BIRMINGHAM CITY SCHOOLS - SAFE WALKING MAPS

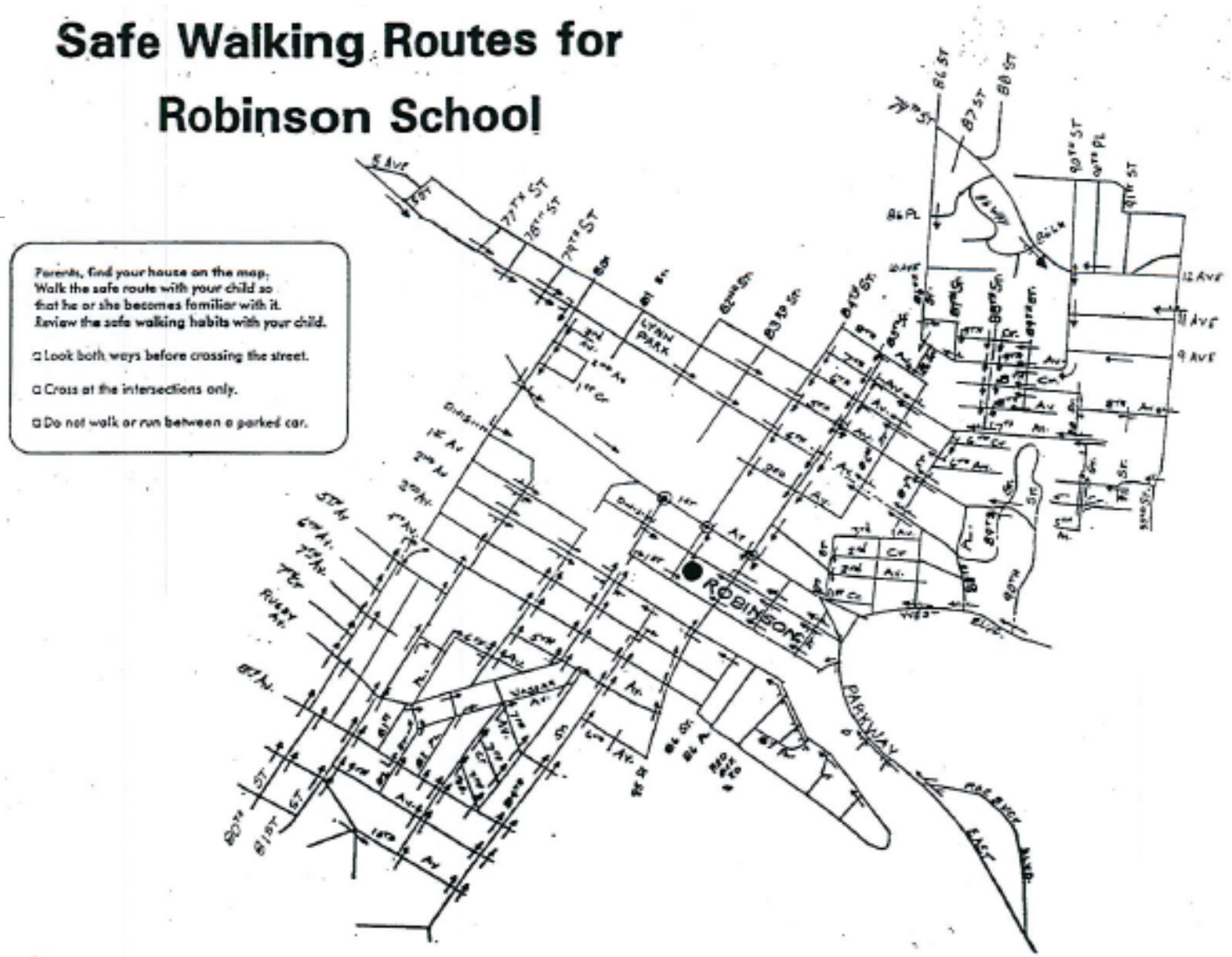
Safe Walking Maps Project

- Background
- Purpose
- Method
- Roles and Responsibilities
- Conclusion

Background

Previously, the City provided district schools with hand drawn, paper maps which designated “safe walking routes.”

These maps were time intensive to update and expensive to distribute.



Safe Walking Maps Project Purpose

To improve the safety of students who walk to school through the creation of new maps which identify routes where pedestrian infrastructure exists.

Locally, safe walking routes are especially important for students within the two-mile radius of schools, because unless a waiver is granted, then school bussing is not provided as a mode of transportation. Further, many households do not own a personal automobile, or do not have access to reliable daily transportation.

Method

Improve the existing safe walking maps to provide more up-to-date information to schools and parents by using modern technology, and make available in various formats.

Modeling – Active Transportation Alliance: School Travel Plans – Thanks to Melody Geraci, Deputy Executive Director at the Active Transportation Alliance, for inspiration /guidance/ networking during our CPPW grant.

Teamwork

- Kwani Carson, Mayor's Office
- Sherri Nielsen, Mayor's Office
- Barry Williams, GIS
- Srikanth Karra, Information Mgmt Services
- Leonard Caver, Information Mgmt Services
- Greg Dawkins, Traffic Engineering
- Greg Ogles, Traffic Engineering
- Dustin Glass, GIS
- Walter Williams, Birmingham City Schools
- Mike Kaczorowski, RPC Greater Birmingham

Birmingham City Schools
Believe. Create. Succeed.

BIRMINGHAM
REACH
FOR BETTER HEALTH

RPCGB
REGIONAL PLANNING COMMISSION
OF GREATER BIRMINGHAM

Roles

United Way of Central Alabama

& Regional Planning Commission of Greater Birmingham:

- Assisted with coordination of overall project
- Purchased a five-user pack of ArcGIS subscriptions
- Purchased five IPads (and protective cases) to be used by traffic engineering
- Assisted in dissemination and awareness of new safe walking maps

Roles

City of Birmingham Information Management Services:

- Identified five IPads from the City's current inventory to be utilized by Traffic Engineering during the pilot phase of the project.
- Assumed responsibility of the data service and ArcGIS online subscriptions after year one of the project to sustain the work.

City of Birmingham GIS Department:

- Worked in coordination with City of Birmingham Traffic Engineering Department to properly set-up the project in ArcGIS.
- Provided training and technical assistance as appropriate to Traffic Engineering staff to successfully implement the project.
- Store data and assist with data mapping and analyzation.

Roles

City of Birmingham Traffic Engineering Department:

- Worked in alignment with City of Birmingham GIS Department to properly set-up the project in ArcGIS
- Dedicated staff time to training in order to prepare for successful implementation of the project.
- Integrated the project into regular field operations with dedicated staff time prioritized to updating mapping data layers near schools.
- Worked in conjunction with GIS staff to utilize updated data layers to create “safe walking maps” which display existing infrastructure and recommended routes.

Roles

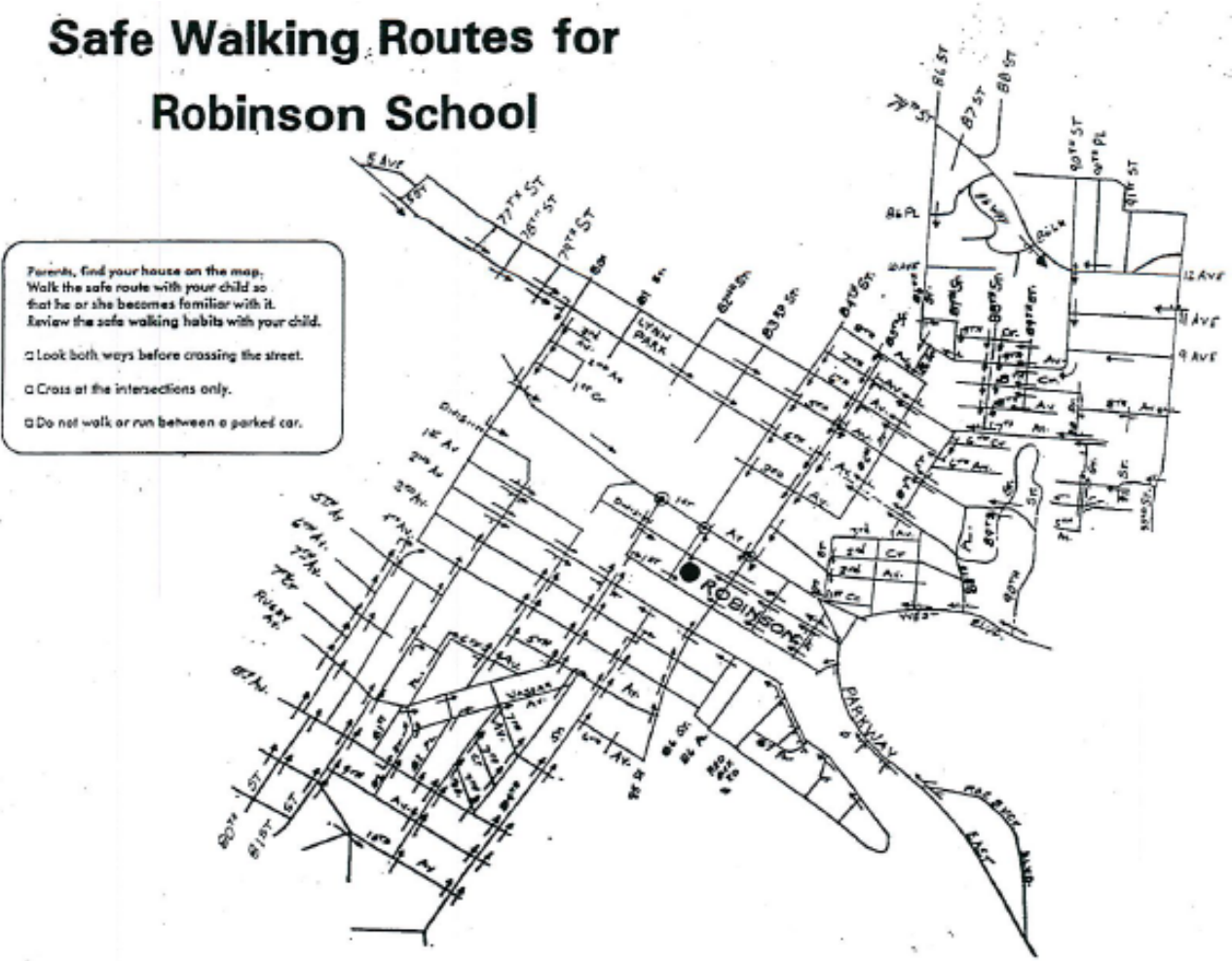
City of Birmingham Traffic Engineering Department, continued…

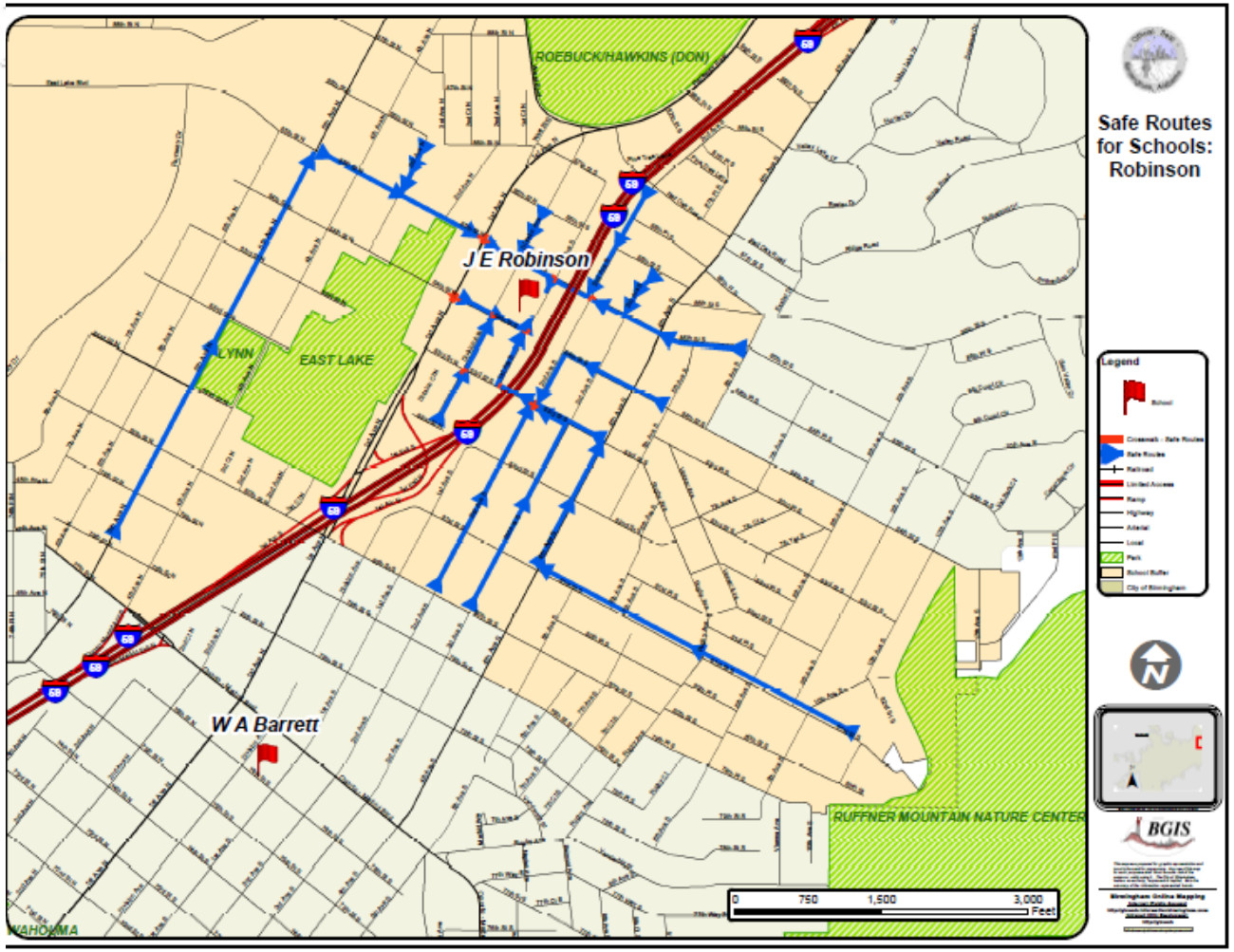
Collecting field data to map the following data layers:

- the location of crosswalks,
- traffic signals and all way stops,
- school and pedestrian signage,
- crossing signals,
- location of school crossing guards.

The new data layers overlay with existing GIS layers for sidewalks, bike lanes, school enrollment boundaries, and other relevant data in order to create the maps.

Before & After





Conclusion – 6 E's of the Safe Walking Maps Project

Education – Inform parents and students on walking routes where pedestrian infrastructure exists.

Encouragement – Provide the map as a tool to increase use of the safe routes, and walking in general.

Engineering – Traffic Engineering now has access to tablets and ArcGIS as a tool to improve their field data collection. The increase in up-to-date data is improving their planning and budgeting for maintenance, and overall decision-making.

Enforcement – Place and replace pedestrian and school signage as appropriate, and work with the school district and police regarding enforcement of posted regulations.

Evaluation – Traffic Engineering has been tracking ways that the new process saves time and money.

Equity – Improve walkability within the 2-mile area of schools where students are not normally bussed. This is especially important for students who do not have another transportation option.