.
 2. _____ 21-25 Celebrate a little. Your neighborhood is pretty good.
 3. _____ 16-20 Okay, but it needs work.
 4. _____ 11-15 It needs lots of work. You deserve better than that.
 5. _____ 5-10 It's a disaster for walking.
 Total _____

Now that you've identified the problems, please turn in this form at your school.

Figure 29: Walkability Checklist

- In** A crossing guard should also be added at the intersection of Champaign Avenue (US 136) and Marshall Street. This is the location where a JW Eater Jr. High School student walking to school was hit by a car in Fall 2022.
- E**
- G**
- R** Adding crossing guards along proposed safe walking routes in Rantoul will help ensure the safety of walkers and bikers arriving and leaving school, mainly by ensuring that an adult will help the children cross streets safely.
- Im**

- C** **Adjust traffic circulation around the school**
Since most walkers and bikers use the sidewalk on the south side of Wabash Avenue in front of the school, reducing the number and speed of cars crossing their path will improve safety. Wabash Avenue should be converted to a temporary one-way east street between Marshall Street and Fredrick Street during school arrival and dismissal times only.
- A**

JW Eater Jr. High School should assign staff members to assist with facilitation and enforcement of this change.

Implementing this change will allow students to safely exit vehicles and proceed into the school, and it will help prevent crashes between students using active transportation (walking or biking) and cars dropping off or picking up students more safely.

Utilize police presence
It is recommended to increase Rantoul Police visibility when possible around JW Eater Jr. High School at drop-off and pick-up times, to remind motorists to obey traffic laws, follow the arrival and dismissal traffic patterns, and to watch for walkers and bikers. It is especially important to be visible at the beginning of the school year to demonstrate that the Rantoul Police Department values traffic safety.

Enforce motorist violations
RCS #137 should be adamant about issuing warning citations and/or ticket motorists for traffic offenses against bicyclists and pedestrians, such as failing to stop for bicyclists and pedestrians at intersections and marked crosswalks. The District should develop

methods to educate motorists on using the road safely with people using other travel modes.

Prohibit cell phone use for motorists near the school
In Illinois, it is illegal for motorists to use their cell phones while driving, unless the device is in hands-free mode. In a school zone, however, even hands-free cellular use is prohibited.

Rantoul City School District #137 should investigate the feasibility of the Rantoul Police Department ticketing drivers for using cell phones in school zones, especially at the beginning of the school year.

Add safety reminders to message boards
The Rantoul Police Department should use existing electronic message boards and acquire additional electronic message boards to display traffic safety reminders. Electronic message boards placed on streets near schools aim to inform drivers about any important traffic safety news and information (see Figure 30), and that safety violations or non-compliance will not be tolerated. A message board should be rotated around Rantoul near school zones with traffic compliance issues.

In the summer, the message board can list the school start date to remind drivers that students will be walking and biking and when school zone speed limits go into effect. During the school year, the message board can remind drivers to slow down in school zones.

The LED sign in front of JW Eater Jr. High School could also be used to display important traffic-related messages.

Give warnings for bicyclist and pedestrian violations
It is recommended that the Rantoul Police Department issue friendly warning citations to bicyclists and pedestrians for traffic offenses, such as riding against traffic, disregarding traffic signals (unless the cyclist has legally waited 2 minutes for a light to change) and stop signs, and riding without lights at night. It is also recommended that the Department develop methods to educate bicyclists and pedestrians on safe and legal behaviors before issuing a citation.



Figure 30: Electronic message boards in a Champaign school zone

IMPLEMENTATION

All recommendations are prioritized into high, medium, and low priorities. The following tables outline implementation projects by discipline, then sorted by their implementation priority. Implementation priority was based on a combination of public and steering committee input. Public input was sought from JW Eater Jr. High School parents, students, and staff at the March 2023 Parent/Teacher Conferences.

Table 6: Engineering Projects

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Wabash Avenue One-Way: Implement one-way east traffic along Wabash Avenue during arrival and dismissal periods	Wabash Avenue between Marshall and Fredrick Streets	Engineering	High	- Village of Rantoul - RCS #137 - Eater Jr. High School
Speed Feedback Signs: Install permanent vehicular speed feedback signs	Century Boulevard (US 45) at Champaign Avenue (US 136), and Yates Street; other locations as warranted (including Champaign Avenue (US 136))	Engineering	High	- IDOT - Village of Rantoul
Improve Century & Wabash: Increase pedestrian safety at Century Boulevard (US 45) and Wabash Avenue	Century Boulevard (US 45) at Wabash Avenue	Engineering	High	- IDOT - Village of Rantoul - Property owners of 326 and 328 S. Wabash Ave.
Pedestrian Countdown Signals: Install pedestrian countdown signals at signalized intersections	Century Boulevard (US 45) at Grove Avenue, Sangamon Avenue, and Champaign Avenue (US 136); Champaign Avenue (US 136) at Fredrick Street, and Tanner Street	Engineering	High	IDOT
Improve Existing Sidewalks: Reconstruct or bevel sidewalks in Rantoul that are not ADA compliant	Various locations	Engineering	Medium	- Village of Rantoul - IDOT - RCS #137
Bike Lanes: Restripe roads to install more bike lanes around Eater JHS	Century Boulevard (US 45), Lincoln Street, Wabash Avenue	Engineering	Medium	- IDOT - Village of Rantoul
Sidewalk Construction: Install new sidewalks and close sidewalk gaps in Rantoul	Various locations	Engineering	Medium	- Village of Rantoul - Developers - IDOT
Refuge Islands: Install median refuge islands across multi-lane roads with no stops	Century Boulevard (US 45) at Wabash Avenue, Champaign Avenue (US 136) at Marshall Street	Engineering	Medium	- IDOT - Village of Rantoul
Wayfinding Signs: Install bike/pedestrian wayfinding signage along streets and trails in Rantoul	Various locations	Engineering	Low	Village of Rantoul
Champaign & Marshall Study: Conduct a traffic safety study at Champaign Avenue (US 136) and Marshall Street	Champaign Avenue (US 136) at Marshall Street	Engineering	Low	- IDOT - Village of Rantoul
Covered Bike Parking: Upgrade bike parking and install shelters over bike parking to protect bikes and students from weather	Eater Jr. High School	Engineering	Low	- RCS #137 - Eater Jr. High School
Curb Ramps: Upgrade or construct curb ramps in Rantoul to be ADA compliant	Various locations	Engineering	Low	- Village of Rantoul - IDOT
Trails: Extend the shared-use path network to Eater JHS, and stripe transitions to on-street bike lanes	Fredrick Street, Wabash Avenue	Engineering	Low	- Village of Rantoul - RCS #137

Table 7: Education Projects

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Safe Walking Route Maps: Distribute the Eater JHS Safe Walking Route Map to parents at the beginning of each school year	Eater Jr. High School	Education	High	- Eater Jr. High School - RCS #137 - CCRPC
Parent Letter: Distribute a letter to parents highlighting traffic rules, child safety, and school zone laws at least annually	Eater Jr. High School	Education	High	- Eater Jr. High School - RCS #137
Middle School Bike Education: Incorporate bicycle education into existing curriculum	Eater Jr. High School	Education	Medium	- Eater Jr. High School - RCS #137 - Champaign County Bikes (CCB)
Traffic Circulation Maps: Create a traffic circulation map to distribute to parents at the beginning of each school year	Eater Jr. High School	Education	Low	- Eater Jr. High School - RCS #137
Wellness Fairs: Host an annual wellness fair to educate families on walking and biking to school	Eater Jr. High School	Education	Low	- Eater Jr. High School - RCS #137
Bike Pamphlets: Make bike education materials available in print and online	Rantoul	Education	Low	- RCS #137 - Eater Jr. High School - Village of Rantoul - CCRPC

Table 8: Encouragement Projects

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Bike Trains: Establish Bike Trains by creating routes and schedules, and identifying people to lead them	Rantoul	Encouragement	High	- Eater Jr. High School - Eater Jr. High School parents
Early Dismissal: Dismiss students walking or biking home 5-10 minutes early	Eater Jr. High School	Encouragement	Medium	Eater Jr. High School
Snow Removal: Encourage Rantoul residents and property owners to shovel their sidewalks for walkers and bikers in the winter through "Thank You for Shoveling Your Walk" yard signs and parent letters	Rantoul	Encouragement	Medium	- Eater Jr. High School - RCS #137 - Village of Rantoul
Walk 'n' Roll to School Day: Participate in International Walk to School Day in October	Eater Jr. High School	Encouragement	Medium	- Eater Jr. High School - RCS #137 - Village of Rantoul
Frequent Walker Club - Active4.me: Initiate a frequent walker club using the Active4.me scanning app to incentivize kids to walk before, during, and/or after school	Rantoul	Encouragement	Medium	- Eater Jr. High School - RCS #137
Year-Round Program: Support regional efforts to create a year-round program of events and master calendar	Champaign County	Encouragement	Medium	- RCS #137 - Village of Rantoul - CCRPC - Champaign County Bikes (CCB) - CUPHD
Bike to School Day: Participate in National Bike to School Day in May	Eater Jr. High School	Encouragement	Low	- Eater Jr. High School - RCS #137 - Village of Rantoul

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Frequent Walker Club - Punch Card: Initiate a frequent walker club using English and Spanish punch cards to incentivize kids to walk before, during, and/or after school	Rantoul	Encouragement	Low	- Eater Jr. High School - RCS #137
Annual Walkathon: Host a school walkathon annually	Eater Jr. High School	Encouragement	Low	Eater Jr. High School
Bike Month: Celebrate National Bike Month in May and/or Champaign County Bike Month in September	Champaign County	Encouragement	Low	- Eater Jr. High School - RCS #137 - Village of Rantoul - CCRPC - Champaign County Bikes (CCB)

Table 9: Equity Projects

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Translated Materials: Translate SRTS materials for English Language Learner (ELL) communities	Eater Jr. High School	Equity	High	- Eater Jr. High School - IDOT - League of American Bicyclists (LAB) - Ride Illinois - CCRPC - Village of Rantoul
School Bike Donation Drive: Organize a donation, rehabilitation, and distribution of bikes and accessories to distribute to Eater JHS students in need of a bike	Eater Jr. High School	Equity	Medium	- Eater Jr. High School - Rantoul Police Department - Champaign County Bikes (CCB) - The Bike Project of Urbana-Champaign
Veo bike share: Approach VeoRide, Inc. to discuss expanding the Champaign-Urbana bike share system to Rantoul	Rantoul	Equity	Low	- Village of Rantoul - VeoRide, Inc. - City of Champaign - City of Urbana - University of Illinois
Community Bike Donation Drive: Connect Eater JHS students in need of a bike to community giveaways of rehabilitated abandoned bikes	Rantoul	Equity	Low	- Rantoul Police Department - Eater Jr. High School - RCS #137

Table 10: Evaluation Projects

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Speed & Safety Studies: Conduct before and after speed studies on streets near Eater JHS to see if pedestrian and/or bicycle improvements are slowing traffic	Streets near Eater Jr. High School, especially Champaign Avenue (US 136)	Evaluation	High	- Village of Rantoul - IDOT - CCRPC
Travel Tallies: Collect data on travel mode choices annually through in-class travel tallies conducted by Eater JHS teachers	Eater Jr. High School	Evaluation	Medium	- Eater Jr. High School - RCS #137 - CCRPC
Walkability Surveys: Distribute walkability surveys to families annually as part of Walk to School Day	Eater Jr. High School	Evaluation	Medium	- Eater Jr. High School - RCS #137 - CCRPC
Counts: Conduct bicycle & pedestrian counts before after new facilities are installed, or at least every 5 years.	Rantoul	Evaluation	Low	- Village of Rantoul - RCS #137 - CCRPC - IDOT

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Bikeability Surveys: Distribute bikeability surveys to families annually as part of Bike to School Day	Eater Jr. High School	Evaluation	Low	- Eater Jr. High School - RCS #137 - CCRPC

Table 11: Enforcement Projects

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Crossing Guards: Add crossing guards across multi-lane roads with no stops	Century Boulevard (US 45) at Wabash Avenue, Champaign Avenue (US 136) at Marshall Street	Enforcement	High	- Rantoul Police Department - Village of Rantoul - Eater Jr. High School - RCS #137
No Cell Phones: Request Rantoul Police to ticket drivers for using cell phones in the school zone, especially at the beginning of the school year	Wabash Avenue, Century Boulevard (US 45), Champaign Avenue (US 136)	Enforcement	High	- Rantoul Police Department - RCS #137 - Eater Jr. High School
Police Presence: Request Rantoul Police presence around Eater JHS at drop-off and pick-up times, especially at the beginning of the school year, to remind motorists to obey traffic rules and circulation	Eater Jr. High School	Enforcement	High	- Rantoul Police Department - Eater Jr. High School
Message Board Reminders: Use existing and acquire additional electronic message boards to display traffic safety information in Rantoul school zones	Wabash Avenue, Century Boulevard (US 136), Century Boulevard (US 45)	Enforcement	Medium	- Village of Rantoul - Rantoul Police Department - RCS #137 - Eater Jr. High School
Circulation Changes: Assign an Eater JHS staff member to assist with facilitation and enforcement of the converting Wabash Avenue to a one-way east street during arrival and dismissal periods	Eater Jr. High School	Enforcement	Medium	- Eater Jr. High School - RCS #137 - Village of Rantoul
Motorist Violations: Ticket and provide education to motorists for violations against bicyclists and pedestrians	Rantoul	Enforcement	Medium	Rantoul Police Department
Bicyclist & Pedestrian Warnings: Issue warning citations and develop methods to educate bicyclists and pedestrians on safe and legal behaviors before ticketing them	Rantoul	Enforcement	Low	Rantoul Police Department

Table 12: High Priority Projects

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Wabash Avenue One-Way: Implement one-way east traffic along Wabash Avenue during arrival and dismissal periods	Wabash Avenue between Marshall and Fredrick Streets	Engineering	High	- Village of Rantoul - RCS #137 - Eater Jr. High School
Speed Feedback Signs: Install permanent vehicular speed feedback signs	Century Boulevard (US 45) at Champaign Avenue (US 136), and Yates Street; other locations as warranted (including Champaign Avenue (US 136))	Engineering	High	- IDOT - Village of Rantoul

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Improve Century & Wabash: Increase pedestrian safety at Century Boulevard (US 45) and Wabash Avenue	Century Boulevard (US 45) at Wabash Avenue	Engineering	High	- IDOT - Village of Rantoul - Property owners of 326 and 328 S. Wabash Ave.
Pedestrian Countdown Signals: Install pedestrian countdown signals at signalized intersections	Century Boulevard (US 45) at Grove Avenue, Sangamon Avenue, and Champaign Avenue (US 136); Champaign Avenue (US 136) at Fredrick Street, and Tanner Street	Engineering	High	IDOT
Safe Walking Route Maps: Distribute the Eater JHS Safe Walking Route Map to parents at the beginning of each school year	Eater Jr. High School	Education	High	- Eater Jr. High School - RCS #137 - CCRPC
Parent Letter: Distribute a letter to parents highlighting traffic rules, child safety, and school zone laws at least annually	Eater Jr. High School	Education	High	- Eater Jr. High School - RCS #137
Bike Trains: Establish Bike Trains by creating routes and schedules, and identifying people to lead them	Rantoul	Encouragement	High	- Eater Jr. High School - Eater Jr. High School parents
Translated Materials: Translate SRTS materials for English Language Learner (ELL) communities	Eater Jr. High School	Equity	High	- Eater Jr. High School - IDOT - League of American Bicyclists (LAB) - Ride Illinois - CCRPC - Village of Rantoul
Speed & Safety Studies: Conduct before and after speed studies on streets near Eater JHS to see if pedestrian and/or bicycle improvements are slowing traffic	Streets near Eater Jr. High School, especially Champaign Avenue (US 136)	Evaluation	High	- Village of Rantoul - IDOT - CCRPC
Crossing Guards: Add crossing guards across multi-lane roads with no stops	Century Boulevard (US 45) at Wabash Avenue, Champaign Avenue (US 136) at Marshall Street	Enforcement	High	- Rantoul Police Department - Village of Rantoul - Eater Jr. High School - RCS #137
No Cell Phones: Request Rantoul Police to ticket drivers for using cell phones in the school zone, especially at the beginning of the school year	Wabash Avenue, Century Boulevard (US 45), Champaign Avenue (US 136)	Enforcement	High	- Rantoul Police Department - RCS #137 - Eater Jr. High School
Police Presence: Request Rantoul Police presence around Eater JHS at drop-off and pick-up times, especially at the beginning of the school year, to remind motorists to obey traffic rules and circulation	Eater Jr. High School	Enforcement	High	- Rantoul Police Department - Eater Jr. High School

Table 13: Medium Priority Projects

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Improve Existing Sidewalks: Reconstruct or bevel sidewalks in Rantoul that are not ADA compliant	Various locations	Engineering	Medium	- Village of Rantoul - IDOT - RCS #137
Bike Lanes: Restripe roads to install more bike lanes around Eater JHS	Century Boulevard (US 45), Lincoln Street, Wabash Avenue	Engineering	Medium	- IDOT - Village of Rantoul

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Sidewalk Construction: Install new sidewalks and close sidewalk gaps in Rantoul	Various locations	Engineering	Medium	- Village of Rantoul - Developers - IDOT
Refuge Islands: Install median refuge islands across multi-lane roads with no stops	Century Boulevard (US 45) at Wabash Avenue, Champaign Avenue (US 136) at Marshall Street	Engineering	Medium	- IDOT - Village of Rantoul
Middle School Bike Education: Incorporate bicycle education into existing curriculum	Eater Jr. High School	Education	Medium	- Eater Jr. High School - RCS #137 - Champaign County Bikes (CCB)
Early Dismissal: Dismiss students walking or biking home 5-10 minutes early	Eater Jr. High School	Encouragement	Medium	Eater Jr. High School
Snow Removal: Encourage Rantoul residents and property owners to shovel their sidewalks for walkers and bikers in the winter through "Thank You for Shoveling Your Walk" yard signs and parent letters	Rantoul	Encouragement	Medium	- Eater Jr. High School - RCS #137 - Village of Rantoul
Walk 'n' Roll to School Day: Participate in International Walk to School Day in October	Eater Jr. High School	Encouragement	Medium	- Eater Jr. High School - RCS #137 - Village of Rantoul
Frequent Walker Club - Active4.me: Initiate a frequent walker club using the Active4.me scanning app to incentivize kids to walk before, during, and/or after school	Rantoul	Encouragement	Medium	- Eater Jr. High School - RCS #137
Year-Round Program: Support regional efforts to create a year-round program of events and master calendar	Champaign County	Encouragement	Medium	- RCS #137 - Village of Rantoul - CCRPC - Champaign County Bikes (CCB) - CUPHD
School Bike Donation Drive: Organize a donation, rehabilitation, and distribution of bikes and accessories to distribute to Eater JHS students in need of a bike	Eater Jr. High School	Equity	Medium	- Eater Jr. High School - Rantoul Police Department - Champaign County Bikes (CCB) - The Bike Project of Urbana-Champaign
Travel Tallies: Collect data on travel mode choices annually through in-class travel tallies conducted by Eater JHS teachers	Eater Jr. High School	Evaluation	Medium	- Eater Jr. High School - RCS #137 - CCRPC
Walkability Surveys: Distribute walkability surveys to families annually as part of Walk to School Day	Eater Jr. High School	Evaluation	Medium	- Eater Jr. High School - RCS #137 - CCRPC
Message Board Reminders: Use existing and acquire additional electronic message boards to display traffic safety information in Rantoul school zones	Wabash Avenue, Century Boulevard (US 136), Century Boulevard (US 45)	Enforcement	Medium	- Village of Rantoul - Rantoul Police Department - RCS #137 - Eater Jr. High School
Circulation Changes: Assign an Eater JHS staff member to assist with facilitation and enforcement of the converting Wabash Avenue to a one-way east street during arrival and dismissal periods	Eater Jr. High School	Enforcement	Medium	- Eater Jr. High School - RCS #137 - Village of Rantoul

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Motorist Violations: Ticket and provide education to motorists for violations against bicyclists and pedestrians	Rantoul	Enforcement	Medium	• Rantoul Police Department

Table 14: Low Priority Projects

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Wayfinding Signs: Install bike/pedestrian wayfinding signage along streets and trails in Rantoul	Various locations	Engineering	Low	• Village of Rantoul
Champaign & Marshall Study: Conduct a traffic safety study at Champaign Avenue (US 136) and Marshall Street	Champaign Avenue (US 136) at Marshall Street	Engineering	Low	• IDOT • Village of Rantoul
Covered Bike Parking: Upgrade bike parking and install shelters over bike parking to protect bikes and students from weather	Eater Jr. High School	Engineering	Low	• RCS #137 • Eater Jr. High School
Curb Ramps: Upgrade or construct curb ramps in Rantoul to be ADA compliant	Various locations	Engineering	Low	• Village of Rantoul • IDOT
Trails: Extend the shared-use path network to Eater JHS, and stripe transitions to on-street bike lanes	Fredrick Street, Wabash Avenue	Engineering	Low	• Village of Rantoul • RCS #137
Traffic Circulation Maps: Create a traffic circulation map to distribute to parents at the beginning of each school year	Eater Jr. High School	Education	Low	• Eater Jr. High School • RCS #137
Wellness Fairs: Host an annual wellness fair to educate families on walking and biking to school	Eater Jr. High School	Education	Low	• Eater Jr. High School • RCS #137
Bike Pamphlets: Make bike education materials available in print and online	Rantoul	Education	Low	• RCS #137 • Eater Jr. High School • Village of Rantoul • CCRPC
Bike to School Day: Participate in National Bike to School Day in May	Eater Jr. High School	Encouragement	Low	• Eater Jr. High School • RCS #137 • Village of Rantoul
Frequent Walker Club - Punch Card: Initiate a frequent walker club using English and Spanish punch cards to incentivize kids to walk before, during, and/or after school	Rantoul	Encouragement	Low	• Eater Jr. High School • RCS #137
Annual Walkathon: Host a school walkathon annually	Eater Jr. High School	Encouragement	Low	• Eater Jr. High School
Bike Month: Celebrate National Bike Month in May and/or Champaign County Bike Month in September	Champaign County	Encouragement	Low	• Eater Jr. High School • RCS #137 • Village of Rantoul • CCRPC • Champaign County Bikes (CCB)
Veo bike share: Approach VeoRide, Inc. to discuss expanding the Champaign-Urbana bike share system to Rantoul	Rantoul	Equity	Low	• Village of Rantoul • VeoRide, Inc. • City of Champaign • City of Urbana • University of Illinois

Project Description	Project Location	Discipline	Priority	Responsible Agency(ies)
Community Bike Donation Drive: Connect Eater JHS students in need of a bike to community giveaways of rehabilitated abandoned bikes	Rantoul	Equity	Low	• Rantoul Police Department • Eater Jr. High School • RCS #137
Counts: Conduct bicycle & pedestrian counts before after new facilities are installed, or at least every 5 years.	Rantoul	Evaluation	Low	• Village of Rantoul • RCS #137 • CCRPC • IDOT
Bikeability Surveys: Distribute bikeability surveys to families annually as part of Bike to School Day	Eater Jr. High School	Evaluation	Low	• Eater Jr. High School • RCS #137 • CCRPC
Bicyclist & Pedestrian Warnings: Issue warning citations and develop methods to educate bicyclists and pedestrians on safe and legal behaviors before ticketing them	Rantoul	Enforcement	Low	• Rantoul Police Department

CONCLUSION

IDOT SRTS Grant Projects

Based on these recommended strategies, the Village of Rantoul, RCS #137, and CCRPC should apply for at least one comprehensive improvement project during a future call for IDOT SRTS grant applications. The current round of IDOT SRTS grant applications opened in August 2023, and closes in early October 2023. IDOT receives \$3 million annually to distribute statewide in SRTS grant cycles. Maximum amounts that can be requested for infrastructure applications is \$250,000, and for non-infrastructure applications is \$25,000 for mini-grants and \$100,000 for grantee-designed grants.

The Village of Rantoul should apply for a SRTS grant for infrastructure improvements once sufficient preliminary engineering work has been completed.

It is recommended to submit a grant application for at least one of the following recommendations from this plan during the IDOT SRTS grant application 2023 Cycle or a future cycle:

Lead applicant - Village of Rantoul:

- Improve Wabash Avenue for bicyclists and pedestrians through a temporary one-way traffic circulation, bike lane installation, and sidepath extension.
- Improve the intersection of Century Boulevard (US 45) and Wabash Avenue through marked crosswalk straightening, and median refuge island installation.
- Install permanent vehicular speed feedback signs in the school zones on Century Boulevard (US 45) and Champaign Avenue (US 136).
- Install pedestrian countdown signals on Century Boulevard (US 45) and Champaign Avenue (US 136) near JW Eater Jr. High School.

Lead applicant - Rantoul School District #137:

- Crossing guard training mini-grant.
- Walk 'n' Roll to School Day mini-grant.
- Customized non-infrastructure grant that incorporates multiple education, encouragement, equity, evaluation, and enforcement recommendations from this plan into the Eater annual calendar and curriculum.

If IDOT SRTS funding is not awarded, prioritization of these projects can be reconsidered by the Village of Rantoul and RCS #137.

Regardless of IDOT SRTS grant funding, or in between grant cycles, RCS #137 should dedicate institutional funding and/or seek assistance from any other business, health, and philanthropic entities to continue implementing non-infrastructure recommendations.

Conclusion

The benefits of improving the walking and bicycling environment to JW Eater Jr. High School will impact more than just Eater students.

- Engineering improvements to sidewalks, ramps, and the crossing of streets with fast-moving vehicles will make the pedestrian environment better for all residents and visitors of the neighborhood surrounding Eater Jr. High.
- Educating Eater students about health benefits and safe techniques for walking and bicycling to school will also educate Eater parents and families.
- Encouraging students to walk and bicycle to Eater Jr. High will instill a greater value on walking and bicycling in Rantoul, which will ultimately create advocates for the needs of pedestrians and cyclists.
- Improving the traffic circulation around Eater Jr. High will increase the traffic safety for all modes of transportation.

In a broader lens, increasing the number of students walking and bicycling to JW Eater Jr. High School will be part of a nationwide initiative to tackle the crippling issues of childhood obesity, environmental degradation due to auto-dependency, and traffic congestion. In looking at these broader issues, the recommendations listed in this report are only the beginning to combating these issues.

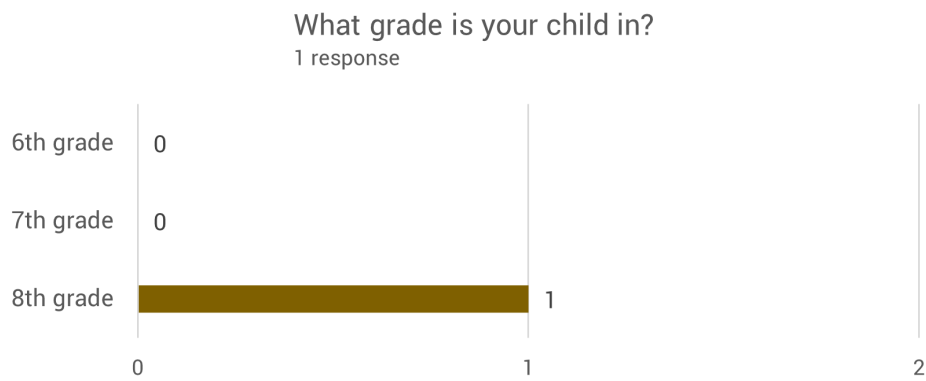
However, as this plan is implemented, it will have a ripple effect beyond JW Eater Jr. High School. As recommendations are implemented, Rantoul will be a better place to walk, bike, and live for everyone.

APPENDIX 1. WALKABILITY CHECKLISTS

WALKABILITY CHECKLISTS 2022

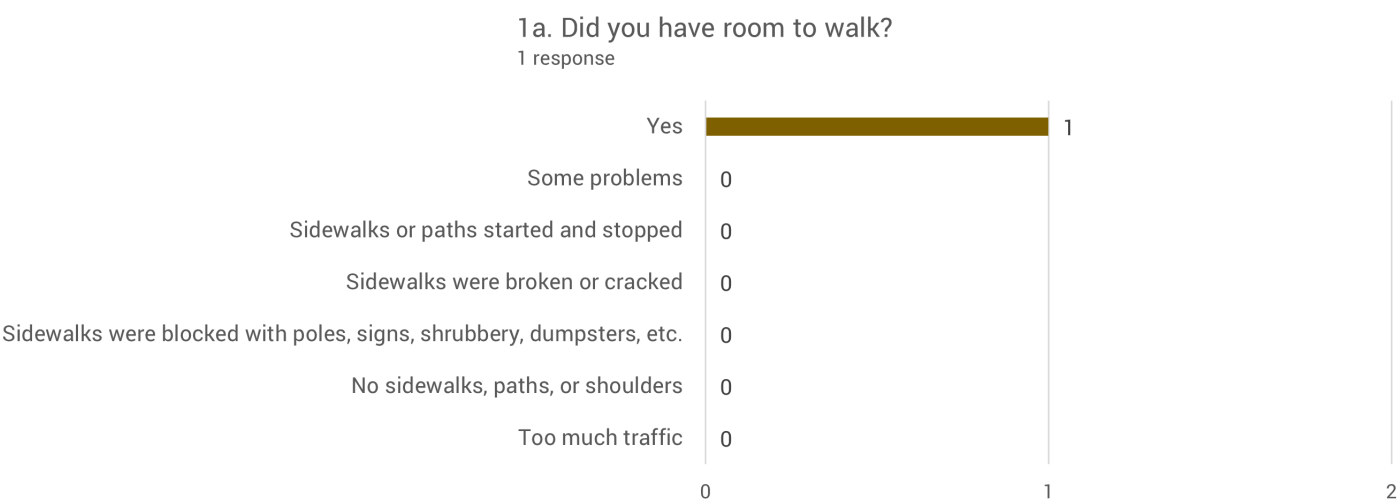
Following are the results of the walkability checklists sent by CCRPC and RCS #137 to students and parents in Spring 2022 to see how safe they felt walking to school.

FIGURE A1: RESPONDENT GRADES



QUESTION #1: DID YOU HAVE ROOM TO WALK?

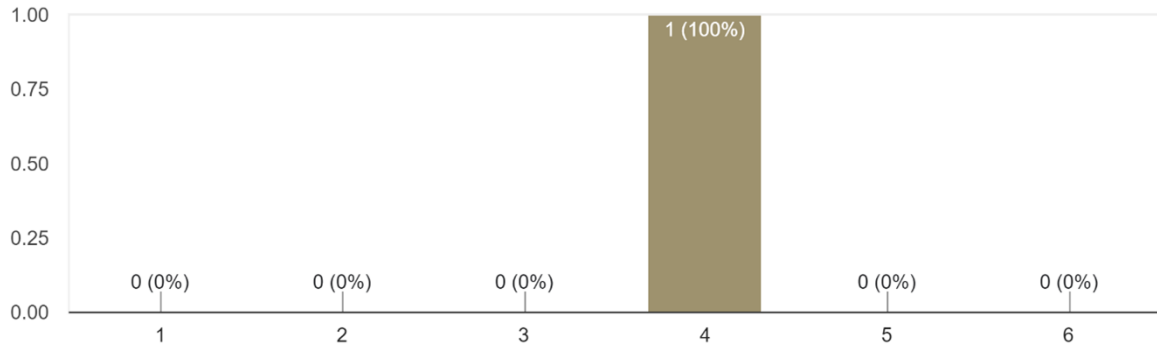
FIGURE A2: QUESTION #1 RESULTS



1b. PLEASE PROVIDE LOCATIONS OF THE PROBLEMS LISTED ABOVE, IF ANY.
 0 responses.

FIGURE A3: Q1 RATING

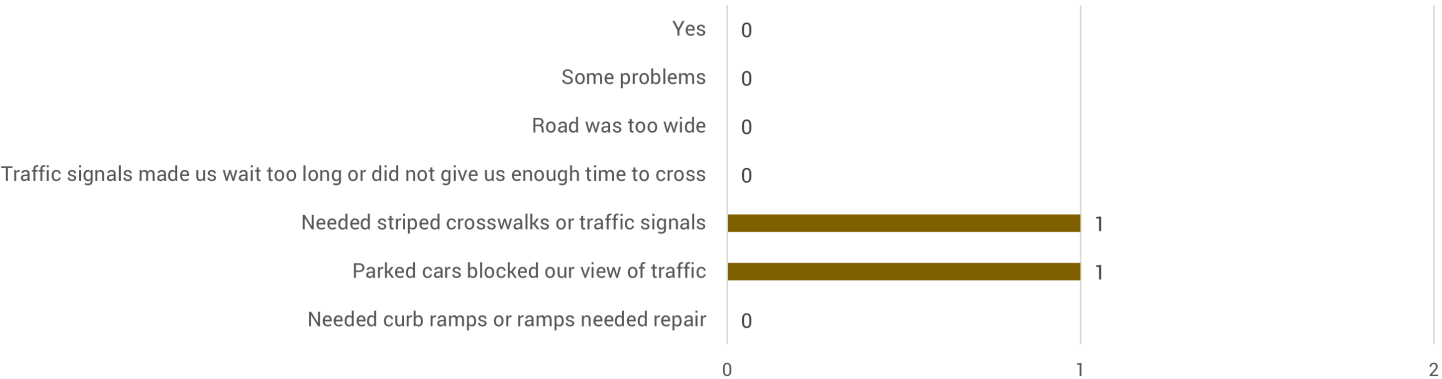
1c. Rating
1 response



QUESTION #2: WAS IT EASY TO CROSS STREETS?

FIGURE A4: QUESTION #2 RESULTS

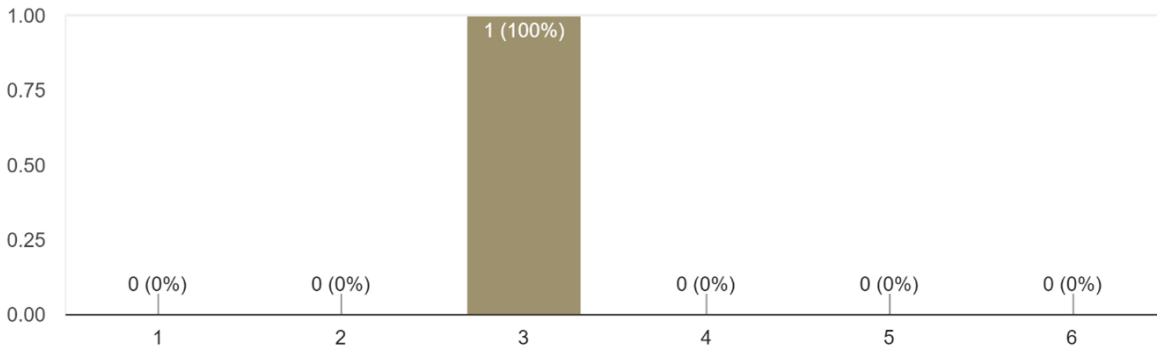
2a. Was it easy to cross streets?
1 response



2B. PLEASE PROVIDE LOCATIONS OF THE PROBLEMS LISTED ABOVE, IF ANY.
0 responses.

FIGURE A5: Q2 RATING

2c. Rating
1 response



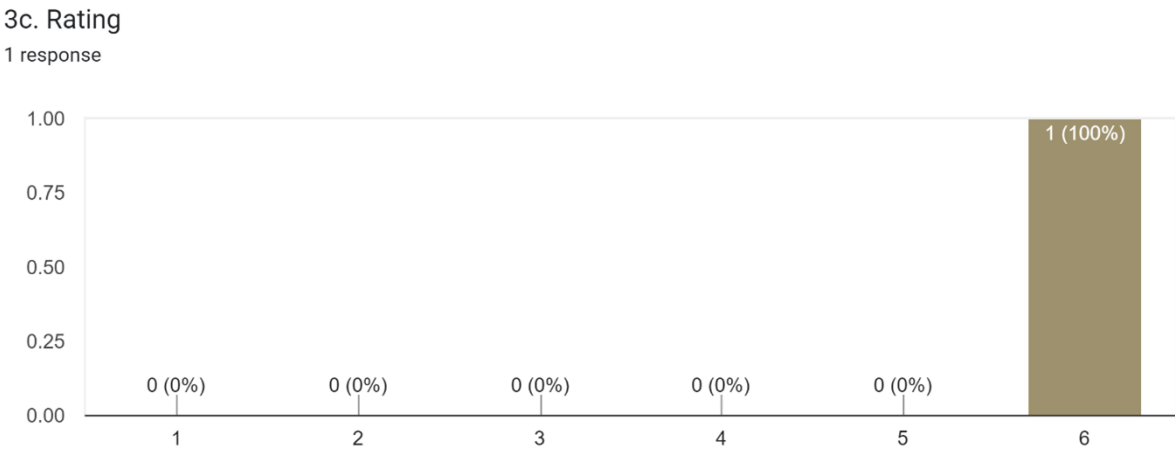
QUESTION #3: DID DRIVERS BEHAVE WELL?

FIGURE A6: QUESTION #3 RESULTS



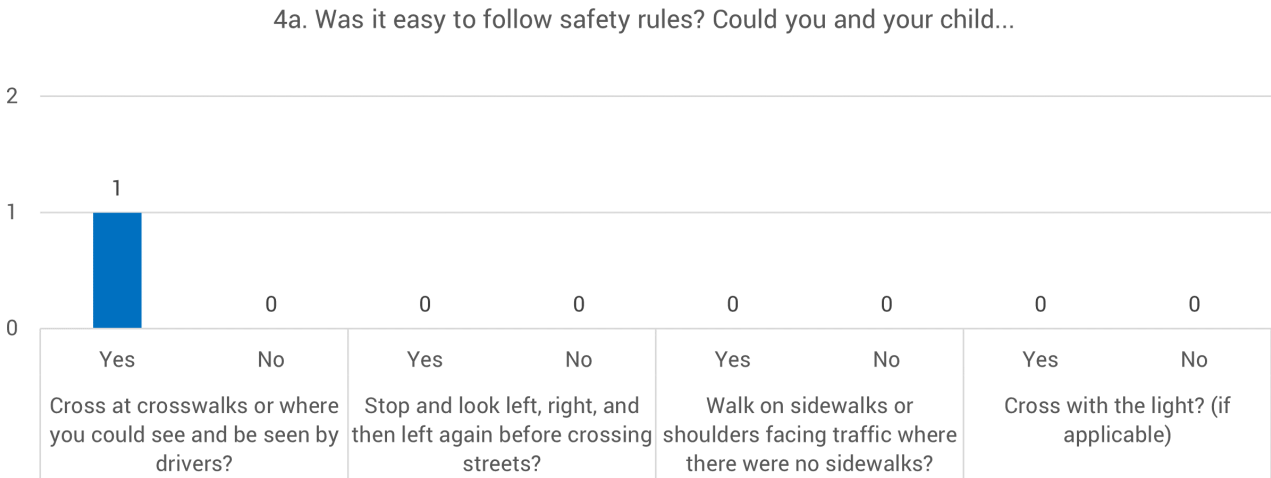
3B. PLEASE PROVIDE LOCATIONS OF THE PROBLEMS LISTED ABOVE, IF ANY.
0 responses.

FIGURE A7: Q3 RATING



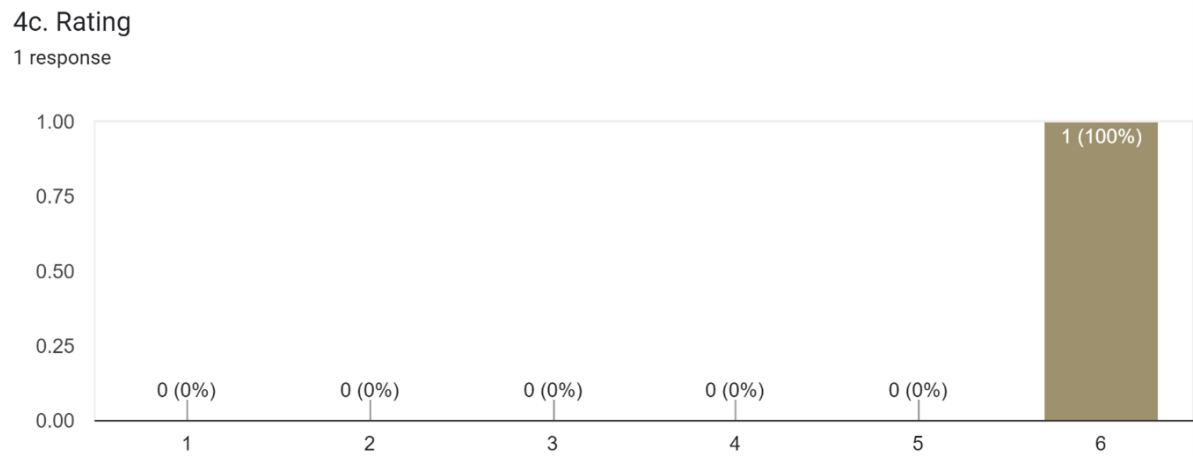
QUESTION #4: WAS IT EASY TO FOLLOW SAFETY RULES? COULD YOU AND YOUR CHILD....

FIGURE A8: QUESTION #4 RESULTS



4B. PLEASE PROVIDE LOCATIONS OF THE PROBLEMS LISTED ABOVE, IF ANY.
 0 responses.

FIGURE A9: Q4 RATING



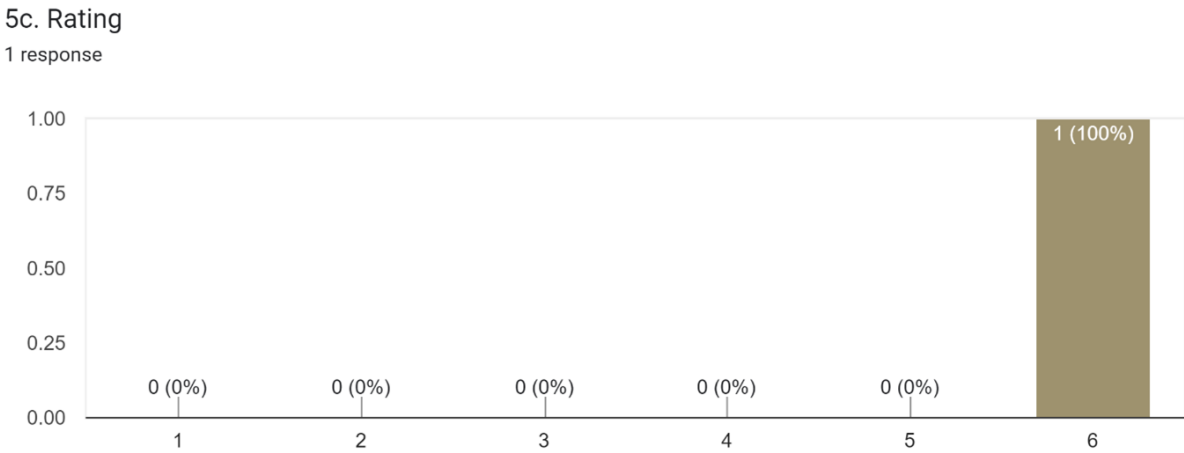
QUESTION #5: WAS YOUR WALK PLEASANT?

FIGURE A10: QUESTION #5 RESULTS



5B. PLEASE PROVIDE LOCATIONS OF THE PROBLEMS LISTED ABOVE, IF ANY.
 0 responses.

FIGURE A11: Q5 RATING

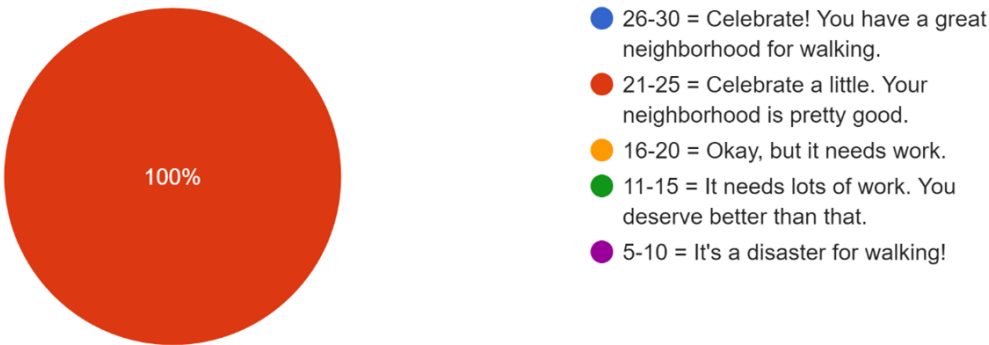


QUESTION #6: HOW DOES YOUR NEIGHBORHOOD STACK UP?

FIGURE A12: OVERALL RATING

How does your neighborhood stack up? Add up all your ratings and decide.

1 response



APPENDIX 2. PARENT SURVEYS

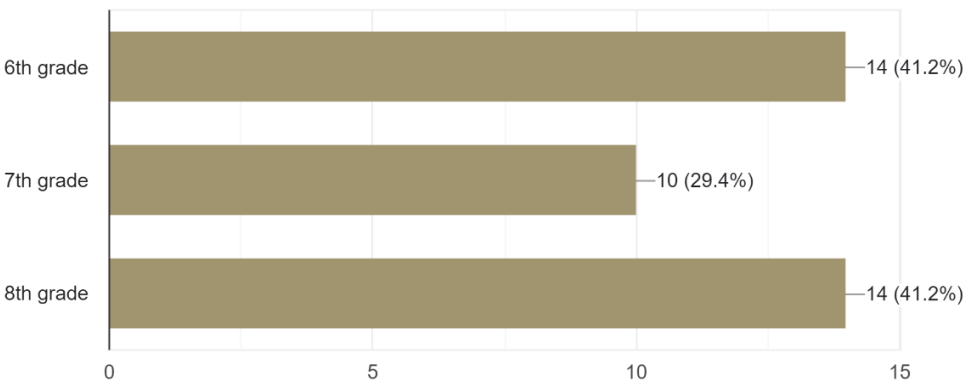
PARENT SURVEYS 2022

CCRPC staff sent out a survey in Spring 2022 to parents to gather demographic information, travel habits, and issues that would influence parents or guardians to allow their child to walk or bike to school.

QUESTION #1: WHAT IS THE GRADE OF THE CHILD WHO BROUGHT HOME THIS SURVEY?

FIGURE A13: QUESTION #1 RESULTS

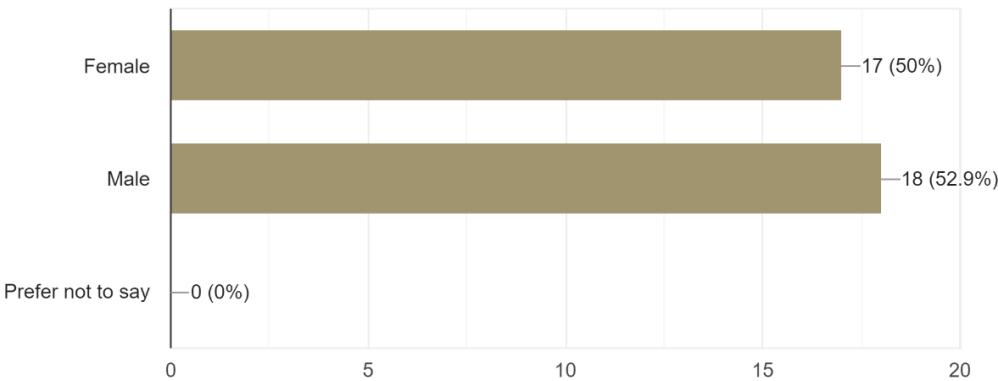
1. What grade is your child in?
34 responses



QUESTION #2: WHAT BEST DESCRIBES THE GENDER OF YOUR CHILD?

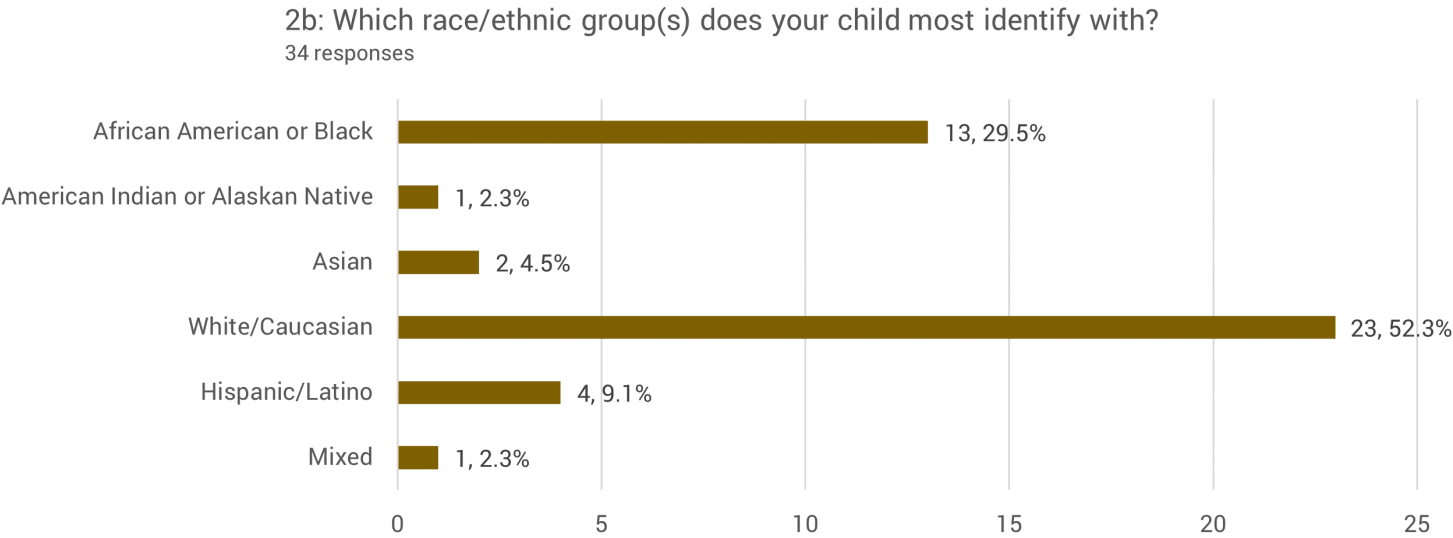
FIGURE A14: QUESTION #2A RESULTS

2a. What best describes the gender of your child?
34 responses



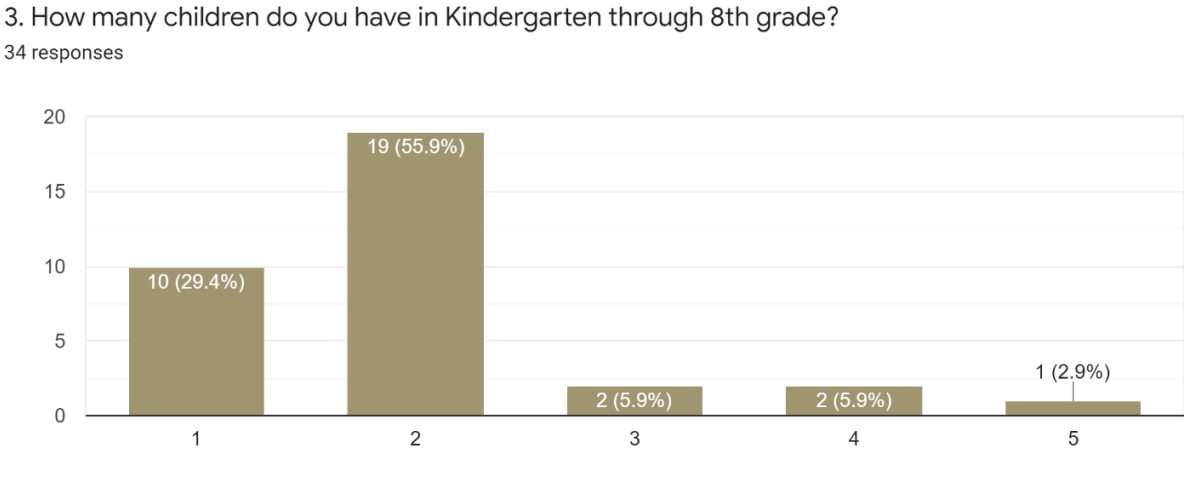
QUESTION #2B: WHICH RACE/ETHNIC GROUP(S) DOES YOUR CHILD MOST IDENTIFY WITH?

FIGURE A15: QUESTION #2B RESULTS



QUESTION #3: HOW MANY CHILDREN DO YOU HAVE IN KINDERGARTEN THROUGH 8TH GRADE?

FIGURE A16: QUESTION #3 RESULTS



QUESTION #4: WHAT IS THE STREET INTERSECTION CLOSEST TO YOUR HOME?

TABLE A1: QUESTION #4 RESULTS

Closest Intersection response
1
136
Briarcliff and Illinois Dr
Century
Collier/Marco
Congress & Marshall
Doolittle, Frost Ave and Abram
E Grove Ave & N Sheldon St
Eden Park/High
Fairway/ Perimeter
Grove and Chanute
Grove and Neipswah
Grove to N Chanute St. Klein Ave (Rt 136) S Chanute St
Illinois Drive and North Drive
Malsbury and Broadmeadow
Maplewood
Maplewood
Maplewood and Champaign
Maplewood and Cheryl
Maplewood Dr
N Veterans Pkwy, S Maplewood Dr
Naples and Marco
North Century Dr / North Oakcrest Dr
North Drive and Cambridge
Sangamon and Sheldon
Sheldon and E. Belle Avenue and E. Belle and Grove Street
St. Andrew Circle and Par Drive
US 45 & Century
Veterans Parkway
Wabash and Century
Willow Pond Rd and St. Andrews
Willow Pond Rd/ St. Andrews
Willow Pond Road and St. Andrews Circle
Youth Center

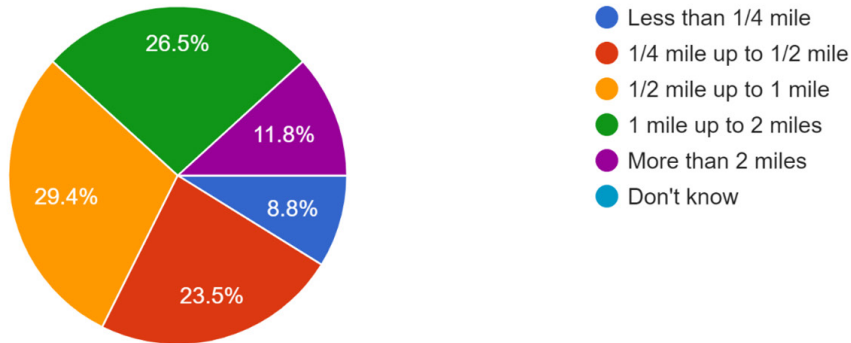


QUESTION #5: HOW FAR DOES YOUR CHILD LIVE FROM SCHOOL?

FIGURE A17: QUESTION #5 RESULTS

5. How far does your child live from school?

34 responses



QUESTION #6: ON MOST DAYS, HOW DOES YOUR CHILD ARRIVE AT SCHOOL AND LEAVE FOR HOME AFTER SCHOOL?

FIGURE A18: QUESTION #6A: ARRIVAL MODE

6a. On most days, how does your child arrive at school?

34 responses

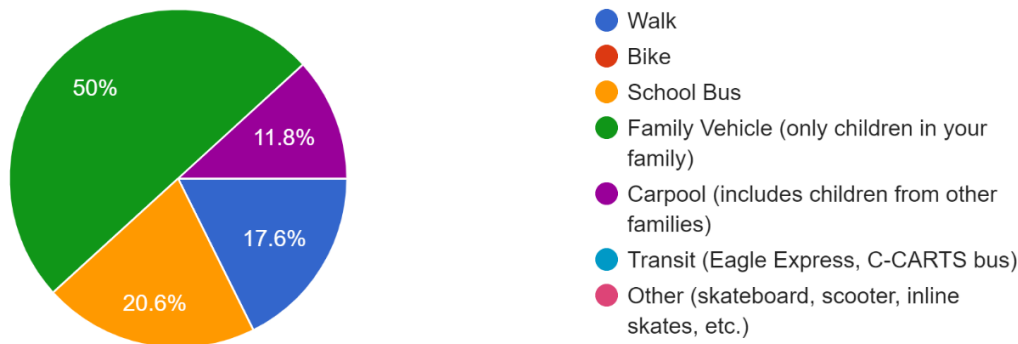
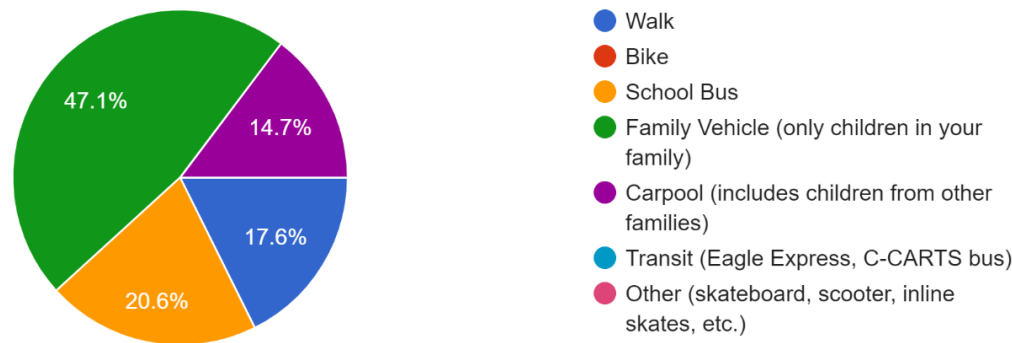


FIGURE A19: QUESTION #6B: DEPARTURE MODE

6b. On most days, how does your child leave from school?

34 responses



QUESTION #7: HOW LONG DOES IT NORMALLY TAKE YOUR CHILD TO GET TO/FROM SCHOOL?

FIGURE A20: QUESTION #7A TRAVEL TIME TO SCHOOL

7a. How long does it normally take for your child to get TO school?
34 responses

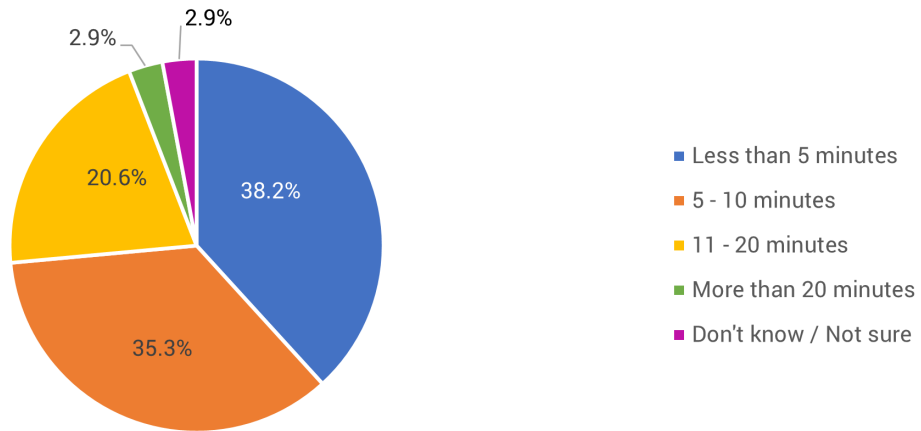
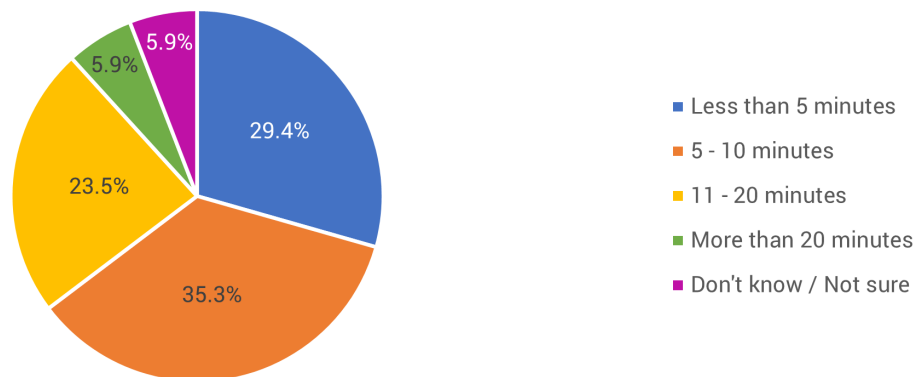


FIGURE A21: QUESTION #7B TRAVEL TIME FROM SCHOOL

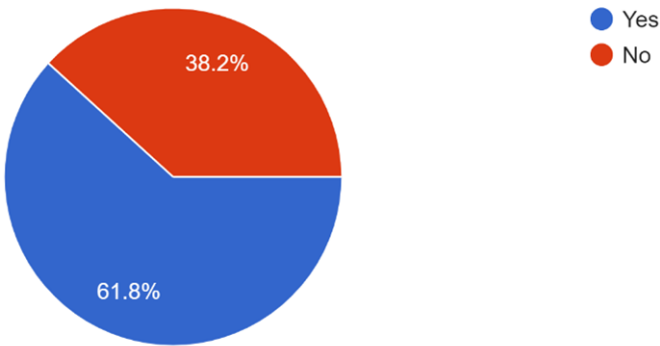
7b. How long does it normally take for your child to get home FROM school?
34 responses



QUESTION #8: HAS YOUR CHILD ASKED YOU FOR PERMISSION TO WALK OR BIKE TO/FROM SCHOOL IN THE LAST YEAR?

FIGURE A22: QUESTION #8 RESULTS

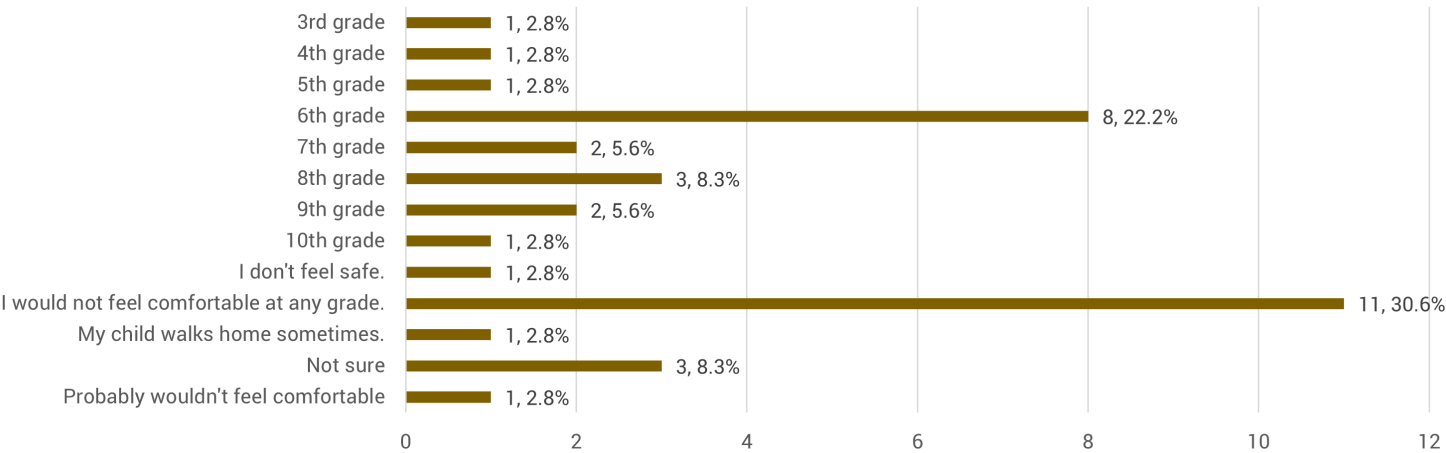
8. Has your child asked you for permission to walk or bike to/from school in the last year?
34 responses



QUESTION #9: AT WHAT GRADE WOULD YOU ALLOW YOUR CHILD TO WALK OR BIKE TO/FROM SCHOOL WITHOUT AN ADULT?

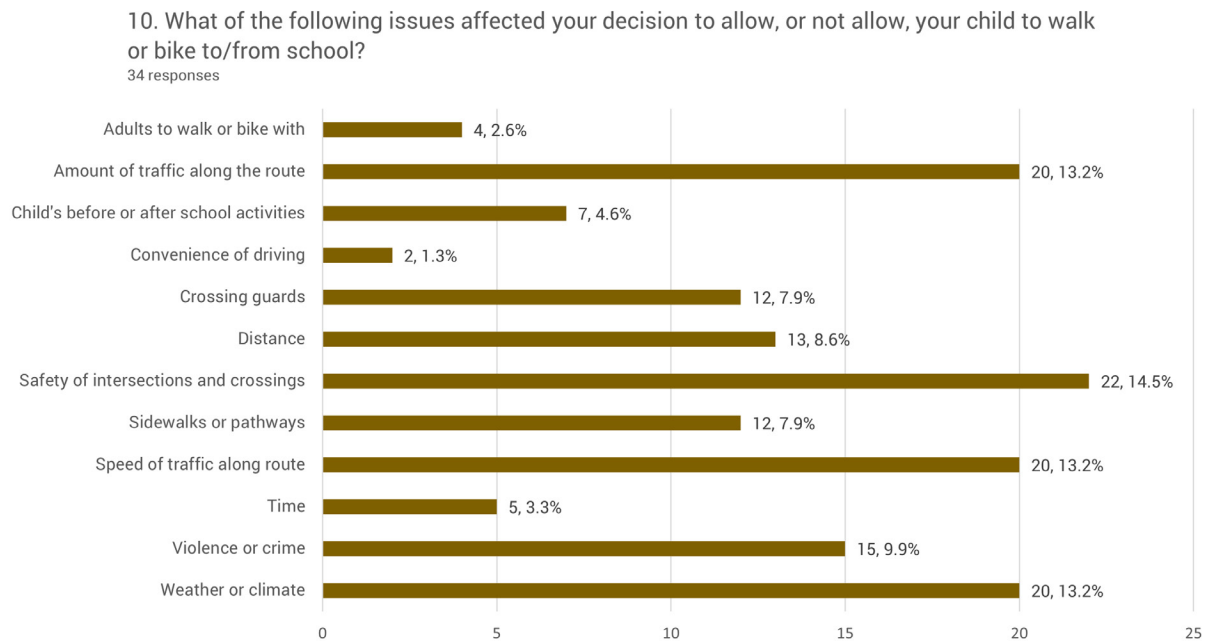
FIGURE A23: QUESTION #9 RESULTS

9. At what grade would you allow your child to walk or bike to/from school without an adult?
34 responses



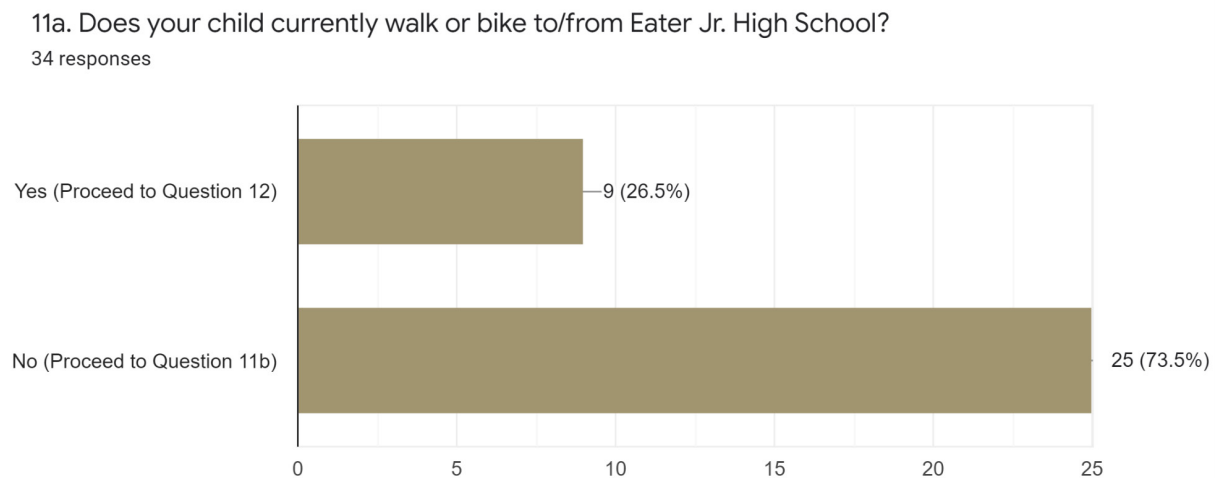
QUESTION #10: WHAT OF THE FOLLOWING ISSUES AFFECTED YOUR DECISION TO ALLOW, OR NOT ALLOW, YOUR CHILD TO WALK OR BIKE TO/FROM SCHOOL?

FIGURE A24: QUESTION #10 RESULTS



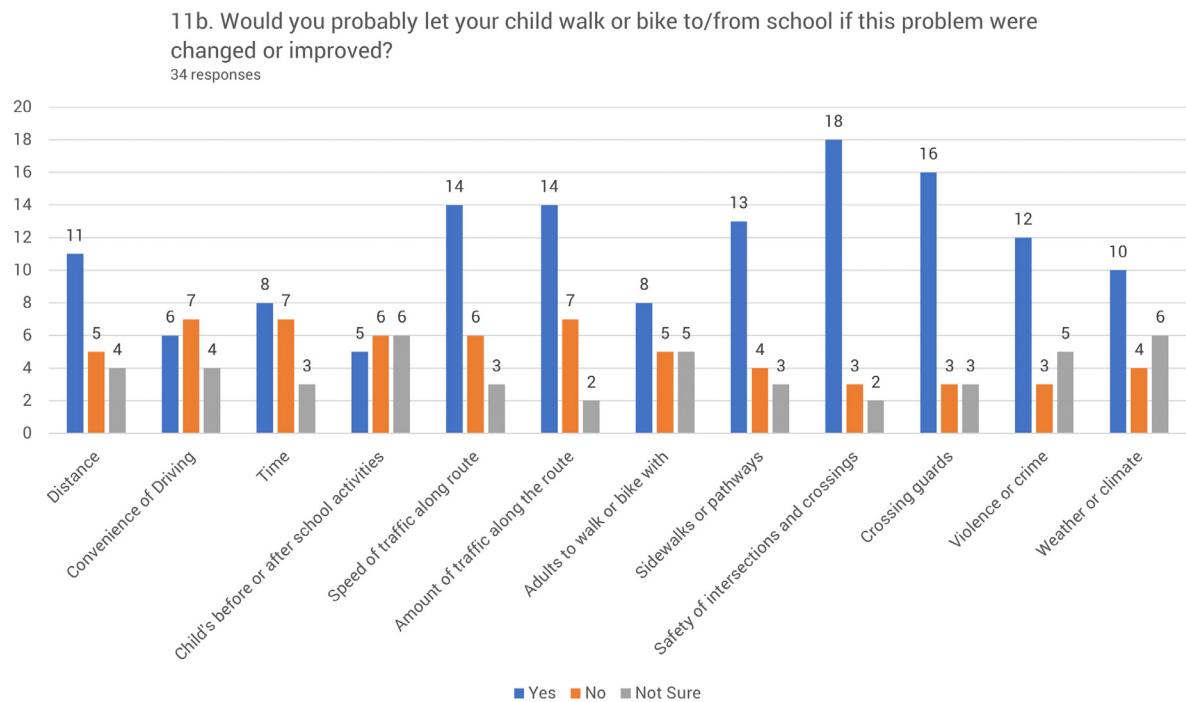
QUESTION #11A: DOES YOUR CHILD CURRENTLY WALK OR BIKE TO/FROM EATER JR. HIGH SCHOOL?

FIGURE A25: QUESTION #11A RESULTS



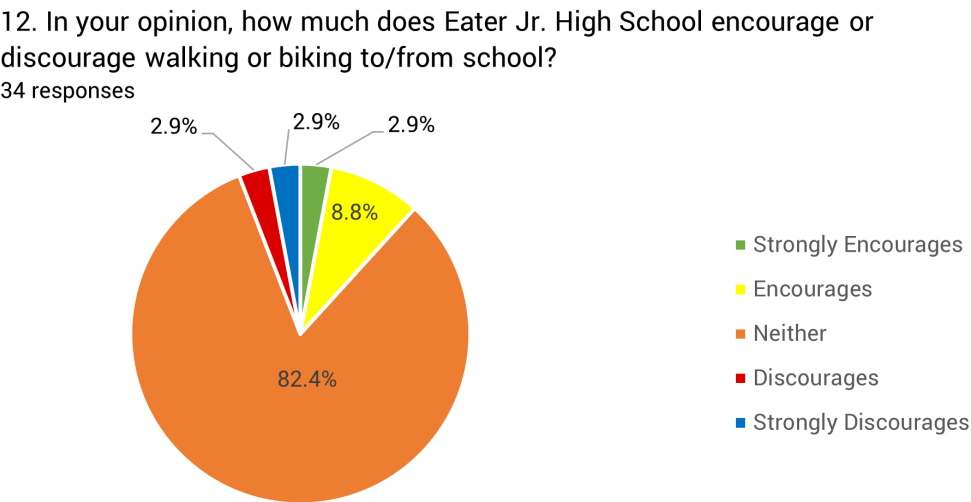
QUESTION #11B: WOULD YOU PROBABLY LET YOUR CHILD WALK OR BIKE TO/FROM SCHOOL IF THIS PROBLEM WERE CHANGED OR IMPROVED?

FIGURE A26: QUESTION #11B RESULTS



QUESTION #12: IN YOUR OPINION, HOW MUCH DOES YOUR CHILD’S SCHOOL ENCOURAGE OR DISCOURAGE WALKING AND BIKING TO/FROM SCHOOL?

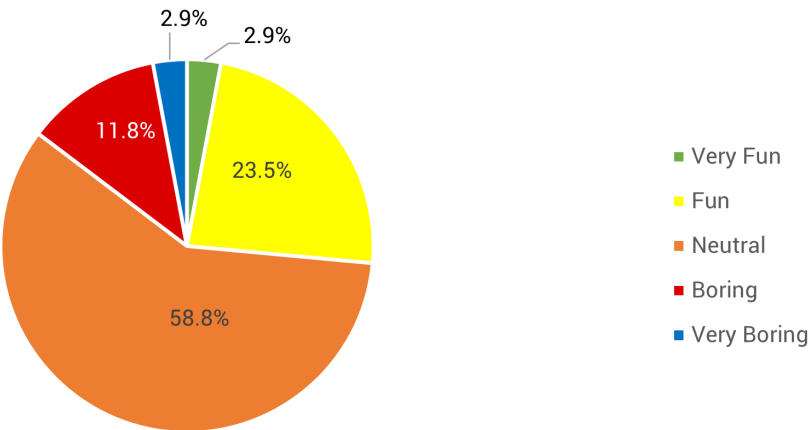
FIGURE A27: QUESTION #12 RESULTS



QUESTION #13: HOW MUCH FUN IS WALKING OR BIKING TO/FROM SCHOOL FOR YOUR CHILD?

FIGURE A28: QUESTION #13 RESULTS

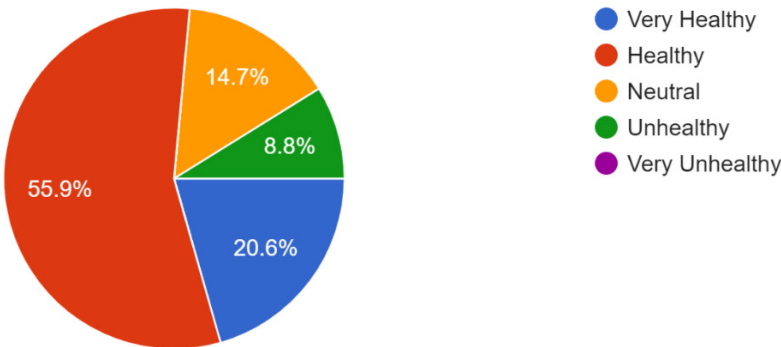
13. How much fun is walking or biking to/from school for your child?
34 responses



QUESTION #14: HOW HEALTHY IS WALKING OR BIKING TO/FROM SCHOOL FOR YOUR CHILD?

FIGURE A29: QUESTION #14 RESULTS

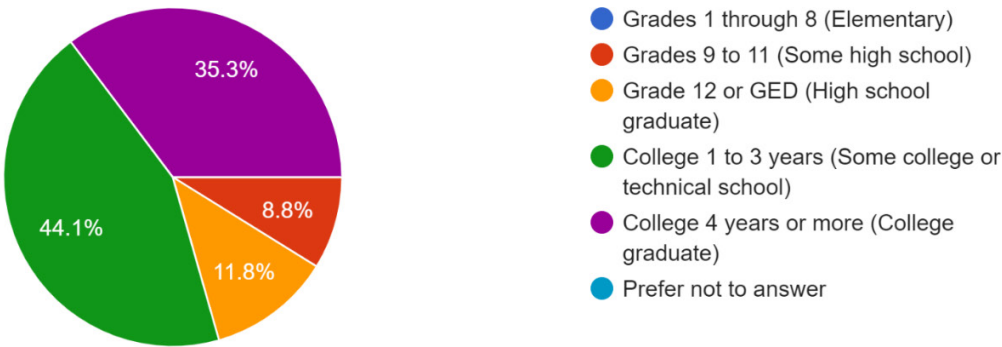
14. How healthy is walking or biking to/from school for your child?
34 responses



QUESTION #15: WHAT IS THE HIGHEST GRADE OR YEAR OF SCHOOL YOU COMPLETED?

FIGURE A30: QUESTION #15 RESULTS

15. What is the highest grade or year of school you completed?
34 responses



16. PLEASE PROVIDE ANY ADDITIONAL COMMENTS BELOW:

1. Eater and Broadmeadow is too far from Southpoint for my kids to walk/bike to/from school
2. It would be a great idea to put in safety lights & a crossing Guard at the 136 & Marshall intersection I see a lot of Jr high kids go that way everyday
3. It would be great if there was a crossing guard on the corner by Subway so that my son felt safer crossing the road.
4. JW Eater definitely could use transportation
5. Kids bullying other kids on the walk on as well as in school. I'm also afraid of ppl pulling up to my daughters trying to talk to them or put them in a car/sex trafficking)
6. N/a
7. Need bus route for all kids across Maplewood.
8. Need more police patrol in school zones.
9. none
10. There needs to be enhanced bike racks and security.
11. This questionnaire was odd. It asked about children in grades K-8, but I felt as though I should only answer questions as they pertain to my child in junior high.
12. Whole family will be going back to school soon

APPENDIX 3. TRAVEL TALLIES

TRAVEL TALLIES 2022

Following are the results of the travel tallies administered by Eater Jr. High School (JHS) staff to gather information on student travel habits. A total of 36 Eater teachers administered in-class travel tallies between Monday, May 2 and Friday, May 6, 2022. Tallies were administered on two or three days in the middle of the week, on Tuesday, Wednesday, and/or Thursday, with the goal of capturing typical travel patterns. (One 8th grade teacher did not get their last count until Friday, due to absences on Wednesday and Thursday.) The weather was rainy or overcast on the survey days, which is not ideal, but hard to avoid during the spring.

SURVEY STATISTICS

The following notes explain the statistics related to the number of times Eater students were surveyed in May 2022.

- The “Number of Students Surveyed” column is the sum of the number of students present during each tally. Students were surveyed a maximum of 6 times per week, at the beginning and end of each school day. Not all teachers administered tallies 6 times per week.
- The “Number of Surveys Collected” column is the total number of tallies taken at Eater JHS in May 2022.
- The “Average # of Students Tallied per Survey” was rounded to the closest full number.

TABLE A2: NUMBER OF STUDENTS SURVEYED

Grades Surveyed	Number of Classrooms Surveyed	Number of Students Surveyed	Number of Surveys Collected	Average # of Students Tallied per Survey
6-8	36	2,353	209	11

TRAVEL TALLIES RESULTS

The following chart and table show the mode share of how Eater students travel between home and school. The rank of mode share from largest to smallest is:

1. Family vehicle (48.5%)
2. School bus (27.7%)
3. Walking (14.9%)
4. Carpool (6.7%)
5. Tie for Biking and Transit (0.3% each)

FIGURE A31: EATER JHS TRAVEL TALLIES RESULTS

Eater JHS Travel Tallies Results

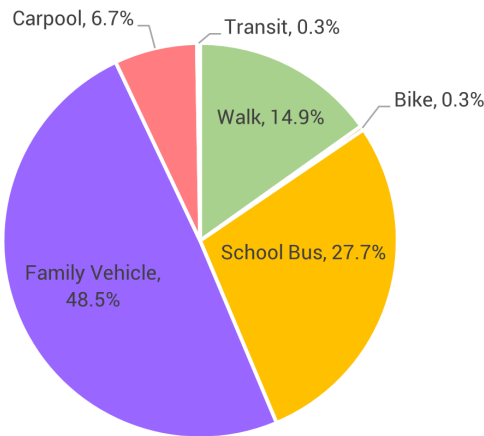


TABLE A3: EATER JHS TRAVEL TALLIES RESULTS

Walk	Bike	School Bus	Family Vehicle	Carpool	Transit
14.9%	0.3%	27.7%	48.5%	6.7%	0.3%

The next chart and table show the morning mode share only for Eater students. More Eater students arrive by family vehicle in the morning compared to leaving school in the afternoon.

FIGURE A32: ARRIVAL MODE

Eater JHS Morning Travel Tallies Results

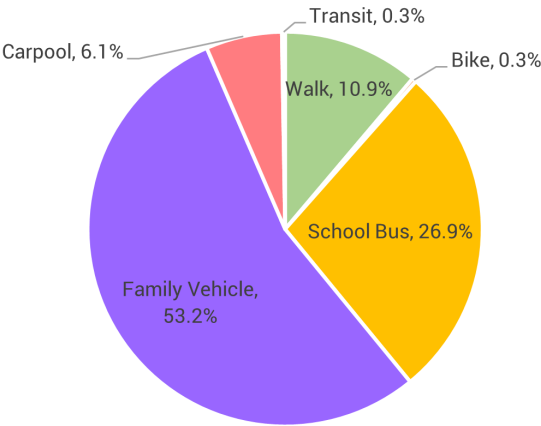


TABLE A4: EATER JHS MORNING TRAVEL TALLIES RESULTS

Walk	Bike	School Bus	Family Vehicle	Carpool	Transit
10.9%	0.3%	26.9%	53.2%	6.1%	0.3%

The next chart and table show the afternoon mode share only for Eater students. More Eater students leave by school bus, walk, or carpool in the afternoon compared to arriving at school in the morning.

FIGURE A33: DEPARTURE MODE

Eater JHS Afternoon Travel Tallies Results

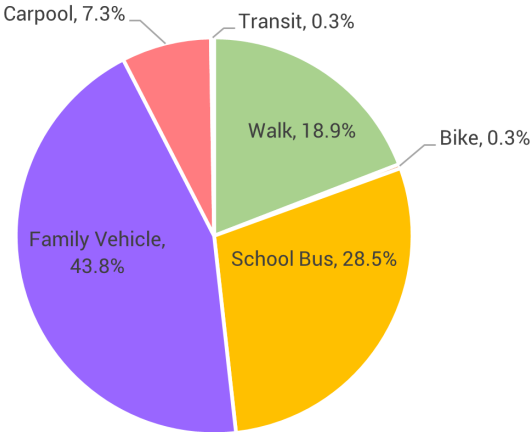


TABLE A5: EATER JHS AFTERNOON TRAVEL TALLIES RESULTS

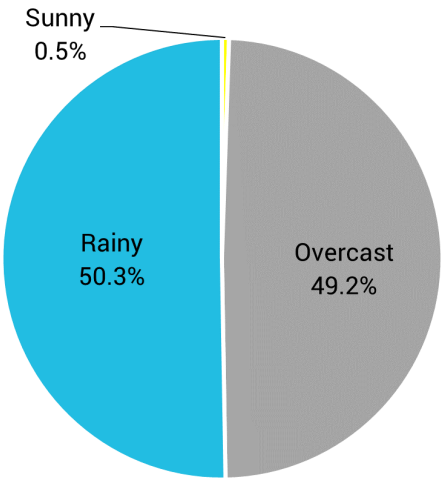
Walk	Bike	School Bus	Family Vehicle	Carpool	Transit
18.9%	0.3%	28.5%	43.8%	7.3%	0.3%

REPORTED WEATHER CONDITIONS

The chart below shows the weather conditions on tally days as reported by Eater teachers.

FIGURE A34: WEATHER CONDITIONS REPORTED ON TRAVEL TALLY DAYS

Weather on Tally Days at Eater JHS



APPENDIX 4. PUBLIC PARTICIPATION

Voting Table Results

CCRPC hosted a public input session for this Safe Routes to School Plan at JW Eater Jr. High School during its Parent/Teacher Conferences on Thursday, March 9, 2023. Each person was given 3 votes per category. Between Eater families and school staff, 27 parties provided public input during this session.

Table A6: Engineering Projects

Project Description	Project Location	Number of Votes (English Board)	Number of Votes (Spanish Board)	Total Number of Votes
Wabash Avenue One-Way: Implement one-way east traffic along Wabash Avenue during arrival and dismissal periods	Wabash Avenue between Marshall and Fredrick Streets	14	5	19
Speed Feedback Signs: Install permanent vehicular speed feedback signs	Century Boulevard (US 45) at Champaign Avenue (US 136), and Yates Street; other locations as warranted (including Champaign Avenue (US 136))	7	8	15
Improve Century & Wabash: Increase pedestrian safety at Century Boulevard (US 45) and Wabash Avenue	Century Boulevard (US 45) at Wabash Avenue	10	3	13
Pedestrian Countdown Signals: Install pedestrian countdown signals at signalized intersections	Century Boulevard (US 45) at Grove Avenue, Sangamon Avenue, and Champaign Avenue (US 136); Champaign Avenue (US 136) at Fredrick Street, and Tanner Street	6	5	11
Improve Existing Sidewalks: Reconstruct or bevel sidewalks in Rantoul that are not ADA compliant	Various locations	1	6	7
Bike Lanes: Restripe roads to install more bike lanes around Eater JHS	Century Boulevard (US 45), Lincoln Street, Wabash Avenue	7	0	7
Sidewalk Construction: Install new sidewalks and close sidewalk gaps in Rantoul	Various locations	5	0	5
Refuge Islands: Install median refuge islands across multi-lane roads with no stops	Century Boulevard (US 45) at Wabash Avenue, Champaign Avenue (US 136) at Marshall Street	3	1	4
Wayfinding Signs: Install bike/pedestrian wayfinding signage along streets and trails in Rantoul	Various locations	2	1	3
Champaign & Marshall Study: Conduct a traffic safety study at Champaign Avenue (US 136) and Marshall Street	Champaign Avenue (US 136) at Marshall Street	2	0	2
Covered Bike Parking: Upgrade bike parking and install shelters over bike parking to protect bikes and students from weather	Eater Jr. High School	1	1	2
Curb Ramps: Upgrade or construct curb ramps in Rantoul to be ADA compliant	Various locations	1	0	1

Project Description	Project Location	Number of Votes (English Board)	Number of Votes (Spanish Board)	Total Number of Votes
Trails: Extend the shared-use path network to Eater JHS, and stripe transitions to on-street bike lanes	Fredrick Street, Wabash Avenue	0	0	0

Table A7: Encouragement Projects

Project Description	Project Location	Number of Votes (English Board)	Number of Votes (Spanish Board)	Total Number of Votes
Bike Trains: Establish Bike Trains by creating routes and schedules, and identifying people to lead them	Rantoul	3	11	14
Early Dismissal: Dismiss students walking or biking home 5-10 minutes early	Eater Jr. High School	3	3	6
Snow Removal: Encourage Rantoul residents and property owners to shovel their sidewalks for walkers and bikers in the winter through “Thank You for Shoveling Your Walk” yard signs and parent letters	Rantoul	4	1	5
Walk ‘n’ Roll to School Day: Participate in International Walk to School Day in October	Eater Jr. High School	3	1	4
Frequent Walker Club - Active4.me: Initiate a frequent walker club using the Active4.me scanning app to incentivize kids to walk before, during, and/or after school	Rantoul	3	1	4
Year-Round Program: Support regional efforts to create a year-round program of events and master calendar	Champaign County	2	2	4
Bike to School Day: Participate in National Bike to School Day in May	Eater Jr. High School	3	0	3
Frequent Walker Club - Punch Card: Initiate a frequent walker club using English and Spanish punch cards to incentivize kids to walk before, during, and/or after school	Rantoul	2	1	3
Annual Walkathon: Host a school walkathon annually	Eater Jr. High School	1	0	1
Bike Month: Celebrate National Bike Month in May and/or Champaign County Bike Month in September	Champaign County	0	0	0

Table A8: Education Projects

Project Description	Project Location	Number of Votes (English Board)	Number of Votes (Spanish Board)	Total Number of Votes
Safe Walking Route Maps: Distribute the Eater JHS Safe Walking Route Map to parents at the beginning of each school year	Eater Jr. High School	8	4	12

Project Description	Project Location	Number of Votes (English Board)	Number of Votes (Spanish Board)	Total Number of Votes
Parent Letter: Distribute a letter to parents highlighting traffic rules, child safety, and school zone laws at least annually	Eater Jr. High School	2	7	9
Middle School Bike Education: Incorporate bicycle education into existing curriculum	Eater Jr. High School	4	2	6
Traffic Circulation Maps: Create a traffic circulation map to distribute to parents at the beginning of each school year	Eater Jr. High School	1	2	3
Wellness Fairs: Host an annual wellness fair to educate families on walking and biking to school	Eater Jr. High School	2	0	2
Bike Pamphlets: Make bike education materials available in print and online	Rantoul	0	1	1

Table A9: Equity Projects

Project Description	Project Location	Number of Votes (English Board)	Number of Votes (Spanish Board)	Total Number of Votes
Translated Materials: Translate SRTS materials for English Language Learner (ELL) communities	Eater Jr. High School	2	10	12
School Bike Donation Drive: Organize a donation, rehabilitation, and distribution of bikes and accessories to distribute to Eater JHS students in need of a bike	Eater Jr. High School	5	2	7
Vevo bike share: Approach VevoRide, Inc. to discuss expanding the Champaign-Urbana bike share system to Rantoul	Rantoul	2	1	3
Community Bike Donation Drive: Connect Eater JHS students in need of a bike to community giveaways of rehabilitated abandoned bikes	Rantoul	0	1	1

Table A10: Evaluation Projects

Project Description	Project Location	Number of Votes (English Board)	Number of Votes (Spanish Board)	Total Number of Votes
Speed & Safety Studies: Conduct before and after speed studies on streets near Eater JHS to see if pedestrian and/or bicycle improvements are slowing traffic	Streets near Eater Jr. High School, especially Champaign Avenue (US 136)	4	15	19
Travel Tallies: Collect data on travel mode choices annually through in-class travel tallies conducted by Eater JHS teachers	Eater Jr. High School	2	1	3

Project Description	Project Location	Number of Votes (English Board)	Number of Votes (Spanish Board)	Total Number of Votes
Walkability Surveys: Distribute walkability surveys to families annually as part of Walk to School Day	Eater Jr. High School	0	2	2
Counts: Conduct bicycle & pedestrian counts before after new facilities are installed, or at least every 5 years.	Rantoul	1	0	1
Bikeability Surveys: Distribute bikeability surveys to families annually as part of Bike to School Day	Eater Jr. High School	0	1	1

Table A11: Enforcement Projects

Project Description	Project Location	Number of Votes (English Board)	Number of Votes (Spanish Board)	Total Number of Votes
Crossing Guards: Add crossing guards across multi-lane roads with no stops	Century Boulevard (US 45) at Wabash Avenue, Champaign Avenue (US 136) at Marshall Street	11	6	17
No Cell Phones: Request Rantoul Police to ticket drivers for using cell phones in the school zone, especially at the beginning of the school year	Wabash Avenue, Century Boulevard (US 45), Champaign Avenue (US 136)	6	4	10
Police Presence: Request Rantoul Police presence around Eater JHS at drop-off and pick-up times, especially at the beginning of the school year, to remind motorists to obey traffic rules and circulation	Eater Jr. High School	3	6	9
Message Board Reminders: Use existing and acquire additional electronic message boards to display traffic safety information in Rantoul school zones	Wabash Avenue, Century Boulevard (US 136), Century Boulevard (US 45)	1	6	7
Circulation Changes: Assign an Eater JHS staff member to assist with facilitation and enforcement of the converting Wabash Avenue to a one-way east street during arrival and dismissal periods	Eater Jr. High School	2	3	5
Motorist Violations: Ticket and provide education to motorists for violations against bicyclists and pedestrians	Rantoul	3	2	5
Bicyclist & Pedestrian Warnings: Issue warning citations and develop methods to educate bicyclists and pedestrians on safe and legal behaviors before ticketing them	Rantoul	3	1	4

Comment Cards

Eater families were also invited to complete a comment card at the Parent/Teacher Conferences on Thursday, March 9, 2023. Following are the results by category.

Question #1: Do you have any comments or other recommendations regarding the proposed SRTS recommendations for Eater Jr. High School?

Engineering:

ID	Survey Language	Engineering Comments
1	English	US 136 is a drag strip.
2	English	Better crosswalks and lights across US 136 between Eater and RTHS. Family lives east of Eater, and doesn't recommend only crossing at stoplights.
3	English	Don't like crossing US 136 - family lives at US 136/Tanner (near the viaduct). When they walk in the summer, they use the north side of US 136, cross the west leg of the intersection at US 45, and go down to Wabash to cross (or they cross the south leg of US 45/136).
4	English	Traffic is dangerous for car drivers on the north side of Rantoul and around the schools. Her child rides the bus. Parent doesn't let her child walk because she's afraid of traffic.
5	English	Cars pulling into the drop-off line don't pull up all the way, so there's a lot of congestion in the drop-off loop in front of Eater Jr. High School.
6	Spanish	Instalar islas de refugio con luces en rutas 45 y 136 (cerca de Dunkin'). Install lit median refuge islands along US 45 & 136 near Dunkin'.

Education: no comments.

ID	Survey Language	Education Comments
N/A	N/A	None.

Encouragement:

ID	Survey Language	Encouragement Comments
1	English	Make it part of gym curriculum.

Equity: no comments.

ID	Survey Language	Equity Comments
N/A	N/A	None.

Evaluation: no comments.

ID	Survey Language	Evaluation Comments
N/A	N/A	None.

Enforcement:

ID	Survey Language	Enforcement Comments
1	English	Cars park on Wabash where kids and crossing guards are supposed to be - they shouldn't be there. The crossing guard leaves too soon before the kids finish crossing.
2	English	People don't reduce speed around schools. Traffic lights in Rantoul are not timed for pedestrians (pedestrian walk is too short).
3	English	Enforce no cell phones in school zones law.
4	English	Parking in front of the fire hydrant is a problem.
5	English	Crossing guards are gone! Where did they go?

Question #2: Why are you interested in this project? (check all that apply)

Project Relationship	Tally
I have a child/grandchild attending Eater Jr. High School	7
I am a teacher/staff member at Eater Jr. High School	0
I live nearby	0
I am interested in this project	0
Other	0