

**Cleveland Safe Routes to School (SR2S)
School Travel Plan (STP)
2007-2008**

SECTION 1: SCHOOL TRAVEL PLAN TEAM MEMBERS

1) Meghan Estes, Acting Director of Health Promotion**

Cleveland Department of Public Health

2) Jennifer Scofield, Deputy and Acting Commissioner of Health

Cleveland Department of Public Health

3) Marty Cader, Bicycle and Pedestrian Coordinator

Cleveland City Planning Commission

4) Andy Cross P.E., Traffic Engineer

Department of Public Service

5) Commander Deon McCaulley

Department of Public Safety

6) Emily Miller, Project Manager

Slavic Village Development Corporation

7) Megan Meister, Community Organizer

Stockyard Redevelopment Organization

8) Jim Sheehan, Director

Ohio City Bicycle Co-Op

9) Zerrine Bailey, Steps School Health Program Manager

Cleveland Metropolitan School District

10) Anita Brindza, Executive Director

Cudell Improvement Incorporated

**** Primary contact for School Travel Plan**

SECTION 2: INTRODUCTION

Incorporating a public health approach to safety and violence prevention, the Cleveland Safe Routes to School (SR2S) plan uses a variety of education, engineering, enforcement, encouragement and evaluation strategies to help make routes to school safer for children. This allows us to take proactive steps to make it easier for students to get to and from school safely by addressing attitudes, behavior

and the environment. Each school starts from a unique situation with different circumstances.

In 2004, CDPH received funding from the Centers for Disease Control and Prevention (CDC) to support the Steps to a Healthier Cleveland (Steps) initiative as part of Steps to a Healthier US. The Steps to a Healthier US Cooperative Agreement is a U.S. Department of Health and Human Services program advancing the Healthier US goal to help Americans live longer, better and healthier lives. Through funding of community-based interventions, this program aims to reduce the burden of chronic disease (particularly diabetes, obesity and asthma) and address three related risk behaviors—poor nutrition, physical inactivity and tobacco use and exposure.

Steps supports interventions in several settings including: schools, neighborhoods, faith based institutions, healthcare settings, workplaces, and mass media. Specifically, interventions target institutions and residents in 14 Cleveland neighborhoods, but Steps' work is wide-reaching and impacts all Cleveland residents through both neighborhood-level programming and systemic policy work and changes to the built environment. Steps has been incorporating SR2S programming into their Community Action Plan since its inception.

The Cleveland Department of Public Health (CDPH) and the SR2S Coalition have taken the original SR2S concept further to address other street safety and community building needs in our neighborhoods. CDPH staff has realized that in order to promote wellness through walking and biking to school, we also need to address crime and other street safety concerns. Crime is a major deterrent preventing parents from allowing their children to get out and walk, bike or play in their neighborhood. Those fears often include kidnapping, assault, drug dealers and gang activity along the routes. Crime concerns are based on both real and perceived crime. These fears affect how many children are allowed to walk or bike to school.

The Cleveland Metropolitan School District (CMSD) has been engaged in a long-term effort to address the many and varied health and social problems, including lack of physical activity and safety, confronted by its students, families and staff. In 2002, the Board of Education adopted a Comprehensive Health Plan (CHP). The plan was developed by the Health Leadership Council (HLC), comprised of more than 100 health and social service professionals representing key partners, community members and District staff.

The CHP encompasses measurable goals and objectives in each of the 10 leading health indicator areas based on the Surgeon General's Healthy People 2010 national health objectives. Each of the objectives is designed to assist the District with the improvement of the health and well-being of its students, families and staff. In order to achieve many of the goals included in the Comprehensive Health Plan, the District has partnered with the CDPH through its Steps program.

Additionally, the District is in the process of adopting a Wellness Policy which will serve to improve nutrition and physical activity status of students, parents and staff. The Wellness Policy is mandated by the Child Nutrition and WIC Reauthorization

Act of 2004 in which the U.S. Congress established a new requirement that all school districts with a federally-funded school meals program develop a policy that address nutrition and physical activity by the 2006-2007 school year.

Finally, the CEO unveiled a five year strategic plan for the district in July 2007 (see attached document). Key initiatives relate to student safety. One example of these safety initiatives will be the organization of student safety leadership teams in all pre K-Grade 8 schools which are designed to promote safe and appropriate behavior during, and to and from school through peer mentoring and meetings with the Police, Regional Transit Authority Police and school district safety and security forces.

A second example is the creation of the school Community Service Officer. The Community Service Officer will be assigned to all district elementary schools to assure safe walking routes for elementary students. These officers will patrol safe walking routes in vehicles and on bicycles during peak student travel times.

In general, the key components of the Cleveland SR2S program include:

- ★ Enhancement of the SR2S Coalition
- ★ Participation in annual International Walk to School Month activities
- ★ Completion of Walkability Audits (environmental scans) around each participating school
- ★ Infrastructure enhancements through the Department of Public Service
- ★ Pedestrian Safety and Stranger Danger education provided by the Cleveland Bureau of Community Policing
- ★ Bicycle Safety education through assemblies and bike rodeos provided by the Ohio City Bicycle Co-Op

Safe Routes to School Coalition (meets quarterly)

City of Cleveland

Mayor's Office
Department of Public Health
City Planning Commission
Department of Parks, Recreation and Properties
Department of Public Service
Department of Public Safety
Community Relations Board
Department of Aging

Cleveland Metropolitan School District

Division of the Chief of Staff
Division of the Chief of Operations
Division of the Chief of Academics
Division of Academic Affairs

Community Development Corporations
Cleveland Neighborhood Development Coalition
Clevelanders in Motion/YMCA of Greater Cleveland
Greater Cleveland Safe Kids Coalition
Neighborhood Progress, Inc.
Cleveland Neighborhood Development Coalition
Ohio City Bicycle Co-Op
RSVP Cleveland
Case Western Reserve University - Center for Health Promotion Research
American Lung Association

SECTION 3: THE PUBLIC INPUT PROCESS

The CDPH has several mechanisms at its disposal for gathering community input. Specifically to the SR2S effort, we work closely with the CMSD and Community Development Corporations (CDCs). The CDCs make up a local network of non-profit organizations charged with reviving Cleveland's neighborhoods through commercial and residential development, storefront renovations, safety improvements and neighborhood outreach. The community organizers are particularly good with outreach to block clubs, parent groups and small business owners. The CDPH Steps program currently contracts with 14 CDC's across the city.

To date, the SR2S coalition members have been able to gain feedback from Parent-Teacher Organizations, school administrators, law enforcement officials, students and others through block club meetings, school in-service trainings, educational events and through participation in walkability audits, a cornerstone of the SR2S program. This feedback also comes through more informal ways, such as program participant testimonials.

To highlight public input even further, please find attached a copy of the following plans and documents. All developed through intensive strategic planning and community engagement. The attachments include:

- The Cleveland Metropolitan School District's and City of Cleveland's Safety and Security Plan
- The City of Cleveland's Bikeway Plan
- The Cleveland Metropolitan School District's Five Year Strategic Plan, which includes reference to its Wellness Policy
- Sample copy and compilation of results from Walkability Audits
- Stakeholder Interview Sheets

SECTION 4: Description of Schools and Neighborhoods

The Cleveland School Travel Plan serves all of Cleveland's children. For the purpose of the Safe Routes to School application this plan highlights two schools in the Cleveland Metropolitan School District and one Constellation Community School.

Three schools will be focused on for the Safe Routes to School application:

- 1) **Louisa May Alcott (K-6, 208 students enrolled)**
10308 Baltic Avenue, Cleveland 44102
Cudell/Edgewater neighborhood
- 2) **Willow (K-8, 233 students enrolled)**
5004 Glazier Avenue, Cleveland 44127
Slavic Village/Broadway neighborhood
- 3) **Stockyard Community School (K-4, 214 students enrolled)****
3200 West 65th St., Cleveland 44102
Stockyard neighborhood

** This school is not under the Cleveland Metropolitan School District. Stockyard Community School is a Constellation Community School.

Cudell/Edgewater neighborhood

Louisa May Alcott School falls within the Clifton/West Boulevard Historic District. Clifton Boulevard and West Boulevard grew out of the City Beautiful, park and boulevard planning movements that began in Cleveland in the late nineteenth century.

Like its east side counterpart, East Boulevard, West Boulevard was planned as a landscaped parkway connection between Cleveland's large neighborhood parks- Edgewater Park and Brookside Park. West Boulevard still possesses the original qualities that distinguish it from other Cleveland streets- bold, elegant stone bridge designed by noted Cleveland architect Charles Schweinfurth, gently winding roads with expansive tree lawns, landscaped green spaces with parallel rows of stately trees, and homes individually styled with unique design features.

Clifton Boulevard illustrates the impact of transportation to this neighborhood's development and how the City grew out from its downtown center. Unlike other streets in the city, the streetcar line ran down the middle of the tree lawns on the north and south side of Clifton. Service began in 1903 and ended in 1947 when the street was widened for a new express bus system. The popular streetcar line and the developing residential neighborhood sparked the erection of many of Clifton Boulevard's commercial structures in the 1920's.

The high quality and variety of architecture and the spectacular green space in which it is set are what distinguish the district. It is a unique mix of architecture and planning in which inspired landscape design brings harmony to the mix. Clifton-West Boulevard remains today one of the premier neighborhoods of Cleveland, an important illustration of neighborhood development.

Demographics

According to the 2000 census there are 8,751 residents living in the Edgewater neighborhood. Seventy seven (77%) are white, 16% black and 7% are Hispanic.

Twenty four percent (24%) of families with children less than 18 years of age live below the poverty level and the unemployment rate is almost 5%.

Slavic Village/Broadway neighborhood

The North and South Broadway neighborhoods were originally part of the Newburgh Township, organized in 1814, as one of the earliest settlements in Cuyahoga County. Settlers from New England were first attracted to this area in 1796 by the fresh water and power provided by the fast-flowing Mill Creek.

In the first half of the nineteenth century, construction of the Ohio and Erie Canal led to industrial and commercial growth in the Broadway area, including the establishment of several steel mills. With the arrival of heavy industry came a large influx of Welsh, English, Scottish and Irish immigrants. Many working class neighborhoods were formed in the area within walking distance of the factories that provided employment. Later, in the 1870's and 1880's, Czech and Polish immigrants arrived, bringing their culture and religion to the area. Over the years, they created a neighborhood as rich in ethnic history as any in the United States. These immigrant workers also built churches and national halls, most of which still serve the community today.

Commercial development occurred primarily along Broadway and Fleet Avenues. At its peak in the 1920's, the intersection of E. 55th Street and Broadway was rivaled only by downtown Cleveland and the East 105th Street area. Fleet Avenue developed with Polish-owned businesses intermingled with residential housing.

Today, Slavic Village-Broadway is a neighborhood in the midst of a renaissance. Residents work together in block clubs to improve the quality of life in their community. Slavic Village Development redevelops underutilized and abandoned commercial properties and revitalizes Broadway's housing stock. Cultural institutions, civic organizations and churches are still thriving. The Slavic Village-Broadway neighborhood continues to blend its rich history with a strong vision for its future.

Demographics

Slavic Village-Broadway is made up of the North and South Broadway neighborhoods in Cleveland. The 2000 census reported 30,524 residents living within the Slavic Village-Broadway neighborhood. In 2000 the neighborhood was made up of 30% ethnic minorities, up 23% from 1990, and anecdotal evidence suggests the minority population has continued to increase. Forty-three percent (43%) of the local population do not have high school diplomas while 35% of families with children have incomes below the poverty level (NEO CANDO Center on Urban Poverty and Social Change, MSASS Case Western Reserve University).

Stockyard neighborhood

The Stockyard neighborhood was originally a part of Brooklyn Township, made up of farmland in the Western Reserve. Hearty Metzenzeifen German and Austro-Hungarian immigrants, who either worked the land or for the railways, settled in the area. Workers were needed for the Cleveland Union Stockyards, relocated to Gordon Avenue (now West 65th Street) by Benjamin Rose in 1879. The ‘Stockyards’ were at one time, the seventh largest in the nation. “Pilsner Square” was once the name of the corner of West 65th Street and Clark Avenue, the former home of the P.O.C. Brewery, with Standard Brewing Company located just east down Clark Avenue. Brookside Meats, Swift Premium Meats, and a host of other slaughter house/meat packers made their home here. The Joseph & Feiss Company, once the world’s largest clothing manufacturer, was located on Walworth Avenue and West 53rd. Worker housing sprang up to line the area’s streets, marked with back alleys reminiscent of towns back East. Clark Recreation Center reflects the old “neighborhood baths”, and is one of the City’s oldest operating recreation centers. Today, many residents are second and third generation neighbors, living down the street from Grandma’s house.

The Stockyard neighborhood today is home to many fine institutions, including Neighborhood Family Practice, a federally qualified health center, The Women’s Center of Greater Cleveland, a number of excellent educational institutions and historical landmarks, including Sachsenheim Hall and St. Boniface Church. The Neighborhood boasts nine neighborhood block clubs, a community leaders group, the Stockyard Round Up, monthly neighborhood forums, quarterly business meetings (*TGIF – Taking Growth Into the Future*), Storer Avenue Safety Task Force, the Annual Stockyard Stampede (a 5K Run /1M Walk held in late summer) and the Stockyard Steppers (a community walking group). All area residents and businesses are kept updated through the publication of the Stockyard Pen, Stockyard Redevelopment Organization’s quarterly newsletter.

The true asset of the Stockyard community is its people. Their stories, history, leadership and involvement help to shape a great community. The Stockyard neighborhood is rich with history and heritage, full of life, vibrancy and energy.

Demographics

There are approximately 13,500 people living in the Stockyard neighborhood, this population has declined 2% since the 1990 census. Ten percent (10%) of neighborhood residents are African American and 27% are Latino. Fifty percent (50%) of the neighborhood residents are female and the average family size is 3.5 people. Children and seniors make up about 43% of the total population; there are 4,680 residents under the age of 18 and 1143 residents over the age of 65. Approximately 4,500 residents of the Stockyard neighborhood work full or part-time; 82% of these residents drive to work, while 18% use public transportation. Approximately 34% of households in the neighborhood have incomes of less than \$15,000 per year and about 664 families living below the poverty level.

SECTION 5: SCHOOL DEMOGRAPHICS

Demographic Data for the Cleveland Metropolitan School District (CMSD)

The Cleveland Metropolitan School District (the District) is one of the largest public school systems in Ohio. The student body is comprised of a very diverse population, including 70.6% African American; 71.7% Caucasian; 9.5% Hispanic; .7% Asian/Pacific Islander;.3% American Indian/Alaskan Native; 1.2% multi-racial; 4.6% Limited English Proficient (LEP); and 16.3% with disabilities.

There are 106 schools within the district including 83 K-8 buildings. The total number of students enrolled in the Cleveland Metropolitan school district is 51,783. This includes 34,719 K-8 students.

Louisa May Alcott School

45% Caucasian
32% African American
9% Multiracial
9% Latino
4% Middle Eastern
Less than 1% Asian

★ 100% of students are eligible for free or reduced lunch.

Willow School

55% African American
35% Caucasian
10% Latino

★ 94% of the students are eligible to receive free or reduced lunch.

Stockyard Community School

41% Caucasian
33% Latino
15% Multi-Racial
8% African American
Less than 1% Native American

★ 90% of students qualify for free/reduced lunch program

SECTION 6: CURRENT SCHOOL TRAVEL ENVIRONMENT

Current Travel Modes for CMSD

There are 18.7% or 10,515 students within the Cleveland Metropolitan School district who receive some form of transportation. This includes 2,973 students who are provided school bus transportation, 2,601 special education students who are provided bus transportation, 4,528 students who receive RTA bus tickets, and 413 students who receive taxi-cab transportation. In order for elementary and middle school students to qualify for bus transportation they must live two miles or more from their assigned schools. A student's home to school distance is measured as the shortest walking path to the school, not always the shortest driving path.

Specific policy information from the CMSD Transportation Division is attached.

Louisa May Alcott (208 students enrolled)

Start time: 9:30am

End time: 4:00pm

- ★ 89 students are driven to school by an adult
- ★ 71 students walk to school
- ★ 46 students ride the school bus
- ★ 5 students carpool with other families
- ★ 2 students bike to school

All buses pull up and park in front of the school building on Baltic Rd. In the morning, all cars pull up, drop off and drive off in a single file line on West 104th. An adult, usually the Principal, meets and greets the children there. Parents are asked to not pull into the parking lot before and after school. At dismissal, bus procedures remain the same. Cars pull up on W. 103rd St. and park. Most parents walk to the doors to pick up their children.

The Principal and Instructional Aide meet and greet the car riders and walkers on W. 104th and two Instructional Aides meet and greet the bus riders on Baltic. All teachers and aides help with dismissal. Some will take children to buses, some watch the walkers and some watch the playground area.

Willow School

Start time: 8:00am

End time: 2:30pm

- ★ 168 students walk to school
- ★ 5 students bike to school
- ★ 23 students ride the school bus
- ★ 35 students are driven to school by an adult
- ★ 2 students use public transportation

Students at Willow are dropped off and picked up in the front of the main entrance. If a child rides in a day care van, they may be picked up in the parking lot or the main entrance. The Principal, Family Liaisons and Paraprofessionals all assist in managing student arrival and dismissal times.

***Please note Cleveland Metropolitan Schools with an 8:00 a.m. start time are dropped off in the morning at 7:40 a.m. Cleveland Metropolitan Schools starting at 9:30 a.m., the bus drop off time in the morning is 9:10 a.m.*

3) Stockyard Community School

Start time: 8:00am

End time: 3:15pm

- ★ 107 students walk to school
- ★ 43 students use public transportation
- ★ 54 students carpool with other families

At Stockyard Community School, the transportation procedure explains how the parents/guardians should enter into the parking lot when picking up their children from school. The school does not use crossing guards, instead parent patrols help manage school traffic. The staff along with the Principal are responsible for managing arrival and dismissal times. Stockyard Community School has not had any immediate problems with arrival and dismissal times related to school transportation; however they have had to deal with several speeding vehicles going down West 65th St. when students are coming to and from school. Several parents and residents have complained about the speeding traffic.

SECTION 7: BARRIERS TO ACTIVE TRANSPORTATION

Walkability Audits

Walkability audits are the cornerstone of the SR2S program and have been completed for the three schools identified; results are attached in this section. The Cleveland SR2S walkability audit was created to address many issues that would deter parents from allowing their children to walk or bike to school. The audit went through a strategic review process with various City Departments that would be addressing the concerns listed. The first page of the audit address sidewalk conditions, appeal of the route, safety concerns (including hot spots for drug activity and stray animals), traffic flow and appropriate school zone signage. The second page asks those completing the audit to pay particular attention to intersections; noting crosswalks, traffic and pedestrian signals and any obstruction blocking appropriate signage. Results of the audits are then shared with appropriate City Departments and concerns are addressed as appropriate.

Traffic Data

According to the Cleveland Police Department there were 782 traffic citations issued in schools zones in the City of Cleveland. From 2004-2006 there were 3 accidents around Willow School, 90 around Stockyard Community School and 35 around Louisa May Alcott.

Maps attached in this document include data prepared by the Rainbow Injury Prevention Center at University Hospitals Rainbow Babies and Children's Hospital show child pedestrian crashes in Cleveland from 2001-2005. The maps displayed are police reported traffic crashes involving child pedestrians and bicyclists ages 4-14 and show incident locations of the crashes around the three schools identified. Data is from the Ohio Department of Public Safety's Ohio Integrated Traffic Records System.

The distributions of crashes for the area covered by these maps are:

- ★ Louisa May Alcott: 8 pedestrian crashes, 10 bicycle crashes
- ★ Willow: 29 pedestrian crashes, 14 bicycle crashes
- ★ Stockyard Community School: 38 pedestrian crashes, 34 bicycle crashes

*****Pedestrian crashes are marked by a red square and bicycle crashes are marked by a blue triangle.***

Neighborhood Safety Concerns

Neighborhood safety concerns directly impact the implementation of the SR2S program. It emphasizes the need to improve conditions for walking and bicycling in neighborhoods surrounding schools. The Walkability Audit allows us to gauge what and where those concerns are but leaves room for developing creative strategies. Gangs, drug houses, vacant lots prostitution and scary dogs are key safety concerns for children and adults. A sense of community is key to neighborhood safety and rallying residents around Safe Routes to School is a logical action step. In doing this, neighbors have a shared sense of responsibility.

SECTION 8: CREATING SOLUTIONS AND COUNTERMEASURES

The Cleveland SR2S program has been in existence since July 2004. The program addresses the 5 E's through activities listed below. The barriers identified through the walkability audit will be used for infrastructure enhancements to include sidewalk repairs and updated pedestrian crossing signals. In addition overtime for Law Enforcement Officers will allow for aggressive traffic enforcement around each of the schools identified in this plan. In an effort to increase helmet use and bike safety knowledge, the Ohio City Bicycle Co-Op will provide bike safety education through in-class and hands-on education.

****Areas highlighted in red are what the Cleveland SR2S program is requesting dollars for from ODOT.**

Goals:

- 1) Improve wellness through biking and walking to school
- 2) Improve safety in the neighborhoods around each school

5 E's of the Cleveland Safe Routes to School Program:

- Engineering
 - Walkability Audits
 - Create GIS map of the 1-2 mile radius around each intervention school completed by City Planning on as needed basis.
 - Partner with Community Development Corporations and School-Based Program Manager to recruit volunteers.
 - Complete walkability audits.
 - Audit includes general assessment of walking route as well as a page dedicated to assessing each intersection.
 - Review findings with Traffic Engineer dedicated to SR2S activities.
 - **Traffic Engineers will assess findings and make enhancements where necessary.**
- Education
 - Pedestrian and Bicycle Safety Education
 - Stranger Danger education through Bureau of Community Policing.
 - **Bike safety education and bike rodeo for 4th grade students at intervention schools. Children who participate get free helmet and bike lock. Services provided through the Ohio City Bicycle Co-Op.**
- Enforcement
 - Crossing Guards
 - Working with CMSD and Cleveland City Council to gauge accurate placement of crossing guards.
 - Enhance number of crossing guards if necessary.
 - **Law Enforcement Officers will provide aggressive traffic enforcement around each of the schools during peak travel hours.**
- Encouragement
 - International Walk to School Month Activities

- Coordinate efforts with School-Based Program Manager and Family Liaison at each Steps to a Healthier Cleveland school.
 - Distribute “Walk to School Day Guide” to interested schools.
 - Encourage collaboration with the Greater Cleveland Safe Kids Coalition.
 - Provide incentives for children who participate.
 - Recruit Law Enforcement Officers to assist with efforts.
 - Coordinate and promote Walking School Bus program.
- Evaluation
 - Results of Walkability Audits
 - Parent Tally Sheet (from National Safe Routes to School)
 - Student Tally Sheet (from National Safe Routes to School)

SECTION 9: IMPROVEMENTS MAPPING

Regional and detailed maps are included as attachments in this School Travel Plan.

SECTION 11: PLAN APPROVAL

Letters of support are included in the School Travel Plan and include the following:

- 1) CEO of the Cleveland Metropolitan School District
- 2) Director of the Cleveland Department of Public Health
- 3) Stockyard Community School
- 4) Louisa May Alcott School
- 5) Willow School
- 6) Cudell Improvement Incorporated
- 7) Stockyard Redevelopment Organization
- 8) Slavic Village Development Corporation