This attachment includes descriptions of common SRTS infrastructure countermeasures. Its organization parallels the organization of Chapter 4 and includes sections addressing on-campus pedestrian and bicycle accommodation, driver awareness of school zones, driver behaviors, and student safety and comfort along the school route.

The goal of SRTS infrastructure countermeasures is to create street environments in which vehicles travel the speed limit, non-motorized users can move safely and comfortably, roadway design is context sensitive, and people of all ages and abilities can travel throughout their community. If appropriately implemented, SRTS infrastructure countermeasures can improve the walking and bicycling environment for children during their trips to and from school.

Many of the SRTS infrastructure countermeasures described below fit the context of the streets near schools in Cincinnati, but they do not encompass all potential safety countermeasures. Countermeasure descriptions are summarized from several sources. For more information, see the National Center for Safe Routes to School (www.saferoutesinfo.org), USDOT-FHWA PEDSAFE website (www.walkinginfo.org/pedsafe), FHWA 2012 Proven Safety Countermeasures (safety.fhwa.dot.gov/provencountermeasures), The Citizens’ Guide to Traffic Calming by Dan Burden, and the Pedestrian and Bicycle Information Center (www.walkinginfo.org).

Key Considerations

Key considerations associated with SRTS infrastructure countermeasures include:

- Countermeasures must accommodate emergency vehicles as appropriate, a determination that varies depending on road type.
- Any infrastructure improvement could require changes to drainage or utilities.
- Implemented countermeasures must comply with the Americans with Disabilities Act, and measures should be taken to involve persons with disabilities while considering pedestrian improvements.
- Maintenance of trees and landscaping is necessary over time to allow sufficient space on paths and sidewalks for pedestrians and bicyclists. Maintenance of signs and the surrounding vegetation is required to keep signs visible and in good condition.
- Countermeasures can be combined and often are most effective when they work together.

On-Campus Pedestrian and Bicycle Accommodation

Bicycle Racks

Safe, visible bicycle parking is an important requirement to fully accommodate children who ride bikes to and from school. The ideal facility may be an indoor area within the school building that is protected from weather and thieves and large enough to accommodate existing and future parking demand. This could be most easily implemented during new building construction. Where an indoor facility is not
possible, outdoor bike parking should be in a visible area near the main entrance to the school. Such a location advertises to all visitors that bicycle parking is easy to access and visible, thus deterring would-be thieves or vandals. Outdoor parking should be covered when possible and racks should be secured to a concrete surface.

**Driver Awareness of the School Zone**

**School Crosswalk Sign and Advance Warning Sign**

A school crosswalk sign should be located on the side of the road and shows an image of an adult and child walking on a fluorescent yellow-green background. An Advance Warning Sign is similar but includes a sign stating “AHEAD” to notify drivers of an upcoming crossing. These signs may be installed at or near all types of crossings, but are commonly used at uncontrolled crossings. If the signs are overused, drivers may be more likely to ignore them.

![Crosswalk Sign and Advance Warning Sign](image)

*Crosswalk Sign and Advance Warning Sign in Chapel Hill, NC (Source: National Center for SRTS)*

**MPH Beacon**

Ohio law allows for a 20 MPH speed limit in school zones while children are arriving to school and after they are dismissed. Signs should be accompanied by a flashing beacon that is activated only during arrival and dismissal to be most effective at attracting drivers’ attention. Signs can be located along the side of the road, but they could also be installed overhead for increased visibility.

![MPH Beacon](image)

*20 MPH beacon near Sands school in Cincinnati (Source: study team)*
School Zone Pavement Markings

The words “SCHOOL” or “SCHOOL ZONE” can be painted on the roadway pavement and act as a horizontal sign. This is a cost-effective way to communicate to drivers that they are in a special school area and should drive with heightened awareness. Effectiveness can be increased when used in conjunction with school zone signs along the side of the road.

Driver Behaviors

Signs

Speed Feedback Sign

Speed feedback signs provide drivers with real-time information regarding their speed as they pass a location. Feedback signs should be used in conjunction with speed limit signs so that drivers know how their speed compares to the legal limit. If a car is speeding, the feedback sign could also post a message saying “SLOW DOWN” or flash a warning light to further catch the driver’s attention and cause them to reduce their speed.

Traffic Calming Measures

Speed Humps

Speed humps reduce speeds by requiring vehicles to travel over them. These are not emphasized in the Cincinnati STP because they disrupt the movement of all vehicles regardless of whether they are speeding. This differs from many other traffic calming devices which do not inconvenience a driver who is traveling the speed limit. Speed humps are effective for reducing vehicle speeds and are recommended sparingly as appropriate in the Cincinnati STP.

Chicane

Chicanes create a horizontal diversion of traffic through the use of staggered curb extensions or a serpentine roadway alignment. They discourage or make it impossible for drivers to drive in a straight line, which can reduce vehicular speeds. The simplest and most basic approach to create a chicane is to alternate on-street parking (parallel or angled) from one side of the street to the other. They force drivers to drive more slowly and with greater awareness, particularly at mid-block locations. Chicane structures can beautify the roadway with vegetation and potentially help capture stormwater.

Chicane in Toronto, Canada
(Source: PBIC Image Library)
Raised Crosswalk

Raised crosswalks elevate the crosswalks but not the rest of the intersection. They can also be implemented at mid-block locations where no intersection is present in order to increase awareness and visibility.

![Mid-block raised crosswalk with aesthetic pavers in Orlando, FL](Source: National Center for SRTS)

Raised Intersection

A raised intersection is a raised area of a street, including crosswalks, that aims to reduce vehicle speeds at an intersection. Vehicles travel over the raised area which heightens awareness. It enhances the pedestrian environment and makes the intersection more apparent to drivers. This treatment improves accessibility for people in wheelchairs because the constant elevation of the sidewalk and crosswalk eliminates the need for a ramp. Raised intersections can potentially improve the streetscape design through the use of special paving materials.

Intersection Speed Table

Intersection Speed Tables are a type of raised intersection where the intersection is elevated but not the crosswalks. This could be a lower cost treatment than raising the entire intersection with crosswalks.

Traffic Circle

Also known as “mini-circles,” traffic circles are round traffic islands in the center of a traditional low-volume intersection on residential streets. Vehicle speeds are reduced because motorists are forced to maneuver around the traffic circle. The lower speeds reduce the frequency and severity of crashes, thereby improving safety for pedestrians and cyclists. Traffic circles can beautify the roadway with vegetation as well.

![Traffic circle and curb extensions in Vancouver, Canada](Source: PBIC Image Library)
Countermeasures for Improving Student Safety and Comfort Along the School Route

Pedestrian Facilities

Sidewalks

Sidewalks are the most effective countermeasure that increases safety for pedestrians. According to the FHWA, the presence of a sidewalk or pathway on both sides of the street corresponds to approximately an 88% reduction in “walking along road” pedestrian crashes. In urban areas, especially near schools and transit locations, the FHWA recommends sidewalks on both sides of roads. The feasibility of providing sidewalks on all roads must be considered in light of the associated cost, which can be high. In Cincinnati, children can ride bicycles on sidewalks, so sidewalk improvements benefit both walkers and young cyclists on their way to and from school. An ideal sidewalk includes a grassy tree-lined buffer between the sidewalk and the street and a minimum sidewalk width of 6 feet for optimal pedestrian comfort.

Bicycle Facilities

Bicycle Boulevard

On residential roads, bicycle boulevards are roadways that allow all types of vehicles, but have also been modified to enhance bicycle safety and efficiency. Bicycle boulevards create a safe riding environment for those bicyclists who are uncomfortable riding on main roads. They often provide a free-flowing route for bicyclists where stop signs are located on streets intersecting with the bicycle boulevard and not on the bicycle boulevard itself. Enhancements may be as simple as pavement markings with destination signs or as complex as a street with traffic circles and bicycle detection at signalized intersections. By creating a road that emphasizes bicycle transportation, motorized traffic drives slower and the road becomes safer for all users. A residential road with low traffic volumes and no sidewalks could provide an opportunity for a bicycle boulevard to increase safety for child cyclists.

Bicycle boulevard in San Luis Obispo, CA
(Source: PBIC Image Library)

Protected Bicycle Lanes

On arterial and collector roads, traditional bike lanes increase safety for cyclists by providing designated space on the side of the road delineated by striped lines and pavement markings. In contrast to the paint that separates a traditional bike lane, protected bike lanes are separated from moving vehicles by
a physical barrier such as posts or parked cars. Protected bike lanes have been shown to increase bicycle ridership among cyclists of all ages and abilities, including those that are fearful of riding in traffic.

In regards to schoolchildren, the Cincinnati Municipal Code allows children who are 15 years old or younger to ride on sidewalks. In the Cincinnati STP, sidewalks are the primary recommendation to accommodate young cyclists, but in cases where sidewalk installation is not feasible and a cyclist connection is necessary, it is possible that a protected bike lane on existing pavement could be useful to cost-effectively increase safety for children biking to and from school. Additionally, crowded sidewalks may not be ideal locations for bicyclists of any age to ride, further underscoring the need to consider on-road options.

![Protected bike lane in New York City](Source: PBIC Image Library)

**Other Countermeasures for Improvement Student Safety and Comfort Along the School Route**

**Road Diet**

A road diet is a countermeasure in which the number of vehicular lanes and their width can be reduced in order to provide more space for pedestrians and bicyclists. Road diets can range from relatively simple treatments of restriping the roadway to a full street reconstruction that includes additional sidewalks, trees, medians, and other amenities. Road diets are often implemented on four-lane roads to transform them into three-lane roads (one lane in each direction and a center turn lane). Along urban commercial corridors, road diets have been known to contribute to a revitalized business district. Road diets can reduce vehicular speeds, reduce crash severity, and increase safety for pedestrians and bicyclists. The decreased width of the road allows pedestrians to cross with more ease.

![Rendering of a road diet before and after implementation](Source: Dan Burden)
Remote Drop-off/Pick-up Locations

A disorganized or congested drop-off and pick-up process can decrease safety for all children regardless of their mode of travel. Students who walk or bike should be able to access the main school entrance safely and comfortably without crossing dangerous conditions as other students get dropped off or picked up by their parents’ cars. One solution is to designate a remote area, such as a side street adjacent to the school or a remote parking lot, where drop-off and pick-up can occur separate from the majority of the walkers and cyclists. In this way, all students become pedestrians while on school grounds and safety increases for everyone.

Lighting

While the majority of school-related commuting occurs during daylight hours, street lighting is an effective tool to increase safety for pedestrians and bicyclists during inclement weather, nighttime, and early morning. As early classes or after-school activities often begin or end when it is dark, lighting is a valuable part of SRTS countermeasures. According to FHWA, improved lighting at intersections may reduce the rate of pedestrian crash injuries by approximately 40%.

Countermeasures for Improvement Student Safety and Comfort at Intersections and Crossings

Signs and Pavement Markings

High-Visibility Crosswalk

Whenever possible and appropriate, diagonal or ladder-style crosswalk markings should be used rather than simply two parallel lines. A crosswalk that has more lines is more visible to drivers thus making them more aware of the crosswalk’s presence. A crosswalk can guide pedestrians to the best locations to cross, but to effectively increase safety crosswalks must be accompanied by additional signs or signals where high traffic and speeds exist.

![High-visibility ladder crosswalk in Madison, WI](Source: National Center for SRTS)
Advance Yield Lines

Also known as “shark’s teeth,” these markings are a row of solid white triangles in advance of a crosswalk, often at an uncontrolled location on a multilane roadway. Ohio law requires drivers to yield to pedestrians within a crosswalk. Advance yield lines allow motorists to anticipate the need to yield prior to approaching the crosswalks. The increased visibility of the crosswalk decreases the chance of a multiple threat crash, in which a car in one lane blocks the view of a crossing pedestrian from a car in the adjacent lane. These markings are best accompanied by associated signs along the side of the road.

In-Street Pedestrian Crossing Signs

In-street pedestrian crossing signs can be installed in the middle of a crosswalk for increased visibility at unsignalized locations. They are most effective at increasing motorist yield rates on low-speed two-lane streets. They are small enough to be located in the middle of the street or they can be included on a median.
Signals and Beacons

Pedestrian Countdown Signal

The addition of pedestrian signals with countdown indicators can assist pedestrians while crossing the street at signalized intersections. This additional countdown information provides increased comfort and confidence for pedestrians who may otherwise fear that they will not have enough time to cross. Particularly helpful for slower-moving pedestrians such as children and the elderly, countdown signals can be a low-cost treatment. As with signal backplates (see below), this countermeasure can be implemented as a standard treatment for all signalized intersections across a jurisdiction, particularly those near schools.

Pedestrian countdown signal
(Source: PBIC Image Library)

Rectangular Rapid Flash Beacon

This is a warning device that alerts drivers of pedestrians who intend to cross the street at uncontrolled crossings, such as midblock. A pedestrian crossing sign is paired with a flashing beacon, which consists of two alternating yellow LED lights that flash rapidly like emergency vehicle strobe lights. The device is activated by a pedestrian push button or by passive detection and remains flashing for a period that allows the pedestrian sufficient time to cross. This treatment has been shown to increase motorist yield rates to 80%, significantly higher than rates for standard pedestrian warning signs at uncontrolled crossings. When used in conjunction with a pedestrian refuge island, motorist yielding has increased even more.

Rectangular rapid flash beacon in St. Petersburg, FL
(Source: National Center for SRTS)
Pedestrian Hybrid Beacon

Also known as HAWK (High intensity Activated crossWalK), this countermeasure is a pedestrian-activated traffic control device located on the roadside or on mast arms over midblock pedestrian crossings. This is meant for arterial roads with high traffic and several lanes. The beacon head is dark until a pedestrian desires to cross the street. The pedestrian pushes a button which activates the signal, resulting in a series of flashing and steady lights that allows traffic to stop and the pedestrian to cross safely. According to the FHWA, pedestrian hybrid beacons should only be used at midblock locations in conjunction with a marked crosswalk. In general, they should be used if gaps in traffic are not adequate to permit pedestrians to cross, if vehicle speeds on the major street are too high to permit pedestrians to cross, or if pedestrian delay is excessive.

Pedestrian hybrid beacon (HAWK) in Tucson
(Source: National Center for SRTS)

Other Countermeasures for Improving Student Safety and Comfort at Intersections and Crossings

Curb Extension

Also known as “bulbouts,” “neckdowns,” or “chokers,” curb extensions expand the curb into the roadway for a portion of a block either at a corner or mid-block. Often times, curb extensions are appropriate when on-street parking exists. Curb extensions increase pedestrian safety by shortening crossing distance, reducing pedestrian exposure, and improving the ability of pedestrians and drivers to see each other. They can reduce vehicle speeds because they physically and visually narrow the roadway. At a corner, curb extensions inhibit the ability of vehicles to make turns at high speeds. At crossings, curb extensions make the crosswalk more apparent to drivers, encourage them to stop in advance, and reduce illegal parking within the crosswalk.

Median Refuge Island

Also known as “crossing islands” or “center islands”, median refuge islands are located in the center of a crosswalk to help protect crossing pedestrians from motor vehicles. Medians reduce approaching vehicle speeds by narrowing the roadway. They increase pedestrian safety by shortening crossing distance, reducing pedestrian exposure, increasing pedestrian visibility, and allowing crossing to occur in stages. These features cause a reduction in pedestrian crashes. Medians often are appropriate on wide roads where the crossing distance is a barrier for pedestrians. They can be installed at intersections or
mid-block crossings. According to the FHWA, median refuge islands are one of the most effective and proven methods of increasing pedestrian safety.

Median near Hughes STEM High School on Clifton Avenue in Cincinnati
(Source: Google Maps)

**Two-stage Crossing Islands**

A two-stage crossing island is a type of median that staggers or offsets the two halves of the crosswalk at the island. The median island directs the pedestrian to face traffic as they proceed across the island before crossing the second half of the street, thus increasing pedestrian awareness of oncoming vehicles. Additionally, these crossings only stop traffic in one direction at a time, so vehicles don’t have to wait for pedestrians to cross the entire road, only their direction of traffic.

Two-stage crossing island in Phoenix, AZ
(Source: National Center for SRTS)

**Waiting Areas and “Stand-back” Lines**

During arrival and dismissal, there may be intersections near schools that accumulate high numbers of schoolchildren waiting to cross. In these instances, “stand-back” lines could be painted on the sidewalk several feet from the curb to designate a waiting area so that children do not stand close to moving traffic. If sufficient space does not exist to accommodate students behind the “stand-back” line, then a larger waiting area could be created by adding a concrete pad on property adjacent to the sidewalk. At
locations with adult school crossing guards, the guard can easily direct the children to stand behind the line.

Stand-back line in Phoenix
(Source: National Center for SRTS)
ATTACHMENT 2: PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES BY SCHOOL

The following pages display the priority corridors for each school covered in the CPS STP along with the recommended engineering countermeasures being proposed along those corridors.
The Academy of Multilingual Immersion Studies is located in the Bond Hill and Roselawn neighborhoods in northern Cincinnati, in an area surrounded by commercial and industrial properties with pockets of residential and parkland. All of the surrounding streets have sidewalks; however, several signalized intersections do not allow pedestrian crossings on one or more legs.

**Northern Route**

There are no sidewalks north of the school on Hirsch Drive, but there is a path out the back of the school. The northern route would extend north from the path up Eastlawn Drive and go both directions along Losantiville Avenue. The west leg crosses Reading Road to Kenova Avenue and north on Parkdale Avenue which would allow access for 19 students (41% of students within 1 mile). The following engineering countermeasures should be considered along this route:

- **L19** - Pave the existing worn-in pathway extending from the school playground to the sidewalk along Eastlawn Drive for a distance of approximately 200 feet (0.03 miles). The multi-purpose path would be located partially on school property and Roselawn Park. Roselawn Park is operated by the Cincinnati Recreation Commission. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

**Southern Route**

The route extends south from the school on Hirsch Drive (which includes sidewalks) to Seymour Avenue east, Section Avenue south, Rhode Island Avenue south, to Dale Road west providing access for 13 students (28% of students within 1 mile). There are no engineering countermeasures recommended along this route.
The Academy of World Languages is located in the Evanston neighborhood within central Cincinnati, in an area surrounded by predominantly residential properties. All of the surrounding streets have sidewalks; however, several signalized intersections do not allow pedestrian crossings on one or more legs.

Northern Route
The route follows Evanston Avenue north to Hewitt Avenue west to Trimble Avenue north and would allow access for 43 students (57% of students within 1 mile). Trimble Avenue crosses over I-71 providing access to all students north of the highway. A western branch of this route continues west on Hewitt Avenue from the Trimble Avenue intersection. It continues to the Montgomery Road (US 22/SR 3) five way intersection where the route then travels north on Woodburn Avenue and terminates at Blair Avenue. This route provides access for 18 students (24% of students within 1 mile). The following engineering countermeasures should be considered along this route:

P30 - Add pedestrian enhancements to the five-point intersection of Woodburn Avenue, Montgomery Road/Gilbert Avenue, and Hewitt Avenue. Even the most seasoned pedestrian may have difficulties deciphering how to cross at this intersection let alone a school age child. Where possible, the pedestrian crosswalks should be better defined and the pedestrian activated devices should be improved. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.
Bond Hill Academy is located in the Bond Hill neighborhood in northern Cincinnati, in an area surrounded by predominantly residential properties. All of the surrounding streets have sidewalks; however, two major thoroughfares (Reading Road and Paddock Road) form barriers east and west of the school. There are some existing crosswalks at intersections as well as some mid-block crossings.

**Western Route**
The route follows California Avenue west from the school and includes a Paddock Road branch going north and south. A second route follows Laidlaw Avenue located behind the school (and Bond Hill Community Center) to the west to Paddock. These routes would allow access for 77 students (24% of students within 1 mile). There are no engineering countermeasures recommended along this route.

**Southeastern Route**
The route goes south from the school down Matlock Avenue and provides access to those students immediately south of the school. From there it continues east along Yarmouth Avenue to Reading Road. Students coming from the south and east would funnel to the Reading/Yarmouth intersection. In total, potentially 68 students (21% of students within 1 mile) would use this route. The following engineering countermeasures should be considered along this route:

- **L17**: Install and upgrade sidewalks along Matlock Avenue between Franklin Avenue and Yarmouth Avenue. The western side of Matlock Avenue has an old, narrow paved pathway and the eastern side has some sidewalk, but it is not continuous. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

**Eastern Route**
The route follows California Avenue to the east where it intersects with Reading Road and travels north to Dale Road where it then travels east along Dale. In total, the route would provide access to 106 students (33% of students within 1 mile). Students from the north would move south to Dale Road then go west to the school. Students to the south of the route that do not take the Yarmouth route would take this route. There are no engineering countermeasures recommended along this route.
The Carson School is located in the Price Hill neighborhood in southwestern Cincinnati, in an area surrounded predominantly by residential properties. All of the surrounding streets have sidewalks; however, several signalized intersections do not allow pedestrian crossings on one or more legs. There are also several mid-block crossings along Glenway Avenue which is a 4-lane facility.

**Eastern Route**
This route follows Glenway Avenue route east from the school with a northern branch of Dewey to Liberty and would allow access for 127 students (22% of students within 1 mile). There are many students to the north that would go south to either W Liberty or Glenway before heading west to the school. There are no engineering countermeasures recommended along this route.

**Southeastern Route**
The southeast route from the school follows Westhaven east to Rosemont south to St. Lawrence Avenue east. The route would collect 197 students (34% of students within 1 mile). Students would collect from north and south of St. Lawrence and head west to the school. There are no engineering countermeasures recommended along this route.

**Southwestern Route**
This route follows south from the school along Fisk Avenue to St. Lawrence Avenue with a southern branch down Kreis Lane to W. 8th St would provide access to 75 students (13% of students within 1 mile) living in the southwest quadrant of the mile buffer zone. There are no engineering countermeasures recommended along this route.

**Western Route**
This route follows west along Glenway Avenue funneling students from the north and south would provide access for 95 students (16% of students within 1 mile). There are no engineering countermeasures recommended along this route.
The Chase School is located in the Northside neighborhood in northwest Cincinnati, in an older commercial and industrial area that includes numerous pockets of residential and parks. The neighborhood is surrounded by interstate freeways on its southern side, the Mill Creek to the east, and forested hills to the north. The surrounding streets have sidewalks and there are existing crosswalks at many of the major intersections.

Western Route
This route runs west from the school along Chase Avenue south to Virginia Avenue. It allows access for 93 students (29% of students within 1 mile). There are sidewalks along this route and crosswalks at many intersections. The following engineering countermeasures should be considered along this route:

- P100 - There is an existing painted crosswalk in front of the school on Chase Avenue at Cherry Street. Because Chase Avenue does not have to stop at this intersection, signage could be improved at this crossing by adding MUTCD-compliant, flashing, overhead signage. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

Southern Route
This route runs south of the school down Cherry Street and then heads west on Hoffner Street. The route collects 40 students (13% of students within 1 mile). There are sidewalks along this route and crosswalks at some of the major intersections. The following engineering countermeasures should be considered along this route:

- P105 - The signage for the existing crosswalks at the intersection of Chase Avenue and Fergus Street should be improved as it is currently blocked by trees. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

Eastern Route
This route goes east from the school along Chase Avenue funneling students from the north and south and would collect 75 students (24% of students within 1 mile). There are sidewalks along this route and crosswalks at some of the major intersections. The following engineering countermeasures should be considered along this route:

- P105 - The signage for the existing crosswalks at the intersection of Chase Avenue and Fergus Street should be improved as it is currently blocked by trees. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

Northern Route
This route goes north from the school along Hamilton Avenue and collects 37 students (12% of students within 1 mile). There are sidewalks along this route and crosswalks at some of the major intersections. There are no engineering countermeasures recommended along this route.
The Cheviot School is located in the Westwood neighborhood in northwestern Cincinnati, in an area surrounded primarily by residential properties. There are several larger volume streets bisecting the area that contain smaller commercial properties. Nearly all of the surrounding streets have sidewalks; however, several signalized intersections do not allow pedestrian crossings on one or more legs.

### Northern Route
Roswell Avenue route north from the school would allow access for 63 students (16% of students within 1 mile) with a branch running both directions along Homelawn Avenue. The following engineering countermeasures should be considered along this route:

- **P49** - Consideration may be given to lighting the pedestrian-only pathway between Washington and Lovell (along the Homelawn Avenue right-of-way). Additionally, consideration should be given to paving the pedestrian pathway between Lovell and Trevor. Currently, a portion of the pathway is paved, but the remainder is dirt/gravel. At both Lovell and Trevor there is driveway access for the adjacent properties. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

### Eastern Route
East down Harrison Avenue then north on Washington to east Woodbine would collect 68 students (17% of students within 1 mile). This provides a quicker route for students between Homelawn and Harrison rather than heading south all the way to Harrison. There are no engineering countermeasures recommended along this route.

### Southeastern Route
East from the school along Harrison Avenue with a southern branch down Glenmore Avenue would collect 134 students (34% of students within 1 mile). There are no engineering countermeasures recommended along this route.

### Southern Route
South from the school along Frances Avenue and jogging west to Robb Avenue would collect 84 students (21% of students within 1 mile). There are no engineering countermeasures recommended along this route.
The Cincinnati Gifted Academy is located in the Evanston neighborhood in central Cincinnati, in an area surrounded by residential and commercial properties. Nearly all of the surrounding streets have sidewalks; however, several signalized intersections do not allow pedestrian crossings on one or more legs.

Cincinnati Gift Academy is a magnet school that draws students from across the district. Due to its relatively small enrollment and a relative lack of students within 1 mile of the school there are no priority corridors recommended.
Clark Montessori High School is located in the Evanston neighborhood in central Cincinnati, in an area surrounded by residential properties. Nearly all of the surrounding streets have sidewalks; however, several signalized intersections do not allow pedestrian crossings on one or more legs.

**Western Route**
West from the school along Erie Avenue would collect 15 students (60% of students within 1 mile) funneling north or south to Erie. There are no engineering countermeasures recommended along this route.
College Hill Fundamental Academy is located in the College Hill neighborhood in northern Cincinnati, in an area surrounded by a major commercial corridor and mostly residential properties. All of the surrounding streets have sidewalks and there are some existing crosswalks at intersections as well as some mid-block crossings.

### PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

**Western Route**
West on Llanfair Avenue from the southern school exit to North/West on Belmont Avenue would allow access for 31 students (23% of students within 1 mile). There are no engineering countermeasures recommended along this route.

**Northern Route**
West on Cedar Avenue from the school then north up Cary Avenue would provide access to 21 students (15% of students within 1 mile). It would make the route a little longer if it was moved east a block to Hamilton Avenue but there is a stop light at the corner of Hamilton/North Bend and not at Cary/North Bend. Larger majority of the students are west of this intersection. There are no engineering countermeasures recommended along this route.

**Eastern Route**
East from the school along Cedar Avenue would collect 64 students (47% of students within 1 mile). Students would funnel from the north and south a few blocks to Cedar, taking the easiest route for streets that run east-west. There are no engineering countermeasures recommended along this route.
The Covedale School is located in the Price Hill neighborhood in southwestern Cincinnati, in an area surrounded predominantly by residential properties with commercial uses along the major roadway corridors. All of the surrounding streets have sidewalks; however, several signalized intersections do not allow pedestrian crossings on one or more legs.

**SCHOOL SETTING**

**Southern Route**
Covedale Avenue route south from the school would allow access for 170 students (44% of students within 1 mile) with a branch running east on Cleves Warsaw Avenue. West down Cleves Warsaw should be avoided as there are no sidewalks. Students southwest of the Cleves Warsaw/Covedale intersection should go east within their neighborhood to Covedale and not north to Cleves Warsaw. Same with north of Cleves Warsaw, students should go north and work their way east to Covedale. There are many students east of Covedale whose streets run north-south that should go north to Cleves Warsaw then head west to the Covedale route. There are no engineering countermeasures recommended along this route.

**Eastern Route**
East down Sidney Road continuing on Prosperity Place would provide access to 84 students (22% of students within 1 mile). The following engineering countermeasures should be considered along this route:

- **P152** - There is an existing painted crosswalk and overhead signage across Ferguson Road at the Prosperity Place intersection. Prosperity is stop controlled, so this is an unsignalized crossing. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

**Western Route**
West from the school along Sidney Road with a northern branch up Faywood Drive would collect 88 students (23% of students within 1 mile). Students on Sylved Lane should get to the Faywood branch through Faycrest Drive because there are no sidewalks on Faywood. There are no engineering countermeasures recommended along this route.
Ethel M. Taylor School is located in the South Cumminsville-Millvale neighborhood in northwestern Cincinnati, in an area surrounded by residential properties, industrial properties, and undeveloped areas. All of the surrounding residential streets have sidewalks and there are existing crosswalks at major intersections along Beekman Street.

**Northern Route**
This route goes north from the school along Beekman Street to Elmore Street and over to Sylvan Avenue. These streets allow access for 120 students (24% of students within 1 mile). Some students live within a block or so along of Beekman that could funnel to this northern route from the school. There are sidewalks along this route, crosswalks at major intersections, and a pedestrian bridge across Beekman Street at Elmore Street. There are no engineering countermeasures recommended along this route.

**Southern Route**
Route running south from the school along Beekman St collects 149 students (49% of students within 1 mile). Many students live in the housing complex on Moosewood St just off Beekman therefore a branch route was added. There are 4 streets perpendicular to Beekman at the south end of the route where students can take their street east to the Beekman route. There are sidewalks along this route and crosswalks at major intersections along Beekman Street. There are no engineering countermeasures recommended along this route.
Evanston Academy is located in the Evanston-East Walnut Hills neighborhood in eastern Cincinnati, in an area surrounded mostly by residential properties. All of the surrounding streets have sidewalks and there are existing crosswalks at many of the intersection along the priority corridors.

**Northeastern Route**
This route takes Fairfax Avenue east of the school to Wold Avenue and then goes north to Trimble Avenue, over I-71. This route provides access for 108 students (33% of students within 1 mile). There are sidewalks all along this route and crosswalks at many of the intersections. The following engineering countermeasures should be considered along this route:

- **P32** - A series of speed humps or speed tables should be added on Fairfax Avenue, between the school and Wold Avenue, to help slow traffic in the school zone. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

**Western Route**
This route goes west along Fairfax Avenue from the school to Woodburn Avenue and would allow access for 178 students (55% of students within 1 mile). The route goes both directions along Woodburn from Fairfax, up to I-71 to the north and Lincoln to the south. There are sidewalks all along this route and crosswalks at many of the intersections. The following engineering countermeasures should be considered along this route:

- **P33** - A series of speed humps or speed tables should be added on Fairfax Avenue, between the school and Fairfield Avenue, to help slow traffic in the school zone. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

- **P30** - Add pedestrian enhancements to the five-point intersection of Woodburn Avenue, Montgomery Road/Gilbert Avenue, and Hewitt Avenue. Even the most seasoned pedestrian may have difficulties deciphering how to cross at this intersection let alone a school age child. Where possible, the pedestrian crosswalks should be better defined and the pedestrian activated devices should be improved. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.
Fairview-Clifton German Language School is located in the Clifton neighborhood in central Cincinnati, in an area surrounded mostly by residential properties and undeveloped park areas. There are sidewalks on one or both sides of the streets along the priority corridors and there are crosswalks at many of the major intersections.

### Priorities and Engineering Countermeasures

- **Northern Route**
  This route goes north from the school along Clifton Avenue and allows access for 20 students (13% of students within 1 mile). There are sidewalks on both sides of Clifton Avenue until Lafayette Avenue, at which point sidewalks are only on the west/north side of the road. There are some crosswalks along Clifton Avenue. There are no engineering countermeasures recommended along this route.

- **Southeastern Route**
  This route goes south from the school on Clifton Avenue and continues east on Glenmary Avenue and Ludlow Avenue. These streets provide access for 27 students (17% of students within 1 mile). There are sidewalks along this route and crosswalks at many of the intersections. There are no engineering countermeasures recommended along this route.

- **Western Route**
  This route goes west from the school on McAlpin Avenue, providing access for 18 students (11% of students within 1 mile). There are sidewalks along this route and crosswalks at many of the intersections. There are no engineering countermeasures recommended along this route.

- **Southwestern Route**
  This route goes out the back entrance of the school west and south down Wood Avenue, Middleton Avenue, Evanswood Place, Whitfield Avenue, and Ludlow Avenue. These streets provide access for 62 students (39% of students within 1 mile). There are sidewalks along this route and crosswalks at some intersections. There are no engineering countermeasures recommended along this route.
FREDERICK DOUGLASS SCHOOL - 2627 PARK AVENUE

SCHOOL SETTING
Frederick Douglass School is located in the Walnut Hills neighborhood in south-central Cincinnati, in an area surrounded by residential and commercial properties. The surrounding streets have sidewalks and there are existing crosswalks at many intersections.

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Southern Route
This route take Kemper Lane south from the school and allows access for 25 students (8% of students within 1 mile) south of the school and east of Gilbert Avenue. There are sidewalks along this route and crosswalks at some intersections. There are no engineering countermeasures recommended along this route.

Western Route
This route runs west from the school along Taft Road, crossing Gilbert Avenue, and then branches north and south on Melrose Avenue, and continues west on McMillan Street. Students to the far south would move north along their home street to McMillan. This route serves 86 students (28% of students within 1 mile) west from the school. There are sidewalks along this route and crosswalks at some intersections. There are no engineering countermeasures recommended along this route.

Northern Route
This route goes north from the school on Park Avenue, west on Martin Luther King Drive, and north on Gilbert Avenue to Walter Avenue. These streets provide access for 101 students (32% of students within 1 mile). There are sidewalks along this route and crosswalks at some intersections. There are no engineering countermeasures recommended along this route.
Gamble Montessori High School is located in the Winton Hills neighborhood in northern Cincinnati, in an area surrounded mostly by undeveloped areas with some surrounding residential properties. The surrounding streets have sidewalks on at least one side of the road and there are crosswalks at some of the intersections along Winneste Avenue.

**SCHOOL SETTING**

Gamble Montessori High School is located in the Winton Hills neighborhood in northern Cincinnati, in an area surrounded mostly by undeveloped areas with some surrounding residential properties. The surrounding streets have sidewalks on at least one side of the road and there are crosswalks at some of the intersections along Winneste Avenue.

**PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES**

**Eastern Route**

This route runs east from the school along Dutch Colony Drive and then heads south down Winneste Avenue. This route serves 12 students (60% of students within 1 mile). There are sidewalks along the west side (the same side that the school is on) of Winton Ridge Lane and on both sides of Dutch Colony Drive and Winneste Avenue. There are crosswalks at many of the intersections along Winneste Avenue as well as a few mid-block crossings. There are no engineering countermeasures recommended along this route.
Dater High School is located in the Price Hill neighborhood in southwestern Cincinnati, in an area surrounded predominantly by residential properties with commercial uses along the major roadway corridors. All of the surrounding streets have sidewalks; however, several signalized intersections do not allow pedestrian crossings on one or more legs.

**PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES**

**Eastern Route**
The eastern route takes Ferguson Road south to Prosperity Place and allows access for 10 students (17% of students within 1 mile). There are additional students in the neighborhood directly behind the school that have access to the school from a dead end street that connects to a field behind the school. There are sidewalks along this route and crosswalks at the school entrances on Ferguson Road and at the Ferguson Road and Prosperity Place intersection. The following engineering countermeasures should be considered along this route:

- **P152** - There is an existing painted crosswalk and overhead signage across Ferguson Road at the Prosperity Place intersection. Prosperity is stop controlled, so this is an unsignalized crossing. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.
- **L20** - There is already a sidewalk leading from Hardwick Drive to the eastern edge of the school property. A sidewalk or multi-purpose pathway can be constructed on the school property for a distance of 250 feet/0.05 miles that connects to this sidewalk to provide an additional access point for students coming from these residential streets behind the school to the east. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

**Northern Route**
This route goes north from the school on Ferguson Road and collects 13 students (22% of students within 1 mile). There are sidewalks along this route and crosswalks at the major intersections. There are no engineering countermeasures recommended along this route.

**Western Route**
The western route crosses Glenway Avenue to west along Sidney Road with a southern branch along Covedale Avenue. Students west of Glenway funneling to these routes would allow access for 17 students (28% of students within 1 mile). There are sidewalks along this route and crosswalks at some intersections. There are no engineering countermeasures recommended along this route.

**Southern Route**
This route heads south from the school on Ferguson Road and continues south along Glenway Avenue. This route allows access for 20 students (34% of students within 1 mile). There are sidewalks along this route and crosswalks at many of the intersections. There are no engineering countermeasures recommended along this route.
GILBERT A. DATER MONTESSORI SCHOOL - 2840 BOUDINOT AVENUE

SCHOOL SETTING

Dater Montessori is located in the Price Hill neighborhood in southwestern Cincinnati, in an area surrounded predominantly by residential properties with commercial uses along the major roadway corridors. All of the surrounding streets have sidewalks; however, several signalized intersections do not allow pedestrian crossings on one or more legs.

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Southern Route
The Boudinot Avenue route south from the school angles east on Glenway Avenue and allows access for 23 students (11% of students within 1 mile). The route goes south to Sidney Road because there are number of students on both sides of Glenway that would connect to Glenway at this location. There are no engineering countermeasures recommended along this route.

Eastern Route
The east route from the school takes Ferguson Road from the east entrance north with an eastern branch at Queen City Avenue and another further north at Werk Road, providing access to 64 students (31% of students within 1 mile). There are no engineering countermeasures recommended along this route.

Western Route
Two branches from just west of the school at the Queen City Avenue / Midway Avenue intersection would provide access to 40 students (19% of students within 1 mile). The southern branch goes along Midway Avenue to Glenway Avenue and the northern branch takes Queen City northwest to Werk then north on Glenmore providing access to those in the Northwest quadrant of the one mile buffer. There are no engineering countermeasures recommended along this route.

Northern Route
North along Boudinot Avenue would provide access for 61 students (29% of students within 1 mile), students funneling from the east and west that were not part of the other routes. There are no engineering countermeasures recommended along this route.
HARTWELL SCHOOL - 8320 VINE STREET

SCHOOL SETTING
Hartwell School is located in the Hartwell neighborhood in northern Cincinnati, near the City of Cincinnati’s borders with Springfield Township and Wyoming. It is in an area surrounded primarily by residential properties and commercial properties along Vine Street. All of the surrounding streets have sidewalks and there are some existing crosswalks at major intersections.

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Western Route
Students west of the school could go south down their street or out of the Williamsburg of Cincinnati gated community to Galbraith Road and go east to the school. This route would allow access for 75 students (27% of students within 1 mile). There are sidewalks on the north side of Galbraith Road along this route, but no crossing amenities directly along this route. The following engineering countermeasures should be considered along this route:

P90 - There isn’t a safe place to cross Vine Street in front of the school that connects to the sidewalks on Pfau Avenue/Galbraith Road. The intersection configuration which includes a loop-movement from westbound E. Galbraith Road to southbound Vine Street creates unsafe crossings for students coming from the west. Consideration should be given to installing a signal (with appropriate pedestrian accommodations) at the Vine Street and Pfau Avenue intersection that works in conjunction with the Vine Street and E. Galraith Road just to the south. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

Eastern Route
There are two routes east from the school: one along Galbraith Road and one along Ferndale Street to Sheehan Avenue. The Galbraith Road route goes east from the southern side of the school and Ferndale to Sheehan goes east from the northern side. These routes would collect 120 students (42% of students within 1 mile) east from the school. There are sidewalks along this route as well as some crosswalks. There is an at-grade railroad crossing along Sheehan Avenue. There are no engineering countermeasures recommended along this route; however, there are non-engineering countermeasures recommended to address the issue of the railroad crossing.

Southern Route
This route runs south of the school along Vine Street and also branches east on Parkway Avenue. These streets allow access for 55 students (19% of students within 1 mile). There are sidewalks along this route and crosswalks at the signalized intersections along Vine Street. There is an at-grade railroad crossing along Parkway Avenue. There are no engineering countermeasures recommended along this route.
Hayes-Porter School is located in the West End neighborhood near Downtown Cincinnati, in an area surrounded mostly by residential properties. All of the surrounding streets have sidewalks and there are many existing crosswalks in the area.

**Northern Route**
The majority of the students live north of the school. There are two routes north of the school: Cutter Street east to John Street and Elizabeth Street west to Linn Street. An alternative path along the Cutter Street/John Street route is to continue north from Cutter Street through Laurel Park. These routes would allow access for 237 students (85% of students within 1 mile). There are sidewalks along all the streets in these routes and there are a number of crosswalks. The following engineering countermeasures should be considered along this route:

- **L22** - There are no sidewalks on the east side of Cutter Street (the school side) between Clark Street and Ezzard Charles Drive. Since it makes sense for many students to stay on this side of the street based on their destinations, sidewalks should be added along this portion Cutter Street for a distance of 450 feet. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

- **P169** - Crosswalks and double-sided OMUTCD-compliant street signage should be added at the Cutter Street and Elizabeth Street intersection. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

- **P170** - A curb bulb-out can be added to the northeast corner of the Linn Street and Chestnut Street intersection (as have been done on the southeast corner) to make this crossing distance shorter. A more defined pedestrian refuge island can replace the existing one in the center lane of Linn Street on the north side of this intersection. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
Hughes STEM High School is located in the Fairview-Clifton Heights neighborhood, just south of University Heights, in central Cincinnati, in an area surrounded by residential properties, commercial properties, and the University of Cincinnati campus. There are sidewalks on the surrounding streets and a number of crosswalks, especially along Clifton Avenue and McMillan Street.

**Eastern Route**
This route goes east from the school along McMillan Street with a southern branch down Hollister Street to Auburn Avenue. This route allows access for 22 students (71% of students within 1 mile). There are sidewalks along this route and crosswalks at many of the intersections. There are no engineering countermeasures recommended along this route.
John P. Parker School is located in the Madisonville neighborhood in eastern Cincinnati, in an area surrounded mostly by residential properties (the Medpace complex is south of the school, on the other side of Madison Road). All of the surrounding streets have sidewalks and there are existing crosswalks at intersection along Madison Road, Chandler Street, and Whetsel Avenue.

Northern Route
This route goes north from the school along Anderson Place and then heads east along Chandler Street. It allows access for 97 students (36% of students within 1 mile). There are sidewalks along the route and crosswalks at some intersections along Chandler Street. The following engineering countermeasures should be considered along this route:

P125 - If traffic volumes allow, the two-way flashing light at the Chandler Street and Stewart Road intersection should be replaced with a four-way stop. Crosswalks should then be added across all legs of the intersection. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

Eastern Route
This route goes east from the school along Madison Road with a branch south on Whetsel Avenue, providing access for 151 students (56% of students within 1 mile). There are sidewalks along this route and crosswalks at a number of intersections along Madison Road and Whetsel Avenue. The following engineering countermeasures should be considered along this route:

P127 - The eastbound school zone signage on Madison Road is just east of the intersection with Red Bank Expressway. This signage is hidden by trees and is hard to notice at this location. This signage should be moved farther east on Madison Road to a location just east of the intersection with Medpace Way and should be visible to all approaching traffic. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

An additional countermeasure is proposed across the school property to allow access for students attending Shroder High School. While it would not provide access for students attending John P. Parker School, it is listed below due to the proximity.

L14 - A multi-purpose pathway can be constructed from Duck Creek Road to Chandler Street for a distance of 0.15 miles. This would provide a shorter route for students coming from east of Red Bank Expressway, and would allow them to avoid crossing at the Red Bank Expressway and Madison Road intersection. A crosswalk and pedestrian signals with push-buttons would need to be added across Red Bank Expressway where the path ties in (on the south leg of the intersection). There is an existing creek just east of this intersection that may need a culvert to cross. Additionally, the barrier along the east side of the Red Bank Expressway would need to be opened to allow pedestrian access. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
KILGOUR SCHOOL - 1339 HERSCHEL AVENUE

SCHOOL SETTING

Kilgour School is located in the Mt. Lookout neighborhood in eastern Cincinnati, in an area surrounded by residential properties. There are sidewalks on most of the surrounding streets except for a few residential streets. There are some existing crosswalks at intersection as well.

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northern Route
This route goes north from the school along Herschel Avenue and then runs east and west along Erie Avenue. It would allow access for 43 students (16% of students within 1 mile). There are sidewalks along this route as well as crosswalks at some of the intersections. There are no engineering countermeasures recommended along this route.

Western Route
This route takes Herschel Avenue to Suncrest Drive to get west of the school; from Suncrest Drive, the route takes Griest Avenue to Delta Avenue and Erie Avenue and to Paxton Avenue to Linwood Avenue. Students can also take the existing pathway behind the school to get to Griest Avenue. These streets serve 83 students (30% of students within 1 mile) west of the school. The following engineering countermeasures should be considered along this route:

P41 - The existing multi-purpose pathway behind the school connecting to Griest Avenue goes through a wooded area, so lighting could be added along the pathway to help improve this route. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

L16 - There are no sidewalks on the south side of Griest Avenue between Paxton Avenue and Grace Avenue. Sidewalks should be added along this section for a distance of 540 feet. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

Southern Route
The southern route from the school runs south down Herschel Avenue and splits three ways to collect the students along Principio Avenue and down Hayward Avenue, farther south down Herschel Avenue and on to Tweed Avenue, and west along Hardisty Avenue and down Delta Avenue. These streets provide access for 106 students (39% of students within 1 mile). There are sidewalks along all of these streets with the exception of the southern portion of Tweed Avenue. There are also crosswalks at some of the intersections. There are no engineering countermeasures recommended along this route.
Midway School is located in the Westwood neighborhood in western Cincinnati, in primarily residential area. There are sidewalks on the surrounding streets and there are crosswalks at some of the intersections on the priority corridors.

### PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

**Northern Route**
This route takes Glenmore Avenue north from the school and has a branch west along Schwartz Avenue. These streets allow access for 62 students (17% of students within 1 mile). There are sidewalks and crosswalks along this route. There are no engineering countermeasures recommended along this route.

**Western Route**
This route takes Hanna Avenue west to Werk Road and provides access for 16 students (4% of students within 1 mile) west from the school. There are sidewalks and some crosswalks along this route. There are no engineering countermeasures recommended along this route.

**Eastern Route**
This route runs east of the school along Werk Road with a branch running southeast along Queen City Avenue. This route allows access for 130 students (35% of students within 1 mile). There are sidewalks and some crosswalks along this route. There are no engineering countermeasures recommended along this route.

**Southern Route**
This route goes south from the school along Glenmore Avenue, branching off onto Muddy Creek Road and Sylved Lane (southwest) and Glenway Avenue (southeast). The route allows access for 85 students (23% of students within 1 mile). There are no engineering countermeasures recommended along this route.
Mt. Airy School is located in the Mt. Airy neighborhood in northwestern Cincinnati, in an area surrounded by residential properties. There are sidewalks on the streets surrounding the school and there are crosswalks at some intersections.

### Northern Route
This route goes north from the school along Colerain Avenue and then heads east on Kipling Avenue. This route allows access for 65 students (19% of students within 1 mile). There are sidewalks along this route and crosswalks along Kipling Avenue. There are no engineering countermeasures being recommended along this route.

### Southern Route
This route goes south along Colerain Avenue with branches along Fox Road and Kirby Avenue. These streets provide access for 236 students (70% of students within 1 mile). There are sidewalks on all the streets on this route; however, the sidewalks on Kirby Avenue end at W. North Bend Road. There are crosswalks at some of the intersections along the route. There are no engineering countermeasures recommended along this route.
Mt. Washington School is located in the Mt. Washington neighborhood in eastern Cincinnati, in an area surrounded predominately by residential properties. All of the surrounding streets have sidewalks and there are some existing crosswalks at intersection as well as some mid-block crossings.

**Eastern Route**
This route goes east from the sidewalk at the rear of the school to Beacon Street; from there, it goes north on Beacon Street up to Beechmont Avenue and south to Ambar Avenue and east to Burney Lane. There are sidewalks along this route and there are some crosswalks along Beacon Street. There are no engineering countermeasures recommended along this route.

**Western Route**
This route takes Mears Avenue to Cambridge Avenue west of the school and continues south down Sutton Avenue. There are sidewalks on at least one side of the streets along this route and there are crosswalks at some intersections. The following engineering countermeasures should be considered along this route:

- **L6** - There are no sidewalks on the south side of Cambridge Avenue between Mears Avenue and Sutton Avenue. Sidewalks should be added in this area for a distance of roughly 820 feet. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

**Northern Route**
This route takes Mears Avenue north of the school to Beechmont Avenue with branches west along Campus Lane to Deliquia Drive and east to Corbly Street. There are sidewalks along this route and crosswalks at many intersections. The following engineering countermeasures should be considered along this route:

- **P183/P184** - Improve the crosswalk along Corbly Street in front of Sands Montessori (at the west drive) by moving the crosswalk to the east side of the school drive and providing OMUTCD-compliant, flashing, overhead signage. Bulb-outs can also be added at this crossing to make the crosswalk more apparent to motorists and to act as a traffic calming device. If bulb-outs are not considered feasible because of the lack of on-street parking, then consideration should be given to narrowing the roadway to allow a shorter pedestrian crossing. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
North Avondale Montessori School is located in the Avondale neighborhood, just south of the North Avondale-Paddock Hills neighborhood, in north-central Cincinnati, in an area surrounded by residential properties and some undeveloped areas. The surrounding streets have sidewalks and there are crosswalks at many intersections.

### Eastern Route
This route takes Clinton Springs Avenue east from the school then north on Reading Road and allows access for 22 students (18% of students within 1 mile). There are sidewalks along this route and crosswalks at many intersections. There are no engineering countermeasures recommended along this route.

### Northern Route
This route goes north from the school on Dickson Avenue and then east to Mitchell Avenue, providing access for 35 students (28% of students within 1 mile). There are sidewalks along this route and crosswalks at many intersections. There are no engineering countermeasures recommended along this route.

### Western Route
This route goes west from the school along Clinton Springs Avenue and provides access for 27 students (22% of students within 1 mile). There are sidewalks along this route and crosswalks at many intersections. There are no engineering countermeasures recommended along this route.

### Southern Route
This route goes south from the school down Washington Avenue and continues onto Harvey Avenue. This route serves 34 students (27% of students within 1 mile). There are sidewalks along this route and crosswalks at many intersections. There are no engineering countermeasures recommended along this route.
Oyler School is located in the Lower Price Hill neighborhood just west of Downtown Cincinnati, in an area surrounded by mostly older industrial buildings, some residential properties, and several major transportation corridors. Nearly all of the surrounding streets have sidewalks and the signalized intersections include appropriate pedestrian accommodations.

### Southern Route
The southern corridor follows Staebler Street west to Neave Street south to River Road south and collects 82 students (32% of students within 1 mile). There are no engineering countermeasures recommended for this route.

### Western Route
Route running west from the school along Hatmaker St to State St north to Glenway Avenue north to a stairway/sidewalk through the woods to Warsaw Avenue which curves to the west collects 105 students (41% of students within 1 mile). There are many students to the west that have to walk north to Warsaw to get east to the school. There is a northern branch along State Avenue that would provide access to an additional 42 students (16% of students within 1 mile). The following engineering countermeasures were recommended for this route.

**P83** - Wilder (eastern leg) and Warsaw (western leg) are stop controlled, but because of elevation and angle issues they have very wide turning radii. The northern leg of the intersection has a marked crosswalk with an overhead sign. This crosswalk connects to a set of stairs that continues up the hill to Warsaw Avenue. Because the roadway is hilly and curves, crosswalk signage should be added farther north and south on Glenway Avenue to alert motorists of the upcoming crossing. Consideration should be given to adding beacons to this overhead sign to further warn motorists of the potential for pedestrians. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
Pleasant Hill Academy is located in the College Hill neighborhood in northern Cincinnati, in an area surrounded primarily by residential properties. All of the surrounding streets have sidewalks and the majority of intersections have crosswalks.

**Northern Route**
The northern route from the school travels north on Edwood Avenue with an eastern branch on Hollywood Avenue which would allow access for 69 students (17% of students within 1 mile). There are a few students west of Edwood Avenue that would go east to this route but primarily the route collects students from 2 clusters of students. There are no engineering countermeasures recommended for this route.

**Eastern Route**
The east route from the school takes West North Bend Road with a southern branch down Argus Road, providing access to 126 students (31% of students within 1 mile). There are no engineering countermeasures recommended for this route.

**Southern Route**
South from the school along Lantana Avenue to Cedar Avenue would provide access to 113 students (28% of students within 1 mile). There are many further south of Cedar Avenue that would funnel north to Lantana/Cedar. There are no engineering countermeasures recommended for this route.

**Western Route**
West along West North Bend Road would provide access for 84 students (20% of students within 1 mile), mostly from the north as the students to the south would utilize the southern route. There are no engineering countermeasures recommended for this route.
Pleasant Ridge Montessori School is located in the Pleasant Ridge neighborhood in northeastern Cincinnati, in an area surrounded by commercial properties on Montgomery Road and residential behind. All of the surrounding streets have sidewalks, except for a small portion of Gwinnet Drive to the north of the school and most of Winton Ridge Lane south of Dutch Colony Drive. There are some existing crosswalks at intersection as well as some mid-block crossings.

### Northwest Route
The route leaves the school grounds and travels north along Montgomery Road, turns west on Losantiville Avenue, and branches to Bremont Avenue. The route would allow access for 80 students (23% of students within 1 mile). The following engineering countermeasures should be considered along this route:

- **P77**: There is a marked crosswalk on the western leg of the Losantiville Avenue and Englewood Avenue unsignalized intersection which does not have ADA ramps or any signage along Losantiville. Consideration should be given to adding ramps and proper street signage, alerting drivers to this crosswalk. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

### West Route
The route goes south along Montgomery Road then west on Langdon Farms Road and collects all the students to the north. Along this route would allow access for 56 students (16% of students within 1 mile). There are no engineering countermeasures recommended for this route.

### Montgomery South Route
Montgomery Road route south from the school would allow access for 38 students (11% of students within 1 mile). There are no engineering countermeasures recommended for this route.

### South Route
South of the school off Montgomery Road from the school are 2 parallel roads (Glengate and Lester) whose route would allow access for 45 students (13% of students within 1 mile). There are no engineering countermeasures recommended for this route.

### East Route
Funnelling students to Montgomery north and Woodford to the east of the school would allow access for 114 students (33% of students within 1 mile). There are no engineering countermeasures recommended for this route.
Rees E. Price Academy is located in the East Price Hill neighborhood in western Cincinnati, in an area surrounded by residential properties and some park areas. Most of the surrounding streets have sidewalks on one or both sides, although there are some areas where sidewalks are missing on the side of the road students prefer to use. There are existing crosswalks at many of the intersections in the area.

### Northern Route

This route takes Glenway Avenue west of the school north to Quebec Road, with a branch going farther west on Liberty Street. These streets provide access for 109 students (28% of students within 1 mile). There are sidewalks on all the streets along this route; however, there is a gap along the west side of Quebec Road by the athletic complex. The following engineering countermeasures should be considered along this route:

- **L10/P12**: Filling in the missing sidewalk along Quebec Road (for a distance of 1,700 feet) near the athletic complex would allow students coming from the west to walk on the west side of the road, allowing them to make fewer crossings. Lighting may also be added along this route because of the high volume of trees along the roadway. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

### Southern Routes

There are two routes running south from the school. The first runs west on Glenway Avenue and then heads south down Woodlawn Avenue with branches along Warsaw Avenue and W. 8th Street. The other route runs east on Glenway Avenue and then heads south down Grand Avenue with branches along Warsaw Avenue and W. 8th Street. These streets serve 222 students (57% of students within 1 mile). There are sidewalks on all the streets along this route and crosswalks at some of the intersections. The following engineering countermeasures should be considered along this route:

- **L3**: There is a Walking School Bus route at the school that uses Considine Avenue, south of the school. However, there is a gap in the sidewalk along the east side of Considine Avenue between Brevier Avenue and Glenway Avenue. This gap should be filled in for a distance of 270 feet. This will allow the Walking School Bus to make fewer crossings on their route from the school to the community center off of Hawthorne Avenue. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

- **L1**: Some sections along Grand Avenue are missing sidewalks. Fill in these missing gaps along the west side of Grand Avenue between Glenway Avenue and Considine Lane for a distance of about 375 feet. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
Riverview East Academy is located in the East End neighborhood in eastern Cincinnati. The area is surrounded by residential properties, some commercial and industrial properties, and the Ohio River to the southwest of the school. Most of the surrounding streets have sidewalks on one or both sides and there are existing crosswalks at the major intersections.

**Southern Route**
This route goes east from the school along Stanley Avenue and then turns south and goes down Eastern Avenue. It serves 43 students (48% of students within 1 mile). There are sidewalks along this route as well as a number of crosswalks. There are no engineering countermeasures recommended along this route.

**Riverview/Kellogg Routes**
This route goes north and south of the school along Kellogg Avenue/Riverview Drive, serving 39 students (43% of students within 1 mile). There are sidewalks along both sides of Kellogg Avenue to the north of the school, on the north/east side of Kellogg Avenue south of the school, and on the south side of Riverview Drive north of the school. There are no engineering countermeasures recommended along this route.
Roberts Paideia Academy is located in the East Price Hill neighborhood in southwest Cincinnati, with some surrounding residential properties but mostly surrounded by undeveloped wooded areas. Most of the surrounding streets have sidewalks and there are crosswalks at some of the major intersections.

**Southern Route**
This route goes south from the school along Grand Avenue and also pulls from Glenway Avenue to the east and Glenway Avenue and Beech Avenue to the west. This route serves 160 students (80% of students within 1 mile). There are sidewalks along most of this route, although some portions of Grand Avenue are missing sidewalks. The following engineering countermeasures should be considered along this route:

- **P88** - The mid-block crossing in front of the school can be improved through the addition of OMUTCD-compliant, flashing, overhead crosswalk signage. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

- **L1** - Some sections along Grand Avenue are missing sidewalks. Fill in these missing gaps along the west side of Grand Avenue between Glenway Avenue and Considine Lane for a distance of about 375 feet. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

- **P83** - Wilder (eastern leg) and Warsaw (western leg) are stop controlled, but because of elevation and angle issues they have very wide turning radii. The northern leg of the intersection has a marked crosswalk with an overhead sign. This crosswalk connects to a set of stairs that continues up the hill to Warsaw Avenue. Because the roadway is hilly and curves, crosswalk signage should be added farther north and south on Glenway Avenue to alert motorists of the upcoming crossing. Consideration should be given to adding beacons to this overhead sign to further warn motorists of the potential for pedestrians. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
ROCKDALE ACADEMY - 335 ROCKDALE AVENUE

Rockdale Academy is located in the Avondale neighborhood in central Cincinnati. It is in a primarily residential neighborhood with some commercial development to the south. All of the surrounding streets have sidewalks and there are crosswalks at most intersections.

**Northern Route**
This route goes north from the school, taking Wilson Avenue to Ehrman Avenue, and further north up Vine Street. These streets serve 42 students (14% of students within 1 mile). There are sidewalks along this route and crosswalks at many intersections. There are no engineering countermeasures recommended along this route.

**Western Route**
This route goes west from the school, taking Wilson Avenue to Forest Avenue and continuing south on Vine Street. This route serves 55 students (18% of students within 1 mile). There are sidewalks along this route, although some of the sidewalks along Forest Avenue are not in the best condition. The following engineering countermeasures should be considered along this route:

- **P130** - Add speed humps or speed tables on Rockdale Avenue, between the school entrance and Wilson Avenue, to help slow traffic in front of the school. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

- **L15** - Repair buckling sidewalks along Forest Avenue in the bend around the zoo. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

**Southern Route**
This route goes south from the school along Wilson Avenue, serving 26 students (8% of students within 1 mile). There are sidewalks along this route and some crosswalks. There are no engineering countermeasures recommended along this route.

**Southeastern Route**
This route goes south from the school along Harvey Avenue, connecting to Prospect Place, Maple, and Blair Street to the east. It serves 46 students (15% of students within 1 mile). There are sidewalks along this route and some crosswalks. The following engineering countermeasures should be considered along this route:

- **P132** - Add speed humps or speed tables on Rockdale Avenue, between the school entrance and Burnet Avenue, to help slow traffic in front of the school. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

**Northern Route**
This route goes northeast of the school along Alaska Avenue and Glenwood Avenue. It serves 14 students (4% of students within 1 mile). There are sidewalks along this route and some crosswalks. There are no engineering countermeasures recommended along this route.

**SCHOOL SETTING**

**PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES**

- **P130** - Add speed humps or speed tables on Rockdale Avenue, between the school entrance and Wilson Avenue, to help slow traffic in front of the school. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
- **L15** - Repair buckling sidewalks along Forest Avenue in the bend around the zoo. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
- **P132** - Add speed humps or speed tables on Rockdale Avenue, between the school entrance and Burnet Avenue, to help slow traffic in front of the school. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
ROLL HILL ACADEMY - 2411 BALTIMORE AVENUE

SCHOOL SETTING

Roll Hill Academy is located in the East Westwood neighborhood in northwestern Cincinnati, in an area surrounded by some residential properties and mostly undeveloped park areas. The surrounding streets have sidewalks and there are some existing crosswalks at intersection as well as some mid-block crossings.

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Northern Route
This route takes Baltimore Avenue south from the school to President Drive. This route serves 132 students (37% of students within 1 mile). There are sidewalks along all the streets in this route. The following engineering countermeasures should be considered along this route:

P116 - A ladder-style crosswalk should be added across the northern leg of the President Drive and Baltimore Avenue intersection, lining up with the existing curb ramps at this location. Additionally, the stop bar on President Drive should be move north so it does not conflict with the crosswalk. The City of Cincinnati may be reconstructing this intersection in the near future and making necessary pedestrian accommodations. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

Southern Route
This route takes Baltimore Avenue south from the school, also pulling students from Westwood Northern Boulevard. This route serves 64 students (18% of students within 1 mile). There are sidewalks along this route and crosswalks at major intersections. There are no engineering countermeasures recommended along this route.

Western Route
This route takes Iroll Avenue south of the school and McHenry Avenue southwest of that. This route serves 127 students (36% of students within 1 mile). There are sidewalks along this route and crosswalks at major intersections. There are no engineering countermeasures recommended along this route.
Roselawn Condon School is located in the Roselawn neighborhood in northern Cincinnati, in an area surrounded primarily by residential properties. The surrounding streets have sidewalks and there are some existing crosswalks in the area.

**Northern Route**
This route goes north from the school along Greenland Place and east along Crest Hill Avenue. These streets serve 144 students (60% of students within 1 mile). There are sidewalks along this route and crosswalks are found at the school entrance and the Crest Hill Avenue/Greenland Place intersection. There are no engineering countermeasures recommended along this route.

**Southern Route**
This route goes south from the school along Greenland Place, continuing south along Parkdale Avenue and east along Section Road. This route serves 80 students (33% of students within 1 mile). There are sidewalks on at least one side of the street along this route and crosswalks are found at major intersections. There are no engineering countermeasures recommended along this route.
Rothenberg Preparatory Academy is located in the western corner of the Mt. Auburn neighborhood, adjacent to the Fairview-Clifton Heights and Over-the-Rhine neighborhoods, in central Cincinnati. It is in an area surrounded by residential properties, vacant commercial properties, and park areas. The surrounding streets have sidewalks and there are some existing crosswalks at intersection as well as some mid-block crossings.

**Northern Route**
This route runs north from the school on Vine Street to the E. Hollister Street intersection. This route serves 25 students (8% of students within 1 mile). There are sidewalks along the length of Vine Street and there are three mid-block crosswalks along this route. There are no engineering countermeasures recommended along this route.

**Southern Route**
The Vine Street southern route runs south from the school on Vine Street and west along Green. The Mulberry Street/Main Street southern route runs southeast from the school down Mulberry Street and continues down Main Street; it also pulls from Liberty Street to the east. The southern routes serve 228 students (75% of students within 1 mile). There are sidewalks along the routes and crosswalks at major crossings. There are no engineering countermeasures recommended along this route.
SANDS MONTESSORI SCHOOL - 6421 CORBLY STREET

Sands Montessori School is located in the Mt. Washington neighborhood in eastern Cincinnati, in an area surrounded by residential properties. Most of the surrounding streets have sidewalks, except for Sussex Avenue. There are also some existing crosswalks in front of the school and at major intersection around the school.

**Eastern Route**
This route takes Corbly Street east of the school to Rainbow Lane and serves 52 students (23% of students within 1 mile). There are sidewalks along this route along Corbly Street, as well as on the residential streets feeding into this route. A crosswalk exists at the east entrance to the school across Corbly Street. The following engineering countermeasures should be considered along this route:

**L23/P182** - Some students cut through a make-shift path connecting from Spindlewick Lane to the back of the school property. This pathway can be paved for a distance of 0.12 miles and connected to the existing pathway behind the school to make the path safe for students to use in all seasons. An easement should also be purchased from the property owner to connect the pathway to Spindlewick Lane. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

**Western Route**
This route takes Corbly Street west of the school, north up Beechmont Avenue and south down Sutton Avenue. It serves 72 students (31% of students within 1 mile). There are sidewalks along this route and crosswalks at the major intersections. The following engineering countermeasures should be considered along this route:

**L24** - Sidewalks can be added along Sussex Avenue for a distance of 850 feet to provide a safer-feeling walking environment for students coming from this area. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

**P183/P184** - Improve the crosswalk along Corbly Street in front of Sands Montessori (at the west drive) by moving the crosswalk to the east side of the school drive and providing OMUTCD-compliant, flashing, overhead signage. Bulb-outs can also be added at this crossing to make the crosswalk more apparent to motorists and to act as a traffic calming device. If bulb-outs are not considered feasible because of the lack of on-street parking, then consideration should be given to narrowing the roadway to allow a shorter pedestrian crossing. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

**Southern Route**
This route takes the pathway out the south side of the school and down Honeysuckle Lane and also pulling from Cambridge Avenue. It serves 97 students (42% of students within 1 mile). There are sidewalks along this route and crosswalks at the major intersections. The following engineering countermeasures should be considered along this route:

**L5** - There are no sidewalks on the south side of Cambridge Avenue between Beacon Street and Mears Avenue. Sidewalks should be added in this area for a distance of roughly 1,330 feet. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

**L6** - There are no sidewalks on the south side of Cambridge Avenue between Mears Avenue and Sutton Avenue. Sidewalks should be added in this area for a distance of roughly 820 feet. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
Sayler Park School is located in the Sayler Park neighborhood in the far western end of Cincinnati. It is in an area surrounded by residential properties and undeveloped park areas. All of the surrounding streets have sidewalks, with the exception of Hillside Avenue to the east of the school. There are also crosswalks at some of the major intersections in the area.

**Southern Route**
This route goes southeast down Home City Avenue and eventually connecting to Gracely Drive; the route also pulls from Twain Avenue. These streets serve 102 students (57% of students within 1 mile). There are sidewalks along this route and crosswalks are found at some of the intersections along Home City Avenue. There are no engineering countermeasures recommended along this route.

**Northern Route**
This route goes northwest from the school on Home City Avenue and connects to Gracely Drive via Cherokee Avenue. These streets serve 40 students (22% of students within 1 mile). There are sidewalks along this route and crosswalks are found at some of the intersections along Home City Avenue. There are no engineering countermeasures recommended along this route.

**Western Route**
This route goes west from the school along Elco Street and serves 29 students (16% of students within 1 mile). There are sidewalks along this route and crosswalks along the route. There are no engineering countermeasures recommended along this route.
The School for Creative and Performing Arts is located in Downtown Cincinnati, in an area surrounded by businesses. All of the surrounding streets have sidewalks and there are crosswalks at all the major intersection.

**Western Route**
This route goes west along W. 12th Street and then north along John Street, serving 15 students (25% of students within 1 mile). There are sidewalks along the whole route and crosswalks are found at intersections along W. 12th Street and major intersections on John Street. There are no engineering countermeasures recommended along this route.

**Northern Route**
This route goes east from the school along W. 12th Street and then north along Vine Street, serving 26 students (44% of students within 1 mile). There are sidewalks along the whole route and crosswalks are found at major intersections along W. 12th Street and Vine Street. There are no engineering countermeasures recommended along this route.
Shroder High School is located in the Madisonville neighborhood in northeastern Cincinnati. The school is located next to a Coca-Cola factory, in a partially residential, partially commercial area. There are sidewalks along most of the streets in the area, although some are just on one side of the road. There are crosswalks across many of the major intersections, although many don’t have crosswalks across all legs of the intersection.

### PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

**Western Route**

This route goes west along Duck Creek Road and then north along Kennedy Avenue. These streets serve 8 students (27% of students within 1 mile). There are sidewalks along the north side of Duck Creek Road, but none along Kennedy Avenue. There are no engineering countermeasures recommended along this route.

**Eastern Route**

This route goes east along Duck Creek Road to Red Bank Expressway; it then goes south on Red Bank and east on Madison Road. These streets serve 14 students (47% of students within 1 mile). There are sidewalks along the south side of Duck Creek Road, the west side of Red Bank Expressway, and both sides of Madison Road. There are crosswalks across most legs of the major intersections along this route. The following engineering countermeasures should be considered along this route:

**L14/P124** - A multi-purpose pathway can be constructed from Duck Creek Road to Chandler Street for a distance of 0.15 miles. This would provide a shorter route for students coming from east of Red Bank Expressway, and would allow them to avoid crossing at the Red Bank Expressway and Madison Road intersection. A crosswalk and pedestrian signals with push-buttons would need to be added across Red Bank Expressway where the path ties in (on the south leg of the intersection). There is an existing creek just east of this intersection that may need a culvert to cross. Additionally, the barrier along the east side of the Red Bank Expressway would need to be opened to allow pedestrian access. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
Silverton Paideia Academy is located in Silverton, just northeast of Cincinnati, in an area surrounded by residential properties and some commercial properties along Montgomery Road. Most of the surrounding residential streets have sidewalks; however, a small portion of Montgomery Road, between Stewart Road and Ken Arbre Drive, only has sidewalks along the south side of the road or has very narrow sidewalks along the north side of the road. There are existing crosswalks at most major intersections.

**PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES**

**Western Route**
This route goes west from the school along Montgomery Road and serves 58 students (53% of students within 1 mile). There are sidewalks along this side of Montgomery Road; crosswalks are located at all major intersections along this route and there are also some mid-block crossings. There are no engineering countermeasures recommended along this route.

**Southern Route**
This route goes south on Stoll Lane, west on Oak Avenue, and south along Plainfield Road. This route serves 69 students (56% of students within 1 mile). There are sidewalks along this route and crosswalks at many of the intersections. Crosswalks are located at all major intersections along this route and there are also some mid-block crossings. There are no engineering countermeasures recommended along this route.
South Avondale School is located in the Avondale neighborhood in central Cincinnati, in an area primarily surrounded by residential properties. All of the surrounding streets have sidewalks and there are crosswalks at major intersections along the route.

**Priority Corridors and Engineering Countermeasures**

**Southern Route**
This route pulls students from the surrounding residential streets into Reading Road, south of the school. These streets serve 145 students (34% of students within 1 mile). There are sidewalks along all streets in this route and crosswalks are found at all signalized intersections along Reading Road. There are no engineering countermeasures recommended along this route.

**Western Route**
This route runs east from the school along Blair Avenue and then heads south down Woodburn Avenue. These streets serve 41 students (44% of students within 1 mile). There are sidewalks along all the streets in these routes and crosswalks at major intersections. The following engineering countermeasures should be considered along this route:

**P135** - Improve the crosswalk across Rockdale Avenue at Knott Street by adding OMUTCD-compliant street signage. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

**Northern Route**
This route pulls students from the surrounding residential streets into Reading Road, north of the school. These streets serve 127 students (30% of students within 1 mile). There are sidewalks along all streets in this route and crosswalks are found at all signalized intersections along Reading Road. There are no engineering countermeasures recommended along this route.
Walnut Hills High School is located in the Evanston neighborhood, adjacent to the Avondale and Walnut Hills neighborhoods, in central Cincinnati. The area surrounding the school is primarily residential; however, the north and west sides of the school are cut off from the surrounding residential areas by I-71 and Victory Parkway, and Xavier University is located on the other side of I-71. All of the surrounding streets have sidewalks, including Victory Parkway (which also has a pedestrian bridge across it connecting to a pathway to the school) and the Woodburn Avenue bridge over I-71.

Northern Route
This route utilizes the pedestrian bridge over Victory Parkway and connects students to the sidewalks along Victory Parkway, connecting to Rockdale Avenue, Dana Avenue, and Winding Way. These streets serve 35 students (38% of students within 1 mile). There are sidewalks along all the streets in these routes and crosswalks are already strategically placed to get pedestrians across the difficult intersections along the route. The following engineering countermeasures should be considered along this route:

- **P27** - Add OMUTCD-compliant crosswalk signage to the crosswalk along Jonathan Avenue, just north of the Sulsar Street intersection. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
- **P28** - Add OMUTCD-compliant crosswalk signage along Victory Parkway southwest-bound to warn drivers of the crosswalk across the Lexington Avenue where it splits off from Victory Parkway. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

Southern Route
This route runs east from the school along Blair Avenue and then heads south down Woodburn Avenue. These streets serve 41 students (44% of students within 1 mile). There are sidewalks along all the streets in these routes and crosswalks at major intersections. The following engineering countermeasures should be considered along this route:

- **P30** - Add pedestrian enhancements to the five-point intersection of Woodburn Avenue, Montgomery Road/Gilbert Avenue, and Hewitt Avenue. Even the most seasoned pedestrian may have difficulties deciphering how to cross at this intersection let alone a school age child. Where possible, the pedestrian crosswalks should be better defined and the pedestrian activated devices should be improved. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.
Westwood School is located in the Westwood neighborhood in western Cincinnati. The area is primarily residential, with some commercial development along Harrison Avenue, located just east of the school. All of the surrounding residential streets have sidewalks, and there are also sidewalks along both sides of Harrison Avenue. There are also crosswalks at most major intersections.

**Northern Route**
This route takes Epworth Avenue north from the school and serves 28 students (11% of students within 1 mile). There are sidewalks all along this route and crosswalks are found at the intersection of Epworth Avenue and Harrison Avenue. The following engineering countermeasures should be considered along this route:

P53 - Improve the crossing at the Epworth Avenue and Harrison Avenue intersection by adding pedestrian push-buttons and countdown signals. To ensure that cars don’t block the crosswalk, the stop bars should be moved back from the crosswalk and “Stop here on red” signs can be added to highlight the stopping point. “No right turn on red” signs should also be considered for all legs of the intersection if not already in place. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

**Eastern Route**
This route takes Montana Avenue east of the school and serves 74 students (29% of students within 1 mile). There are sidewalks along this route and crosswalks are found at some intersections. There are no engineering countermeasures recommended along this route.

**Southern Route**
This route takes Harrison Avenue south of the school with an eastern branch along Fischer Place and Shaffer Avenue. The route serves 130 students (50% of students within 1 mile). There are sidewalks along this route and crosswalks are found at the signalized intersections along Harrison Avenue. There are no engineering countermeasures recommended along this route.
William H. Taft School is located in the Mt. Auburn neighborhood in south-central Cincinnati. The area is primarily residential, with the exception of a few other schools and businesses located on or adjacent to Southern Avenue (including Christ Hospital, Mt. Auburn International Academy, and Taft Historic Site and Museum); the school is separated from the surrounding residential properties by woods. All of the surrounding streets have sidewalks on at least one side of the street, however many are not separated from the road. There are some existing crosswalks along the priority corridors.

**Northern Route**
This route heads west from the school along Southern Avenue to Auburn Avenue; from Auburn Avenue, the route goes north and also branches off to the west at Hollister Street and over to McMillan Street. These routes serve 89 students (47% of students within 1 mile). There are sidewalks along all the streets in this route. Southern Avenue has sidewalks; however, vehicles often park on these sidewalks during pick-up hours. Crosswalks are found at most of the major intersections along McMillan Street and Auburn Avenue.

The following engineering countermeasures should be considered along this route:

- **L11** - In an effort to get drivers to stop parking on the sidewalks on Southern Avenue, this street in conjunction with Young Street can be made into a one-way road network with dedicated parking on one side of the street (assuming traffic volumes allow for this). Traffic can enter the school area via one street (either eastbound on Southern or northbound on Young) and then exit through a continuous movement to the next street (either southbound on Young or westbound on Southern, respectively). The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.

- **P91** - There is a worn path leading from the back of the school’s north side to Earnshaw Avenue. This pathway is very dangerous for student travelers, yet many still use it. Closing the opening in the fence at the pathway will discourage student from continuing to use this unsafe pathway. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

**Southern Route**
This route goes south from the school down Young Street with a western branch going from Dorchester Avenue to Sycamore Street and an eastern branch along Ringgold Street. These routes serve 75 students (40% of students within 1 mile). There are sidewalks along all the streets in this route and crosswalks are found at most of the major intersections along the route. Aside from the Southern Avenue/Young Street one-way conversion mentioned above, there are no engineering countermeasures recommended along this route.
Winton Hills Academy is located in the Winton Hills neighborhood in northern Cincinnati, in an area surrounded by residential properties and undeveloped park areas. All of the surrounding streets have sidewalks, except for a small portion of Gwinnet Drive to the north of the school and most of Winton Ridge Lane south of Dutch Colony Drive. There are some existing crosswalks at intersection as well as some mid-block crossings.

**Northern Route**

This route utilizes the pathway that connects the east side of the school to the adjacent neighborhood, via Holland Drive. Holland Drive and Winneste Avenue both connect to Dutch Colony Drive to the north, where a number of students reside. Strand Lane collects from the eastern-most streets in the neighborhood east of the school and feeds into Holland Drive. These streets serve 232 students (71% of students within 1 mile). There are sidewalks along all of the streets on this corridor and crosswalks are found at the Dutch Colony Drive/Winneste Avenue, Holland Drive/Strand Lane, and Winneste Avenue/Strand Lane intersections. There are no engineering countermeasures recommended along this route.

**Southern Route**

This route goes south from the school along Winneste Avenue and serves 37 students (11% of students within 1 mile). There are sidewalks along all of Winneste Avenue as well as periodic mid-block crosswalks. There are also crosswalks at the south end of Winneste Avenue and across Kings Run Drive. All the crosswalks along this route appear to be in good shape and wouldn’t need to be restriped. The following engineering countermeasures should be considered along this route:

**P140** - Add a ladder-style crosswalk just south of the southern school driveway off of Winneste Avenue (or in the vicinity of the recreation center). This will provide a place for students coming from the west side of Winneste Avenue to cross the street. The crosswalk should be marked with OMIUTCD-compliant double-sided street signage and flashing, overhead signage can be added to make this crosswalk more visible to motorists. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.
WINTON MONTESSORI SCHOOL - 4370 BEECH HILL AVENUE

SCHOOL SETTING

Winton Montessori School is located in the Northside neighborhood in northern Cincinnati. It is in a residential area, just west of the Spring Grove Cemetery. The streets surrounding the school have sidewalks and there are crosswalks at some intersections.

PRIORITY CORRIDORS AND ENGINEERING COUNTERMEASURES

Western Route
This route goes south from the school down Langland Street, west along Pullan Avenue, south down Pitts Avenue, and west along Chase Avenue. It serves 13 students (36% of students within 1 mile). There are sidewalks along this route and crosswalks at many of the intersections. There are no engineering countermeasures recommended along this route.
Woodford Paideia Academy is located in the Kennedy Heights neighborhood in northeastern Cincinnati, adjacent to Silverton. It is in a residential area and most of the streets surrounding the school have sidewalks. Few intersections have crosswalks, however.

**Western Route**
This route goes west down Woodford Road and then north and south along Kennedy Avenue. These streets serve 52 students (46% of students within 1 mile). There are sidewalks along Woodford Road west of the permanent school site, but the crosswalks along this route are poorly marked which can lead to low utilization of them. The following engineering countermeasures should be considered along this route:

- **P71** - There is a mid-block crossing along Woodford Road at Wyatt Avenue. This crosswalk should be restriped in the ladder-style and should have OMUTCD-compliant signage to make it more visible. The countermeasure is considered a low priority and the responsible party for further development is the SRTS Infrastructure Team.

**Eastern Route**
This route takes Red Bank Road north of the school and continues east along Zinsle Avenue. It serves 25 students (22% of students within 1 mile). There are sidewalks along Zinsle Avenue and Red Bank Road north of the school site, but there are no crosswalks along this route. The following engineering countermeasures should be considered along this route:

- **P74** - Currently, there is a crosswalk across Red Bank Road at the new school entrance; however, this crosswalk is on the south side of the school drive and the sidewalk leading to the school is on the north side of the drive. This crosswalk should be moved to the north side of this intersection to line up with the sidewalk leading to the school. The existing signage can be relocated to mark the new crosswalk. The countermeasure is considered a high priority and the responsible party for further development is the SRTS Infrastructure Team.