

CLEVELAND METROPOLITAN SCHOOL DISTRICT

SAFE ROUTES TO SCHOOL TRAVEL PLAN

October 2016



CITY OF CLEVELAND
Mayor Frank G. Jackson



Acknowledgements

The district-wide School Travel Plan (STP) for Cleveland Metropolitan School District (CMSD) was prepared by The Kleingers Group, TranSystems Corporation, and MurphyEpson, in cooperation with the Ohio Department of Transportation (ODOT), Cleveland Metropolitan School District (CMSD), City of Cleveland, (City Planning Commission, Traffic Engineering, Engineering and Construction, Police, Public Health, and Building and Housing), Northeast Ohio Areawide Coordinating Agency (NOACA), Bike Cleveland, Safe Routes to School (SRTS) National Partnership, and staff members from other agencies and organizations who volunteered their time to develop and finalize this STP.

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- Eric S. Gordon, CEO, Cleveland Metropolitan School District
- Cleveland Metropolitan School District Board of Education Members:
 - Denise W. Link, Chair
 - Louise P. Dempsey, Esq., Vice Chair
 - Anne E. Bingham
 - Robert M. Heard, Sr.
 - Willetta A. Milam
 - Shaletha T. Mitchell
 - Justin L. Monday, Esq.
 - Stephanie Morales
 - Lisa Thomas, Ph.D.
 - Ronald M. Berkman, Ph.D., *ex officio*
 - Alex Johnson, Ph.D., *ex officio*

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- Attachment 1: Engineering Countermeasure Descriptions
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- Attachment 3: Planning-Level Cost Estimates

Appendices (available on request):

- Appendix A: School Demographics
- Appendix B: Kick-off Meeting Materials
- Appendix C: Principal Surveys
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INTRODUCTION

Safe Routes to School Program

The Ohio Safe Routes to School (SRTS) program is funded by the Federal Highway Administration (FHWA) and administered by the Ohio Department of Transportation (ODOT). The program supports projects and programs that enable and encourage safe walking and bicycling to and from school.

A School Travel Plan (STP) is a requirement for funding requests through the ODOT SRTS program. An STP is the written document that outlines a community's intentions for enabling students to engage in active transportation (i.e. walking or bicycling) as they travel to and from school. Serving as the foundation for an SRTS program, the STP can be updated and modified as needed to comply with community values and goals. The plan is created through a team-based approach that involves key community stakeholders in identifying barriers to active transportation and, using all 5 Es, a set of solutions to address them.

The 5 Es are Engineering, Education, Enforcement, Encouragement, and Evaluation. Engineering refers to infrastructure projects that improve the pedestrian and bicycle environment within two miles of a school. The other Es refer to non-infrastructure programs that are intended to affect student or driver behavior to result in more walking and biking to school.

Cleveland School Travel Plan

In 2014, the Cleveland City Planning Commission (CPC) was awarded Safe Routes planning grants from ODOT and NOACA to initiate a district-wide STP for the K-8 public schools in the Cleveland Metropolitan School District (CMSD). Bike Cleveland partnered with CPC to facilitate a local match for the planning process from the Saint Luke's Foundation and the Cleveland Foundation. CPC, in partnership with CMSD, convened local stakeholders to outline the approach to Cleveland's Safe Routes initiative. As part of the process, CPC brought on a Cleveland Safe Routes to School coordinator, housed within CMSD.

Collectively, the team began developing a unique approach to Cleveland's plan that emphasized the priorities of health, equity, and sustainability consistent with the mission of the Cleveland Planning Commission. The City Planning Commission is mandated by the Cleveland City Charter to provide direction for the growth and development of the City.

The Cleveland STP follows ODOT's draft guidelines for large school districts. Large school districts are defined by ODOT as those with more than 15 kindergarten through 8th grade (K-8) schools. In prior years, ODOT's funding process restricted applications for STP development to four schools at a time. ODOT observed that large school districts did not apply for SRTS grant funding at a rate proportionate to their representation in the state. The Cleveland STP is the fifth district-wide STP for large school districts in Ohio, and one of the first nationwide.

Body Mass Index for Ohio's Third Grade Students

A review of the Report on the Body Mass Index of Ohio’s Third Graders, conducted by the Ohio Department of Health (ODH), found that childhood obesity is one of the most important public health issues in Ohio, with more than 30% of children and adolescents classified as overweight or obese. In a 2009-2010 study, it was reported that 37.7% of third grade students living in Cuyahoga County, where CMSD is located, are overweight or obese. A map of the State of Ohio showing the percentage of overweight and obese third graders by county can be found in **Appendix A**. Through physical activity, such as walking or biking to and from school, and/or educating youth about the importance of an active lifestyle, ODOT’s SRTS Program hopes to foster awareness and prevention to combat this serious public health issue.

Centers for Disease Control and Prevention

A U.S. Centers for Disease Control and Prevention (CDC) Youth Risk Behavior Study (2011) reinforces information from the Ohio Department of Health. Its findings include: 40.9% of Cleveland-area youth are overweight; 24.7% of Cleveland-area youth are obese; and 22.7% of Cleveland-area youth get no daily physical activity.

Health Impact Assessment

A Health Impact Assessment (HIA) is a process that helps to evaluate the potential health effects of a plan, project, or policy before it is implemented. HIAs provide recommendations to increase positive health outcomes and minimize adverse health outcomes, as well as bring potential public health considerations to the forefront of the decision-making process. The Health Impact Assessment process was led by the Cleveland Planning Commission. City Planning Director Freddy I. Collier Jr. is a leader in connecting health and place and has infused a health in all policies approach to planning activities citywide. The City of Cleveland has a strong commitment to creating equitable opportunities in disadvantaged neighborhoods, which influenced the decision to integrate an HIA into Cleveland’s large district STP.

The Cleveland HIA team identified five goals for the assessment process:

- Demonstrate how the Safe Routes to School initiative (education, encouragement, engineering, enforcement and evaluation) can impact health outcomes for students, families, and the community.
- Use a health and equity lens to identify priority schools that serve the most vulnerable populations to strategically direct Safe Routes resource investments.
- Infuse a preventive health lens in the prioritization of countermeasures in the Cleveland Safe Routes to School district STP.
- Educate decision makers about the potential health impacts of Safe Routes countermeasures.
- Enhance the knowledge, awareness and skills of stakeholders so they can effectively inform the HIA process and results.

The HIA analyzed potential impacts of Safe Routes to School implementation on four main health outcomes: pedestrian/cyclist injury, youth violence, childhood obesity, and stress/anxiety. Through the exploration of key determinants of health, such as poor infrastructure, lack of transportation, lack of community cohesion, safety concerns, vacancy, and abandonment, the HIA facilitated the identification

of root causes of adverse health outcomes, allowed the prioritization of school buildings in inherently disadvantaged neighborhoods, and influenced recommendations for Safe Routes interventions aligned with one or more of the Safe Routes Es:

- Personal Safety Education/Self-Defense Training (Education)
- Public Art Installations along Routes to School (Encouragement)
- Adult-Supervised Routes to School (Encouragement)
- Improved Vacant Lots and Buildings (Engineering and Encouragement)
- Improved Sidewalks (Engineering)
- Increased Police Presence (Enforcement)

Best practices, stewarding agencies, and evaluation metrics for each intervention are identified in the full report, which will be available online. Selected findings from the HIA are included in **Appendix I**.

1.0: TARGET SCHOOLS AND SAFE ROUTES TO SCHOOL TEAM

Cleveland Metropolitan School District (CMSD) Safe Routes to School Coordinator

Following the model established with the Cincinnati School Travel Plan (STP), a full-time Safe Routes to School (SRTS) Coordinator is in place to guide the development of the process locally. Calley Mersmann is the Safe Routes to School coordinator for the Cleveland Metropolitan School District, as well as an avid bicyclist and active transportation advocate. Prior to joining the school district, Calley worked for The Center for Community Solutions and with the Sustainable Cleveland 2019 initiative in the Mayor's Office of Sustainability. In her free time, Calley is working to reintroduce the open streets movement to Cleveland as part of Cleveland's Year of Sustainable Transportation. She holds a Bachelor of Science in Ecology from the Odum School at the University of Georgia and a Master of Public Affairs from the School of Public and Environmental Affairs at Indiana University-Bloomington. The Ohio Department of Transportation (ODOT) is funding her position for the length of the STP process.

Cleveland SRTS Core Team Members

- Freddy Collier, City of Cleveland, City Planning, Director
- Marka Fields, City of Cleveland, City Planning, Chief City Planner
- Martin Cader, City of Cleveland, City Planning, Bicycle and Pedestrian Coordinator
- Monyka Price, City of Cleveland, Office of Mayor Frank Jackson, Chief of Education
- Desiree Powell, Cleveland Metropolitan School District, Director of Encore and Wellness
- Tammy Tarleton, Cleveland Metropolitan School District, Community Service Lieutenant
- Ryan Noles, NOACA, Transportation Planner/TLCI Program Manager
- Melissa Thompson, NOACA, Active Transportation Engineer
- Jacob VanSickle, Bike Cleveland, Executive Director
- Rob Thompson, Bike Cleveland, Communications and Membership Manager
- John Motl, The Ohio Department of Transportation, District 12 SRTS and Bike & Ped Coordinator
- Kate Moening, Safe Routes to School National Partnership, Ohio Field Services Manager
- Julie Walcoff, The Ohio Department of Transportation, Active Transportation Program Manager

Cleveland SRTS HIA Team Members

- Freddy Collier, City of Cleveland, City Planning, Director
- Marka Fields, City of Cleveland, City Planning, Chief City Planner
- Calley Mersmann, Cleveland Metropolitan School District, Cleveland Safe Routes Coordinator
- Emily Campbell, The Center for Community Solutions, Associate Director and Williamson Family Fellow for Applied Research
- Barb Clint, YMCA Greater Cleveland, Director of Community Health and Advocacy
- Katie Davis, MetroHealth System, School Health Program Director

- Anne Hill, MetroHealth System, Local Government Relations and Community Affairs Director (through 2015)
- Neal Hodges, Neighborhood Connections, Greater University Circle Community Health Initiative Project Manager
- Chenai Milton, City of Cleveland, Department of Public Health, Epidemiologist
- Natalie Ranger, City of Cleveland, Department of Public Health, Graduate Assistant
- Alex Rigda, University Hospital, Rainbow Babies and Children, Healthy Kids Healthy Weight, Behavioral Health Specialist
- Jana Rush, City of Cleveland, Department of Public Health, Director of Communicable Disease Surveillance & Epidemiology
- Rachael Sommer, City of Cleveland, Department of Public Health, Healthy Cleveland Program Manager
- Marissa Williams, George Gund Foundation, Fellow

Cleveland SRTS Steering Committee Members

- Jenita McGowan, City of Cleveland, Office of Mayor Frank Jackson, Chief of Sustainability
- Ellis Johnson, Cleveland Police Department, Bureau of Community Policing, Commander (through 2015)
- Tim Higgins, Cleveland Police Department, Bureau of Community Policing, Sergeant
- Rob Mavec, City of Cleveland, Traffic Engineering, Commissioner
- Regina Leverett, City of Cleveland, Traffic Engineering, Engineer
- Karen Lopez, City of Cleveland, Building and Housing, Administrative Officer
- Jana Rush, City of Cleveland, Department of Public Health, Director of Communicable Disease Surveillance & Epidemiology
- Chenai Milton, City of Cleveland, Department of Public Health, Epidemiologist
- Rachael Sommer, City of Cleveland, Department of Public Health, Healthy Cleveland Program Manager
- Valerie Shea, Greater Cleveland Rapid Transit Association, Programming and Planning Department, Planning Team Lead
- Maribeth Feke, Greater Cleveland Rapid Transit Association, Director of Planning
- Tracy Hill, Cleveland Metropolitan School District, Office of Family and Community Engagement, Executive Director
- Tom Ott, Cleveland Metropolitan School District, CMSD News Bureau, Manager
- Stephen Love, Cleveland Foundation, Program Officer
- Heather Torok, Saint Luke’s Foundation, Senior Program Officer for Healthy People
- Marissa Williams, George Gund Foundation, Fellow
- Dawn Glasco, Sisters of Charity Foundation, Cleveland Central Promise Neighborhood, Engagement Coordinator
- Joseph Black, Sisters of Charity Foundation, Cleveland Central Promise Neighborhood, Engagement Manager
- Dan Hinman, United Way of Greater Cleveland, Income Program Associate

- Anne Hill, MetroHealth System, Local Government Relations and Community Affairs, Director (through 2015)
- Katie Davis, MetroHealth System, School Health Program Director
- Alex Rigda, University Hospital, Rainbow Babies and Children, Healthy Kids Healthy Weight, Behavioral Health Specialist
- Barb Clint, YMCA Greater Cleveland, Director of Community Health and Advocacy
- Ron Soeder, Boys and Girls Clubs of Cleveland, President
- Jim Sheehan, Ohio City Bicycle Co-op, Executive Director
- Emily Campbell, The Center for Community Solutions, Associate Director and Williamson Family Fellow for Applied Research
- Neal Hodges, Neighborhood Connections, Greater University Circle Community Health Initiative, Project Manager
- Lee DeAngelis, Greater Cleveland Neighborhood Centers Association, Support Services, Director
- Kirby Broadnax, Western Reserve Land Conservancy, Beam Fellow—Placemaking and Equity
- Isaac Robb, Western Reserve Land Conservancy, Thriving Communities, Planning Fellow

Consultant Team Members

- Mark Nolt, PE – The Kleingers Group (Project Manager)
- David F. Shipp, AICP – TranSystems Corporation (Deputy Project Manager)
- Stephanie Tresso – MurphyEpson (Public Involvement Lead)

School Walk Audit Partners

- Karen Lopez, City of Cleveland, Building and Housing, Administrative Officer
- Marka Fields, City of Cleveland, City Planning, Chief City Planner
- Martin Cader, City of Cleveland, City Planning, Bicycle and Pedestrian Coordinator
- George Cantor, City of Cleveland, City Planning, Neighborhood Planner
- Trevor Hunt, City of Cleveland, City Planning, Neighborhood Planner
- Tom Jordan, City of Cleveland, City Planning, Neighborhood Planner
- Kim Scott, City of Cleveland, City Planning, Neighborhood Planner
- Sharonda Whatley, City of Cleveland, City Planning, Neighborhood Planner

Community Participants and Partners

- Alliance for a Healthier Generation
- Bike Cleveland
- Boys and Girls Clubs of Cleveland
- Office of Cleveland Mayor Frank Jackson, Offices of Education, Sustainability, Capital Projects
- City of Cleveland, Department of Building and Housing
- City of Cleveland, City Planning Commission
- City of Cleveland, Department of Community Relations
- City of Cleveland, Department of Public Health
- City of Cleveland, Department of Public Safety

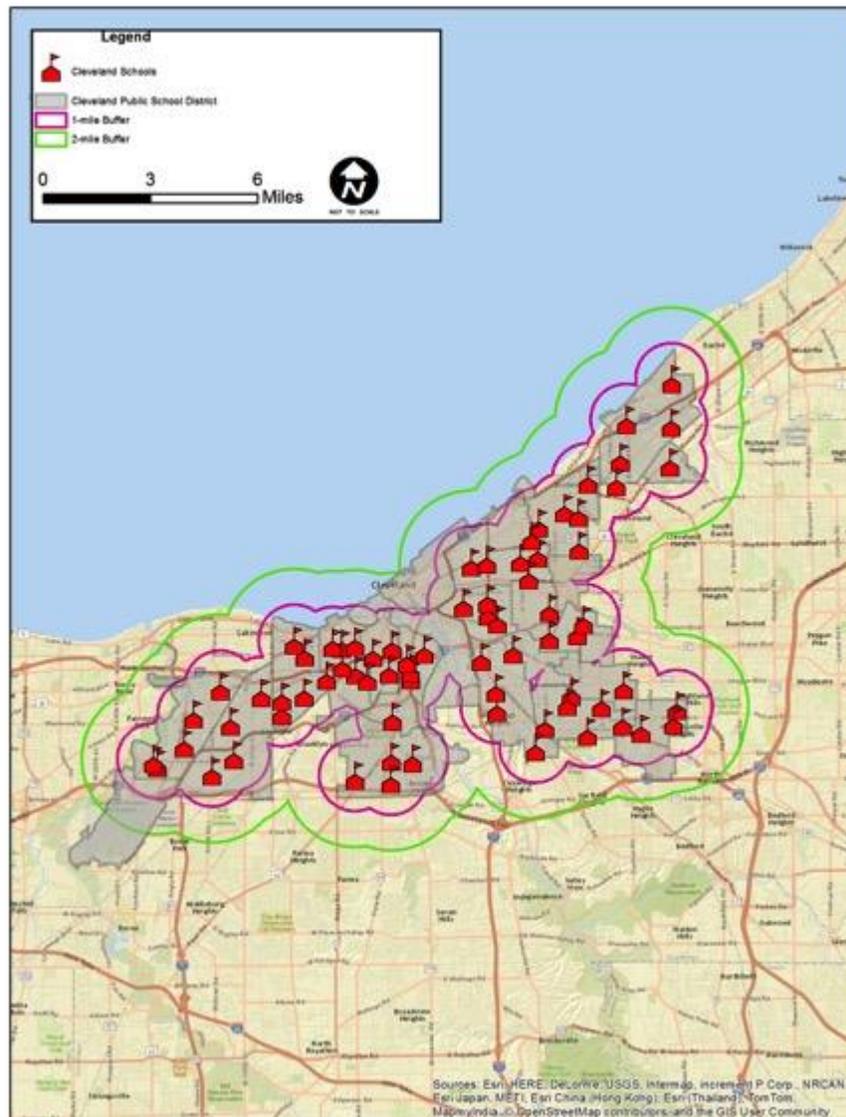
- City of Cleveland, Department of Public Works
- City of Cleveland, Department of Traffic Engineering
- Cleveland City Council
- Cleveland Clinic
- Cleveland Foundation
- Cleveland Metropolitan School District
- George Gund Foundation
- MetroHealth System
- Northeast Ohio Areawide Coordinating Agency
- Ohio City Bicycle Co-op
- Ohio Department of Transportation
- Safe Routes to School National Partnership
- Saint Luke's Foundation
- Sisters of Charity Foundation
- The Center for Community Solutions
- United Way of Greater Cleveland
- University Hospitals
- Western Reserve Land Conservancy
- YMCA Greater Cleveland

Target Schools

CMSD includes 70 schools that serve students ranging from kindergarten to 8th grade. Many of these schools serve grades pre-Kindergarten through 8th grade. Schools that only serve grades 9-12 are excluded from this STP since they are not the focus of the Federal SRTS program. Specific demographic information from the Ohio Department of Education for each school included in the plan is located in **Appendix A**.

Figure 1 displays a map of the pre-K-8th grade schools in CMSD.

Figure 1: Cleveland Metropolitan School District



2.0: PUBLIC INVOLVEMENT

Vision

The Cleveland Safe Routes to School (SRTS) team adopted the following mission statement for the School Travel Plan (STP).

The Cleveland Safe Routes to School program, in partnership with the Cleveland Metropolitan School District and the City of Cleveland, supports school attendance, academic performance, conditions for learning, and a focus on health and equity by enabling and encouraging CMSD K-8 students to walk or bicycle to school safely.

Public Involvement Process

This section summarizes input received through the public involvement process, including input from the Cleveland SRTS Team, school leadership, parents, and CMSD partners (i.e. organizations that can help with implementation of this travel plan).

Cleveland Safe Routes to School Team Input

The SRTS Planning Team conducted a kick-off meeting with the Cleveland SRTS Steering Committee on March 5, 2015. At the meeting, attendees discussed the STP process, Health Impact Assessment (HIA) development, travel plan methodology for large school districts, and next steps. The agenda and meeting minutes from the kick-off meeting are in **Appendix B**. The team met monthly during the development of the plan.

School Input

The Cleveland SRTS Team collected input from CMSD schools through a principal survey and school-specific walk audits.

Principal Survey

The Cleveland SRTS Coordinator and Consultant Team developed a survey specifically for completion by principals. Distributed in late 2015 and early 2016, the Principal Survey was completed by 50 out of the 70 schools. Each principal provided a list of barriers to walking and biking, current walking and bicycling activities, and other information related to encouraging or promoting walking and biking. Some of the highlights from these responses are included in the sections that follow. A table listing each school's responses is provided in **Appendix C**.

Barriers to Walking and Bicycling to and from School

The survey asked principals to rank 12 potential barriers to walking and bicycling to school. The top four barriers were:

- Traffic safety along key student walking and bicycling routes
- Concern about violence or crime

- Distance of students from school
- Need for infrastructure changes along key student walking and bicycling routes (sidewalks, bike routes, etc.)

SRTS Strategies and SRTS Programs

The survey asked principals which common SRTS strategies each school had already implemented and which common SRTS strategies each school would be interested in implementing in the future:

- The most commonly reported SRTS strategies that schools had already implemented include:
 - International Walk to School Day/ Month (32% of schools)
 - Education regarding the health benefits of walking/bicycling to school (29% of schools)
 - Walking School Buses (24%)
 - Student Safety Patrol (24%)
 - Pedestrian safety education (24% of schools)

- The most commonly reported SRTS strategies that schools would like to implement in the future include:
 - Mileage clubs or contests (100% of schools)
 - Bicycle trains (100% of schools)
 - No phone zone campaigns to discourage cell phone use while driving (96% of schools)
 - Speed reduction campaign (90% of schools)
 - Bicycle safety education (89% of schools)

Walk Audits

Walk audits were conducted at all 70 K-8 CMSD schools beginning in fall 2015. Each walk audit included members of the Cleveland SRTS Team, along with principals or school security guards. The primary goal of the walk audits was to analyze the schools’ walking and biking environments. The Consultant Team also taught members of the Cleveland SRTS Planning Team how to conduct walk audits. After the initial 21 walk audits with the Consultant Team, the Cleveland Team conducted walk audits at 49 additional schools around the district. The following CMSD school buildings were included in the initial walk audits with the Consultant Team:

- | | |
|------------------|-------------------|
| ▪ East Clark | ▪ Marion Seltzer |
| ▪ Memorial | ▪ Louis Agassiz |
| ▪ Patrick Henry | ▪ Charles Mooney |
| ▪ Mary Bethune | ▪ Denison |
| ▪ Euclid Park | ▪ Clark |
| ▪ Daniel Morgan | ▪ Waverly |
| ▪ Alfred Benesch | ▪ Walton |
| ▪ Miles | ▪ Andrew Rickoff |
| ▪ Wilbur Wright | ▪ Charles Dickens |
| ▪ McKinley | ▪ Anton Grdina |
| ▪ Almira | |

Cleveland SRTS team members met with the school principal or another school representative prior to the walk audits. The purpose of the meeting was to:

- Identify barriers on the planned walk audit route prior to observation in the field.
- Identify barriers beyond the planned walk audit route.
- Identify non-infrastructure barriers or other concerns of the principal or school representative.
- Discuss how walking and biking safety is currently taught to students and communicated to parents.
- Increase understanding of the unique characteristics of each neighborhood and the community surrounding each school building, and how this relates to safe walking and biking for students.

The walk audits included observing student arrival and/or dismissal and the conditions along adjacent roadways. Notes and photographs of existing bicycle and pedestrian infrastructure and likely barriers to walking and bicycling to school were documented. The information collected contributed to the countermeasures recommended in **Section 4.0: Issues and Countermeasures**. Written notes for the walk audits are included in **Appendix D**.

Parent Input

The National Center for Safe Routes to School’s Parent Survey was distributed district-wide to approximately 26,581 student households in Fall 2015. Nearly 5,000 surveys — 19% — from all 70 schools were returned. The surveys provided a base of information regarding existing conditions and barriers (real and perceived) to walking and biking to school. The Cleveland SRTS Team intends to administer this survey annually to evaluate the effectiveness of their SRTS programs and general walking and biking concerns. The survey consists of a multiple-choice section to indicate barriers to active transportation and an open comment section at the end of the survey. The overall Parent Survey Summary is located in **Appendix E**.

The top issues identified by parents as affecting their decision to allow their child to walk to or from school were:

- Violence or crime (77%)
- Distance (63%)
- Weather or climate (58%)
- Safety of intersections and crossings (58%)
- Amount of traffic along route (47%)
- Speed of traffic along route (47%)

In the comment section of the Parent Survey, the top issues identified were:

- Crime and safety concerns – with “scary” adults and unregistered sex offenders along routes to school mentioned specifically several times, as well as multiple mentions of concerns for girls’ safety, specifically in light of the Gina DeJesus/Amanda Berry/Michelle Knight kidnappings
- Distance from school
- Age of students
- Issues with crossing guards – locations, lack of guards, guards’ “inactivity” at certain locations
- Distracted drivers on school grounds and near schools

Many of these concerns are items that SRTS programs address, even if the issue is a perceived issue. Some parent respondents suggested adding a crossing guard, improving crosswalks, adding or repairing sidewalks, speed reduction, and/or pedestrian signal upgrade at specific locations. These suggestions were shared with the appropriate party: City of Cleveland and/or Cleveland Metropolitan School District.

Student Travel Tallies

The National Center for Safe Routes to School’s Student Travel Tally Forms were distributed district-wide in Fall 2015. Student Travel Tally Forms were completed in the classroom and were returned from 55 of the 70 schools (79%). **Table 1** shows a summary of the morning and afternoon travel modes as indicated in the tallies. The Travel Tally Summary is located in **Appendix F**. The purpose of the Student Travel Tally is to establish a baseline for current student travel modes.

Table 1: Student Travel Tally Results

	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Morning trips (35,404 trips)	29%	0.6%	24%	41%	3%	2%	1%
Afternoon trips (34,173 trips)	31%	0.6%	24%	37%	3%	2%	2%

3.0: EXISTING CONDITIONS

City Context

The Cleveland Metropolitan School District (CMSD) is located in Cuyahoga County, Ohio in the City of Cleveland, which is predominately an urban area and generally has well-connected pedestrian infrastructure. CMSD also includes Bratenahl, Linndale, Newburgh Heights, and parts of Brook Park and Garfield Heights. Most of the streets within a mile of CMSD’s schools have sidewalks on one or both sides of the street. Additionally, crosswalks and pedestrian signals exist at most of the signalized intersections, although in some cases these amenities are not across all legs (streets) of the intersection.

A factor that can limit walking and bicycling to and from school in Cleveland is the winter climate. Generally school is cancelled each winter for several days due to severe cold and impassable roads and sidewalks. The Cleveland Safe Routes to School (SRTS) Team is considering several snow removal educational and encouragement countermeasures, and is participating in a pilot in the winter of 2015-2016 with the Cuyahoga County Board of Health, listed in **Section 4.0: Issues and Countermeasures**, to address this issue moving forward.

School District Context

As of the fall of 2015, CMSD had 70 K-8 schools. According to the 2013-2014 Ohio Department of Education Report Card, the District had a total enrollment of 37,962 students. The ethnic distribution for the 70 schools is African-American (66.3%), Caucasian (14.9%), Hispanic (14.8%), Multi-Racial (2.7%), Asian or Pacific Islander (1.1%), and American Indian or Alaskan Native (0.2%). It is of note that 8% of CMSD students have limited English proficiency. One hundred percent of students are eligible to participate in the federal free/reduced-price lunch program. CMSD offers transportation for students in grades K-6 who live more than 1 mile from their school on a yellow bus and offers local public transit (RTA) passes to students in grades 7-8 who live more than .5 miles from their assigned school.

Schools Included in the Cleveland Metropolitan School District School Travel Plan

A list of the 70 schools included in the CMSD School Travel Plan (STP) is shown in

Table 2. **Appendix G** highlights maps of each CMSD school along with the location of their enrolled students’ proximity to the building.

Table 2: Schools Included in the Cleveland Metropolitan School District School Travel Plan

School	Grades	Current or Future Address	Total Students	% Students in 1 Mile	% Students in 2 Miles
Adlai E. Stevenson	Pre K-8	18300 Woda Avenue Cleveland OH 44122	403	52%	54%
Alfred A. Benesch	Pre K-8	5393 Quincy Ave. Cleveland OH 44104	382	83%	90%
Almira	K-8	3375 West 99th Street Cleveland OH 44012	526	81%	93%
Andrew J. Rickoff	Pre K-8	3500 E. 147th St. Cleveland OH 44120	483	66%	87%

School	Grades	Current or Future Address	Total Students	% Students in 1 Mile	% Students in 2 Miles
Anton Grdina	Pre K-8	2955 E. 71st St. Cleveland OH 44104	372	65%	86%
Artemus Ward	Pre K-8	4315 W. 140th St. Cleveland OH 44135	475	63%	88%
Benjamin Franklin	Pre K-8	1905 Spring Road Cleveland OH 44109	620	63%	84%
Bolton	Pre K-8	9803 Quebec Avenue Cleveland OH 44106	374	56%	85%
Buhrer Dual Language	K-8	1600 Buhrer Ave. Cleveland OH 44109	389	21%	48%
Campus International North CSU Cole Center	K-4	3100 Chester Avenue Cleveland OH 44115	537	6%	12%
Campus International South	5-8	3000 Euclid Ave Cleveland OH 44115	"	"	"
Case	K-8	1622 E 55th St. Cleveland OH 44103	358	48%	78%
Charles A. Mooney	K-8	3213 Montclair Ave. Cleveland OH 44109	479	66%	86%
Charles Dickens	K-8	13013 Corlett Ave. Cleveland OH 44105	377	67%	86%
Charles W. Eliot	Pre K-8	15700 Lotus Dr. Cleveland OH 44128	310	69%	90%
Clara E. Westropp	Pre K-8	19101 Puritas Ave. Cleveland OH 44135	365	64%	68%
Clark	K-8	5550 Clark Ave. Cleveland OH 44102	629	76%	93%
Daniel E. Morgan	Pre K-8	8912 Morris Court Cleveland OH 44106	276	79%	91%
Denison	K-8	3799 West 33rd Street Cleveland OH 44109	384	80%	93%
Dike School of the Arts	K-6	2501 E 61st St. Cleveland OH 44104	383	19%	32%
Douglas MacArthur Girls' Leadership Academy	Pre K-8	4401 Valleyside Road Cleveland OH 44135	326	26%	34%
East Clark	Pre K-8	885 East 146th Street Cleveland OH 44110	231	70%	90%
Euclid Park	Pre K-8	17914 Euclid Ave Cleveland OH 44112	356	74%	86%
Franklin D. Roosevelt	Pre K-8	800 Linn Dr. Cleveland OH 44108	435	77%	87%
Fullerton	K-8	3901 E. 74th Street Cleveland OH 44105	238	86%	93%
Garfield	Pre K-8	3800 W 140th St Cleveland OH 44111	581	54%	81%
George Washington Carver STEM	K-8	2200 E. 55th St Cleveland OH 44103	423	79%	91%
H. Barbara Booker	Pre K-8	7901 Halle Ave. Cleveland OH 44102	363	75%	89%
Hannah Gibbons-STEM	Pre K-8	1401 Larchmont Road Cleveland OH 44110	280	46%	82%
Harvey Rice	Pre K-8	2730 E. 116th Street Cleveland OH 44120	457	53%	63%
Iowa-Maple	K-8	12510 Maple Avenue Cleveland OH 44108	291	73%	89%
Joseph M. Gallagher	Pre K-8	6601 Franklin Boulevard Cleveland OH 44102	733	43%	72%
Kenneth W. Clement Boys' Leadership Academy	Pre K-8	14311 Woodworth Rd Cleveland OH 44112	204	10%	30%
Louis Agassiz	K-8	3595 Bosworth Road Cleveland OH 44111	277	72%	90%
Louisa May Alcott	K-5	10308 Baltic Road Cleveland OH 44102	262	60%	79%
Luis Munoz Marin	K-8	1701 Castle Avenue Cleveland OH 44113	574	34%	59%
Marion C. Seltzer	K-8	1468 West 98th Street Cleveland OH 44102	346	70%	79%

School	Grades	Current or Future Address	Total Students	% Students in 1 Mile	% Students in 2 Miles
Marion-Sterling	Pre K-8	3033 Central Avenue Cleveland OH 44115	307	87%	91%
Mary B. Martin	Pre K-8	8200 Brookline Avenue Cleveland OH 44103	346	63%	87%
Mary M. Bethune	Pre K-8	11815 Moulton Avenue Cleveland OH 44106	275	65%	86%
McKinley	K-8	3349 West 125 th Street Cleveland OH 44111	251	77%	90%
Memorial	K-8	410 E. 152nd Street Cleveland OH 44110	390	75%	86%
Michael R. White STEM	K-8	1000 East 92nd Street Cleveland OH 44108	256	90%	95%
Miles	Pre K-8	11918 Miles Ave. Cleveland OH 44105	387	58%	89%
Miles Park	K-8	4090 East 93rd Street Cleveland OH 44105	525	58%	83%
Mound-STEM	Pre K-8	5935 Ackley Rd Cleveland OH 44105	409	73%	84%
Nathan Hale	Pre K-8	3588 Martin Luther King Jr. Dr. Cleveland OH 44105	516	64%	89%
Newton D. Baker	Pre K-8	3690 West 159th St. Cleveland OH 44111	380	17%	63%
Oliver H. Perry	Pre K-8	18400 Schenely Ave. Cleveland OH 44119	246	59%	79%
Orchard STEM	Pre K-8	4200 Bailey Ave. Cleveland OH 44113	466	23%	70%
Patrick Henry	Pre K-8	11901 Durant Avenue Cleveland OH 44108	336	82%	90%
Paul L. Dunbar	Pre K-8	2159 West 29th St Cleveland OH 44113	352	50%	79%
Riverside	Pre K-8	14601 Montrose Ave. Cleveland OH 44111	525	53%	74%
Robert H. Jamison	Pre K-8	4092 East 146th Street Cleveland OH 44128	386	70%	89%
Robinson G. Jones	Pre K-8	4550 West 150th Street Cleveland OH 44135	472	40%	77%
Scranton	K-8	1991 Barber Ave. Cleveland OH 44113	385	34%	72%
Sunbeam	Pre K-8	11711 Larchmere Boulevard Cleveland, OH 44120	396	39%	57%
Thomas Jefferson International Newcomers Academy	Pre K-8	3145 West 46th Street Cleveland OH 44102	407	25%	52%
Tremont Montessori	Pre K-8	2409 W. 10th St. Cleveland OH 44113	574	15%	31%
Valley View Boy's Leadership Academy	Pre K-8	17200 Valley View Ave. Cleveland OH 44135	209	18%	37%
Wade Park	Pre K-8	7600 Wade Park Cleveland OH 44103	348	67%	81%
Walton	K-8	3409 Walton Avenue Cleveland OH 44113	245	81%	95%
Warner Girls' Leadership Academy	Pre K-8	8315 Jeffries Ave. Cleveland OH 44105	459	17%	37%
Waverly	Pre K-8	1810 W. 54th St. Cleveland OH 44102	151	52%	97%
Whitney M. Young Leadership Academy	2-12	17900 Harvard Ave. Cleveland OH 44128	140	21%	40%
Wilbur Wright	Pre K-8	11005 Parkhurst Drive Cleveland OH 44111	383	74%	92%
William Cullen Bryant	K-8	3121 Oak Park Ave. Cleveland OH 44109	422	68%	89%
Willow	K-8	5004 Glazier Avenue Cleveland OH 44127	249	51%	83%
Willson	K-8	1126 Ansel Road Cleveland OH 44108	359	60%	72%
William Rainey Harper (new school, not yet open)		5515 Ira Ave Cleveland OH 44144			

Crash Statistics

According to The Ohio Department of Transportation (ODOT), from 2011-2013, 1,515 crashes were reported involving pedestrians or bicyclists within two miles of a CMSD school building serving kindergarten through 8th grade students. As seen in **Figure 1** (page 4), the two-mile radius for all 70 schools in the STP includes 98% of the City of Cleveland.

Overall, 870 crashes involved pedestrians; 645 involved bicyclists. These crashes resulted in 22 fatalities and 1,325 injuries, with some crashes reporting up to five injuries. Twenty schools (29%) had between 200 and 300 crashes within two miles of the school. An additional 30 schools (43%) had between 100 and 200 crashes that occurred within two miles.

While 1,515 pedestrian- and bicycle-related crashes may seem like a high number, it is important to remember that this is an urban area where higher populations lead to initially higher numbers of walkers and cyclists. Walking and bicycling are great modes of transportation for children for many reasons, and are safe in most cases. Travelling from one location to another poses some degree of inherent danger regardless of mode, but the crash numbers do show that more work needs to be done to make streets safe for children who walk, bike, and also ride in vehicles.

School District Policies and Accomplishments

Current CMSD policies that impact school travel are listed below. School district policies are organized by category. Additionally, the CMSD SRTS Program's accomplishments to date are listed.

School District Policies

Walking and Bicycling Policies

CMSD does not have a formal policy encouraging or discouraging walking and bicycling to school. The Board of Education supports the creation of a district-wide school travel plan by accepting the original agreement document for The Ohio Department of Transportation (ODOT) grant and funds to create the STP.

Student Wellness Policy

CMSD has a Student Wellness Policy with goals for nutrition education, physical activity and other school-based activities designed to promote student wellness. It is in the process of being updated.

Regarding Pedestrian and Bicycle Accommodation on School Campuses

CMSD does not have an official policy guiding the inclusion or design of bicycle facilities (racks, etc.) at new or renovated school buildings. All newly-constructed buildings follow state guidelines, are built to LEED standards, and include exterior bicycle racks. However, some schools discourage bicycling due to the location of the bicycle racks, the neighborhood environment, concerns about students bicycling to school safely, and/or previous occurrences of bicycle theft.

Liability Policies

CMSD does not require waivers for students who regularly walk and bicycle to school. It is decided on a building-by-building basis if students who participate in special walking and bicycling activities will need parental permission. These activities include *Walk to School Day*, *Bicycle Rodeos*, *Walking School Buses*,

and *Bicycle Trains*. CMSD requires registration for volunteers, and all volunteers are subject to a criminal record check. Volunteers who are not accompanied by school staff must pass a FBI/BCI background check.

Personal Security Policies

At the policy level, CMSD addresses the issue of personal security, which includes while walking and bicycling to school, through its district-wide Student Code of Conduct.

Busing Policies

Transportation eligibility is based on distance from the home residence to the school. “Students in grades K-6 must live 1.00 mile or more from their assigned school to receive some form of transportation service. Students in grades 7-12 must live .50 miles or more from their assigned school to receive RTA transportation. State minimum requires transportation for only those students in grades K-8 who reside more than 2.0 miles from school.” (Source: www.clevelandmetroschools.org/Page/596)

School District Accomplishments

The following list of accomplishments highlights the school(s) who participated in the activity and denotes the corresponding *E* (Encouragement, Education, Enforcement, Evaluation, and Engineering).

- International Walk to School Day – Orchard STEM, Charles Dickens, Louisa May Alcott, fall 2015. (*Education, Encouragement*)
- 2nd grade Bicycle-Pedestrian Safety Pilot Program – Charles Mooney, Charles Dickens, Patrick Henry, GW Carver STEM, Harvey Rice, Marion Seltzer, Wade Park, winter-spring 2016. (*Education, Encouragement, Evaluation*)
- Bike Rodeo – Benesch, Fullerton, Louisa May Alcott, Clark, Marion-Sterling. (*Education, Encouragement*)
- Pedestrian and/ or Bike Safety Presentations, Assemblies – Almira, Clark, Marion-Sterling, Adlai Stevenson, Willson, Mary Bethune, Daniel Morgan, Benesch, East Clark, FD Roosevelt, Patrick Henry, Garfield. (*Education, Encouragement*)
- *Walking School Bus* – Louisa May Alcott, Luis Munoz Marin, Miles Park, Mound-STEM. (*Education, Encouragement*)
- Bike-a-thon – Fullerton, Clark. (*Education, Encouragement*)
- Student Safety Patrol – Memorial. (*Enforcement*)
- Active Transportation Field Trips with Safety Education (some are part of Physical Education Class) – Walking: Westropp, Tremont Montessori, Waverly, Watterson-Lake; 4th and 5th graders bicycling: Charles Dickens; other AT field trips: Charles Dickens, Garfield, GW Carver STEM, Harvey Rice. (*Education, Encouragement*)
- Walk Audits – Walk audits were conducted for all 70 CMSD K-8 schools in the 2015-16 school year as part of the development of the School Travel Plan. (*Education, Encouragement*)
- Parent Surveys – all 70 CMSD K-8 schools, conducted in fall 2015. (*Evaluation*)
- Student Travel Tallies – all 70 CMSD K-8 schools, conducted in fall 2015. (*Evaluation*)
- Reviewed CMSD policies related to busing, walking and bicycling to school – Completed in the 2015-2016 school year. (*Evaluation*)

Grants Awarded

- The Ohio Department of Transportation, SRTS Coordinator
- The Ohio Department of Transportation, STP Development
- In 2008, the City of Cleveland, Cleveland Department of Public Health (CDPH) received \$289,000 in SRTS dollars from ODOT for infrastructure projects at: Stockyards Community School, Louisa May Alcott Elementary and Willow Elementary.

The Cleveland SRTS Program’s recommended *Es* are outlined in the infrastructure and non-infrastructure countermeasures in **Section 4.0: Issues and Countermeasure.**

Local Government Policies, Plans and Programs

This section summarizes the local government policies, plans and programs that impact school travel.

Local Government Policies

- The City of Cleveland has a formal policy that requires every new roadway project to be evaluated for pedestrian and bicycle improvements through its Complete and Green Streets ordinance. (2011)
- The City of Cleveland requires the replacement of all storm drain inlets with bicycle-safe inlets during street rehabilitation as dictated in their Standard Construction Drawings.
- The City of Cleveland has standards for sidewalk construction in their approved Standard Construction Drawings that address the Americans with Disabilities Act’s (ADA) Standards for Accessible Design requirements.

Local Government Plans

The SRTS and Consultant Team Members reviewed all relevant city and regional plans to incorporate existing recommendations. Additionally, coordination is ongoing with the plans that are being updated. The plans reviewed with their implementation date includes:

- City of Cleveland Bikeways Plan (2007)
- Northeast Ohio Areawide Coordinating Agency (NOACA) *Connections+ 2035* Metropolitan Transportation Plan
- NOACA 2013 Regional Bikeway Plan
- NOACA Transportation Improvement Program
- NOACA Complete Streets Policy (2016, under development)
- NOACA Transportation for Livable Communities Initiative (TLCI) plans

Local Government Programs

The SRTS and Consultant Team Members reviewed all relevant local government programs as they relate to walking and biking. The list of programs reviewed include:

- The City of Cleveland 50/50 Sidewalk Repair Program, where residents are able to petition problem sidewalk locations and get them repaired through a partnership between the City and residents where each party pays 50 percent of the cost
- The City of Cleveland Resurfacing Program, part of the City’s capital budget

- The City of Cleveland Connecting Cleveland 2020
- The City of Cleveland Healthy Cleveland Initiative
- The City of Cleveland Sustainable Cleveland 2019
- NOACA Bicycle and Pedestrian Count Program
- NOACA Bicycle and Pedestrian Advisory Council

4.0: ISSUES AND COUNTERMEASURES

This section discusses issues that impact walking and bicycling at Cleveland Metropolitan School District (CMSD) school buildings and proposes countermeasures for addressing them. The section is divided into three chapters:

- Support for Safe Routes to School (SRTS) – includes plans, policies, procedures, and stakeholder involvement
- Student Safety and Comfort – includes the safety and comfort of students as they walk and bike to school
- SRTS Program Sustainability – discusses sustaining the Cleveland SRTS Team beyond the creation of the School Travel Plan (STP) and the implementation of the countermeasures

Issues

The issues covered in this section were identified through discussions with the Cleveland SRTS Team; Principal Survey responses; Parent Survey responses; Student Travel Tallies; Walk Audits; evaluation of online and written documents detailing City and School District plans, policies, procedures, and programs; and evaluation of data provided by the State of Ohio, Northeast Ohio Areawide Coordinating Agency (NOACA), City of Cleveland, and CMSD.

Countermeasures

A table of related countermeasures follows each issue discussion. The table includes infrastructure and non-infrastructure countermeasures to emphasize the multi-faceted approach necessary to address the identified issues.

The table includes references, where appropriate, to **Attachment 1**, which provides additional detail on common SRTS countermeasures. An Action Plan that indicates the general schedule and key stakeholders needed for implementing each countermeasure is in **Section 5.0: Prioritized Strategies**.

The column heading “Es Addressed” in the below tables indicates which of the 5 Es (Education, Enforcement, Encouragement, Engineering, and/or Evaluation) are supported by the proposed countermeasure.

Priority Corridors

Due to the geographic extent and number of schools covered, this STP focuses on location-specific issues and countermeasures along *Priority Corridors*. Priority Corridors are defined as routes where the majority of students are currently walking and biking, or could potentially walk and/or bike.

The Consultant Team identified Priority Corridors by analyzing the spatial relationship between school locations, student addresses, sidewalks, and pedestrian crossing locations in Geographic Information

Systems (GIS). The analysis was limited to a one-mile radius around each school. Decisive factors for this analysis included the presence of sidewalks and signalized locations for crossing streets functionally classified as collectors and/or arterials (i.e. streets that are designed for larger traffic volumes than standard residential streets). The Priority Corridors identified for the CMSD schools included in this STP are in **Attachment 2**, alongside countermeasures aimed at improving walking and bicycling conditions on the corridors.

The three sections below present issues and countermeasures that do not directly relate to the Priority Corridors, either because they are district-wide or because they relate to policies and programming.

Support for Safe Routes to School

This section covers issues and countermeasures related to the plans, policies, procedures, and involvement of constituencies whose support is needed to build the CMSD SRTS Program and improve conditions for CMSD students who engage in active transportation to school. The following pages address the various issues and countermeasures the Cleveland SRTS Team will spearhead with the support of the City of Cleveland, CMSD, students, and parents/caregivers. An active and engaged team, with members from a wide range of agencies and organizations, will work together to build the CMSD SRTS Program while implementing the prioritized countermeasures. This is detailed in **Section 5.0: Prioritized Strategies**.

City Support for Safe Routes to School

Many of the countermeasures recommended in this STP would have to be implemented directly by the City of Cleveland or with the City’s support and approval. Consequently, this STP’s success depends on support from the Office of the Mayor and Cleveland City Council; coordination with City departments, such as City Planning, Traffic Engineering, Building and Housing, Public Health, Community Relations, Public Safety, and others; and alignment with the plans, regulations, and programs that guide the inspection, maintenance, improvement, and regulation of neighborhood development and City-owned streets. In addition, continued participation from NOACA on the Cleveland SRTS Team will help move the STP into implementation.

Table 3 provides a list of countermeasures intended to facilitate City support for the CMSD SRTS Program and implementation of the countermeasures recommended in this STP.

Table 3: Countermeasures for City Support

Countermeasure	Es Addressed	Countermeasure Type
Seek formal adoption of the CMSD STP by Cleveland City Council.	All	School/city support
Continue the City’s participation on the Cleveland SRTS Team. Participation from the Mayor's Office, City Planning, Traffic Engineering, Building and Housing, Public Health, Community Relations, Public Safety, and others in support of the STP’s recommendations.	All	School/city support
Continue NOACA's participation on the Cleveland SRTS Team.	All	School/city support
Invite City leadership, including the Mayor, City Council Members, and Department Directors to participate in high-	All	School/city support

profile SRTS-sponsored activities, such as Walk and Bike to School Days.		
Look for opportunities to include CMSD STP infrastructure priorities into planned City roadway improvement projects and into existing and proposed City plans, programs, and policies.	Engineering, Education	School/city support
Identify areas with poor, broken, or missing street lighting with the City of Cleveland’s Cleveland Public Power. This will not only improve lighting in certain areas, but also potentially have a positive effect on higher crime locations.	All	School/city support
Work with Cleveland Police Department to obtain access to bicycles in property room to distribute to community-based programs for use or repair, if needed.	All	School/city support
Work with appropriate City departments – Building & Housing, Community Development and Planning – in partnership with the Western Reserve Land Conservancy to identify, prioritize, and address vacant houses and buildings along priority corridors in the Cleveland STP, and develop creative uses for vacant lots, such as walking school bus stops, remote drop off locations, etc.	All	School/city support, City policies
Work with the City’s Public Art Committee to establish a group to research, fund, and install active transportation-themed public art along priority corridors in the Cleveland STP.	Encouragement	City support, City policies
Host ODOT’s Adult Crossing Guard Training Program through the Safe Routes Academy for adult crossing guards.	All	School/city support
Work with City Planning, Traffic Engineering, and Engineering & Construction to develop a City policy to codify SRTS infrastructure best practices.	Engineering	City support
Work with the city, county, and NOACA to include SRTS infrastructure and non-infrastructure and active transportation best practices into current and future transportation plans.	All	City support, City policies

School District Support for Safe Routes to School

Support from the CMSD Administration and the Board of Education are critical to continuing and expanding the SRTS program. The Board of Education sets the vision, mission, goals, and priorities for the District. They also establish policies that directly or indirectly influence the environment for walking and bicycling to CMSD school buildings. Policies that could impact this STP’s implementation include policies regarding the following topics:

- Student transportation
- Student conduct
- School safety
- Wellness
- Parent involvement
- School building site selection
- School site design and maintenance

CMSD Administration implements the Board of Education’s visions, goals, and policies through a variety of procedures and practices.

The success of the CMSD SRTS Program depends on aligning policies, procedures, and practices at the district level to support safe walking and bicycling to and from school. CMSD Administration and the Board of Education have already taken several steps in this direction, including participation in *Walk and Bike to School Days*, *Adult Crossing Guards*, *Student Safety Patrols*, *Bicycle and Pedestrian Safety Presentations and Assemblies*, *Active Transportation Field Trips and Outings*, and *Installing bicycle racks* at all newly-constructed and renovated schools.

Table 4 provides a list of countermeasures intended to continue and deepen the District’s support for safe walking and bicycling to school.

Table 4: Countermeasures for School District Support

Countermeasure	Es Supported	Countermeasure Type
Continue providing regular updates to the CMSD Board of Education regarding the progress of SRTS initiatives.	All	School/city support
Obtain CMSD Administration’s approval of STP.	All	School/city support
Obtain CMSD Board of Education’s approval of STP.	All	School/city support
Request that members of the school board and administration participate in SRTS activities (e.g. Walk and Bike to School Days).	All	School/city support
Update the CMSD Wellness Policy to encourage walking and bicycling to school (active transportation) as a way for students to obtain regular physical activity and reduce motor vehicle traffic and air pollution near schools. Educate administrators, principals and staff about the policy change and implementation expectations. Provide resources and curriculum goals to help with implementation.	Encouragement	School/city support
Identify and task appropriate CMSD staff, crossing guards, and/or Cleveland SRTS Team members to distribute school walking and bicycling maps.	Encouragement	School/city support
Establish an SRTS presence online. CMSD will host the page. This includes: 1) creating a SRTS program webpage and making it easy to find from the district’s homepage; 2) adding the district-wide STP to the website as it is completed; 3) adding SRTS content and relevant pages on the website as appropriate. Link to and from City Planning’s and NOACA’s website.	Education, Encouragement	School/city support
Modify the CMSD Transportation Director’s job description to include responsibility for student pedestrian and bicyclist safety.	All	School/city support
Continue employing a full-time SRTS coordinator.	All	School/city support
Incorporate the Ohio Department of Transportation’s SRTS curriculum guides into CMSD teachers' professional development activities; determine how to integrate parts of the guides into school day and after-school instruction.	Education, Encouragement	Non-infrastructure

Countermeasure	Es Supported	Countermeasure Type
Annually review the District’s and participating schools’ policies to ensure they continue to encourage walking and bicycling to school overall, and specifically as it relates to school siting.	All	School/city support
Administer principal survey annually.	All	School support, Evaluation
Continue CMSD’s participation on the Cleveland SRTS team. Participation from Curriculum & Instruction, Safety & Security, and Family & Community Engagement are especially important.	All	School/city support

Local School Support for SRTS

For the purpose of this STP, *Local Schools* are defined as school buildings, including neighborhood schools and district-wide schools. Local School Administration has influence over the conditions for walking and bicycling in a variety of ways, including but not limited to:

- Policies and procedures related to walking and bicycling
- Policies and procedures related to school arrival and dismissal
- Communications with students and parents
- Classroom instruction
- Extracurricular activities
- School-sponsored events

A number of CMSD Local Schools have already taken action to support safe walking and bicycling to school through pedestrian and bicycle safety education; support for Walking School Buses; participation in Walk and Bike to School Days; Adult Crossing Guards; Student Safety Patrol; and installing bicycle racks at newly-constructed and renovated schools.

The countermeasures included in **Table 5** are meant to maintain support for the CMSD SRTS Program at schools already taking action, and to expand support to additional schools.

Table 5: Countermeasures for Local School Support

Countermeasure	Es Supported	Countermeasure Type
Continue cultivating Local School SRTS Champions , including parents and/or staff.	All	Non-infrastructure
Include a School SRTS Champion on the Cleveland SRTS Team.	All	Non-infrastructure
Establish a fund to pay for Local School SRTS materials , e.g., flyers, signage, whistles, vests, etc.	All	Non-infrastructure
Educate principals at schools that do not permit walking and bicycling about liability for walking and bicycling to school. Principals may be reluctant to encourage walking and bicycling to school due to concerns about liability.	All	Non-infrastructure
Encourage Local Schools to adopt policies supporting safe walking and bicycling to and from school and to inform parents of these policies. Provide principals and SRTS Champions with guidance regarding how to formulate and communicate these policies.	Education, Encouragement	School/city support

Countermeasure	Es Supported	Countermeasure Type
Cultivate formation of Local School SRTS committees. These could be part of existing SPOs at schools. Provide principals and SRTS Champions with guidance regarding who should be on the committee and how the committee should function.	All	Non-infrastructure
Educate principals regarding the academic benefits of physical activity.	Education	Non-infrastructure
Encourage school staff members to model active transportation behaviors.	Education, Encouragement	Non-infrastructure
Administer Student Travel Tallies annually.	Evaluation	Non-infrastructure
Create and distribute information on Cleveland SRTS to school administrators, School Parent Organization (SPO) leaders, neighborhood groups, and parent volunteer groups.	Education, Encouragement	Non-infrastructure
Recruit middle school and high school ambassadors, and even local University students and older adults who may be retired, to volunteer with walking and bicycling programs at Local Schools. The older students could earn community service hours for their participation.	Education, Encouragement	Non-infrastructure
Work with principals to create Active Transportation Field Trips, using bicycles or walking instead of buses for field trip transportation. Research working with Metroparks to bus students to a park for a walking/bicycling field trip.	Education, Encouragement	Non-infrastructure

Parent and Caregiver Support for SRTS

Parent and caregiver support is crucial for SRTS program success. Parents and caregivers decide how children get to and from school, model pedestrian and bicycle behaviors, and influence the travel environment near schools by following (or failing to follow) traffic laws and arrival/dismissal procedures. Parents and caregivers may understand the barriers to walking and bicycling to school better than school or District staff, and are often the ones who plan and implement SRTS activities.

The Cleveland SRTS Coordinator has given presentations to parents and caregivers at back-to-school events. The program has also encouraged parents and caregivers to participate in Walk and Bike to School Day events and to provide feedback regarding barriers to walking and biking through *The National Center for SRTS' Parent Survey*.

The CMSD SRTS Program recognizes the importance of enlisting parent and caregiver support and understanding their concerns. As outlined in **Section 2.0: Public Involvement**, the top issues parents identified in the Parent Survey affecting their decision to allow their child to walk to or from school were:

- Violence or crime (77%)
- Distance (63%)
- Weather or climate (58%)
- Safety of intersections and crossings (58%)
- Amount of traffic along route (47%)
- Speed of traffic along route (47%)

In the comment section of the Parent Survey, the top issues identified were: crime and safety concerns, with “scary” adults and unregistered sex offenders along routes to school mentioned specifically several times, as well as multiple mentions of concerns for girls’ safety specifically in light of the Gina DeJesus/Amanda Berry/Michelle Knight kidnappings; distance from school; age of students; issues with crossing guards; and distracted drivers on school grounds and near schools.

Table 6 includes countermeasures that will continue to build parent and caregiver support.

Table 6: Countermeasures for Building Parent and Caregiver Support

Countermeasure	Es Addressed	Countermeasure Type
Cleveland SRTS Team to provide guidance to Local Schools on how to involve parents in SRTS programming and communicate with parents regarding pedestrian and bicycle safety issues.	All	Non-infrastructure
Continue making presentations at back-to-school events, SPO meetings, and others. Encourage inclusion of parents and caregivers on Local School SRTS Committees.	Education	Non-infrastructure
Add an SPO and/or parent volunteer representative on the Cleveland SRTS Team.	All	Non-infrastructure
Send parents recorded voicemails from CMSD’s CEO. Messages can address SRTS activities, pedestrian/bicycle safety, pedestrian/bicycle policies, and other SRTS-related issues.	Education, Encouragement, Enforcement	Non-infrastructure
Conduct The National Center for Safe Routes to School’s Parent Survey annually.	Evaluation	Non-infrastructure
Create and distribute an informational flyer and/or email about the Cleveland SRTS Program and what parents can do to support it. Also distribute to school administrators, SPO leaders, neighborhood groups, SPOs, and other parent volunteer groups.	Education, Encouragement	Non-infrastructure
Continue to implement CMSD’s anti-bullying program, Not on Our Watch (NOW), through HumanWare’s social and emotional online learning curriculum in K-8 schools throughout the District. Documents like the <i>National Center for Safe Routes to School’s “Personal Security and Safe Routes to School”</i> can also help with guidance on this.	Education, Encouragement	Non-infrastructure

Student Safety and Comfort

This section covers issues and countermeasures related to the safety and comfort of CMSD students as they walk and bicycle to school. An Action Plan, which indicates the general schedule and key stakeholders needed for implementing each countermeasure, is in **Section 5.0: Prioritized Strategies**.

Pedestrian and Bicycle Safety Education

Young children may have difficulty judging the speed of cars, when it is safe to cross a street, where to position themselves on the sidewalk while waiting to cross, and how to walk along the road. Pedestrian and bicycle infrastructure (e.g. crosswalks and bike lanes) are most effective when everyone understands the rules of the road and utilizes facilities as they are intended. Pedestrian and bicycle infrastructure makes it easier to predict each others’ movements and make decisions that keep

everyone safe. Parents who are confident that their children have the skills needed to make smart decisions are more likely to encourage walking and biking to school.

Safe walking and biking behavior comes from repeated skill practice, rather than intuition. Pedestrian and bicycle safety skills can be introduced as early as kindergarten and developed throughout a child’s school career. Middle school and high school students, and even college students and older adults who may be retired, can serve as role models for younger students and help communicate pedestrian and bicycle safety messages.

The CMSD SRTS Program has initiated several programs that address pedestrian and bicycle safety education, as outlined in **Section 2.0: Public Involvement**. Twenty-four percent of principals surveyed responded that they were currently implementing pedestrian safety education at their school, and 11% said they were currently implementing bicycle safety education. Interest in pursuing pedestrian and bicycle education in the future was higher, with 76% of principals indicating they would like to implement pedestrian safety education in the future, and 89% of survey responses saying they would like to implement bicycle safety education in the future.

The countermeasures recommended in **Table 7** are aimed at continuing and expanding pedestrian and bicycle safety education efforts throughout the District.

Table 7: Countermeasures for Pedestrian and Bicycle Safety Education

Countermeasure	Es Addressed	Countermeasure Type
Implement ODOT’s “Every Move You Make, Keep It Safe” Campaign to educate students (and parents) about the proper ways to walk and bicycle to school, as well as the benefits of doing so.	Education, Encouragement	Non-infrastructure
Add pedestrian safety into the CMSD PE curriculum, expanding 2nd grade bike-ped safety program pilot.	Education, Encouragement	Non-infrastructure
Determine how to integrate SRTS Curriculum Guides into school day and after-school programming.	Education, Encouragement	Non-infrastructure
Begin to provide <i>Operation Lifesaver Railroad Safety</i> education in classrooms and to parents at targeted schools.	Education, Encouragement	Non-infrastructure
Add <i>Operation Lifesaver</i> resource materials and links to the SRTS portion of the CMSD website.	Education, Encouragement	Non-infrastructure
Host <i>Fix-it Events</i> at schools, where students can bring their bikes to school and have them checked for safety and for minor repairs with a local bike non-profit and/or co-op.	Education, Encouragement	Non-infrastructure
Establish a monthly walk and bicycle to school day, building on <i>Fathers’ Walks</i>, likely in August-November and March-May, weather permitting. Consider incorporating competitions between schools in the same area or district-wide.	Education, Encouragement	Non-infrastructure
Add a <i>Cleveland Safe Routes to School</i> link to CMSD home page, City of Cleveland’s City Planning website, and NOACA’s website.	Education, Encouragement	Non-infrastructure
Work with CMSD and Cleveland Police Department to analyze locations of crossing guards at key student crossing locations to determine if relocations or additional guards are needed.	Education, Encouragement	Non-infrastructure

Countermeasure	Es Addressed	Countermeasure Type
Add a bike rodeo, bike safety, and helmet fitting techniques to the CMSD PE curriculum , including for students with disabilities.	Education, Encouragement	Non-infrastructure
Identify 2 school(s) to pilot <i>Girls in Gear</i>, a girl-specific youth empowerment program for grades 6-8. First priority should be Health Impact Assessment (HIA) Focus Schools. Host a Girls in Gear training for local volunteers and staff through ODOT’s Safe Routes Academy.	Education, Encouragement	Non-infrastructure
Train administrators, parents, volunteers, and educators on how to start a Walking School Bus Program at their school by customizing MORPC’s or Toledo’s Walking School Bus Tool Kit.	Education, Encouragement	Non-infrastructure
Educate principals regarding the academic benefits of physical activity.	Education, Encouragement	Non-infrastructure
Develop and implement a pilot 6-8 grade mentoring program where older students walk and bicycle to school with younger students and teach basic bike safety.	Education, Encouragement	Non-infrastructure
Develop and implement a pilot <i>Neighborhood Field Guide</i> mapping program where students draw on maps of their neighborhood to illustrate issues and recommend improvements. Research using Mappler or a similar app as a pilot.	Education, Encouragement	Non-infrastructure
Create and distribute a video about the health benefits of walking and bicycling to school (video should include both health benefits and threats to health).	Education, Encouragement	Non-infrastructure

On-Campus Pedestrian and Bicycle Accommodations

The school campus is the final destination for all trips to school and the starting point for all trips from school. Consequently, the presence or absence of appropriate on-campus pedestrian and bicycle accommodations can have a significant impact on the safety and comfort of student walkers and bikers, which can also influence the number of students who walk and bicycle.

Common issues associated with pedestrian and bicycle accommodations on school campuses include:

- The campus sidewalk/path system does not provide convenient, comfortable, and/or accessible connections to off-campus sidewalks and paths.
- Marked crosswalks are not provided at locations where the campus sidewalk/path system intersects school driveways and parking lots.
- Bicycle racks are not provided, or existing bicycle racks are difficult to use, in poor repair, not in a secure location, and/or not protected from rain and snow.
- Driveways and curb radii are wider than necessary to accommodate cars and buses, increasing pedestrian crossing distances and exposure to traffic.

The countermeasures recommended in

Table 8 are aimed at ensuring appropriate pedestrian and bicycle accommodation on CMSD campuses.

Table 8: Countermeasures for Pedestrian and Bicycle Accommodation

Countermeasure	Es Addressed	Countermeasure Type
Provide bicycle racks at all schools, as needed, that are easy to use, in good repair, in a secure location and, if possible, protected from rain and snow.	Engineering	Infrastructure
Provide pedestrian pathways between school entrances, sidewalks, and pathways adjacent to school properties.	Engineering	Infrastructure
Provide crossing facilities at locations where pedestrian pathways intersect school driveways and parking lots.	Engineering	Infrastructure

Driver Awareness of School Zones

The school zone is generally referred to as the roadway(s) adjacent to the school within a one- to two-block radius. Drivers from outside of the local community may be unaware when they are driving through a school zone and may not exercise appropriate caution, including moderating speed and looking out for student pedestrians and bicyclists. School zone signs and markings help increase awareness of the school zone and communicate the need for special care and attention.

The Ohio Revised Code establishes a 20-mile per hour speed limit for school zones during school arrival and dismissal. The Ohio Manual of Uniform Traffic Control Devices (OMUTCD) establishes standards and guidelines for school zone signs and markings.

The countermeasures recommended in **Table 9** are aimed at increasing awareness of the school zone.

Table 9: Countermeasures to Increase School Zone Awareness

Countermeasure	Es Addressed	Countermeasure Type
Add school zone signage and markings as needed.	Engineering	Infrastructure
Install flashing school zone beacons and speed feedback signs as needed. Explore installing school zone beacons that are automatically activated at the appropriate times, rather than requiring keyed activation by crossing guards.	Engineering	Infrastructure
Update existing school zone signage and markings to meet new Ohio MUTCD standards.	Engineering	Infrastructure
Provide parents with information regarding driver and pedestrian safety within the school zone.	Education	Non-Infrastructure
Install community signage promoting SRTS. Collaborate with property owners in school zones or along priority corridors to install yard signs warning drivers to moderate their speed and look out for student pedestrians and bicyclists. The signs might incorporate a CMSD SRTS Program logo or be designed by students.	Education	Non-Infrastructure

Countermeasure	Es Addressed	Countermeasure Type
Distribute school walking and bicycling maps to all students at the beginning of each school year. This will not only allow parents to know the best routes for their children to take, it will also make them aware of where other students may be walking and bicycling.	Education, Encouragement	Non-infrastructure

Driver Behaviors

Today’s drivers are often eating, using phones or other devices, and operating various buttons in their vehicles, all while traveling at speeds sometimes higher than the posted speed limits. They may be distracted, which puts pedestrians and other motorists at risk. A driver typically needs nearly 200 feet to stop a vehicle moving at just 30 MPH. Driving distracted significantly reduces the driver’s reaction time, which is particularly critical if drivers are traveling at high speeds.

Traffic speeds along routes to school are a major concern for CMSD parents and students. Forty-seven percent of parents who responded to the Parent Survey and whose children currently do not walk or bicycle to school reported that the “speed of traffic” affected their decision. In addition, 41% of principals ranked “concerns about traffic safety” along key student walking and bicycling routes as the top barrier preventing students from walking and bicycling to and from their school.

The odds of a pedestrian dying in a collision with a motor vehicle increase dramatically with vehicular speeds. For example, a pedestrian hit by a vehicle traveling at 20 MPH has 95% chance of survival, while a pedestrian hit by a vehicle traveling 40 MPH has only a 15% chance of survival.

The countermeasures recommended in **Table 10** are aimed at encouraging and enforcing safe driver behaviors near CMSD schools.

Table 10: Countermeasures to Encourage and Enforcing Safe Driver Behaviors

Countermeasure	Es Addressed	Countermeasure Type
Implement traffic calming measures (curb bump-outs, speed humps, road diets, etc.) at problem locations, where feasible.	Engineering	Infrastructure
Research any current speed study results and conduct speed studies at locations where speeding is suspected or identified as a concern.	Enforcement	Non-infrastructure
Install speed feedback signs at problem locations.	Enforcement, Engineering	Non-infrastructure
Encourage CMSD parents and high school students to sign a pledge that they will avoid distracted driving, drive at a safe speed, and abide by traffic laws, especially during school arrival and dismissal times.	Education	Non-infrastructure
Establish a district-wide speed reduction and/or “No Phone Zone” campaign.	Education, Enforcement	Non-infrastructure

Countermeasure	Es Addressed	Countermeasure Type
Help schools start a <i>Neighborhood Pace Car Pledge Program</i> – a driver safety and awareness program that improves traffic safety around schools and in neighborhoods by encouraging parents and members of the community to obey the speed limit and drive safely around pedestrians and bicyclists. Parents who sign a pledge receive a car decal or magnet.	Education, Enforcement	Non-Infrastructure

Volume of Vehicular Traffic along Student Walking and Biking Routes

The volume of traffic along student walking and biking routes is a significant concern for parents of CMSD students. Forty-seven percent of parents who responded to the Parent Survey, and whose children currently do not walk or bicycle to school, reported that the “amount of traffic” affected their decision. Forty-one percent of principals ranked “concerns about traffic safety” along key student walking and bicycling routes as the top barrier preventing students from walking and bicycling to and from their school.

Traffic volumes along walking and biking routes present several challenges for student pedestrians and bicyclists. High traffic volumes make it difficult for students to cross the street, even with pedestrian signals and other crossing assistance devices. This can be worrisome for parents of elementary-aged children, knowing that the students are still learning how to judge the speed of cars and how to cross within the sight of cars. High-traffic volumes also contribute to the perception of the street as a place dominated by automobiles that is unsafe for pedestrians and bicyclists.

Studies by the Safe Routes to School National Partnership show that 10 to 14% of morning traffic is school-related. One of the best ways to reduce traffic congestion may be to encourage families traveling to and from school to substitute car trips with walking and biking trips. This can initiate a virtuous cycle, whereby more students walking and biking to school results in lower traffic volumes along school walking and biking routes, which further increases the attractiveness of walking and biking. Other strategies for reducing traffic volumes along student walking and biking routes include encouraging carpools, remote drop-off locations, or bus hubs where students are dropped off at locations within walking distances of the school. These strategies have the benefit of dispersing traffic around the school rather than concentrating it immediately around the campus. This may also reduce transportation costs for the District.

The countermeasures recommended in **Table 11** are aimed at reducing traffic volumes along student walking and biking routes.

Table 11: Countermeasures to Reduce Traffic

Countermeasure	Es Addressed	Countermeasure Type
Continue at least one district-wide education/encouragement event every quarter.	Education, Encouragement	Non-infrastructure
Establish a monthly Walk and Bike to School Day, such as Walking or Biking Wednesdays. Identify possible remote drop-off and pick- up locations at pilot schools.	Education, Encouragement	Non-infrastructure

Countermeasure	Es Addressed	Countermeasure Type
Work with the CMSD Transportation Department to enable school bus drivers to drop-off/pick-up students at remote locations on designated Walk and Bike to School Days.	Encouragement	Non-infrastructure
Encourage and facilitate carpooling, using MORPC’s School Pool program as a resource.	Encouragement	Non-infrastructure
Work with the CMSD Transportation Department to establish remote drop-off/pick-up locations and/or bus hubs.	Encouragement	Non-infrastructure
Establish a CMSD-Sponsored Mileage Club or Contest that includes pedometers for students to track their mileage.	Encouragement	Non-infrastructure

Student Safety and Comfort at Intersections and Crossings

Throughout the City of Cleveland, many of the primary and secondary roadways have been designed with motorists in mind. In fact, the primary consideration is generally the efficient movement of motorists that in most instances warrants wider roadways with multiple lanes and limited pedestrian crossing cycles at signalized intersections. Several of these roadways were designed to accommodate higher volumes of traffic than the roadway currently experiences. Because of the size of the roadway compared to the volume of traffic, vehicles tend to travel at higher speeds than what are posted, which can impact the safety of the crossing for all pedestrians. Additionally, the wider the streets are, the more difficult it is for children to safely cross. This is especially true for young pedestrians, who cross at a slower pace than adults and do not have the same awareness of traffic.

Vehicular traffic is only part of the issue. Students are generally driven to their destinations (school, errands, entertainment, etc.) and do not take many walking trips with their families. As a result, they have fewer opportunities to practice safe crossing skills at intersections and crossings with adult supervision. Creating a consistent, structured traffic safety curriculum is a key countermeasure recommended in this STP.

Safety at intersections and crossings is a key concern for CMSD parents. Fifty-eight percent of CMSD parents who responded to the Parent Survey and whose children currently do not walk or bicycle to school reported that the “safety at intersections and crossings” affected their decision.

Safety at intersections and crossings was also a primary consideration in the development of Priority Corridors for CMSD. The design and simplicity of the crossing is considered important for children’s safe passage. The development of safe and accessible crossings for children is guided by several key principles, including: the need to establish or identify good crossing locations; reduce crossing distances; provide crossings that are direct so children with visual impairments can easily navigate them; use appropriate traffic controls, such as marked crosswalks, traffic signals, and warning signs or flashers; and slow motor vehicle speeds.

The countermeasures recommended in **Table 12** are aimed at creating safer and more accessible crossings.

Table 12: Countermeasures to Improve Crossings

Countermeasure	Es Addressed	Countermeasure Type
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Countermeasure	Es Addressed	Countermeasure Type
Work with CMSD and the Cleveland Police Department, and other City departments as needed, to analyze locations of crossing guards at key student crossing locations to determine if relocations or additional guards are needed.	Enforcement	Non-infrastructure
Implement traffic calming measures at key student crossing locations to reduce motor vehicle speeds and encourage yielding.	Engineering	Infrastructure
Reduce pedestrian crossing distances where appropriate.	Engineering	Infrastructure
Mark and sign crosswalks at key student crossing locations. Some locations may require pedestrian activated flashing beacons or pedestrian hybrid beacons.	Engineering	Infrastructure
Install pedestrian countdown signals to provide pedestrians with a better understanding of the time remaining for crossing, where appropriate.	Engineering	Infrastructure
Clear vegetation as necessary to clear walking path, visibility of crosswalks, and visibility of signs.	Engineering	Infrastructure

Student Safety and Comfort along the School Route

A lack of safe, convenient and accessible routes is an issue for many CMSD students that live within a one-mile radius of their school, as CMSD does not typically provide busing to those students. If parents cannot identify a safe and convenient route for their child to use, often they will choose to drive them instead. This increases traffic congestion around schools and deprives students of the benefits of walking and biking to school.

Although there are sidewalks along most streets in Cleveland, locations where sidewalks are missing, inaccessible, or in poor repair can be a significant barrier for student walkers and bikers. Approximately 18% of parents who responded to the Parent Survey, and whose children currently do not walk or bicycle to school, reported that “sidewalks and pathways” affected their decision. In addition, 29% of principals ranked “infrastructure changes” as one of the top five barriers at their school to walking and bicycling to and from their school.

The availability of bicycle facilities, such as bicycle lanes and multi-use paths, on the route to school can be an important consideration when accommodating students who ride bikes to school.

One issue that is often overlooked for student routes to school is lighting. For several months of the year, students are leaving their homes before the sun rises. Some students leave after-school activities after the sun sets. Visibility is a key safety issue. Therefore, lack of pedestrian-scale lighting can be a deterrent for many families to allow their children to walk or bike to school. The absence of lighting can also make a route seem uninviting and insecure. Even when lighting is provided, it is important to teach students how to safely walk and bike during dark hours. This includes wearing bright and reflective clothing, carrying flashlights, and being extra cautious when crossing the street. Providing pedestrian-

scale lighting and teaching students how to safely travel during dark and dusk hours will make the routes safer for all users.

There are additional benefits to improving walking and biking routes to school. When schools are located in neighborhoods, often the streets that students take to school are the streets that others take to get to work, run errands, or visit friends. All community members will benefit from new or improved sidewalks, multi-use paths, bike lanes, and street lighting. These facilities create safe places for everyone to walk and bike, and they also remind drivers that pedestrians and bicyclists are likely to be present and deserve a place in the transportation network.

The countermeasures recommended in **Table 13** are aimed at creating safe, convenient and accessible routes to school.

Table 13: Countermeasures to Improve Routes to School

Work with the City of Cleveland’s Department of Traffic Engineering and the Mayor’s Streetscape and Infrastructure Committee to investigate locations along school walking routes where sidewalks are in poor condition.	Engineering	City, School District Support
Support the implementation of local plans that enhance walking and bicycling infrastructure for students, especially around school buildings, including the Cleveland Bikeway Master Plan, NOACA’s Transportation for Livable Communities Initiative plans (including the Red Line Greenway and Eastside Greenway), Connecting Cleveland 2020 Citywide plan, and the 5 Year Capital Improvement Plan, among others.	Engineering	City, School District Support
Identify areas with poor, broken, or missing street lighting with City of Cleveland’s Cleveland Public Power. This will not only improve lighting in certain areas, but also potentially have a positive effect on higher crime locations.	All	City, School District Support, City, School District Policies
Establish a Walking School Bus Program. Schedule and promote ODOT’s Walking School Bus training through the Safe Routes Academy. See Appendix C for a list of schools that have indicated an interest in walking school buses.	Encouragement, Education	Non-infrastructure
Establish a Bike Train Program. Train parents and educators about starting Bike Trains at their schools. Use International Bike to School Day events to develop and implement bike trains at schools.	Encouragement, Education	Non-infrastructure
Continue encouraging school SRTS Champions to attend ODOT-sponsored Walking School Bus Trainings.	Education	Non-infrastructure
Identify and partner with local high schools to create a WSB pilot – middle or high school students participate in walking school buses for community service hours. Other possible WSB “drivers” include CPD’s Explorers program participants, older adults who may be retired, and/or local University students.	Education, Encouragement	Non-infrastructure
Educate administrators and families on how a Walking School Bus Program can alleviate concerns through School Parent Organizations (SPOs), principal meetings, school events, and other forums.	Encouragement, Education	Non-infrastructure
Teach parents to talk to their children about personal safety using a child abuse prevention program. Research an evidence-based program to use; consider <i>Darkness to Light’s Stewards of Children</i> program or the Summit County (OH) Prosecutor’s Office Women & Girls Personal Safety program.	Encouragement, Education	Non-infrastructure
Collaborate with local public and commercial television stations, local radio stations, and high school students to create PSAs regarding the importance of keeping walkways and driveways clear of ice and snow.	Encouragement, Education	Non-infrastructure

Create a sidewalk brigade program for MS and HS students to clear routes to school and earn community service hours. Adding a box on the 211 Call Center Services Needed Sheet and the Departments of Building and Housing and Aging can help with identifying locations.	Encouragement, Education	Non-infrastructure
Plan and implement International Walk and Bike to School Day events.	Encouragement, Education	Non-infrastructure
Add Walk and Bike to School Day resources and links to the SRTS portion of the CMSD website.	Encouragement, Education	Non-infrastructure
Partner with Western Reserve Land Conservancy to engage neighborhoods to prioritize and advocate for safe and attractive green spaces on vacant lots along and near priority corridors. This could include site selection, green interventions design, project implementation, and maintenance.	Encouragement, Education	Non-infrastructure

Arrival and Dismissal Procedures

Finding the best process for morning arrival and afternoon dismissal is a challenge. Ideally, the processes are safe, orderly, efficient, and convenient for everyone. Sometimes, these processes result in traffic congestion caused by family vehicles waiting to pick-up or drop-off students. If the campus and school zone appear crowded and chaotic, parents are less likely to encourage students to walk or bike to school. Conversely, the less crowded and chaotic the campus and school zone appear during arrival and dismissal times, the more likely parents are to encourage walking and bicycling.

Arrival and dismissal procedures should address how student pedestrians and bicyclists safely maneuver through the mix of school buses and family vehicles on the school campus. Differences in the design of school campuses are the most difficult challenge for establishing safe and effective arrival and dismissal procedures. For some schools, the problem might stem from a lack of queuing space on campus. At others, the main issue might be timing how students access and exit the campus by travel mode. The CMSD SRTS Program appreciates that there is not a one-size-fits-all solution for arrival and dismissal; however, there are issues that schools likely have in common, such as traffic congestion.

The countermeasures recommended in **Table 14** are aimed at improving arrival and dismissal processes to address these common issues.

Table 14: Countermeasures to Improve Arrival and Dismissal Processes

Countermeasure	Es Addressed	Countermeasure Type
Utilize AAA’s Student Safety Patrol Program to help facilitate arrival and dismissal processes on school grounds.	Education, Enforcement	Non-Infrastructure
Develop and distribute an arrival and dismissal best practices document, for school staff and administrators. Among other things, this document should suggest district-wide policies, such as dismissing walkers and bikers earlier than bus and car riders to avoid conflicts between walkers and bicyclists and motor vehicle traffic and to provide added encouragement for walking and bicycling. It could be shared with parents.	Education	Non-infrastructure

Countermeasure	Es Addressed	Countermeasure Type
Provide direct assistance on arrival and dismissal procedures to schools that request it.	Education	Non-infrastructure
Conduct individual arrival and dismissal audits at schools with known issues. This will help identify the issues that need to be addressed at each school and come up with individualized solutions.	Education, Encouragement	Non-infrastructure

Adult Supervision

Parents generally appreciate the benefits of walking and biking to school. They recognize that walking and biking are healthy activities that children enjoy. While many parents would consider allowing their children to walk or bike to school, a key barrier may be the lack of adult supervision.

Eighteen percent of parents who responded to the Parent Survey, and whose children currently do not walk or bicycle to school, reported that “adults to walk and bike with” affected their decision to not let their child bike or walk to school.

The CMSD SRTS Program understands that while many parents cannot commit to walking or biking with their children to and from school every day, they may be able to take a morning or afternoon trip once a week. Therefore, if students could walk or bike in groups with a rotating adult leader, more students could have the opportunity to walk or bike to school more often.

The countermeasures recommended in **Table 15** are aimed at initiating and organizing adult-led walking and biking groups. Adult leaders can include parents, grandparents, or even university or high school students working on community service projects.

Table 15: Countermeasures to Improve Adult-Led Walking and Biking

Countermeasure	Es Addressed	Countermeasure Type
Establish Walking School Bus Program. Use Walking School Bus kit to train administrators, parents, volunteers and educators. (Toledo SRTS and MORPC have WSB toolkits)	Education, Encouragement	Non-infrastructure
Work with ODOT to schedule a Walking School Bus Training in Cleveland through the Safe Routes Academy.	Education, Encouragement	Non-infrastructure
Encourage school SRTS champions to attend ODOT-sponsored Walking School Bus Trainings.	Education	Non-infrastructure
Partner with local high schools to participate in Walking School Bus Programs as a community service project.	Education, Encouragement	Non-infrastructure
Start a “Corner Captain” program district-wide, using the Slavic Village program as a pilot. Corner Captains are adults who volunteer to provide an extra set of eyes along common school routes, making the environment around schools safer for students.	Education, Encouragement	Non-infrastructure
Increase the law enforcement presence around all school sites before and after school.	Encouragement, Enforcement	Non-infrastructure
Educate parents and caregivers about benefits of walking and bicycling (active transportation), including academic, health, and traffic safety.	Education, Encouragement	Non-infrastructure

Personal Security

Personal security concerns can be a critical barrier for students who want to walk or bike to school. Children deserve to feel safe on their routes to and from school. When implementing a SRTS program, it is important to address actual *and* perceived safety issues. If parents believe that a school route poses a threat to personal security, it is unlikely that they will allow their child to walk or bike to and from school.

Personal security is the top concern for CMSD parents who are considering whether to allow their children to walk and bike to and from school. Seventy-seven percent of parents who responded to the Parent Survey and whose children currently do not walk or bicycle to and from school reported that “violence” affected their decision. In addition, 43% of principals ranked “concern about violence or crime” as the top barrier at their school to walking and bicycling to and from their school.

Issues related to personal security cover a wide range of topics that affect the environment inside the school, as well as along the school routes. These issues can include bullying, violent crime, abduction, human trafficking, and gang activity.

At a policy level, CMSD addresses the issue of personal security while walking and bicycling to and from school through its district-wide Student Code of Conduct. In the Code, Level 2 offenses include, “Verbally or physically threatening to injure or harm another person or intimidating another person by creating fear for personal safety.” Violations can include up to a five-day suspension and, depending on the age of the student, expulsion.

The countermeasures recommended in **Table 16** are aimed at alleviating parents’ concerns and improving personal security for CMSD students as they walk or bike to and from school.

Table 16: Countermeasures for Improving Personal Security

Countermeasure	Es Addressed	Countermeasure Type
Partner with law enforcement and District safety and security staff on targeted security efforts.	Enforcement	Non-infrastructure
Teach parents to talk to their children about personal safety using a child abuse prevention program. Consider <i>Darkness to Light’s Stewards of Children</i> program or the Summit County (OH) Prosecutor’s Office Women & Girls Personal Safety program.	Education, Encouragement	Non-infrastructure
Educate administrators and families on how a Walking School Bus Program can alleviate safety concerns through School Parent Organizations (SPOs), principal meetings, school events, and other forums.	Education, Encouragement	Non-infrastructure
Work with local Block Watch groups and block clubs.	Encouragement	Non-infrastructure
Work with Cleveland Public Power to identify areas with poor, broken, or missing street lighting. This will not only improve lighting in certain areas, but also potentially have a positive effect on higher crime locations.	Engineering, Enforcement	City, School District Support

SRTS Program Sustainability

This section covers issues and countermeasures associated with sustaining the Cleveland SRTS Team and implementing the recommendations in this STP. Sustainable SRTS programs are more likely to attain the desired goals and objectives. The infrastructure and non-infrastructure countermeasures identified in this STP may take several years to implement. Education, Encouragement, Enforcement, and Evaluation strategies must often be implemented simultaneously and continuously in order to be effective. It may take some time for key messages to resonate within school and community populations that are in a constant state of flux. This is why creating a sustainable structure for an SRTS program is so important. Countermeasures for creating a sustainable SRTS program are included in

Table 17.

Table 17: Countermeasures for a Sustainable SRTS Program

Countermeasure	Es Addressed	Countermeasure Type
Continue employing a full-time SRTS Coordinator.	All	City, School District Support
Recruit new Cleveland SRTS Team members. Include Local School SRTS Champions and parent/SPO representatives.	All	Non-infrastructure
Establish a calendar. Create an annual calendar of SRTS activities for the District. Determine where and how frequently the Cleveland SRTS Team will meet. Include a timeline for evaluations, which should occur at least annually.	All	Non-infrastructure
Identify a person or people to coordinate implementation of high-priority countermeasures in Table 18, in Section 5: Prioritized Strategies. Identifying a lead coordinator is important to building and maintaining momentum for implementation. The lead coordinator initiates coordination efforts and maintains momentum through planning and implementation by assembling a coordination team, scheduling meetings, and ensuring that necessary tasks get done.	All	Non-infrastructure
Monitor and evaluate. Establish measurable goals and conduct regular reviews to determine the progress toward meeting them.	Evaluation	Non-infrastructure
Build staffing capacity to assist in CMSD SRTS Program implementation at the Local School level, initially to lead Walking School Buses and Bike Trains.	All	Non-infrastructure
Identify potential funding sources for high-priority projects and programs.	All	Non-infrastructure
Secure a summer intern to assist in project design and implementation.	All	Non-infrastructure

Countermeasure	Es Addressed	Countermeasure Type
Identify stakeholders and keep them informed about CMSD SRTS Program implementation. Stakeholders are people who should be consulted when planning and implementing a SRTS program, but may not necessarily contribute in an active way. Potential stakeholders include residents and business owners with properties adjacent to proposed improvements, as well as elected and appointed officials.	All	Non-infrastructure
Purchase special event materials, such as a tabletop exhibit, pop-up banner, or booth.	All	Non-infrastructure
Present the STP to local active transportation advocacy groups, seek to engage them in plan implementation, and partner with them on program funding.	All	Non-infrastructure
Conduct pre- and post-program surveys to measure effectiveness of various programs.	Evaluation	Non-infrastructure
Conduct peer-to-peer student surveys to measure effectiveness of various programs.	Evaluation	Non-infrastructure

5.0: PRIORITIZED STRATEGIES

This section includes an Action Plan for implementing the countermeasures recommended in **4.0: Issues and Countermeasures**. The recommended countermeasures are for planning purposes only and may require further analysis, design, and public input prior to implementation. The Action Plan brings together key information for the implementation of each countermeasure, including:

- A brief description of the countermeasure
- The priority of the countermeasure
- The expected timeframe for implementation of the countermeasure
- The estimated cost of the countermeasure and potential sources of funding for implementation (non-infrastructure and infrastructure countermeasures only)
- The schools affected (non-infrastructure and infrastructure countermeasures only)
- The Cleveland SRTS Team member(s) or committee responsible for overseeing countermeasure implementation
- Potential partners (non-infrastructure countermeasures only)
- The existing status of the countermeasure, including *pending implementation, currently being implemented, or implementation is complete*

The Action Plan is divided into three Tables: **Table 18: Countermeasures Addressing School and City Policies; Table 19: Non-Infrastructure Countermeasures; and Table 20: Infrastructure Countermeasures**. It should be noted that the Cleveland Safe Routes to School (SRTS) Team will update the details of these Tables as appropriate to reflect changes in countermeasure status; Cleveland SRTS Team priorities; and available human, financial, and material resources.

Notes on Prioritization, Timeframes and Estimated Costs

A key purpose of the Action Plan is to communicate information about the priority and timeframe (or sequencing) of each countermeasure. The following chapters provide information on how priorities and timeframes were assigned.

Notes on Prioritization

The Action Plan distinguishes “high” priority countermeasures from other countermeasures. The Cleveland SRTS Team prioritized the recommended school/city policy countermeasures and non-infrastructure countermeasures based on the following criteria:

- Feasibility and estimated costs
- Alignment with the Cleveland SRTS Team vision and goals for this STP

The Cleveland SRTS Team prioritized recommended infrastructure countermeasures with a prioritization matrix that included the following factors:

- *Pedestrian and bicycle potential* (including proximity to a priority corridor and proximity to K-8 schools)
- *Pedestrian and bicycle deficiency* (including sidewalks, high-speed/high-volume roads and crashes involving pedestrians or bicyclists)
- *Support* (including Local School participation in SRTS-related activities such as International Walk to School Day, bicycle and pedestrian safety education, and priorities identified by the Cleveland SRTS Team and Principal Survey results)
- *Feasibility* (including estimated project cost and whether right-of-way would be required)
- *School demographics* (including percent of students classified as economically disadvantaged or as having disabilities)

The matrix used to calculate infrastructure priorities is included as **Appendix H**. The matrix shows the definition, scoring, and weight assigned to each criterion used in the prioritization.

Notes on Timeframe

The Cleveland SRTS Team assigned timeframes to school/city policy and non-infrastructure countermeasures. These timeframes were based on the committee’s judgment regarding the best way to sequence the countermeasures.

The Cleveland SRTS Team assigned estimated timeframes to each infrastructure countermeasure. The estimated timeframe represents an estimate of the amount of time that would likely be required to implement the recommended countermeasure once the project is approved and funding is secured. Actual timeframes may vary depending on a variety of factors, including: site characteristics, right-of-way acquisition, environmental regulations, lead agency, and the design and construction process.

Notes on Estimated Cost

The following estimated costs were assigned to each recommended countermeasure:

- *Low cost* = \$20,000 or lower
- *Medium cost* = between \$20,000 and \$150,000
- *High cost* = \$150,000 or higher

These ranges are based on those in Ohio Department of Transportation’s (ODOT) existing STP guidelines. The estimated cost represents an estimate of the design and implementation cost for each recommended countermeasure. The actual cost may vary depending on a variety of factors, including site characteristics, right-of-way acquisition, and the design and construction process.

The infrastructure countermeasures for the Cleveland Metropolitan School District (CMSD) District-wide travel plan were developed from: consultant field visits, Cleveland SRTS Team field visits, Cleveland SRTS Team analysis and discussion, prior documents and studies completed for the City of Cleveland, and analysis in Geographic Information Systems (GIS). The countermeasures include the following types of recommendations: intersection analysis, adding lighting, adding sidewalks, adding bike facilities, striping

crosswalks, adding curb extensions, adding signage, enhancing crossings, and roadway analysis/potential road diets. It is important to note that the countermeasures are considered “planning level” and will require further analysis to confirm that Ohio Manual of Uniform Traffic Control Devices (OMUTCD), as well as city criteria, policies, and/or procedures, are met.

Table 18: Countermeasures Addressing School and City Policies

Countermeasure	Issues Addressed	Es Supported	Priority	Timeframe	Responsible Party	Countermeasure Lead(s)	Status
City Support							
Seek formal adoption of the CMSD STP by City Council.	City support for STP	All	High	1 year	Planning Team	Calley Mersmann, Director Collier	Planned
Continue the City's participation on the Cleveland SRTS Team. Participation from the Mayor's Office, City Planning, Traffic Engineering, Building & Housing, Public Safety, Community Relations, and Public Health Departments are especially important.	City support for STP	All	High	1 year	Planning Team	Calley Mersmann, Director Collier	Ongoing
Continue NOACA's participation on the Cleveland SRTS Planning Team.	City support for STP	All	High	1 year	Planning Team	Calley Mersmann, Ryan Noles	Ongoing
Invite city leadership, including the Mayor, City Council Members, and department directors, to participate in high-profile SRTS-sponsored activities, such as Walk and Bike to School Days.	City support for STP	All	High	1 year	Planning Team	Calley Mersmann, Director Collier	Ongoing
Look for opportunities to include CMSD STP infrastructure priorities into planned City roadway improvement projects and into existing and proposed City plans, programs and policies.	City support for STP	Engineering	High	1 year	Planning Team	Calley Mersmann, Director Collier, Commissioner Mavec, others	Ongoing
Work with the City and Cleveland Public Power to identify areas with poor, broken, or missing street lighting . This will not only improve lighting in certain areas, but also potentially have a positive effect on higher crime locations.	City support for STP	Enforcement	High	1 year	Planning Team	Calley Mersmann, Jim Ferguson	Planned
Work with Cleveland Police Department to obtain access to bicycles in property room to repair (if needed) and distribute to students needing bicycles.	City support for STP	Encouragement	High	1-2 years	Planning Team	Calley Mersmann	Not yet implemented
Work with the City of Cleveland's Department of Traffic Engineering and the Mayor's Streetscape and Infrastructure Committee to investigate locations along school walking routes where sidewalks are in poor condition.	City support for STP	Engineering	High	1-3 years	Planning Team	Calley Mersmann, Director Collier, Commissioner Mavec, others	Not yet implemented
Work with City Planning and Traffic & Engineering to develop a City policy to codify SRTS infrastructure best practices.	City support for STP	Engineering	Medium	1-3 years	Planning Team	Calley Mersmann, Director Collier, Commissioner Mavec, others	Not yet implemented
Work with appropriate City departments – Building & Housing, Community Development, and Planning – in partnership with the Western Reserve Land Conservancy to identify, prioritize and address vacant houses and buildings along priority corridors in the Cleveland STP and to develop creative uses for vacant lots, such as walking school bus stops, remote drop off locations, etc.	City support for STP	All	High	1-2 years	Planning Team	Calley Mersmann, Director Collier, Karen Lopez	Not yet implemented
Work with the City's Public Art Committee to establish a group to research, fund and install active transportation-themed public art along priority corridors in the Cleveland STP.	City support for STP	All	High	1-3 years	Planning Team	Calley Mersmann, Director Collier	Not yet implemented
Work with the city, county, and NOACA to include SRTS infrastructure and non-infrastructure and active transportation best practices into current and future transportation plans.	City support for STP	All	High	1-3 years	Planning Team	Calley Mersmann, Director Collier, Commissioner Mavec, NOACA, others	Ongoing

School District Support								
Continue providing regular updates to the CMSD Board of Education regarding the progress of the SRTS initiative(s).	School district support for STP	All	High	1 year	Planning Team	Calley Mersmann, Desiree Powell	Planned	
Obtain CMSD Administration’s approval of STP.	School district support for STP	All	High	1 year	Planning Team	Calley Mersmann, Desiree Powell	Planned	
Obtain CMSD Board of Education’s approval of STP.	School district support for STP	All	High	1 year	Planning Team	Calley Mersmann, Desiree Powell	Planned	
Request that members of the school board and administration participate in SRTS activities (e.g. Walk and Bike to School Days).	School district support for STP	All	High	1 year	Planning Team	Calley Mersmann, Desiree Powell	Ongoing	
Update the CMSD Wellness Policy to encourage walking and bicycling to school (active transportation) as way for students to obtain regular physical activity and reduce motor vehicle traffic and air pollution near schools. Educate administrators, principals, and staff about the policy change and implementation expectations. Provide resources and curriculum goals to help with implementation.	School district support for STP	Encouragement	High	1 year	Planning Team	Calley Mersmann, Desiree Powell, CMSD Wellness Committee	Ongoing	
Identify and task appropriate CMSD staff or SRTS Team members to distribute school walking and bicycling maps.	School district support for STP	Encouragement	High	1 year	Planning Team	Calley Mersmann	Ongoing	
Modify the CMSD Transportation Director’s job description to include responsibility for student pedestrian and bicyclist safety.	School district support for STP	All	High	1 year	Planning Team	Calley Mersmann, Desiree Powell	Not yet implemented	
Annually review the district’s and participating schools’ policies to ensure they continue to encourage walking and bicycling to school overall, and specifically as it relates to school siting.	School district support for STP	All	High	1 year	Planning Team	Calley Mersmann,	Ongoing	
Incorporate the Ohio Department of Transportation’s SRTS curriculum guides into CMSD teachers’ professional development activities; and determine how to integrate parts of the guides into school day and after-school instruction.	School district support for STP	All	High	1-2 years	Planning Team	Calley Mersmann, Desiree Powell	Ongoing	
Establish an SRTS presence online. CMSD will host the page. This includes: 1) creating a SRTS program webpage and making it easy to find from the district’s homepage; 2) adding the district-wide STP to the website as it is completed; 3) adding SRTS content relevant pages on the website as appropriate. Link to and from City Planning’s and NOACA’s websites.	School district support for STP	All	High	1 year	Planning Team	Calley Mersmann, Mike Goodill, Maurice Ruelens	Ongoing	
Continue employing a full-time SRTS coordinator.	School district support for STP	All	High	1 year	Planning Team	Calley Mersmann	Planned	
Administer principal survey annually.	School district support for STP	School support, Evaluation	High	1 year	Planning Team	Calley Mersmann	Ongoing	
Continue CMSD’s participation on the Cleveland SRTS team, participation from Curriculum & Instruction, Safety & Security, and Family & Community Engagement are especially important.	School district support for STP	All	High	1 year	Planning Team	Calley Mersmann	Ongoing	

Non-Infrastructure Countermeasures

Table 19: Non-Infrastructure Countermeasures

Countermeasure	Issues Addressed	Es Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Countermeasure Lead(s)	Status
Local School Support									
Continue cultivating local school SRTS champions, could be parents and/or staff.	Local School Support	All	High	1-5 years	Free	N/A	Planning Team	Calley Mersmann	Ongoing
Include an SRTS champion on the SRTS Team.	Local School Support	All	High	1-5 years	Free	N/A	Planning Team	Calley Mersmann	Planned
Encourage individual schools to adopt policies supporting safe walking and bicycling to and from school and to inform parents of these policies. Provide principals and SRTS champions with guidance regarding how to formulate and communicate these policies.	Local School Support	Education, Encouragement	High	1 year	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented
Cultivate formation of individual school SRTS committees, these could be part of existing SPOs at schools. Provide principals and SRTS champions with guidance regarding who should be on the committee and how the committee should function.	Local School Support	All	Medium	2-5 years	Free	N/A	Planning Team	Calley Mersmann, Tracy Hill	Not yet implemented
Educate principals regarding the academic benefits of physical activity.	Local School Support	Education	High	1 year	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented
Educate principals regarding Safe Routes to School implementation expectations. Provide resources and curriculum goals to help with implementation.	Local School Support	Education	High	2-5 years	Free	N/A	Planning Team	Calley Mersmann, Desiree Powell	Not yet implemented
Encourage school staff members to model active transportation behaviors.	Local School Support	Education, Encouragement	High	1-5 year	Free	N/A	Planning Team	Calley Mersmann, CMSD Wellness Coordinator	Not yet implemented
Administer student travel tallies annually.	Local School Support	Evaluation	High	1-5 years	\$1,000 for copies	SRTS	Planning Team	Calley Mersmann	Ongoing
Create and distribute information on Cleveland Safe Routes to School to school administrators, School Parent Organization (SPO) leaders, neighborhood groups, and parent volunteer groups.	Local School Support, Building Parent Support	Education, Encouragement	High	1-5 years	Up to \$1,000, depending on what is created	SRTS	Planning Team	Calley Mersmann, Desiree Powell, Tracy Hill	Ongoing
Educate principals at schools that do not permit walking and bicycling regarding liability for walking and bicycling to school. Some principals may be reluctant to encourage walking and bicycling to school due to concerns about liability.	Local School Support	All	High	2-5 years	Free	N/A	Planning Team	Calley Mersmann	Planned
Review SRTS Curriculum Guides and determine how to integrate into school day and after-school instruction.	School District Support, Pedestrian & Bicycle Safety Education	Education, Encouragement	Medium	1-2 years	Free	N/A	Planning Team	Calley Mersmann	Ongoing
Recruit middle and high school ambassadors, and even University students and older adults who may be retired, to volunteer with walking and bicycling programs at Local Schools. The older students could earn community service hours for their participation.	Local School Support	Education, Encouragement	Medium	1-2 years	Up to \$1,000 to cover administrative costs	SRTS, Cleveland Climate Action Fund, Neighborhood Connections, Local Community Foundations*	Planning Team	Calley Mersmann, Desiree Powell	Not yet implemented
Establish a fund to pay for SRTS materials at individual schools, e.g., flyers, signage, whistles, vests, etc.	Local School Support	All	Medium-Low	3-5 years	Up to \$1,000 to cover administrative costs	SRTS,	Planning Team	Calley Mersmann	Not yet implemented
Work with principals to create Active Transportation Field Trips, by using bicycles or walking instead of buses for field trip transportation. Research working with Metroparks to bus students to a park for a walking/bicycling field trip.	Local School Support	Education, Encouragement	Medium-Low	3-5 years	Up to \$1,000 to cover costs of transporting bikes to schools, buying helmets, etc.	SRTS, Metroparks	Planning Team	Calley Mersmann, Desiree Powell, Metroparks staff	Planned
Parent/Caregiver Support for SRTS									
Provide guidance to individual schools on how to involve parents in the SRTS program and communicate with parents regarding pedestrian and bicycle safety issues.	Building Parent Support	All	High	1 year	Free	N/A	Planning Team	Calley Mersmann	Ongoing
Continue making presentations at back-to-school events, SPO meetings and others. Encourage inclusion of parents and caregivers on school-level SRTS committees.	Building Parent Support	Education	High	1-5 years	Free	N/A	Planning Team	Calley Mersmann	Ongoing
Add a SPO and/or parent volunteer representative to the SRTS Planning Team.	Building Parent Support	All	High	1 year	Free	N/A	Planning Team	Calley Mersmann	Planned

Countermeasure	Issues Addressed	Es Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Countermeasure Lead(s)	Status
Conduct parent surveys annually.	Building Parent Support	Evaluation	High	1-5 years	\$2,500, for copies and shipping to National Center	SRTS, CMSD (in kind)	Planning Team	Calley Mersmann	Ongoing
Create and distribute an informational flyer and/or email about the Cleveland SRTS Program and what parents can do to support it. Also distribute to school administrators, SPO leaders, neighborhood groups, SPOs, and other parent volunteer groups.	Building Parent Support	Education, Encouragement	High	1-5 years	Up to \$1,000 for copies, depending on what is created	SRTS	Planning Team	Calley Mersmann	Ongoing
Send parents recorded voicemails from CMSD recorded by the CEO. Voicemail topics can include: SRTS activities, pedestrian/bicycle safety, pedestrian/bicycle policies, and other SRTS-related issues.	Building Parent Support	Education, Encouragement, Enforcement	Medium	2-3 years	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented
Continue to implement CMSD's anti-bullying program, Not on Our Watch (NOW), through HumanWare's social and emotional online learning curriculum in K-8 schools throughout the District. Documents like the <i>National Center for Safe Routes to School's "Personal Security and Safe Routes to School"</i> can also help with guidance on this.	Building Parent Support	Education, Encouragement	Medium	2-3 years	TBD – based on number of schools, etc.	SRTS	Planning Team, National Center for SRTS	Calley Mersmann	Not yet implemented
Pedestrian & Bicycle Safety Education									
Implement ODOT's "Every Move You Make, Keep It Safe" campaign to educate students (and parents) about the proper ways to walk and bicycle to school, as well as the benefits of doing so.	Pedestrian and Bicycle Safety Education	Education, Encouragement	High	1-3 years	Printing - \$500-\$2,500 depending on quantities	SRTS, Local Community Foundations*	Planning Team	Calley Mersmann	Planned
Add pedestrian and bicycle safety into CMSD PE curriculum, expanding 2 nd grade bike-ped safety program pilot.	Pedestrian and Bicycle Safety Education	Education, Encouragement	High	1-3 years	\$2,000 per school	SRTS, Local Community Foundations, Corporate Sponsors	Planning Team	Calley Mersmann	Ongoing
Begin to provide Operation Lifesaver railroad safety education in classrooms and to parents.	Pedestrian and Bicycle Safety Education	Education, Encouragement	High	1-5 years	Free	N/A	Planning Team	Calley Mersmann, Operation Lifesaver contact in northeast Ohio	Not yet implemented
Add Operating Lifesaver resource materials and links to SRTS portion of CMSD website.	Pedestrian and Bicycle Safety Education	Education, Encouragement	High	1-5 years	Free	N/A	Planning Team	Calley Mersmann.	Not yet implemented
Host fix-it events at schools, where students can bring their bike to school and have it checked for safety and for minor repairs with a local bike co-op or non-profit.	Pedestrian and Bicycle Safety Education	Education, Encouragement	High	1 year	\$1,500 for bike repair materials	SRTS, Local Community Foundations*	Planning Team	Calley Mersmann, Ohio City Bike Co-op, Bike Cleveland	Ongoing
Develop and implement a pilot Neighborhood Field Guide mapping program where students draw on maps of their neighborhood to illustrate issues and recommend improvements. This could be part of after school programming. Research using Mappler or a similar app.	Pedestrian and Bicycle Safety Education	Education, Encouragement	High	1-2 years	\$1-5,000, depending on number of schools, materials needed	SRTS, NOACA? Cleveland State University, Local Community Foundations*	Planning Team	Calley Mersmann, Bike Cleveland, NOACA, Cleveland State University others?	Planned
Establish a monthly walk and bicycle to school day, building on Fathers' Walks, likely in August-November and March-May, weather permitting. Consider incorporating competitions between schools in the same area or district-wide.	Pedestrian and Bicycle Safety Education, Reduce Traffic	Education, Encouragement	Medium	1-2 years	Free	N/A	Planning Team, United Way	Calley Mersmann	Not yet implemented
Identify and target 2 school(s) to pilot Girls in Gear for girls in grades 6-8. First priority should be Health Impact Assessment (HIA) Focus Schools. Host a Girls in Gear training for local volunteers and staff through ODOT's Safe Routes Academy.	Pedestrian and Bicycle Safety Education	Education, Encouragement	Medium	1-2 years	\$5,000	SRTS, Bike Cleveland, Local Community Foundations*	Planning Team	Calley Mersmann, Bike Cleveland, Ohio City Bike Co-Op	Planned
Develop and implement a pilot grades 6-8 mentoring program where older students walk and bicycle to school with younger students and teach them basic bike safety.	Pedestrian and Bicycle Safety Education	Education, Encouragement	Medium	1-3 years	\$500 for incentives	SRTS, Local Community Foundations*	Planning Team	Calley Mersmann	Not yet implemented

Countermeasure	Issues Addressed	Es Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Countermeasure Lead(s)	Status
Create and distribute a video about the health benefits of walking and bicycling to school. Could be shown when schools show school bus safety video. Video could be created with students at Arts School.	Pedestrian and Bicycle Safety Education	Education, Encouragement	Medium	1-3 years	Free if use students, \$2,500-\$4,000 if use outside video firm	SRTS, Cleveland Foundation, health care system foundation, Local Community Foundations*	Planning Team	Calley Mersmann, Shannon Kantner	Not yet implemented
Add a bike rodeo, bike safety, and helmet fitting techniques to the CMSD PE curriculum, including for students with disabilities.	Pedestrian and Bicycle Safety Education	Education, Encouragement	Low	3-5 years	\$10,000 for trailer, bicycles, helmets and related supplies	N/A	Planning Team	Calley Mersmann, Desiree Powell	Not yet implemented
Increase School Zone Awareness									
Distribute school walking and bicycling maps to all students at the beginning of each school year. This will not only allow parents to know the best routes for their children to take, it will also make them aware of where other students may be walking and bicycling.	Increase School Zone Awareness	Education, Encouragement	High	1 year	\$3,000 for printing	SRTS	Planning Team	Calley Mersmann	Ongoing
Install community signage promoting SRTS. Collaborate with property owners in school zones or along priority corridors to install yard signs warning drivers to moderate their speed and look out for student pedestrians and bicyclists. The signs might incorporate a CMSD SRTS Program logo or sign designed by students.	Increase School Zone Awareness	Education	Medium	2-3 years	Varies by location	SRTS, NOACA, City of Cleveland, Local Community Foundations*	Planning Team	Calley Mersmann	Planned
Provide parents with information regarding driver and pedestrian safety within the school zone.	Increase School Zone Awareness	Education	Medium	1-2 years	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented
Encourage & Enforce Safe Driver Behaviors									
Help schools start a <i>Neighborhood Pace Car Pledge Program</i> – a driver safety and awareness program that improves traffic safety around schools and in neighborhoods by encouraging parents and members of the community to obey the speed limit and drive safely around pedestrians and bicyclists. Parents who sign a pledge receive a car decal or magnet.	Encourage and Enforcing Safe Driver Behaviors	Education, Enforcement	High	1 year	\$5,000 for 5,000 magnets	SRTS, Progressive Insurance Corporation, Local Community Foundations*, others	Planning Team	Calley Mersmann	Not yet implemented
Research current speed study results and conduct speed studies at locations where speeding is suspected/identified as a concern.	Encourage and Enforcing Safe Driver Behaviors	Enforcement	Medium	1-2 years	Varies per location	City of Cleveland, NOACA, ODOT	Planning Team, City of Cleveland	Calley Mersmann, Rob Mavec, Ryan Noles, John Motl	Not yet implemented
Encourage parents and high school students to sign a pledge that they will avoid distracted driving, drive at a safe speed, and abide by traffic laws, especially during school arrival and dismissal times.	Encourage and Enforcing Safe Driver Behaviors	Education	Medium	2-3 years	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented
Establish a district-wide speed reduction and/or “No Phone Zone” campaign.	Encourage and Enforcing Safe Driver Behaviors	Education, Enforcement	Medium	2-3 years	\$2,500	SRTS, Local Community Foundations*	Planning Team	Calley Mersmann	Not yet implemented
Install speed feedback signs at problem locations.	Encourage and Enforcing Safe Driver Behaviors	Enforcement, Engineering	Medium-Low	2-5 years	\$5,000 - \$25,000	City of Cleveland, NOACA, ODOT	Planning Team, City of Cleveland	Calley Mersmann, Rob Mavec, Ryan Noles, John Motl	Not yet implemented
Reduce Traffic									
Work with the CMSD Transportation Department to enable school bus drivers to drop-off/pick-up students at remote locations on designated Walk and Bike to School Days. Establish a monthly Walk and Bike to School Day, such as Walking or Biking Wednesdays.	Reduce Traffic	Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Calley Mersmann, CMSD Transportation	Not yet implemented
Encourage and facilitate carpooling (consider MORPC’s School Pool Program as a model).	Reduce Traffic	Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Calley Mersmann, CMSD Transportation	Not yet implemented
Work with the CMSD Transportation Department to establish remote drop-off/pick-up locations and/or bus hubs.	Reduce Traffic	Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Calley Mersmann, CMSD Transportation	Not yet implemented
Establish a district-sponsored Mileage Club or Contest that includes pedometers to track students’ mileage.	Reduce Traffic	Encouragement	Medium	2-3 years	Up to \$1,000 for pedometers if donations cannot be secured	SRTS, Cleveland Clinic, Medical Mutual, others	Planning Team	Calley Mersmann, Desiree Powell	Not yet implemented

Countermeasure	Issues Addressed	Es Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Countermeasure Lead(s)	Status
Continue at least one district-wide education/encouragement event every quarter.	Reduce Traffic	Encouragement	Medium	1-2 years	Free	N/A	Planning Team	Calley Mersmann	Planned
Improve Crossings									
Work with CMSD and CPD (and other City Departments as needed) to analyze locations of crossing guards at key student crossing locations to determine if relocations or additional guards are needed.	Improve Crossings	Enforcement	High	1 year	Free	N/A	Planning Team	Calley Mersmann, CPD	Ongoing
Improve Routes to School									
Establish a walking school bus program. A Walking School Bus kit can train administrators, parents, volunteers, and educators. Use MORPC's or Toledo's Walking School Bus Kit as a training tool. (Potential partners and WSB "drivers" include: neighborhood centers through Greater Cleveland Neighborhood Centers Association, the City of Cleveland's recreation centers, churches and other religious institutions around the city, MyCom Network, and before and after school child care providers: Boys and Girls Club, Horizon Education Centers, and Open Doors, among others.)	Improve Routes to School, Improve Adult-Led Walking and Biking	Education, Encouragement	High	1-2 years	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented
Educate administrators and families on how a walking school bus program can alleviate concerns through School Parent Organizations (SPOs), principal meetings, school events, parent meetings and any other forum that is logical.	Improve Routes to School, Improve Personal Security, Improve Adult-Led Walking and Biking	Education, Encouragement	High	1 year	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented
Teach parents to talk to their children about personal safety using a child abuse prevention program. Research an evidence-based program to use, consider Darkness to Light's Stewards of Children program or the Summit County (OH) Prosecutor's Office Women & Girls Personal Safety program.	Improve Routes to School, Improve Personal Security	Education, Encouragement	High	1-2 years	TBD once program is identified	SRTS, Local Community Foundations*	Planning Team	Calley Mersmann, Tammy Tarleton-Foltson, Cleveland Police Department, Cleveland Law Department, Cuyahoga County Prosecutor's Office?	Not yet implemented
Identify and partner with local high schools to create a WSB pilot – middle or high school students participate in walking school buses as a community service project. Other possible WSB "drivers" include CPD's Explorers program participants, older adults who may be retire and/or local University students.	Improve Routes to School, Improve Adult-Led Walking and Biking	Education, Encouragement	High	1-2 years	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented
Add WTS Day resources and links to the SRTS portion of the CMSD website.	Improve Routes to School, Improve Adult-Led Walking and Biking	Education, Encouragement	High	1-5 years	Free	N/A	Planning Team, National Center for SRTS	Calley Mersmann	Planned
Plan and implement International Walk to School and Bike to School Day events.	Improve Routes to School	Education, Encouragement	High	1-5 years	Free	N/A	Planning Team, National Center for SRTS, United Way	Calley Mersmann	Ongoing
Work with ODOT to schedule Walking School Bus Training in Cleveland through Safe Routes Academy. Encourage local SRTS champions to attend.	Improve Routes to School, Improve Adult-Led Walking and Biking	Education	Medium	1-2 years	Free	N/A	Planning Team	Calley Mersmann, Kate Moening	Planned
Establish bike train program. Train parents and educators about starting bike trains at their school. Use International Bike to School Day events to develop and implement bike trains at schools. AAA is a local resource. (Potential partners and bike train "conductors" include: neighborhood centers through Greater Cleveland Neighborhood Centers Association, the City of Cleveland's recreation centers, churches and other religious institutions around the city, MyCom Network, and before and after school child care providers: Boys and Girls Club, Horizon Education Centers, and Open Doors, among others.)	Improve Routes to School	Education, Encouragement	Medium	1-2 years	Free	N/A	Planning Team, AAA	Calley Mersmann, Bike Cleveland, Ohio City Bike Co-op	Not yet implemented
Continue encouraging school SRTS champions to attend ODOT-sponsored walking school bus trainings.	Improve Routes to School, Improve Adult-Led Walking and Biking	Education	Medium	1-2 years	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented
Collaborate with local public and commercial television stations, local radio stations, and CMSD High School students (Cleveland School of the Arts?) to create PSAs regarding the importance of keeping walkways and driveways clear of ice and snow.	Improve Routes to School	Education, Encouragement, Enforcement	Low	2-3 years	Varies based on materials, placements, etc.	SRTS, ODOT, Local Community Foundations*	Planning Team	Calley Mersmann	Not yet implemented

Countermeasure	Issues Addressed	Es Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Countermeasure Lead(s)	Status
Create a sidewalk brigade program for MS and HS students to clear routes to school and earn community service hours. Adding a box on the 211 Call Center Services Needed Sheet and the Departments of Building and Housing and Aging can help with identifying locations.	Improve Routes to School	Education, Encouragement, Enforcement	High	1 year	\$1,500 for training, materials, supplies – shovels, etc., incentives	SRTS	Planning Team	Calley Mersmann, Cleveland SRTS Team members, Cuyahoga County Board of Health	Not yet implemented
Partner with Western Reserve Land Conservancy to engage neighborhoods to prioritize and advocate for safe and attractive green spaces on vacant lots along and near priority corridors. This could include site selection, green intervention design, project implementation, and maintenance.	Improve Routes to School	Education, Encouragement	Medium	1-2 years	TBD once initial pilot and scope are identified	Local Community Foundations*	Planning Team	Calley Mersmann, Western Reserve Land Conservancy	Not yet implemented
Improve Arrival & Dismissal Processes									
Provide direct assistance on arrival and dismissal procedures to schools that request it.	Improving Arrival and Dismissal Processes	Education	Medium	2-3 years	Free	N/A	Planning Team	Calley Mersmann, Cleveland SRTS Team members	Ongoing
Conduct individual arrival and dismissal audits at schools with known issues. This will help identify the issues that need to be addressed at each school and come up with individualized solutions.	Improving Arrival and Dismissal Processes	Education, Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Calley Mersmann, Cleveland SRTS Team members	Not yet implemented
Use AAA's Student Safety Patrol program to help facilitate arrival and dismissal processes on school grounds.	Improving Arrival and Dismissal Processes	Education, Enforcement	Medium	1-2 years	Free	N/A	AAA	Calley Mersmann	Not yet implemented
Develop and distribute an arrival and dismissal best practices document for school staff and administrators. Among other things, this document should suggest district-wide policies such as dismissing walkers and bikers earlier than bus and car riders to avoid conflicts between walkers and bicyclists and motor vehicle traffic and to provide added encouragement for walking and bicycling. It could be shared with parents.	Improving Arrival and Dismissal Processes	Education	Medium	2-3 years	Free	N/A	Planning Team, Consultant Team	Calley Mersmann, David Shipps, Mark Nolt	Not yet implemented
Improve Adult-Led Walking & Biking									
Educate parents and/or caregivers about the academic and health benefits and potential for improved safety by having students walk and bike to school (active transportation).	Improve Adult-Led Walking and Biking	Education, Encouragement	High	1-2 years	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented
Start a "Corner Captain" program at schools that express an interest, using the Slavic Village program as a pilot. Corner Captains are adults who volunteer to provide an extra set of eyes along common school routes, making the environment around schools safer for students. (Potential partners and corner captain volunteers include: neighborhood centers through Greater Cleveland Neighborhood Centers Association, the City of Cleveland's recreation centers, churches and other religious institutions around the city, MyCom Network, and before and after school child care providers: Boys and Girls Club, Horizon Education Centers, and Open Doors, among others.)	Improve Adult-Led Walking and Biking	Education, Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Calley Mersmann	Planned
Increase law enforcement presence around all school sites before and after school.	Improve Adult-Led Walking and Biking	Education, Enforcement	High	1-5 years	Free	N/A	Planning Team	Calley Mersmann, CPD	Not yet implemented
Improve Personal Security									
Partner with law enforcement and district security staff on targeted security efforts.	Improve Personal Security	Enforcement	High	1 year	Free	N/A	Planning Team	Calley Mersmann, Tammy, Tarleton-Foltson, CPD	Not yet implemented

Countermeasure	Issues Addressed	Es Supported	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Countermeasure Lead(s)	Status
Work with local Block Watch groups and block clubs.	Improve Personal Security	Encouragement	Medium	2-3 years	Free	N/A	Planning Team	Calley Mersmann, CPD's Block Watch Clubs, City of Cleveland Community Relations Department, Cleveland Neighborhood Progress, Community Development Corporations in neighborhoods around the City	Not yet implemented
Sustain SRTS Program									
Recruit new Cleveland SRTS Team members. Include a Local School SRTS champions and a parent/SPO representative.	Sustainable SRTS Program	All	High	1 year	Free	N/A	Planning Team	Calley Mersmann	Planned
Establish a calendar. Create an annual calendar of SRTS activities for the district. Determine where and how frequently the Cleveland SRTS Team will meet. Include a timeline for evaluations, which should occur at least annually.	Sustainable SRTS Program	All	High	1 year	Free	N/A	Planning Team, Consultant Team	Calley Mersmann	Planned
Identify a person or people to coordinate implementation of high-priority countermeasures. Identifying a lead coordinator is important to building and maintaining momentum for implementation. The lead coordinator initiates coordination efforts and maintains momentum through planning and implementation by assembling a coordination team, scheduling meetings and ensuring that necessary tasks get done.	Sustainable SRTS Program	All	High	1 year	Free	N/A	Planning Team, Consultant Team	Calley Mersmann	Ongoing
Build staffing capacity to assist in CMSD SRTS Program implementation at the Local School level, initially to lead Walking School Buses and Bike Trains.	Sustainable SRTS Program	All	High	1-3 years	Cost varies, depending on number of schools, number of routes at each school	SRTS, CMSD, Local Community Foundations*	Planning Team	Calley Mersmann	Not yet implemented
Monitor and Evaluate. Establish measurable goals and conduct regular reviews to determine progress toward meeting them.	Sustainable SRTS Program	Evaluation	High	1-5 years	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented
Identify potential funding sources for high-priority projects and programs.	Sustainable SRTS Program	All	High	1 year	Free	Local Community Foundations*	Planning Team, Consultant Team	Calley Mersmann	Ongoing
Identify stakeholders and keep them informed about CMSD SRTS Program implementation. Stakeholders are people who should be consulted when planning and implementing a SRTS program but may not necessarily contribute in an active way. Potential stakeholders include residents and business owners with properties adjacent to proposed improvements, as well as elected and appointed officials.	Sustainable SRTS Program	All	High	1-5 years	Free	N/A	Planning Team	Calley Mersmann	Planned
Purchase special event materials, such as a tabletop exhibit, pop-up banner or booth.	Sustainable SRTS Program	All	High	1 year	Costs varies depending on items selected \$1,000 - \$15,000	SRTS, Local Community Foundations*	Planning Team, Consultant Team	Calley Mersmann	Planned
Secure a summer intern to assist in project design and implementation.	Sustainable SRTS Program	All	Medium	1-2 years	Up to \$5,000	Local high schools and/or Universities	Planning Team	Calley Mersmann	Not yet implemented
Conduct pre- and post-program surveys to measure effectiveness of various programs.	Sustainable SRTS Program	All	Low	2-5 years	Free	N/A	Planning Team	Calley Mersmann	Ongoing
Conduct peer-to-peer student surveys to measure effectiveness of various programs.	Sustainable SRTS Program	All	Low	2-5 years	Free	N/A	Planning Team	Calley Mersmann	Not yet implemented

* Local Community Foundations include Saint Luke's Foundation, Mt. Sinai Foundation, Cleveland Foundation, George Gund Foundation, Sisters of Charity Foundation, among others.

Table 20: Infrastructure Countermeasures

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
D1	School Area Signs and Markings	Various	Districtwide					SRTS / City of Cleveland	SRTS Core Group	Ongoing
D2	Vegetation	Various	Districtwide					SRTS / City of Cleveland	SRTS Core Group	Ongoing
D3	Pedestrian Signals	Various	Districtwide					SRTS / City of Cleveland	SRTS Core Group	Ongoing
D4	Building Vacancy	Various	Districtwide					City of Cleveland	SRTS Core Group	Ongoing
LM9	Crosswalk	West 25th Street at Clark Avenue	Luis Munoz Marin	812	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CL4	Crosswalks	Clark Avenue at West 65th Street	Clark	764	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WV7	Crosswalk	Franklin Boulevard at West 57th Street	Waverly	744	High	1-3 years	Low	SRTS	SRTS Core Group	In progress
AB7	Crosswalk	Quincy Avenue at East 40th Street	Alfred A. Benesch	736	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
GW3	Crosswalk	East 55th Street at Central Avenue	George Washington Carver STEM	736	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
GW6	Crosswalk	East 55th Street at Outhwaite Avenue	George Washington Carver STEM	736	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
GW8	Crosswalk	East 40th Street at Community College Avenue	George Washington Carver STEM	736	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LM12	Crosswalk	Clark Avenue at West 14th Street	Luis Munoz Marin	736	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DM14	Crosswalk	Superior Avenue at East 82nd Street	Daniel E. Morgan	728	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LM5	Crosswalk	West 25th Street at Meyer Avenue	Luis Munoz Marin	728	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR15	Crosswalk, traffic signal	West 44th Street at South Marginal Road	Orchard STEM	728	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
LA1	Crosswalk	Baltic Road at West 104th Street	Louisa May Alcott	720	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LA4	Crosswalk	Baltic Road at West 103rd Street	Louisa May Alcott	720	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LA5	Crosswalk	Baltic Road at West Boulevard	Louisa May Alcott	720	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AS5	Crosswalk	Kares Avenue at East 183rd Street	Adlai E. Stevenson	716	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
AB1	Crosswalk	East 55th Street at Quincy Avenue	Alfred A. Benesch	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AB8	Crosswalk	East 55th Street at Scovill Avenue	Alfred A. Benesch	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BF10	Crosswalk	Broadview Road at West Schaaf Road	Benjamin Franklin	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BF5	Crosswalk	Broadview Road at Spring Road and Montclair Avenue	Benjamin Franklin	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BF6	Crosswalk	Broadview Road at Valley Road and Searsdale Avenue	Benjamin Franklin	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CM2	Crosswalk	Broadview Road at Montclair Avenue and Spring Road	Charles A. Mooney	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CM5	Crosswalk	Broadview Road at Searsdale Avenue and Valley Road	Charles A. Mooney	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CW1	Crosswalk	Puritas Avenue at West 191st Street	Clara E. Westropp	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CW2	Crosswalk	Puritas Avenue at West 185th Street	Clara E. Westropp	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CL7	Crosswalk	Clark Avenue at West 44th Street	Clark	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DA4	Crosswalk	East 55th Street at Scovill Avenue	Dike School of the Arts	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DA5	Crosswalk	East 55th Street at Quincy Avenue	Dike School of the Arts	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EC2	Crosswalk	St. Clair Avenue at East 146th Street	East Clark	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FR2	Crosswalk	Lakeview Road at Earle Avenue	Franklin D. Roosevelt	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
GW1	Crosswalk	East 55th Street at Cedar Avenue	George Washington Carver STEM	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
GW4	Crosswalk	East 55th Street at Quincy Avenue	George Washington Carver STEM	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
GW5	Crosswalk	East 55th Street at Scovill Avenue	George Washington Carver STEM	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HR9	Crosswalk	East 116th Street at Shaker Boulevard	Harvey Rice	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LM11	Crosswalk	Clark Avenue at West 16th Street	Luis Munoz Marin	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MP12	Crosswalk	Broadway Avenue at Miles Avenue and Warner Road	Miles Park	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
OR10	Crosswalk	Lorain Avenue at West 53rd Street	Orchard STEM	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR12	Crosswalk	West 44th Street at Bridge Avenue	Orchard STEM	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR4	Crosswalk	Lorain Avenue at West 41st Street and Randall Road	Orchard STEM	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR7	Crosswalk	West 41st Street at South Marginal Road	Orchard STEM	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR8	Crosswalk	Lorain Avenue at West 44th Street	Orchard STEM	708	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
PH3	Crosswalk Removal	Durant Avenue at Patrick Henry Elementary School Driveway	Patrick Henry	708	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
LA6	Crosswalk, traffic signal	Detroit Avenue at West 95th Street	Louisa May Alcott	706	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
GW2	Crosswalk	East 55th Street at Thackeray Avenue	George Washington Carver STEM	700	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
JG7	Crosswalk	West 65th Street at Madison Avenue	Joseph M. Gallagher	696	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MM10	Crosswalk	Hough Avenue at East 90th Street	Mary B. Martin	696	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WV8	Crosswalk	Detroit Avenue at West 58th Street	Waverly	696	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MC5	Crosswalk	Detroit Avenue at West Boulevard	Marion C. Seltzer	692	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AB3	Crosswalk	Unwin Road at Louise Harris Drive	Alfred A. Benesch	688	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AB4	Crosswalk	Unwin Road at Bohn Road	Alfred A. Benesch	688	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AB5	Crosswalk	Bohn Road at Kennard Road	Alfred A. Benesch	688	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DA6	Crosswalk	Bohn Road at Kennard Road	Dike School of the Arts	688	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LZ1	Bike Rack	Louis Agassiz Elementary School	Louis Agassiz	688	High	1-3 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
PH2	Crosswalk	Durant Avenue at East 117th Street	Patrick Henry	688	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WP10	Crosswalk	Superior Avenue at East 79th Street	Wade Park	688	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WP20	Bike Rack	Wade Park Elementary School	Wade Park	688	High	1-3 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
WS1	Crosswalk	Ansel Road at Kosciuszko Avenue and Derby Avenue	Willson	688	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WS2	Crosswalk	Ansel Road at Pulaski Avenue	Willson	688	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
SC9	Crosswalk	West 25th Street at Barber Avenue	Scranton	684	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HR2	Crosswalk, rectangular flashing beacon	rapid Martin Luther King Jr. Drive at Britt Oval	Harvey Rice	680	High	1-3 years	Low	SRTS	SRTS Core Group	In progress
MO1	Crosswalk	Ackley Road at Linton Avenue	Mound-STEM	680	High	1-3 years	Low	SRTS	SRTS Core Group	In progress
WS4	Crosswalk	Kosciuszko Avenue at East 84th Street	Willson	680	High	1-3 years	Low	SRTS	SRTS Core Group	In progress
AS2	Crosswalk	Wendy Drive at Woda Avenue	Adlai E. Stevenson	680	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
AS3	Crosswalk	Jo Ann Drive at Woda Avenue	Adlai E. Stevenson	680	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
AB10	Bumpouts and crosswalk	Bundy Drive approx 340 feet north of Woodland Avenue	Alfred A. Benesch	680	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
AL6	Crosswalk	Almira Avenue at West 88th Street	Almira	680	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BF9	Crosswalk	Broadview Road at Tampa Avenue	Benjamin Franklin	680	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CM1	Crosswalk	West 30th Street at Montclair Avenue	Charles A. Mooney	680	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CM13	Crosswalk	State Road at Biddulph Avenue	Charles A. Mooney	680	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FR1	Crosswalk	Linn Drive in front of Franklin D. Roosevelt Elementary	Franklin D. Roosevelt	680	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
FR6	Crosswalk	Parkwood Drive at Englewood Avenue	Franklin D. Roosevelt	680	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FR7	Crosswalk	Parkwood Drive at Everton Avenue	Franklin D. Roosevelt	680	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
GW7	Crosswalk	Central Avenue at East 40th Street	George Washington Carver STEM	680	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HR1	Crosswalk	East 116th Street at Martin Luther King Jr. Drive	Harvey Rice	680	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HR3	Crosswalk	Martin Luther King Jr. Drive at Larchmere Boulevard and Woodland Avenue	Harvey Rice	680	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MS6	Crosswalk	Central Avenue at East 40th Street	Marion-Sterling	680	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
WS3	Sidewalk	Kosciuszko Avenue from East 87th Street to East 79th Street	Willson	678	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
LM1	Crosswalk	Scranton Road at Clark Avenue	Luis Munoz Marin	676	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BO12	Crosswalk	Woodhill Road at Baldwin Road	Bolton	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CA5	Crosswalk	East 55th Street at Payne Avenue	Case	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CL1	Bike rack	Clark Elementary School Site	Clark	668	High	1-3 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
DM13	Crosswalk	Superior Avenue at East 91st Street	Daniel E. Morgan	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HB5	Crosswalk	West 73rd Street at Lorain Avenue	H. Barbara Booker	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
JG2	Crosswalk	West 65th Street at Franklin Boulevard	Joseph M. Gallagher	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
JG3	Crosswalk	West 65th Street at Bridge Avenue	Joseph M. Gallagher	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
JG5	Crosswalk	Bridge Avenue at West 57th Street	Joseph M. Gallagher	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LZ4	Crosswalk	Bosworth Road at Flower Avenue	Louis Agassiz	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
NH4	Crosswalk	East 110th Street at Benham Avenue	Nathan Hale	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
NH7	Crosswalk	Martin Luther King Jr. Drive at Benham Avenue	Nathan Hale	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RH3	Crosswalk	Miles Avenue at East 147th Street	Robert H. Jamison	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
SU5	Crosswalk	East 116th Street at Shaker Boulevard	Sunbeam	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WP2	Crosswalk	Wade Park Avenue at East 79th Street	Wade Park	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WP8	Crosswalk	East 79th Street at Decker Avenue	Wade Park	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WV3	Crosswalk	Bridge Avenue at West 57th Street	Waverly	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WV6	Crosswalk	Detroit Avenue at West 54th Street	Waverly	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WW1	Bike Rack	Wilbur Wright Elementary School	Wilbur Wright	668	High	1-3 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
WW15	Crosswalk	West 105th Street at Parkhurst Drive and Governor Avenue and West Boulevard	Wilbur Wright	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WW2	Crosswalk	Bosworth Road at Florian Avenue	Wilbur Wright	668	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AS6	Crosswalk, traffic signal	Harvard Avenue at East 183rd Street and Feiner Drive	Adlai E. Stevenson	666	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
LM13	Sidewalk	Agnes Court from Scranton Road to Luis Munoz Martin Elementary	Luis Munoz Marin	666	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WW7	Crosswalk	Loraine Avenue at West 117th Street	Wilbur Wright	664	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
NH2	Crosswalk	Martin Luther King Jr. Drive at Aetna Road	Nathan Hale	660	High	1-3 years	Low	SRTS	SRTS Core Group	In progress
AS1	Crosswalk	Wendy Drive at Glendale Avenue	Adlai E. Stevenson	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AS4	Crosswalk	Jo Ann Drive at Glendale Avenue	Adlai E. Stevenson	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AB6	Crosswalk	Quincy Avenue at East 46th Street	Alfred A. Benesch	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AB9	Crosswalk	East 59th Street at Outhwaite Avenue	Alfred A. Benesch	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CA3	Crosswalk	Superior Avenue at East 49th Street	Case	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CA4	Crosswalk	Superior Avenue at East 43rd Street	Case	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CM4	Crosswalk	Roanoke Avenue at West 30th Street	Charles A. Mooney	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DM1	Crosswalk	Morris Court at East 90th Street	Daniel E. Morgan	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DM2	Crosswalk removal	Morris Court at East 91st Street	Daniel E. Morgan	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DM3	Vegetation	Morris Court between East 89th Street and East 90th Street	Daniel E. Morgan	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FR3	Crosswalk	Linn Drive at East 109th Street and Lima Avenue	Franklin D. Roosevelt	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
PH4	Crosswalk	Durant Avenue at Arlington Avenue and East 123rd Street	Patrick Henry	660	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
SC1	Crosswalk	Scranton Road at Scranton Elementary School South Driveway	Scranton	660	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
SC11	Bike Rack	Scranton Elementary School	Scranton	660	High	1-3 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented

Map ID	Countermeasure			Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
SU6	Bike Rack			Sunbeam Elementary School	Sunbeam	660	High	1-3 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
SC10	Crosswalk			West 25th Street at Wade Avenue	Scranton	656	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HB6	Crosswalk			West 73rd Street at Halle Avenue	H. Barbara Booker	654	High	1-3 years	Medium	SRTS	SRTS Core Group	In progress
FR8	Crosswalk			St. Clair Avenue at East 105th Street	Franklin D. Roosevelt	654	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MS2	Crosswalk			East 30th Street at Cedar Avenue	Marion-Sterling	654	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BDL4	Crosswalk			West 25th Street at Clark Avenue	Buhrer Dual Language	652	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR11	Crosswalk			Lorain Avenue at West 58th Street	Orchard STEM	648	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WW8	Crosswalk			Parkhurst Drive at West 110th Street	Wilbur Wright	648	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FN12	Rectangular Beacons	Rapid	Flashing	East 71st Street at Fullerton Avenue	Fullerton	646	High	1-3 years	Low	SRTS	SRTS Core Group	In progress
WW14	Crosswalk			Loraine Avenue at West Boulevard	Wilbur Wright	642	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FR14	Bike Rack			Franklin D. Roosevelt Elementary School	Franklin D. Roosevelt	640	High	1-3 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
LZ3	Crosswalk			West 105th Street at Thrush Avenue	Louis Agassiz	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
NH1	Crosswalk			East 110th Street at Aetna Road	Nathan Hale	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RJ5	Crosswalk			Puritas Avenue at West 143rd Street and West Parkway Road	Robinson G. Jones	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
SC7	Crosswalk			Starkweather Avenue at West 14th Street	Scranton	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
SC8	Crosswalk			Starkweather Avenue at West 10th Street and Jefferson Avenue	Scranton	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
SU1	Crosswalk			Martin Luther King Jr. Drive at Larchmere Boulevard and Woodland Avenue	Sunbeam	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
SU2	Crosswalk			Woodland Avenue at Mt. Carmel Road	Sunbeam	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
SU4	Crosswalk			East 116th Street at Martin Luther King Jr. Drive	Sunbeam	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
TM1	Crosswalk			West 10th Street at Starkweather Avenue and Jefferson Avenue	Tremont Montessori	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
WP5	Crosswalk	East 79th Street at Linwood Avenue and Addison Road	Wade Park	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WP6	Crosswalk	East 79th Street at Hough Avenue	Wade Park	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WW4	Crosswalk	West 117th Street at Linnet Avenue	Wilbur Wright	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WB4	Crosswalk	State Road at Biddulph Avenue	William Cullen Bryant	640	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BF1	Crosswalk, Rectangular Flashing Beacons	Rapid Spring Road at Broadale Road	Benjamin Franklin	638	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
BF3	Crosswalk, traffic signal	Spring Road at South Hills Drive	Benjamin Franklin	638	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
CD3	Crosswalk	East 131st Street at Farringdon Avenue	Charles Dickens	638	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CW6	Sidewalk	Parkmount Avenue from Rocky River Drive eastward approximately 200 feet	Clara E. Westropp	638	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
CL6	Crosswalk, traffic signal	Clark Avenue at West 47th Street	Clark	638	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
FR13	Crosswalk, traffic signal	Parkwood Drive at Tuscora Avenue	Franklin D. Roosevelt	638	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MO2	Crosswalk, traffic signal	Fleet Avenue at East 59th Street	Mound-STEM	638	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
PH12	Crosswalk	Lakeview Road at Durant Avenue	Patrick Henry	638	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
SC3	Crosswalk	Scranton Road at Clark Avenue	Scranton	636	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
JG8	Bike Rack	Joseph M. Gallagher Elementary	Joseph M. Gallagher	628	High	1-3 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
RH2	Crosswalk, traffic signal	Miles Avenue at East 146th Street	Robert H. Jamison	628	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
WP9	Sidewalk	West side of East 79th Street from Decker Avenue to approximately 200 feet to the north.	Wade Park	628	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
WA4	Crosswalk	Clark Avenue at West 44th Street	Walton	628	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MS7	Crosswalk	East 40th Street at Quincy Avenue and Community College Avenue	Marion-Sterling	626	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WW13	Crosswalk, traffic signal	Loraine Avenue at West 105th Street	Wilbur Wright	626	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MP13	Crosswalk	Warner Road at Turney Road	Miles Park	620	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

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RH4	Crosswalk	East 146th Street at Ross Avenue	Robert H. Jamison	620	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AB2	Bumpouts and crosswalk	Quincy Avenue at Unwin Road	Alfred A. Benesch	618	High	1-3 years	Medium	SRTS	SRTS Core Group	In progress
CM7	Crosswalk	Pearl Road at State Road, Henritze Avenue and Altoona Road	Charles A. Mooney	618	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CM8	Crosswalk	Pearl Road at Devonshire Road	Charles A. Mooney	618	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CM9	Crosswalk	Pearl Road at Memphis Avenue	Charles A. Mooney	618	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LM6	Crosswalk	West 25th Street at Metro Health Drive	Luis Munoz Marin	618	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MS5	Crosswalk, Rectangular flashing beacon	rapid Central Avenue at East 33rd Street	Marion-Sterling	618	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
MS1	Crosswalk, Rectangular flashing beacon	rapid East 30th Street at Marion Sterling Elementary School	Marion-Sterling	614	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
AG2	Sidewalk	South end of Anton Grdina property near Port Avenue.	Anton Grdina	610	High	1-3 years	Low	CMUSD	SRTS Core Group	Completed
AL5	Bumpouts and crosswalk	Denison Avenue at West 88th Street	Almira	610	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
BF2	Crosswalk, Rectangular Flashing Beacons	Rapid Spring Road at West 19th Street	Benjamin Franklin	610	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
BF4	Crosswalk, traffic signal	Spring Road at West 11th Street	Benjamin Franklin	610	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
HR6	Crosswalk, traffic signal	Woodland Avenue at East 110th Street	Harvey Rice	610	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
LA2	Crosswalk	Baltic Road at West 110th Street	Louisa May Alcott	610	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LM2	Crosswalk, Rectangular Flashing Beacons	Rapid Scranton Road at Buhner Avenue and Althen Avenue	Luis Munoz Marin	610	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
LM3	Crosswalk, traffic signal	Scranton Road at Holmden Avenue	Luis Munoz Marin	610	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
LM4	Crosswalk, traffic signal	Scranton Road at Meyer Avenue	Luis Munoz Marin	610	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MO3	Crosswalk, traffic signal	Mound Avenue at East 55th Street	Mound-STEM	610	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
PH13	Crosswalk, traffic signal	Lakeview Road at Tuscora Avenue	Patrick Henry	610	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MC4	Crosswalk	Madison Avenue at West Boulevard	Marion C. Seltzer	608	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

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MM11	Crosswalk	Hough Avenue at East 93rd Street	Mary B. Martin	608	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MM2	Crosswalk	Hough Avenue at East 82nd Street	Mary B. Martin	608	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WA2	Crosswalk	Walton Avenue at West 32nd Street	Walton	608	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AR6	Crosswalk	Kinsman Road at East 143rd Street	Andrew J. Rickoff	606	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AR7	Crosswalk	Kinsman Road at East 142nd Street	Andrew J. Rickoff	606	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AR8	Crosswalk	Kinsman Road at East 140th Street and Union Avenue	Andrew J. Rickoff	606	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
GF1	Crosswalk, Rectangular Flashing Beacon	Rapid West 140th Street at Sacramento Avenue	Garfield	606	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
WW11	Fill in gaps in sidewalk, vegetation	West 106th Street north of Rusk Court	Wilbur Wright	606	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
PH1	Crosswalk	Hopkins Avenue at East 117th Street	Patrick Henry	600	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WA3	Crosswalk	Clark Avenue at West 41st Street	Walton	600	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WG5	Crosswalk	Broadway Avenue at Miles Avenue and Warner Road	Warner Girls' Leadership Academy	600	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HB7	Crosswalk	West 73rd Street at Camden Avenue	H. Barbara Booker	598	High	1-3 years	Medium	SRTS	SRTS Core Group	In progress
BF7	Crosswalk	Broadview Road at West 24th Street	Benjamin Franklin	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CM12	Crosswalk	State Road at Dawning Avenue	Charles A. Mooney	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CM6	Crosswalk	State Road at Montclair Avenue	Charles A. Mooney	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CW3	Crosswalk	Puritas Avenue at Rocky River Drive	Clara E. Westropp	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CW4	Crosswalk	Rocky River Drive at Ferncliffe Avenue	Clara E. Westropp	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CL10	Crosswalk	Storer Avenue at West 52nd Street	Clark	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FR5	Crosswalk	St. Clair Avenue at East 112th Street	Franklin D. Roosevelt	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HR8	Crosswalk	Martin Luther King Jr. Drive at Buckeye Road	Harvey Rice	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

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JG4	Crosswalk, traffic signal	Bridge Avenue at West 58th Street	Joseph M. Gallagher	598	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
JG6	Crosswalk, traffic signal	West 54th Street at Bridge Avenue	Joseph M. Gallagher	598	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
LZ2	Crosswalk, traffic signal	Bosworth Road at Thrush Avenue	Louis Agassiz	598	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
LM10	Crosswalk	Clark Avenue at West 32nd Street	Luis Munoz Marin	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MS4	Crosswalk	East 30th Street at Central Avenue	Marion-Sterling	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
ME1	Crosswalk	East 152nd Street at Lucknow Avenue	Memorial	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
NH5	Crosswalk, traffic signal	Union Avenue at East 110th Street	Nathan Hale	598	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
OR13	Crosswalk	West 44th Street at Bailey Avenue	Orchard STEM	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR6	Crosswalk	West 41st Street at North Marginal Road	Orchard STEM	598	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
SC6	Crosswalk, traffic signal	Scranton Road at Starkweather Avenue	Scranton	598	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WP16	Crosswalk, traffic signal	Wade Park Avenue at East 82nd Street	Wade Park	598	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WP17	Crosswalk, traffic signal	Wade Park Avenue at East 86th Street	Wade Park	598	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WV2	Crosswalk, traffic signal	West 48th Street at Bridge Avenue	Waverly	598	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WV4	Crosswalk, traffic signal	Bridge Avenue at West 58th Street	Waverly	598	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WV5	Crosswalk, traffic signal	Franklin Boulevard at West 54th Street	Waverly	598	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WW3	Crosswalk, traffic signal	West 117th Street at Governor's Avenue	Wilbur Wright	598	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
AL4	Crosswalk	Lorain Avenue at West 98th Street	Almira	594	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HB4	Crosswalk, traffic signal	West 73rd Street at Clark Avenue	H. Barbara Booker	594	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MP10	Crosswalk	East 93rd Street at Miles Avenue	Miles Park	594	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WW6	Crosswalk, traffic signal	Loraine Avenue at Bosworth Road	Wilbur Wright	594	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented

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CD9	Crosswalk	Corlett Avenue at East 130th Street	Charles Dickens	590	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HR4	Crosswalk, rectangular flashing beacon	rapid East 110th Street at Martin Luther King Jr. Drive	Harvey Rice	590	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
MP9	Crosswalk signs	East 93rd Street at Miles Park Avenue	Miles Park	590	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
PH7	Crosswalk, traffic signal	East 123rd Street at Phillips Avenue	Patrick Henry	590	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
NH3	Crosswalk	East 116th Street at Martin Luther King Jr. Drive and Farringdon Avenue	Nathan Hale	588	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DE5	Crosswalk	Denison Avenue at West 39th Street	Denison	586	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
GF5	Crosswalk	Lorain Avenue at West 140th Street	Garfield	586	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
IM9	Crosswalk	Eddy Road at St. Clair Avenue	Iowa-Maple	586	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MM9	Crosswalk	Hough Avenue at East 89th Street	Mary B. Martin	586	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DA1	Crosswalk	East 61st Street in front of Dike School of the Arts	Dike School of the Arts	580	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LM15	Crosswalk	Castle Avenue at West 17th Street	Luis Munoz Marin	580	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MC2	Crosswalk	Madison Avenue at West 98th Street	Marion C. Seltzer	580	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MC3	Crosswalk sign removal	Madison Avenue at West 99th Street	Marion C. Seltzer	580	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WP4	Crosswalk	East 79th Street at Cory Avenue	Wade Park	580	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AL7	Crosswalk	Loretta Avenue at West 99th Street	Almira	578	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AR1	Crosswalk	Kinsman Road at East 147th Street	Andrew J. Rickoff	578	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CA11	Crosswalk	Superior Avenue at Norwood Road and East 65 Street	Case	578	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CA12	Crosswalk	Superior Avenue at East 71st Street and Addison Road	Case	578	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CA9	Crosswalk	East 55th Street at Superior Avenue	Case	578	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CL3	Crosswalk, traffic signal	Clark Avenue at West 56th Street	Clark	578	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented

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CL5	Crosswalk, traffic signal	Clark Avenue at West 53rd Street	Clark	578	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
EP1	Crosswalk	Euclid Avenue at Torbenson Drive	Euclid Park	578	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
ME2	Crosswalk	East 149th Street at Lytton Avenue	Memorial	578	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
ME4	Crosswalk	East 148th Street at Lytton Avenue	Memorial	578	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
ME5	Crosswalk	East 147th Street at Lytton Avenue	Memorial	578	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RJ2	Crosswalk	West 150th Street at Violet Avenue	Robinson G. Jones	578	High	1-3 years	Low	SRTS	SRTS Core Group	Not yet implemented
WP19	Crosswalk	Superior Avenue at East 71st Street and Addison Road	Wade Park	578	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WB1	Crosswalk	Pearl Road at State Road, Henritze Avenue and Altoona Road	William Cullen Bryant	578	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AS7	Crosswalk	Invermere Avenue at Jo Ann Drive	Adlai E. Stevenson	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AS8	Crosswalk	Invermere Avenue at Wendy Drive	Adlai E. Stevenson	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AL1	Crosswalk	Almira Avenue at West 99th Street	Almira	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AL2	Crosswalk	Almira Avenue at West 98th Street	Almira	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CA1	Crosswalk, Rectangular Flashing Beacons	Rapid East 55th Street at Harlem Avenue	Case	570	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
CA13	Crosswalk, traffic signal	Payne Avenue at East 45th Street	Case	570	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
CM14	Crosswalk	State Road at Oak Park Avenue	Charles A. Mooney	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EC7	Crosswalk	East 152nd Street at Aspinwall Avenue	East Clark	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HR7	Crosswalk	Martin Luther King Jr. Drive at Shaker Boulevard	Harvey Rice	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
JG1	Crosswalk, traffic signal	Franklin Boulevard at West 74th Street	Joseph M. Gallagher	570	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
ME10	Crosswalk	East 156th Street at Grovewood Avenue	Memorial	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MP15	Crosswalk, traffic signal	Warner Road at Connecticut Avenue	Miles Park	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

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MP3	Crosswalk	Harvard Avenue at Broadway Avenue	Miles Park	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR14	Crosswalk	West 44th Street at North Marginal Road	Orchard STEM	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR5	Crosswalk	West 41st Street at Bailey Avenue	Orchard STEM	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
PD3	Crosswalk, traffic signal	Fulton Road at Monroe Avenue	Paul L. Dunbar	570	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
PD4	Crosswalk, traffic signal	Fulton Road at Bailey Avenue	Paul L. Dunbar	570	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
RH7	Crosswalk, traffic signal	Harvard Avenue at East 147th Street	Robert H. Jamison	570	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
SC4	Crosswalk, traffic signal	Scranton Road at Holmden Avenue	Scranton	570	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
SU3	Crosswalk, traffic signal	Woodland Avenue at East 110th Street	Sunbeam	570	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WS5	Crosswalk	East 79th Street at Donald Avenue	Willson	570	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BDL5	Crosswalk	West 25th Street at Meyer Avenue	Buhrer Dual Language	568	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EC4	Crosswalk	East 152nd Street at St. Clair Avenue and Ivanhoe Road	East Clark	566	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DE6	Crosswalk	Denison Avenue at Fulton Road	Denison	560	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MM3	Crosswalk	Hough Avenue at East 79th Street	Mary B. Martin	560	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AL8	Bike Rack	Almira Elementary School	Almira	558	High	1-3 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
AR11	Crosswalk	East 146th Street at Bartlett Avenue	Andrew J. Rickoff	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AR3	Crosswalk	East 147th Street at Spear Avenue	Andrew J. Rickoff	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BF8	Crosswalk	Pearl Road at Broadview Road	Benjamin Franklin	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BO3	Crosswalk	Quincy Avenue at East 93rd Street	Bolton	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BO4	Crosswalk	Quincy Avenue at East 89th Street	Bolton	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BO9	Crosswalk	Quincy Avenue at East 105th Street	Bolton	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

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CA10	Crosswalk	East 55th Street at Homer Avenue	Case	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CA8	Crosswalk	East 55th Street at Luther Avenue	Case	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CD8	Crosswalk	Gay Avenue at East 129th Street	Charles Dickens	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DE2	Crosswalk	Denison Avenue at West 33rd Street	Denison	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OP2	Crosswalk	East 185th Street at Schenely Avenue	Oliver H. Perry	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RV4	Crosswalk	Warren Road at Orchard Park Avenue	Riverside	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RJ1	Crosswalk, traffic signal	West 150th Street at Coe Avenue	Robinson G. Jones	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RJ3	Crosswalk	Puritas Avenue at West 150th Street	Robinson G. Jones	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WB2	Crosswalk	State Road at Montclair Avenue	William Cullen Bryant	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WB3	Crosswalk	State Road at Dawning Avenue	William Cullen Bryant	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WI14	Crosswalk	East 55th Street at Francis Avenue	Willow	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WI8	Crosswalk	East 49th Street at Pershing Avenue	Willow	558	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FN11	Crosswalk, traffic signal	Fleet Avenue at East 71st Street	Fullerton	556	High	1-3 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WW9	Crosswalk	Loraine Avenue at West 110th Street	Wilbur Wright	554	High	1-3 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AR2	Crosswalk	Kinsman Road at East 146th Street	Andrew J. Rickoff	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CM3	Repair damaged sidewalk	West 30th Street between Montclair Avenue and Roanoke Avenue	Charles A. Mooney	550	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
DM6	Crosswalk	Morris Court at East 93rd Street	Daniel E. Morgan	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DM8	Crosswalk	East 94th Street at Morris Court pathway alignment	Daniel E. Morgan	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DM9	Crosswalk	East 95th Street at Morris Court pathway alignment	Daniel E. Morgan	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EC1	Crosswalk	East 146th Street at East Clark Elementary	East Clark	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

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EC3	Crosswalk	East 146th Street at Nell Avenue	East Clark	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EC5	Crosswalk	East 146th Street at Aspinwall Avenue	East Clark	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EC6	Crosswalk	Aspinwall Avenue at Saranac Road	East Clark	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EP15	Crosswalk	Euclid Avenue at Green Road	Euclid Park	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EP2	Crosswalk	Euclid Avenue at London Road	Euclid Park	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EP5	Crosswalk	Euclid Avenue at Arabella Road and Willowhurst Road	Euclid Park	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FR12	Crosswalk, traffic signal	Parkwood Drive at Earle Avenue	Franklin D. Roosevelt	550	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
HR5	Sidewalk	East 110th Street from Martin Luther King Jr. Drive to Grandview Avenue	Harvey Rice	550	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
LM14	Crosswalk, traffic signal	Scranton Road at Castle Avenue	Luis Munoz Marin	550	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
ME3	Crosswalk	East 149th Street at Lucknow Avenue	Memorial	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
ME6	Crosswalk	East 146th Street at Nemo Avenue	Memorial	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
ME7	Crosswalk	East 146th Street at Westropp Avenue	Memorial	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
ME8	Crosswalk	Westropp Avenue at East 143rd Street	Memorial	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MP14	Crosswalk, traffic signal	Warner Road at Force Avenue	Miles Park	550	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
OR1	Crosswalk	Orchard Avenue at West 42nd Street	Orchard STEM	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR2	Crosswalk	Bailey Avenue at West 42nd Street	Orchard STEM	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR9	Crosswalk, traffic signal	Lorain Avenue at West 48th Street	Orchard STEM	550	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
PH11	Crosswalk	Arlington Avenue at East 125th Street and Paxton Road	Patrick Henry	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
PH8	Crosswalk	Arlington Avenue at Thornhill Drive	Patrick Henry	550	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CM10	Crosswalk	Pearl Road at Bucyrus Avenue	Charles A. Mooney	548	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
CM11	Crosswalk	Pearl Road at Leopold Avenue	Charles A. Mooney	548	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MP16	Sidewalk, bridge widening	Warner Road at Railroad Bridge just west of Broadway Avenue	Miles Park	548	Medium	4-7 years	High	SRTS	SRTS Core Group	Not yet implemented
WW10	Intersection reconfiguration	Loraine Avenue at Joan Avenue	Wilbur Wright	544	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WW12	Crosswalk, traffic signal	Loraine Avenue at traffic signal by McDonalds	Wilbur Wright	544	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
CD1	Crosswalk, Rectangular Flashing Beacons	Rapid East 131st Street at Gay Avenue	Charles Dickens	540	Medium	4-7 years	Medium	SRTS	SRTS Core Group	In progress
CD6	Crosswalk, traffic signal	East 131st Street at Angelus Avenue	Charles Dickens	540	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MC1	Bike Rack	Marion C Seltzer Elementary School	Marion C. Seltzer	540	Medium	4-7 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
MW9	Bike Rack	Michael R. White STEM School	Michael R. White STEM	540	Medium	4-7 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
EP14	Crosswalk	Wayside Road at Olympia Road	Euclid Park	538	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FR4	Crosswalk	St. Clair Avenue at East 110th Street and Lakeview Road	Franklin D. Roosevelt	538	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FR9	Crosswalk	St. Clair Avenue and East 93rd Street	Franklin D. Roosevelt	538	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HB3	Crosswalk	Halle Avenue at West 82nd Street	H. Barbara Booker	538	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MM1	Crosswalk	East 82nd Street at Brookline Avenue	Mary B. Martin	538	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MP7	Crosswalk	East 93rd Street at Nelson Avenue	Miles Park	538	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
NH6	Crosswalk, traffic signal	Union Avenue at East 105th Street	Nathan Hale	538	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
NH8	Crosswalk, traffic signal	East 116th Street at Benham Avenue	Nathan Hale	538	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
RH8	Crosswalk, traffic signal	Harvard Avenue at East 154th Street	Robert H. Jamison	538	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
RJ4	Crosswalk, traffic signal	Puritas Avenue at West 147th Street	Robinson G. Jones	538	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WV1	Crosswalk, traffic signal	West 54th Street at Bridge Avenue	Waverly	538	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MB5	Crosswalk	Superior Avenue at East 115th Street	Mary M. Bethune	536	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

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PD6	Crosswalk, traffic signal	West 25th Street at Vestry Avenue	Paul L. Dunbar	536	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
AR5	Crosswalk	East 140th Street at Byron Avenue	Andrew J. Rickoff	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AW3	Crosswalk	West 140th Street at Sherry Avneue	Artemus Ward	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AW6	Crosswalk	Bellaire Road at Gilmore Avenue and Belleshire Road	Artemus Ward	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BO10	Crosswalk	Quincy Avenue at Woodhill Road	Bolton	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BO8	Crosswalk	Quincy Avenue at East 100th Street	Bolton	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CA6	Crosswalk	East 55th Street at Lexington Avenue	Case	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CA7	Crosswalk	East 55th Street at Hough Avenue and Commerce Avenue	Case	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DE11	Curb Ramps	Archwood Avenue at West 32nd Place	Denison	530	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
GF2	Crosswalk	West 140th Street at West Avenue	Garfield	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
GF3	Crosswalk	West 140th Street at Viola Avenue	Garfield	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HB1	Crosswalk	Halle Avenue in front of H. Barbara Booker Elementary School	H. Barbara Booker	530	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
HB9	Bike Rack	H. Barbara Booker Wraparound School	H. Barbara Booker	530	Medium	4-7 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
HG1	Crosswalk	Larchmont Road at Clermont Road	Hannah Gibbons-STEM	530	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
HG2	Crosswalk	St. Clair Avenue at Larchmont Road	Hannah Gibbons-STEM	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HG3	Crosswalk	St. Clair Avenue at East 179th Street	Hannah Gibbons-STEM	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
IM1	Crosswalk	Iowa Avenue adjacent to Iowa-Maple Elementary	Iowa-Maple	530	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
IM4	Crosswalk	St. Clair Avenue at East 131st Street	Iowa-Maple	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LZ5	Crosswalk	West 117th Street at Cooley Avenue and Highland Road	Louis Agassiz	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MM8	Crosswalk	Hough Avenue at Crawford Road	Mary B. Martin	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

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OP1	Crosswalk	Schenely Avenue in front of Oliver H. Perry Elementary School	Oliver H. Perry	530	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
OP6	Crosswalk	Lakeshore Boulevard at Schenely Avenue	Oliver H. Perry	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OP7	Crosswalk	Lakeshore Boulevard at Neff Road	Oliver H. Perry	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OP8	Crosswalk	Lakeshore Boulevard at Marcella Road	Oliver H. Perry	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OR3	Crosswalk	West 41st Street at Orchard Avenue	Orchard STEM	530	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
RV5	Crosswalk	Warren Road at Grapeland Avenue and West 155th Street	Riverside	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RV7	Crosswalk	Triskett Road at West 144th Street (northeast intersection)	Riverside	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RV8	Crosswalk	Triskett Road at West 144th Street (southwest intersection)	Riverside	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RH6	Crosswalk	Harvard Avenue at East 146th Street	Robert H. Jamison	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RJ6	Crosswalk	Puritas Avenue at West 154th Street	Robinson G. Jones	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
TM2	Crosswalk	Tremont Avenue at Jefferson Avenue	Tremont Montessori	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WG4	Crosswalk, traffic signal	Warner Road at Force Avenue	Warner Girls' Leadership Academy	530	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WB5	Crosswalk	State Road at Oak Park Avenue	William Cullen Bryant	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WB8	Crosswalk	Broadview Road at Oak Park Avenue	William Cullen Bryant	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WB9	Crosswalk	West 32nd Street at Archmere Avenue	William Cullen Bryant	530	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
WI11	Crosswalk	Glazier Avenue at Victor Avenue	Willow	530	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
WI5	Crosswalk	Nursery Avenue at Finn Avenue	Willow	530	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
WI7	Crosswalk	Broadway Avenue at East 49th Street	Willow	530	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DM5	Crosswalk, traffic signal	Wade Park Avenue at East 82nd Street	Daniel E. Morgan	528	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
FN13	Crosswalk, traffic signal	East 71st Street at Lansing Avenue	Fullerton	528	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented

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GW9	Crosswalk, traffic signal	East 40th Street at Outhwaite Avenue	George Washington Carver STEM	528	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MS3	Crosswalk, traffic signal	Cedar Avenue at East 28th Street	Marion-Sterling	528	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MS8	Crosswalk, Rectangular rapid flashing beacon	East 30th Street at Project Avenue	Marion-Sterling	528	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MP6	Railroad gates	East 93rd Street at Railroad Crossing near Meech Avenue	Miles Park	528	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
DA2	Crosswalk	East 64th Street 280 feet south of Scovill Avenue	Dike School of the Arts	520	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
DA3	Crosswalk	East 64th Street near the south property line of Dike School of the Arts	Dike School of the Arts	520	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EP17	Widen sidewalk, vegetation	Green Road between Euclid Avenue and Ridgehill Road	Euclid Park	520	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MW1	Crosswalk	Parkgate Avenue at East 92nd Street	Michael R. White STEM	520	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MW5	Crosswalk	East 92nd Street at Pierpont Avenue	Michael R. White STEM	520	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MW6	Crosswalk	East 92nd Street at Adams Avenue	Michael R. White STEM	520	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AR12	Bike Rack	Andrew Rickoff Elementary School	Andrew J. Rickoff	518	Medium	4-7 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
DE1	Bike Rack	Denison Elementary	Denison	518	Medium	4-7 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
DE3	Crosswalk	Pearl Road at Denison Avenue	Denison	518	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MP8	Crosswalk signs	East 91st Street at Walker Avenue	Miles Park	518	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WA5	Crosswalk	Fulton Road at Newark Avenue	Walton	518	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WA9	Bike Rack	Walton Elementary School Site	Walton	518	Medium	4-7 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
BDL3	Crosswalk	Scranton Road at Clark Avenue	Buhrer Dual Language	516	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EP3	Vegetation	Southwest side of Cliffview Road from Euclid Avenue to Weston Road	Euclid Park	516	Medium	4-7 years	Medium	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RH12	Crosswalk, traffic signal	Harvard Avenue at East 131st Street	Robert H. Jamison	512	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
AR10	Crosswalk	East 146th Street at Hampstead Avenue	Andrew J. Rickoff	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

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AG1	Crosswalk	East 71st Street at Roy Avenue	Anton Grdina	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AG3	Crosswalk	Port Avenue at East 72nd Street	Anton Grdina	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AG5	Crosswalk	East 71st Street at Anita Kennedy Avenue	Anton Grdina	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AW10	Crosswalk	Harold Avenue and West 137th Street	Artemus Ward	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AW4	Crosswalk	Sherry Avenue at West 139th Street	Artemus Ward	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AW5	Crosswalk	Belleshire Avenue at West 139th Street	Artemus Ward	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AW8	Curb Ramps	Sherry Avenue at West 138th Street	Artemus Ward	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AW9	Curb Ramps	West 137th Street at Sherry Avenue	Artemus Ward	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BO1	Crosswalk	Quebec Avenue at East 97th Street	Bolton	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BO2	Crosswalk	Quebec Avenue at East 93rd Street	Bolton	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BO7	Crosswalk	Quebec Avenue at East 100th Street	Bolton	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CA2	Sidewalk	Harlem Avenue from East 49th Street Eastward	Case	510	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
DE8	Crosswalk	Archwood Avenue at West 33rd Street	Denison	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EP10	Crosswalk	Reyburn Road at Endora Road	Euclid Park	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EP12	Vegetation	London Road just north of Railroad Crossing	Euclid Park	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EP4	Crosswalk	Cliffview Road at North Green Road	Euclid Park	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FN6	Crosswalk	Broadway Avenue at Jones Road	Fullerton	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
IM2	Crosswalk	Iowa Avenue at East 127th Street	Iowa-Maple	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
IM3	Crosswalk	Iowa Avenue at Cleveland Road	Iowa-Maple	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
IM6	Crosswalk	Iowa Avenue at East 124th Street	Iowa-Maple	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

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IM7	Crosswalk	Iowa Avenue at East 123rd Street	Iowa-Maple	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MM7	Crosswalk	Crawford Road at Brookline Avenue	Mary B. Martin	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
ME9	Crosswalk	Lakeshore Boulevard at East 152nd Street and Macauley Avenue	Memorial	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MI3	Parking Restriction	East 119th Street between Miles Avenue and Robertson Avenue	Miles	510	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
MP1	Crosswalk	Harvard Avenue at East 93rd Street	Miles Park	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
PH9	Crosswalk	Arlington Avenue at Eddy Road	Patrick Henry	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
PD1	Crosswalk, traffic signal	Fulton Road at Chatham Avenue	Paul L. Dunbar	510	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
PD5	Crosswalk, traffic signal	Fulton Road at Vega Avenue	Paul L. Dunbar	510	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
RV2	Crosswalk	Montrose Avenue at Glencliffe Road	Riverside	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RH1	Crosswalk	East 144th Street at Ross Avenue	Robert H. Jamison	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RH13	Crosswalk	Benwood Avenue at East 144th Street	Robert H. Jamison	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
SC2	Crosswalk, traffic signal	Scranton Road at Castle Avenue	Scranton	510	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
SC5	Crosswalk, traffic signal	Scranton Road at Barber Avenue	Scranton	510	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
TM4	Crosswalk	West 10th Street at Kenilworth Avenue	Tremont Montessori	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WP3	Crosswalk, rectangular flashing beacons rapid	East 79th Street at Melrose Avenue	Wade Park	510	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WB6	Crosswalk	Oak Park Avenue at West 30th Street	William Cullen Bryant	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WB7	Crosswalk	Oak Park Avenue at West 32nd Street	William Cullen Bryant	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WI4	Crosswalk	Nursery Avenue at Glazier Avenue	Willow	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WS6	Crosswalk	East 79th Street at Korman Avenue	Willson	510	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CD2	Crosswalk, traffic signal	East 131st Street at Bartlett Avenue	Charles Dickens	508	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented

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DL1	Bike Rack	Douglas MacArthur Girls' Leadership Academy	Douglas MacArthur Girls' Leadership Academy	508	Medium	4-7 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
LA3	Railroad crossing gates	West 110th Street at Railroad Crossing	Louisa May Alcott	508	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WP7	Sidewalk	West side of East 79th Street from Wade Park Elementary to Whitethorn Avenue	Wade Park	508	Medium	4-7 years	High	SRTS	SRTS Core Group	Not yet implemented
WW5	Intersection reconfiguration	Bosworth Road at Parkhurst Drive and Headley Avenue	Wilbur Wright	508	Medium	4-7 years	High	SRTS	SRTS Core Group	Not yet implemented
WA7	Fencing	Walton Elementary School Site	Walton	506	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
WY2	Crosswalk, traffic signal	Harvard Avenue at East 183rd Street and Feiner Drive	Whitney M. Young Leadership Academy	506	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
AL3	Bumpouts and crosswalk	Denison Avenue at West 98th Street	Almira	500	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
BDL1	Crosswalk	Buhrer Avenue at West 17th Street	Buhrer Dual Language	500	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CD4	Crosswalk	Union Avenue at East 131st Street	Charles Dickens	500	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CW5	Crosswalk, Pedestrian hybrid beacon	Rocky River Drive at Ponciana Avenue	Clara E. Westropp	500	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
EP9	Vegetation/Sidewalk Repair	Reyburn Road from Endora Road to Hillsboro Road	Euclid Park	500	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
ME11	Crosswalk investigation	East 156th Street at Lucknow Avenue	Memorial	500	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MP5	Railroad gates	East 93rd Street at Railroad Crossing near Booth Avenue	Miles Park	500	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MO5	Crosswalk, traffic signal	Union Avenue at East 70th Street	Mound-STEM	500	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
PH10	Crosswalk, traffic signal	Gray Avenue at Eddy Road	Patrick Henry	500	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
AG7	Crosswalk	Kinsman Road at East 75th Street	Anton Grdina	498	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HB2	Crosswalk	Camden Avenue behind H. Barbara Booker Elementary School	H. Barbara Booker	498	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
LZ6	Crosswalk	West 117th Street at Kensington Avenue	Louis Agassiz	498	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LZ7	Crosswalk	West 117th Street at Worthington Avenue	Louis Agassiz	498	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RV3	Crosswalk	Warren Road at Montrose Avenue	Riverside	498	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
WP1	Crosswalk	Addison Road at Everett Court	Wade Park	498	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AR9	Crosswalk	Kinsman Road at East 130th Street	Andrew J. Rickoff	496	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DE7	Crosswalk, traffic signal	Denison Avenue at West 47th Street	Denison	496	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
PD7	Crosswalk	West 25th Street at Franklin Boulevard	Paul L. Dunbar	496	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AG6	Crosswalk	Kinsman Road at East 71st Street	Anton Grdina	490	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AW1	Crosswalk, Rectangular rapid flashing beacons	West 140th Street at Belleshire Avenue	Artemus Ward	490	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
MI1	Crosswalk	Miles Avenue at East 119th Street	Miles	490	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MI7	Crosswalk	Miles Avenue at East 110th Street	Miles	490	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
PD2	Crosswalk	Monroe Avenue at West 29th Street	Paul L. Dunbar	490	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
WG1	Crosswalk	Warner Road at Connecticut Avenue	Warner Girls' Leadership Academy	490	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WG3	Crosswalk	Warner Road at Jeffries Avenue	Warner Girls' Leadership Academy	490	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CL2	Bus and vehicle drop-off and pick-up facilities	Clark Elementary School Site	Clark	488	Medium	4-7 years	High	SRTS	SRTS Core Group	Not yet implemented
HB8	Crosswalk, traffic signal	West 73rd Street at Brinsmade Avenue	H. Barbara Booker	488	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MP4	Crosswalk	Harvard Avenue at East 76th Street and Jones Road	Miles Park	488	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OP3	Crosswalk / traffic signal	East 185th Street at LaSalle Road and Kildeer Avenue	Oliver H. Perry	488	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
RH11	Crosswalk, traffic signal	Harvard Avenue at East 136th Street	Robert H. Jamison	488	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
TJ3	Crosswalk	West 46th Street at Oakley Avenue	Thomas Jefferson International Newcomers Academy	488	Medium	4-7 years	Low	SRTS	SRTS Core Group	Not yet implemented
WI10	Crosswalk, traffic signal	Broadway Avenue at McBride Avenue	Willow	488	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WI6	Crosswalk, traffic signal	Broadway Avenue at Finn Avenue	Willow	488	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WI9	Crosswalk, traffic signal	Broadway Avenue at Pershing Avenue	Willow	488	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
DM7	Pathway Lighting	Pathway along Morris Court alignment between East 93rd Street and East 95th Street	Daniel E. Morgan	480	Medium	4-7 years	Medium	SRTS	SRTS Core Group	In progress
CD5	Crosswalk, traffic signal	East 131st Street at Corlett Avenue	Charles Dickens	480	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
CD7	Crosswalk, traffic signal	East 131st Street at Benwood Avenue	Charles Dickens	480	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
DM12	Crosswalk, traffic signal	Crawford Road at Kenmore Avenue	Daniel E. Morgan	480	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
EC8	Fill in sidewalk gaps, crosswalks	Nell Avenue	East Clark	480	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
LM7	Crosswalk	West 25th Street at Trowbridge Avenue	Luis Munoz Marin	480	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
LM8	Crosswalk	West 25th Street at Woodbridge Avenue	Luis Munoz Marin	480	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MS9	Crosswalk, traffic signal	Community College Avenue at East 35th Street	Marion-Sterling	480	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
MB6	Crosswalk	Superior Avenue at East 110th Street and Parkwood Drive	Mary M. Bethune	480	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
PH5	Crosswalk, traffic signal	East 123rd Street at Saywell Avenue	Patrick Henry	480	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
PH6	Crosswalk, traffic signal	East 123rd Street at Castlewood Avenue	Patrick Henry	480	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WY6	Bike Rack	Whitney M. Young Leadership Academy	Whitney M. Young Leadership Academy	480	Medium	4-7 years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
NB3	Crosswalk	Loraine Avenue at West 158th Street and West 159th Street	Newton D. Baker	478	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WY3	Crosswalk, traffic signal	Harvard Avenue at East 187th Street	Whitney M. Young Leadership Academy	478	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
WY4	Crosswalk, traffic signal	Harvard Avenue at East 176th Street	Whitney M. Young Leadership Academy	478	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented
BO6	Crosswalk	Quincy Avenue at East 79th Street	Bolton	476	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DE10	Crosswalk	Fulton Road at I-71 Southbound Ramps	Denison	476	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DE9	Crosswalk	Fulton Road at I-71 Northbound Ramps	Denison	476	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OP10	Crosswalk	Lakeshore Boulevard at Nottingham Road	Oliver H. Perry	476	Medium	4-7 years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WA1	Crosswalk, traffic signal	Fulton Road at Walton Avenue	Walton	476	Medium	4-7 years	Medium	SRTS	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
MM5	Crosswalk	Chester Avenue at East 79th Street	Mary B. Martin	470	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MW3	Sidewalk	East 92nd Street between Parkgate Avenue and Adams Avenue	Michael R. White STEM	470	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
MI4	Crosswalk	East 119th Street at Robertson Avenue	Miles	470	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MI8	Crosswalk, median refuge	Martin Luther King Jr. Drive at Robertson Avenue	Miles	470	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MI9	Crosswalk	Martin Luther King Jr. Drive at Beachwood Avenue	Miles	470	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OP4	Crosswalk	East 185th Street at Neff Road	Oliver H. Perry	470	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
OP5	Crosswalk	Harland Avenue behind Oliver H. Perry Elementary School	Oliver H. Perry	470	Low	8+ years	Low	SRTS	SRTS Core Group	Not yet implemented
CL9	Crosswalk, traffic signal	Storer Avenue at West 54th Street	Clark	468	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
DM11	Crosswalk, traffic signal	Wade Park Avenue at Crawford Road	Daniel E. Morgan	468	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
DM4	Crosswalk, traffic signal	Wade Park Avenue at East 86th Street	Daniel E. Morgan	468	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
EP13	Pedestrian Railroad Crossing	Wayside Road at Railroad Crossing	Euclid Park	468	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
EP8	Crosswalk	Euclid Avenue at Ivanhoe Road and West Belvoir Boulevard	Euclid Park	468	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MB2	Crosswalk	Orville Avenue at East 112th Street	Mary M. Bethune	468	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MB3	Crosswalk	Ashbury Avenue at East 110th Street	Mary M. Bethune	468	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MP2	Crosswalk, traffic signal	Harvard Avenue at East 91st Street	Miles Park	468	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
PD8	Crosswalk	West Superior Avenue at West 25th Street	Paul L. Dunbar	468	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
PD9	Crosswalk	West 25th Street at Superior Viaduct	Paul L. Dunbar	468	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
TJ2	Crosswalk	West 46th Street at existing crosswalk near front entrance to Thomas Jefferson International Newcomers Academy	Thomas Jefferson International Newcomers Academy	468	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WP11	Sidewalk	Addison Road from Everett Court to Melrose Avenue	Wade Park	468	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
MC6	Crosswalk, traffic signal	Detroit Avenue at West 95th Street	Marion C. Seltzer	466	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented

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NH10	Crosswalk	Kinsman Road at East 116th Street	Nathan Hale	464	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AW2	Crosswalk, traffic signal	West 140th Street at Harold Avenue	Artemus Ward	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
BO11	Crosswalk, traffic signal	Woodhill Road at Mt. Carmel Road	Bolton	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
CD10	Crosswalk, traffic signal	Corlett Avenue at East 123rd Street and East 124th Street	Charles Dickens	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
EP16	Intersection reconfiguration	Green Road at North Green Road	Euclid Park	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
GF4	Crosswalk, traffic signal	West 140th Street at Emery Avenue	Garfield	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
IM10	Crosswalk, traffic signal	Eddy Road at Gray Avenue	Iowa-Maple	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
IM5	Crosswalk, Rectangular Flashing Beacons	Rapid St. Clair Avenue at Cornado Avenue	Iowa-Maple	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
IM8	Crosswalk	Eddy Road at Iowa Avenue	Iowa-Maple	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
MB4	Crosswalk, Improvement	Sidewalk East 120th Street at Moulton Avenue	Mary M. Bethune	460	Low	8+ years	Low	SRTS	SRTS Core Group	Not yet implemented
MW2	Crosswalk	Parkgate Avenue at Parkside Road	Michael R. White STEM	460	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RH9	Crosswalk, traffic signal	Harvard Avenue at East 160th Street	Robert H. Jamison	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
RJ7	Crosswalk, traffic signal	Puritas Avenue at West 160th Street and Eleanore Drive	Robinson G. Jones	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
TM3	Crosswalk, traffic signal	Professor Avenue at Jefferson Avenue	Tremont Montessori	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
WP13	Crosswalk, traffic signal	Wade Park Avenue at East 71st Street and Giddings Road	Wade Park	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
WP14	Crosswalk, traffic signal	Wade Park Avenue at East 70th Street and Russell Road	Wade Park	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
WP15	Crosswalk, traffic signal	Wade Park Avenue at East 66th Street	Wade Park	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
WG2	Sidewalk	East 86th Street between Connecticut Avenue and Grand Division Avenue	Warner Girls' Leadership Academy	460	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
BDL6	Crosswalk	West 25th Street at Metro Health Drive	Buhrer Dual Language	458	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MW7	Crosswalk	St. Clair Avenue at East 93rd Street	Michael R. White STEM	458	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

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MI5	Crosswalk	Miles Avenue at East 116th Street	Miles	458	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MI6	Crosswalk	Miles Avenue at East 113th Street	Miles	458	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
VV1	Crosswalk	Pearldale Avenue at existing crosswalk in front of Valley View Boy's Leadership Academy	Valley View Boy's Leadership Academy	458	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FN15	Crosswalk	East 71st Stret at Harvard Avenue	Fullerton	456	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AG4	Crosswalk	Carson Avenue at alley approximately 160 feet west of East 73rd Street	Anton Grdina	450	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BDL10	Crosswalk, traffic signal	Scranton Road at Holmden Avenue	Buhrer Dual Language	450	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
BDL11	Crosswalk, traffic signal	Scranton Road at Meyer Avenue	Buhrer Dual Language	450	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
BDL2	Crosswalk, Rectangular Flashing Beacons	Rapid Scranton Road at Buhrer Avenue and Althen Avenue	Buhrer Dual Language	450	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
KC1	Crosswalk	Woodworth Avenue at East 143rd Street	Kenneth W. Clement Boys' Leadership Academy	450	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
KC2	Crosswalk	Woodworth Avenue at East 145th Street	Kenneth W. Clement Boys' Leadership Academy	450	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MI12	Crosswalk	Martin Luther King Jr. Drive at Thornhurst Avenue	Miles	450	Low	8+ years	Low	SRTS	SRTS Core Group	Not yet implemented
NB1	Crosswalk	West 165th Street at Dartmouth Avenue	Newton D. Baker	450	Low	8+ years	Low	SRTS	SRTS Core Group	Not yet implemented
NB2	Crosswalk	West 159th Street at Melbourne Avenue	Newton D. Baker	450	Low	8+ years	Low	SRTS	SRTS Core Group	Not yet implemented
RV1	Crosswalk	Glenclyffe Road at Jonathan Drive	Riverside	450	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
TM5	Crosswalk	Tremont Avenue at Kenilworth Avenue and College Avenue	Tremont Montessori	450	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WY1	Crosswalk, traffic signal	Harvard Avenue at Lee Heights Boulevard and school access	Whitney M. Young Leadership Academy	450	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
WI12	Crosswalk	Track Road at Victor Avenue	Willow	450	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AR4	Crosswalk	East 140th Street at Abell Avenue and Milverton Road	Andrew J. Rickoff	448	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DE12	Crosswalk, traffic signal	Pearl Road at Archwood Avenue	Denison	448	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented

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FN16	Bike Rack	Fullerton Elementary School	Fullerton	448	Low	8+ years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
MO6	Crosswalk, traffic signal	Union Avenue at East 75th Street	Mound-STEM	446	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
EP6	Crosswalk	Euclid Avenue at Urbana Road and Mannering Road	Euclid Park	440	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
EP7	Crosswalk	Euclid Avenue at Colonnade Road and Octavia Road	Euclid Park	440	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FR10	Crosswalk, Rectangular Flashing Beacons	Rapid East 105th Street at Garfield Avenue	Franklin D. Roosevelt	440	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
FR11	Crosswalk, traffic signal	East 105th Street at Yale Avenue	Franklin D. Roosevelt	440	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
FN2	Crosswalk	East 74th Street at Worley Avenue	Fullerton	440	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
HR10	Crosswalk, traffic signal	East 116th Street at Harvey Avenue	Harvey Rice	440	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
MP11	Crosswalk	Miles Avenue at East 100th Street	Miles Park	440	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
MO4	Crosswalk, traffic signal	Broadway Avenue at Aetna Road	Mound-STEM	440	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
WG6	Sidewalk	Warner Road from Turney Road to Rosewood Avenue	Warner Girls' Leadership Academy	440	Low	8+ years	High	SRTS	SRTS Core Group	Not yet implemented
WI1	Relocate drop-off zone	Willow Elementary School	Willow	440	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
DM10	Analysis of Potential Road Diet	Wade Park Avenue	Daniel E. Morgan	438	Low	8+ years	High	SRTS	SRTS Core Group	Not yet implemented
MW8	Crosswalk	Pierpont Avenue at East 99th Street	Michael R. White STEM	438	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FN10	Crosswalk	Broadway Avenue at Fleet Avenue	Fullerton	428	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FN8	Crosswalk	Broadway Avenue at Marble Avenue	Fullerton	428	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FN9	Crosswalk	Broadway Avenue at Fullerton Avenue	Fullerton	428	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
RH5	Crosswalk, traffic signal	Harvard Avenue at East 144th Street	Robert H. Jamison	428	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
WP12	Crosswalk, traffic signal	Wade Park Avenue at Addison Road	Wade Park	428	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
WP18	Crosswalk, traffic signal	Wade Park Avenue at Crawford Road	Wade Park	428	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
OP9	Sidewalk	Lakeshore Boulevard between East 174th Street and Nottingham Road	Oliver H. Perry	426	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
BO5	Crosswalk	Quincy Avenue at East 83rd Street	Bolton	420	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MM12	Crosswalk	Ansel Road at Hough Avenue and Mt. Sinai Drive	Mary B. Martin	420	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MM4	Crosswalk, traffic signal	Chester Avenue at East 82nd Street	Mary B. Martin	420	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
MI11	Fill in gaps in sidewalk, vegetation	Martin Luther King Jr. Drive between Puritan Avenue and Thornhurst Avenue	Miles	420	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
MI13	Crosswalk, traffic signal	East 131st Street at Beachwood Avenue	Miles	420	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
MO7	Crosswalk, traffic signal	East 65th Street at Morton Avenue and Ovington Avenue	Mound-STEM	420	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
RV6	Crosswalk	Warren Road at Munn Road	Riverside	420	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
TJ1	Crosswalk, traffic signal	Clark Avenue at West 47th Street	Thomas Jefferson International Newcomers Academy	418	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
VV2	Crosswalk	Rocky River Drive at Valley View Avenue	Valley View Boy's Leadership Academy	418	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BDL12	Crosswalk	Scranton Road at Metro Health Drive	Buhrer Dual Language	410	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
VV3	Bike Rack	Valley View Boy's Leadership Academy	Valley View Boy's Leadership Academy	410	Low	8+ years	Low	SRTS/CMSD	SRTS Core Group	Not yet implemented
FN3	Crosswalk	East 74th Street at Canton Avenue	Fullerton	408	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WA6	Crosswalk	Fulton Road at Sackett Avenue	Walton	408	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WA8	Crosswalk	Clark Avenue at West 32nd Street	Walton	408	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
DE4	Crosswalk, traffic signal	Denison Avenue at West 21st Street	Denison	400	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
FN7	Crosswalk	Broadway Avenue at East 78th Street	Fullerton	400	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
NH9	Crosswalk, traffic signal	East 116th Street at Union Avenue	Nathan Hale	400	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
RH10	Crosswalk, traffic signal	Harvard Avenue at East 141st Street	Robert H. Jamison	400	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
MM6	Sidewalk relocations	widening/utility Brookline Avenue between East 82nd Street and Crawford Road	Mary B. Martin	398	Low	8+ years	High	SRTS	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
AW7	Crosswalk	West 130th Street at Bellaire Road	Artemus Ward	388	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
GF6	Crosswalk	West 130th Street at West Avenue	Garfield	388	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
FN1	Crosswalk	East 75th Street at Worley Avenue	Fullerton	380	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MB1	Crosswalk	East 115th Street at Moulton Avenue	Mary M. Bethune	380	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
CD11	Crosswalk, traffic signal	Union Avenue at East 124th Street	Charles Dickens	370	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
WR5	Crosswalk	Fulton Road at Vandalia Avenue	William Rainey Harper	370	Low	8+ years	Low	SRTS	SRTS Core Group	Not yet implemented
WY5	Traffic Signal	Harvard Avenue at East 173rd Street	Whitney M. Young Leadership Academy	368	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
MI2	Crosswalk, traffic signal	Miles Avenue at East 120th Street and Miles Elementary School Driveway	Miles	360	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
CL8	Crosswalk, traffic signal	Storer Avenue at West 58th Street	Clark	358	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
FN14	Crosswalk, traffic signal	East 71st Street at Worley Avenue	Fullerton	358	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
HR11	Crosswalk, traffic signal	East 116th Street at Forest Avenue	Harvey Rice	358	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
WR4	Crosswalk, traffic signal	Pearl Road at Archmere Avenue	William Rainey Harper	356	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
WI2	Roadway widening*	Nursery Avenue at Willow Elementary School	Willow	350	Low	8+ years	High	City of Cleveland	SRTS Core Group	Completed
WI3	Roadway widening*	Glazier Avenue at Willow Elementary School	Willow	350	Low	8+ years	High	City of Cleveland	SRTS Core Group	Completed
EP11	Pedestrian Railroad Crossing	London Road at Railroad Crossing	Euclid Park	350	Low	8+ years	High	SRTS	SRTS Core Group	Not yet implemented
WR1	Crosswalk	Fulton Road at Ira Avenue	William Rainey Harper	350	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WR2	Crosswalk	Fulton Road at Biddulph Road	William Rainey Harper	350	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WR6	Crosswalk	Fulton Road at Archmere Avenue	William Rainey Harper	350	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WI13	Pedestrian Bridge Modifications	Pedestrian Bridge between Track Road and East 50th Street	Willow	350	Low	8+ years	High	SRTS	SRTS Core Group	Not yet implemented
FN4	Crosswalk	Spafford Road at Canton Avenue	Fullerton	348	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented

Map ID	Countermeasure	Location	School Affected	Weighted Score from Matrix	Priority	Timeframe	Estimated Cost	Possible Funding Source	Responsible Party	Status
FN5	Crosswalk	Canton Avenue at East 75th Street	Fullerton	348	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
WR3	Crosswalk, traffic signal	Pearl Road at Ira Avenue and Germaine Avenue	William Rainey Harper	328	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
BDL7	Crosswalk	West 25th Street at Trowbridge Avenue	Buhrer Dual Language	320	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BDL8	Crosswalk	West 25th Street at Woodbridge Avenue	Buhrer Dual Language	320	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
BDL9	Crosswalk	West 25th Street at Marvin Avenue and Southpoint Drive	Buhrer Dual Language	320	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
AW11	Crosswalk, traffic signal	East 130th Street at Longmead Avenue	Artemus Ward	318	Low	8+ years	Medium	SRTS	SRTS Core Group	Not yet implemented
MI10	Intersection reconfiguration	Martin Luther King Jr. Drive at Puritan Avenue	Miles	310	Low	8+ years	High	SRTS	SRTS Core Group	Not yet implemented
BDL13	Crosswalk	Scranton Road at Southpoint Drive	Buhrer Dual Language	300	Low	8+ years	Low	SRTS / City of Cleveland	SRTS Core Group	Not yet implemented
MW4	Sidewalk	East 93rd Street between Adams Avenue and St. Clair Avenue	Michael R. White STEM	298	Low	8+ years	High	SRTS	SRTS Core Group	Not yet implemented

*The intent of these recommendations (to keep vehicles off of sidewalks during arrival and dismissal, and to facilitate smoother traffic flow) was achieved by making the streets one-way during arrival and dismissal, rather than by widening the roadway.

6.0: ENDORSEMENTS

The Cleveland Safe Routes to School program, in partnership with the Cleveland Metropolitan School District and the City of Cleveland, supports school attendance, academic performance, conditions for learning, and a focus on health and equity by enabling and encouraging CMSD K-8 students to walk or bicycle to school safely.

The undersigned endorse these goals and pledge to support this School Travel Plan and the Cleveland SRTS Program.

Name	Organization	Signature
Eric S. Gordon	CEO, Cleveland Metropolitan School District	
Denise W. Link	Chair, Cleveland Metropolitan School District, Board of Education	
Frank G. Jackson	Mayor, City of Cleveland	
Kevin Kelly	President, Cleveland City Council	
Daniel P. Troy	NOACA, President, Board of Directors and Lake County Commissioner	
Grace Gallucci	Executive Director, NOACA	