

JULY  
2025

# Cleveland Avenue Elementary School

## SAFE ROUTES TO SCHOOL ACTION PLAN



# Acknowledgments

## Atlanta Department of Transportation

Betty Smoot-Madison, Deputy Commissioner, Office of Strategy and Planning  
John Saxton, Mobility Planning Director, Office of Strategy and Planning  
Chris Rome, Transportation Engineering Director, Office of Engineering  
Nichole Hollis, Safe Routes to School Manager, Office of Strategy and Planning  
Currie Cole Smith, Vision Zero Manager, Office of Strategy and Planning  
Whytne Stevens, Urban Planner, Office of Strategy and Planning  
Andrew Lewis, Multimodal Transportation Engineer, Office of Engineering  
Grace Fraser, Intern, Office of Strategy and Planning

## Atlanta Public Schools

Chief Ronald Applin, Office of Safety  
Lieutenant Richard Beck, Office of Safety  
Keith Sumas, Emergency Manager, Office of Safety  
Aracy Elliott, Emergency Management Specialist, Office of Safety  
Melvin Hill, Office of Safety  
Irenette Shumake, Metropolitan Regional Operations Manager, Transportation  
Chris Salley, Senior Director of Operations, Transportation  
Renita Pearson-Roberts, Database Analyst, Transportation  
William Swann, Transportation

## Fulton County

Chelsey Snell, Safe Kids Fulton County

## Cleveland Avenue Elementary School

Enrique Ralls, Principal  
Summer Pace, Social Worker  
Emily Miles, School Secretary/Clerk

## Consultant Team

Makaela Edmonds, Kimley-Horn  
Chris Fuga, Kimley-Horn  
Jourdyn Fuga, Kimley-Horn  
Anthony Hatch, Kimley-Horn  
Tracy Lehman, Kimley-Horn  
Tyler Minkkinen, Kimley-Horn  
Tanner Schroeder, Kimley-Horn  
Sarah Wilson, Kimley-Horn

Meg Bryson, Alta  
Jean Crowther, Alta  
Hannah Day-Kappell, Alta  
Anthony Rios Gurrola, Alta  
Jordyn Jones-Raybon, Alta  
Katherine Mooney, Alta  
Eric Scott, Alta  
Elizabeth Yarnall, Alta

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## EXECUTIVE SUMMARY

# Cleveland Avenue Elementary School Safe Routes to School Action Plan

## Background

Safe Routes to School (SRTS) is a national movement dedicated to ensuring that it is safer and more accessible for students to walk and bike to school. The goal of SRTS programs is to enhance the safety of school zones and the roads surrounding schools, thereby protecting our youngest and most vulnerable road users. **These programs are collaboratively developed and implemented by schools, community members, local leaders, transportation planners, and public health professionals.** Together, they create and promote activities that encourage students in Kindergarten through 12th grade to walk, bike, and roll to school, fostering healthier lifestyles and reducing traffic congestion around education.

Starting in the fall of 2024, the Atlanta Department of Transportation (ATLDOT) conducted outreach at Cleveland Avenue Elementary School. This Safe Routes to School (SRTS) Action Plan outlines the data and feedback collected through this process, and identifies recommendations to improve safety, reduce barriers, and inspire a culture of walking and biking. By encouraging students to use active transportation, SRTS Atlanta supports healthier lifestyles, reduces traffic congestion, and strengthens neighborhood ties. **The Program uses a Six Es framework, which considers Engagement, Encouragement, Equity, Education, Engineering, and Evaluation.** This report identifies recommendations around each of the Es to support the Cleveland Avenue Elementary community.

## Planning Process

Led by ATLDOT, the project team conducted school outreach, including SRTS events, listening sessions, student arrival observations, a walk audit, and a digital survey. The Needs Assessment considered feedback received, as well as the active transportation network, project and plan review, and crash history.

## What We Heard from Cleveland Avenue Elementary

- ★ High travel speeds
- ★ Sidewalk improvements are needed
- ★ There is a need for additional lighting
- ★ Increased school zone awareness
- ★ Pedestrian crossing improvements

## Key Strategies and Recommendations

The following recommendations are some priorities identified through this process:



### EDUCATION

- ▶ Pedestrian and bicycle safety education
- ▶ Understanding school zone traffic laws
- ▶ Guide for parents to encourage safe travel



### ENGAGEMENT

- ▶ Crossing guard training programs
- ▶ Corner Captains or Greeters
- ▶ Safe Routes to School Task Force



### ENCOURAGEMENT

- ▶ Walking School Buses and training
- ▶ Walk and Roll to School Days
- ▶ Incentive-based programs to encourage walking and biking



### ENGINEERING

- ▶ Enhance school zone signage and pavement markings
- ▶ Improve pedestrian crossings on Hapeville Road



### EQUITY

- ▶ Distribute multi-lingual Safe Routes to School Materials
- ▶ Prioritize Action Plan recommendations based on community and stakeholder feedback



### EVALUATION

- ▶ Regularly reported statuses of Action Plan recommendations
- ▶ Student travel tallies
- ▶ Number of programming events and campaigns held

## Next Steps

- ★ Implement high priority maintenance and tactical engineering projects.
- ★ Plan events and begin implementing recommendations for Encouragement, Education, Engagement, Equity, and Evaluation starting Summer 2025 for 2025-2026 school year.

## 1

# Introduction and Background

## What is Safe Routes to School?

Safe Routes to School (SRTS) is a global movement that makes it safer, easier, and more appealing for students of all ages and abilities to walk, bike, or roll to school.

By focusing on collaborative efforts and engaging with a diverse group, SRTS works to identify specific needs and concerns, propose actionable solutions, and implement infrastructure and program recommendations aimed at making travel safer for students. SRTS is built on the principles of the Six E's Framework, which provides a comprehensive, interdisciplinary approach to implementing a SRTS program.



*Crossing guard assisting students cross Old Hapeville Road*

## What are the benefits of SRTS?

SRTS helps students and communities thrive. When families choose to walk, bike, or roll to school, the benefits go far beyond the trip itself!



*School arrival observation photo*

- ★ **HEALTHY BODIES, HEALTHY MINDS:**  
Walking or biking gets kids moving, which supports physical fitness and boosts mental health by reducing stress, improving mood, and enhancing focus.
- ★ **CLEANER AIR:**  
Fewer cars mean less pollution around schools, creating healthier environments for students and neighbors alike.
- ★ **SHARPENED FOCUS:**  
Students who move their bodies before the bell rings arrive more alert, energized, and ready to learn.
- ★ **CONFIDENT, INDEPENDENT KIDS:**  
Navigating the trip to school, especially with a friend or group, builds confidence, responsibility, and real-world awareness.
- ★ **STRONGER COMMUNITIES:**  
Walking and biking create opportunities to meet neighbors, share a journey, and provide a sense of belonging.
- ★ **SAFER STREETS FOR EVERYONE:**  
Less congestion and slower speeds around schools protect not only students, but drivers, families, and the whole community.
- ★ **ATTENDANCE/TARDINESS:**  
Walking and biking to school has been shown to reduce student absences and tardiness.

## What is the Six E's Framework?

By incorporating all elements of the Six E's framework, SRTS aims to foster a healthier, more active lifestyle for students and to contribute to the development of safer, more connected communities. Enhanced safety measures and educational programs not only improve the physical health and well-being of students but also to build a sense of community and environmental stewardship.



### ENGAGEMENT

Meaningfully involve students, families, teachers, school leaders, and community organizations



### ENCOURAGEMENT

Host events and programs that make walking and biking fun and inviting



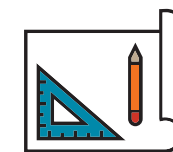
### EQUITY

Make sure every student, regardless of background, ability, or identity, can benefit from safe, healthy travel options



### EDUCATION

Equip students and families with the skills they need to travel safely, whether they are walking, rolling, biking, or taking transit



### ENGINEERING

Design safer streets and crossings that protect students from traffic and create a welcoming environment



### EVALUATION

Measure what's working, learn what's not, and adjust to better serve the community

## History

SRTS originated in Denmark in the 1970s in response to concerns about child pedestrian and bicyclist safety. The program gained international traction in the 1990s, with notable implementations in the United Kingdom, Canada, and New York City. In 2005, the United States Congress recognized the importance of SRTS by passing the Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU). A year later, the National Center for Safe Routes to School was created to oversee and coordinate these efforts. By 2012, SRTS funding was expanded to include other walking and cycling initiatives. The impact of these efforts became evident by 2015 when over 17,400 schools across all 50 states had participated in the program. Today, SRTS continues to encourage and facilitate safer, healthier commutes for children, leading to increases in walking and biking to and from school.

## Atlanta Safe Routes to School

Building on the efforts of the Safe Routes to School program, the Atlanta Department of Transportation is integrating SRTS initiatives within the city, aligning with Atlanta's Vision Zero goal of eliminating vehicle-related traffic and pedestrian deaths and serious injuries.

## Vision Zero

Atlanta's Vision Zero initiative, led by ATLDOT, seeks to eliminate traffic fatalities and serious injuries through safer street design and citywide speed management, including a default 25 mph speed limit since April 2020.

## High-Priority Schools

ATLDOT is focusing SRTS programming on Communities of Concern, which are equity priority areas traditionally underserved in transportation investments and disproportionately affected by pedestrian and bicyclist injuries.

### Project Timeline



## Action Plan Development

Cleveland Avenue Elementary's SRTS Action Plan was crafted as a strategic guide to implementing recommendations based on a thorough analysis of existing conditions, extensive community engagement, and meticulously designed strategies to address the school's specific needs. The plan was developed using the 6 Es Framework, which is interwoven throughout the various sections of the report. Additionally, all 6 Es are represented in the recommendations of this action plan.



**Engagement:** Engagement lays the foundation for SRTS programming. The project team ensured all voices were heard through meaningful efforts including Listening Sessions, Walk Audits, online surveys, project emails, and school outreach events. Feedback gathered during engagement efforts guided recommendations development.



**Equity:** To ensure the Cleveland Avenue SRTS Action Plan is inclusive, equity considerations were integral at every stage—from school selection to assessing existing conditions, engaging the community, and shaping the project team's recommendations for all roadway users.



**Engineering:** Infrastructure needs improvements surrounding Cleveland Avenue Elementary School were a key focus during the review of existing conditions, outreach efforts, and recommendations development. These improvements aim to make the area safer to travel for all users.



**Encouragement:** By listening to students, families, staff, and community members during outreach efforts and incorporating their feedback into this action plan, the project team is building trusted relationships within the community. These efforts ensure continued engagement, encouraging walking and biking to school.



**Education:** The project team is dedicated to educating students, parents/guardians, and community members about various transportation options and while focusing on safely walking and biking. Education recommendations will include equitable approaches to ensure they reflect the community's demographic and engage all student groups effectively.



**Evaluation:** ATLDOT will monitor the completion of improvement projects and activities in partnership with Cleveland Avenue's school administration.

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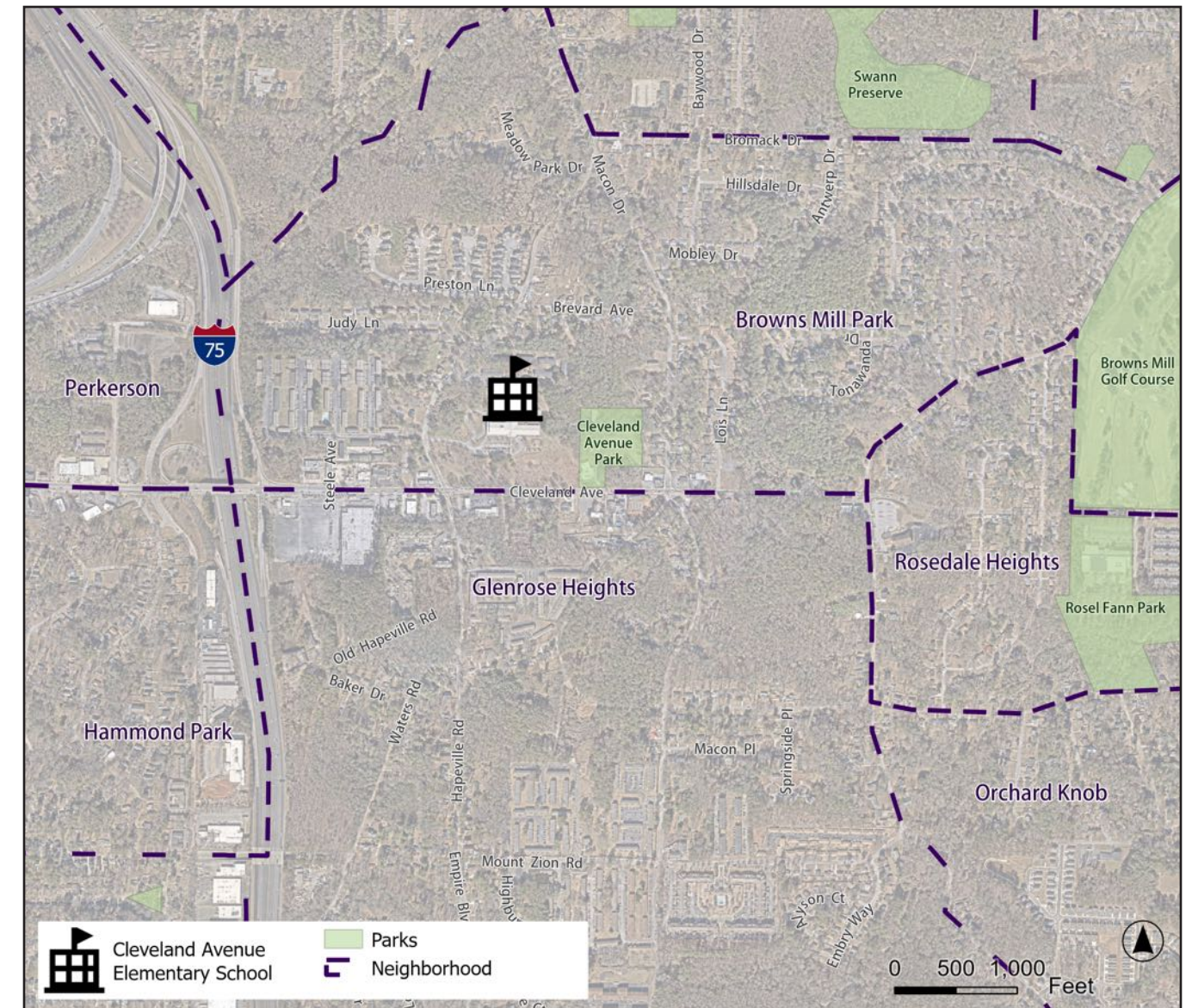
# Existing Conditions



## Cleveland Avenue Elementary School

Cleveland Avenue Elementary School is in the Browns Mill Park neighborhood in south Atlanta and is part of the South Atlanta Cluster. The school serves the Browns Mill Park, Polar Rock, Swallow Circle/Baywood, and Glenrose Heights neighborhoods. The surrounding area is primarily residential with

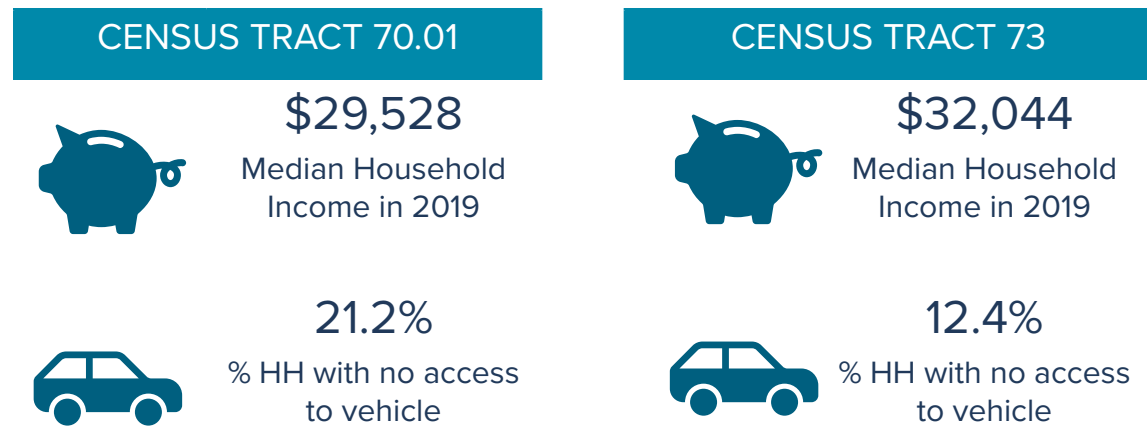
a mix of single- and multi-family housing as well as some commercial land uses located west of the school on Cleveland Avenue. Additionally, Browns Mill Park and the Cleveland Avenue Library are located adjacent to the school, to the east on Cleveland Avenue.



Cleveland Avenue Elementary School Neighborhood Map

# Demographics

For the 2025 school year, Cleveland Avenue Elementary School had an enrollment of 253 students. The racial and ethnic composition of the student body is predominantly Black, making up 88% of the population. Hispanic students account for 9%, students with two or more races/ethnicities make up 2%, and White students constitute 1% of the enrollment. The school is also designated as a Title 1 school. The Title 1 program is a federally funded program to assist schools with a high percentage of low-income students to achieve academic success. Cleveland Avenue Elementary School primarily serves families within Fulton County Census Tracts 44 and 120. The graphic below contains additional data from the Atlanta Regional Commission (ARC).



# Getting to and from School

## School Travel

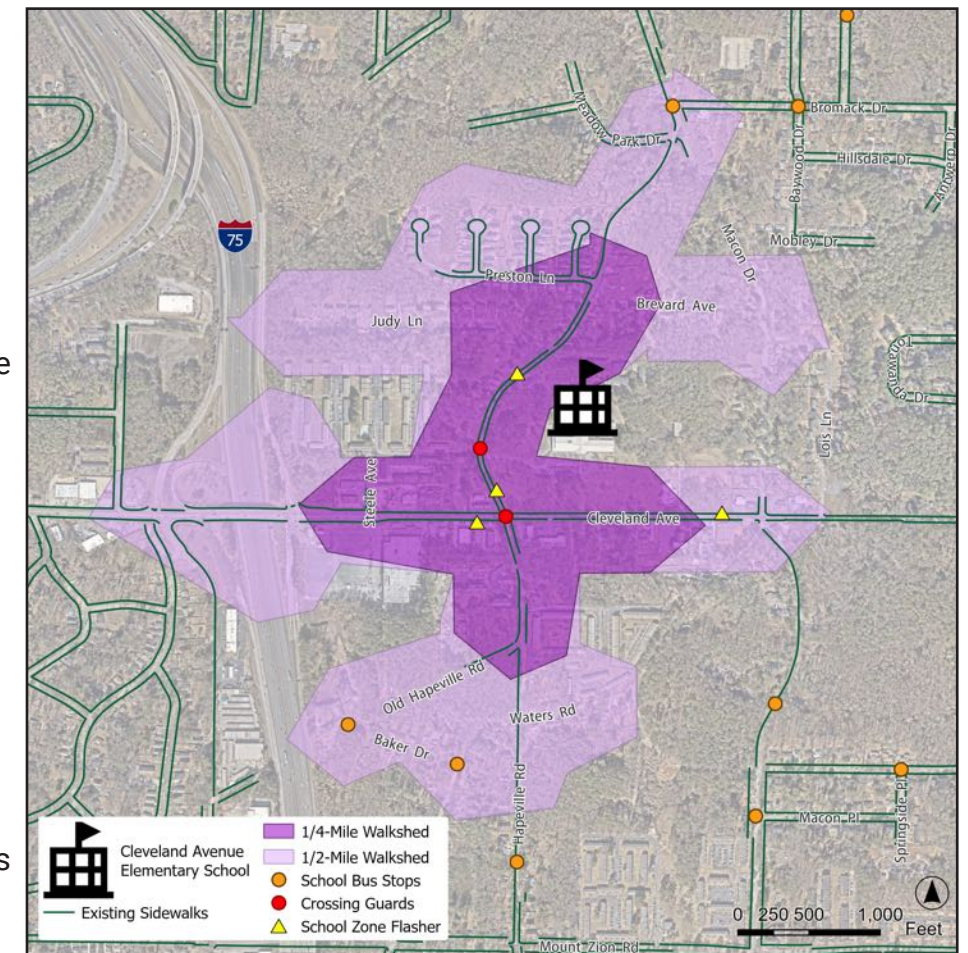
Arrival at Cleveland Avenue Elementary School occurs between 7:15 AM and 7:45 AM. School bus riders are dropped off at the main entrance, on Old Hapeville Road SW, and car riders who arrive between 7:15 AM and 7:40 AM should be dropped off at the western side of the school, while students who arrive after 7:40 AM are to be dropped off at the main entrance. School dismissal begins at 2:15 PM. This process coordinates walkers, bus riders, and car riders to ensure a safe and efficient arrival and dismissal at the school.

Cleveland Avenue Elementary School offers two bus routes for its students, Route 8005 and Route 9021. Route 9005 serves those living north of Cleveland Avenue, covering Macon Drive SW, Bromack Drive, and Browns Mill Road. For school arrival, Route 9005 begins its first student pick-up at 6:52 AM and arrives at Cleveland Avenue Elementary at 7:14 AM. For student drop-off, the bus departs the school at 2:15 PM and completes its last drop-off at 2:55 PM. Route 9021 accommodates students residing south of Cleveland Avenue, traveling along Hapeville Road, Old Hapeville Road, Springdale Drive, and Macon Drive. For school arrival, Route 9021 starts its first student pick-up at 7:04 AM and reaches the school by 7:15 AM. For drop-off, the bus leaves the school at 2:15 PM and finishes its last drop-off at 2:26 PM.

## Crossing Guard Locations

Cleveland Avenue Elementary School has two crossing guards to assist students crossing the roadway. One crossing guard is stationed along Old Hapeville Road at the school driveway, while the other is positioned at the signalized intersection of Old Hapeville Road and Cleveland Avenue.

For school arrival, the crossing guards are on duty from 7:15 AM to 7:45 AM. During school dismissal, they are at their designated locations from 2:15 PM to 2:45 PM. Cleveland Avenue Elementary School staff report that there are typically 42 walkers during school departure throughout the school year.



Walk Shed Analysis Map

# Transportation Network

Cleveland Avenue Elementary School is located on the east side of Old Hapeville Road, immediately north of the signalized intersection at Cleveland Avenue, approximately 0.3 miles east of the I-75 interchange. Old Hapeville Road is a two-lane, undivided, major collector that serves as a north-south connector between Hapeville Road and Macon Drive with a posted speed limit of 30 miles per hour (mph).

There is a continuous sidewalk along the west side of Old Hapeville Road between Hapeville Road and Macon Drive; however, the sidewalk on the east side is incomplete within the school attendance zone, with existing sidewalk present only between Cleveland Avenue and Brevard Avenue. Cleveland Avenue is a two-lane, minor arterial that serves as an east-west connector between Harris Street and Jonesboro Road (SR 54) with a posted speed limit of 35 mph. Cleveland Avenue is divided by a two-way left-turn lane (TWLTL) west of Old Hapeville Road and is undivided east of Old Hapeville

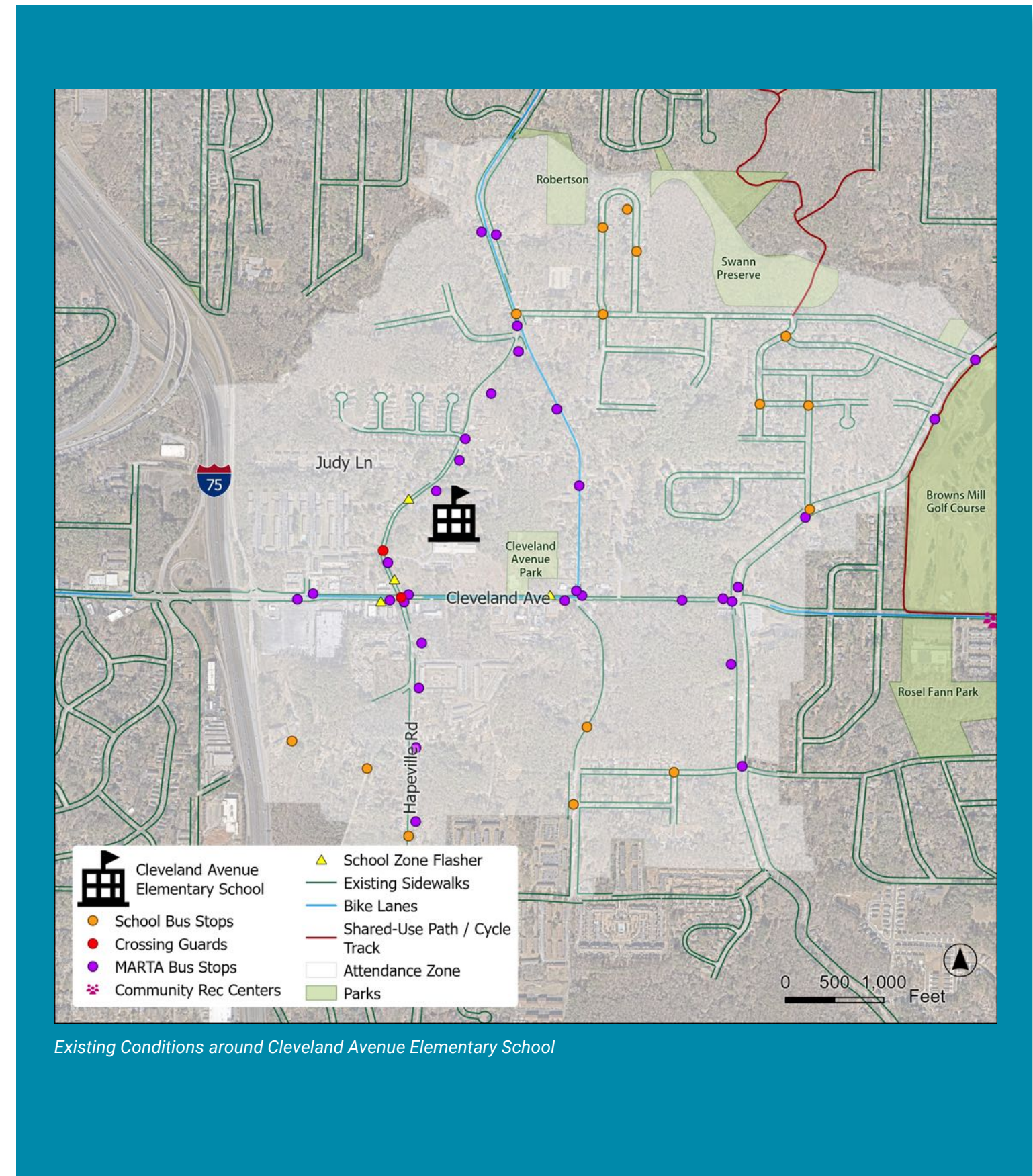
Road. There is a continuous sidewalk along both sides of Cleveland Avenue from I-75 to Browns Mill Road; however, the sidewalk on the north side ends at Browns Mill Road within the school attendance zone. Bike lanes are present along Cleveland Avenue from Steele Avenue to Old Hapeville Road.

The Metropolitan Atlanta Rapid Transit Authority (MARTA) operates throughout the school zone limits. Route 78 serves Cleveland Avenue and Browns Mill Road north of Cleveland Avenue. Route 178 covers Old Hapeville Road, Macon Drive, and Browns Mill Road south of Cleveland Avenue.

There are four, post-mounted school zone signs and flashing beacons, two located along Old Hapeville Road (north and south of the school) and two along Cleveland Avenue (east and west of the school). Overhead street lighting is provided along both sides of Old Hapeville Road and the north side of Cleveland Avenue.



Cleveland Avenue Elementary School Entrance on Old Hapeville Road

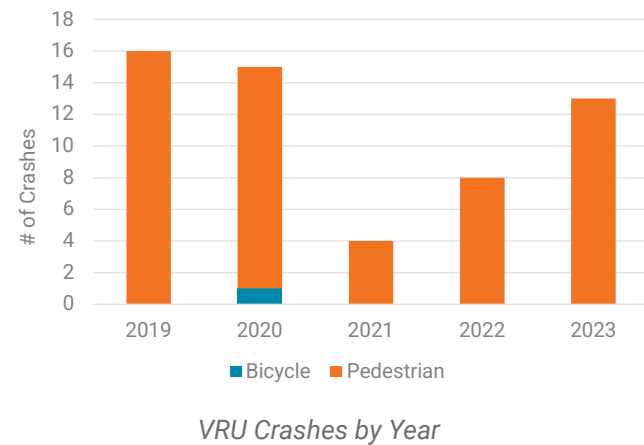
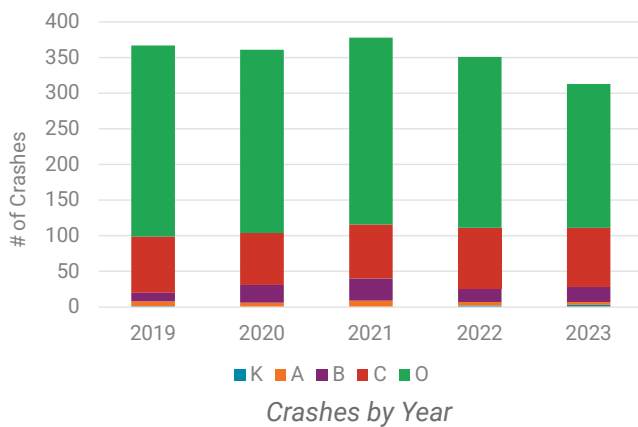
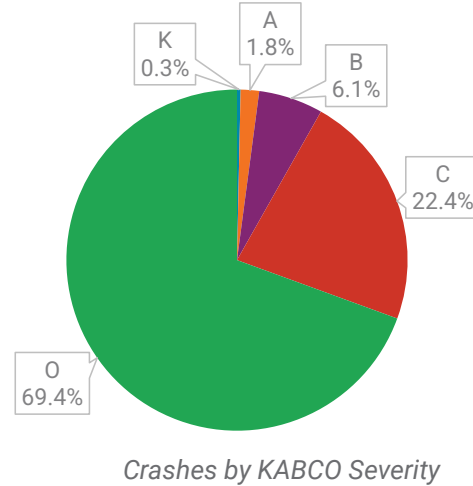


Existing Conditions around Cleveland Avenue Elementary School

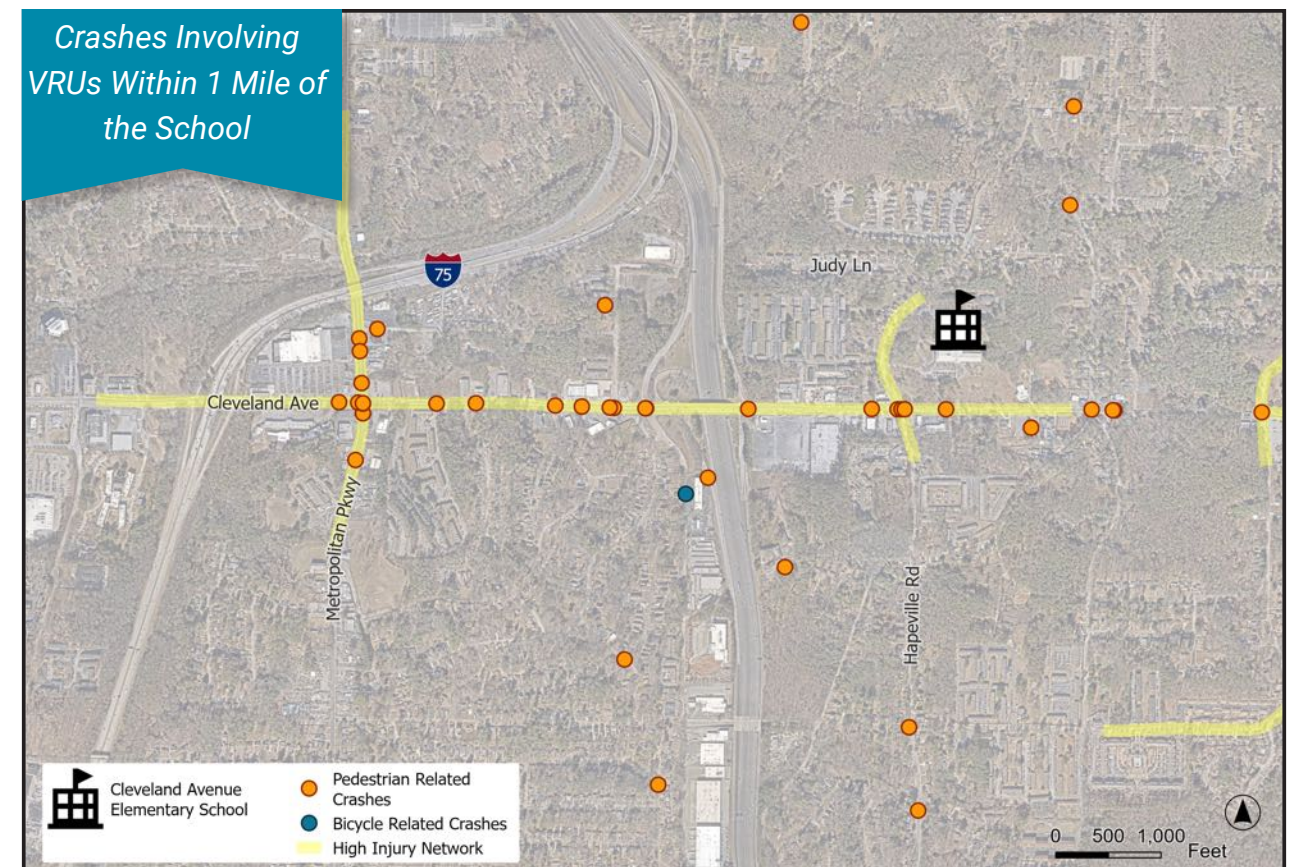
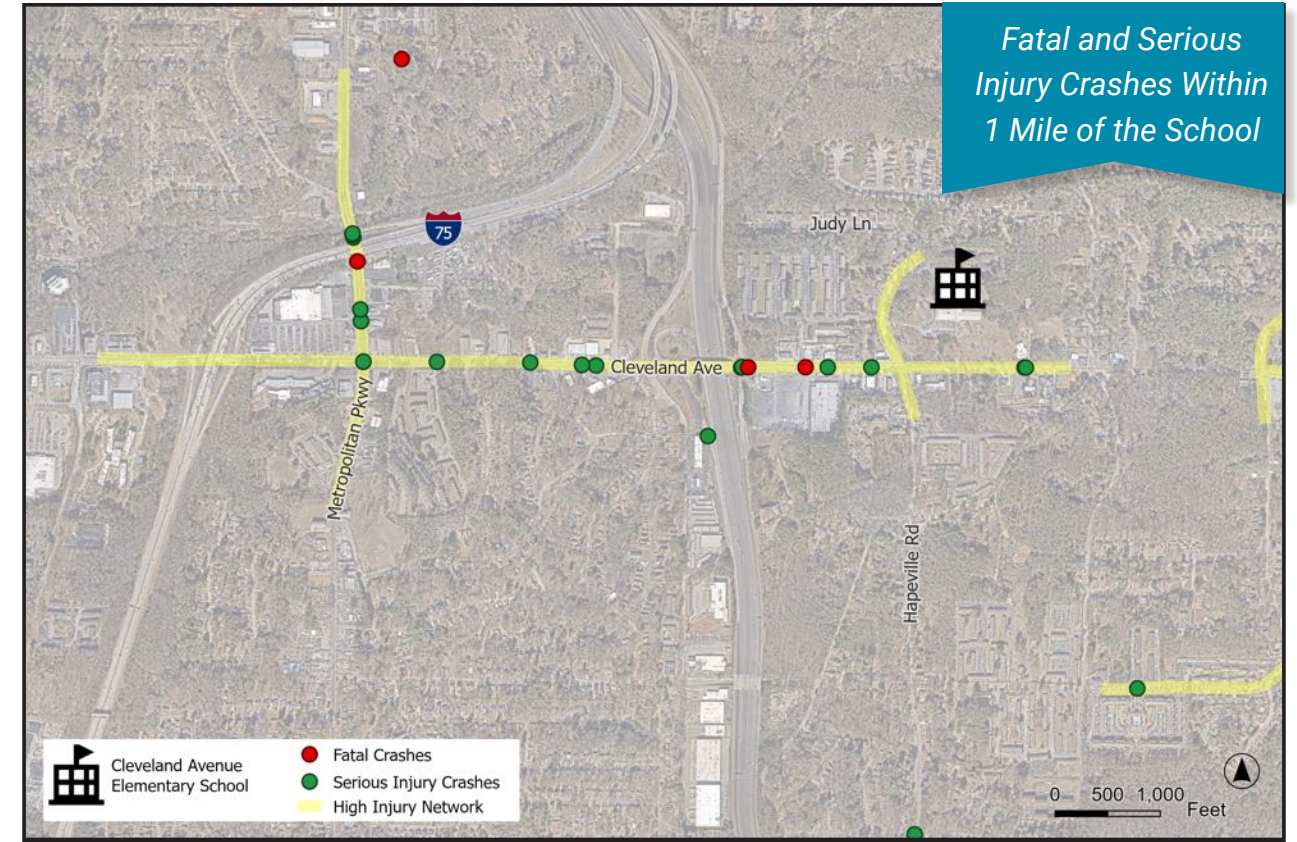
## Crash Analysis

The five-year historical crash data for the area surrounding Cleveland Avenue Elementary School was obtained from the Georgia Department of Transportation’s (GDOT) Georgia Electronic Accident Reporting System (GEARS) crash database and AASHTOWare Safety online crash analytics tool. Additionally, accompanying crash reports for vulnerable roadway user crashes were reviewed to understand the circumstances surrounding these crash types.

Over the five-year crash analysis period 1,770 crashes were reported in the area surrounding Cleveland Avenue Elementary School, including 6 fatal crashes and 535 injury crashes. The National Safety Council’s (NSC) “KABCO” injury severity scale was used to classify crash severity. This injury severity scale designates fatal crashes as “K” crashes, severe-injury crashes as “A” crashes, minor-injury crashes as “B” crashes, complaint-of-injury crashes as “C” crashes, and property-damage-only (PDO) crashes as “O” crashes. This section includes a KABCO Severity Figure and Crashes by Year.



A vulnerable roadway user (VRU) refers to any non-motorist, including pedestrians, bicyclists, and individuals using light individual transportation (LIT) devices such as electric scooters. Over the five-year period, a total of 56 VRU crashes were reported, consisting of 55 pedestrian crashes and 1 bicyclist crashes. An annual distribution of VRU crashes is provided.



## Transportation Improvement Projects

To support the development of the SRTS Action Plan, the project team conducted a comprehensive review of relevant planning efforts. This review identified infrastructure projects, safety strategies, and planning priorities that have implications for SRTS efforts. The plans reviewed included:

- ★ Atlanta Transportation Plan (ATP)
- ★ Cycle Atlanta Plans (1.0 and 2.0)
- ★ Neighborhood and Small Area Plans
- ★ Corridor and BeltLine Subarea Plans
- ★ Atlanta City Design
- ★ Livable Centers Initiative (LCI) Plans
- ★ ATLDOT Capital Delivery Projects
- ★ MARTA and GDOT infrastructure initiatives
- ★ Vision Zero Atlanta strategy



Source: Atlanta Department of Transportation

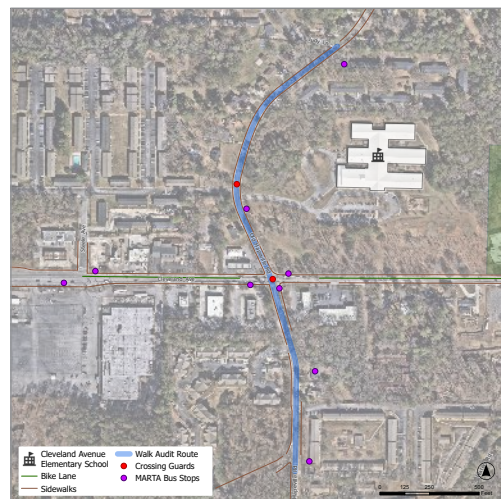
## Projects Adjacent to Cleveland Avenue Elementary School

- ★ *The Atlanta Vision Zero plan, completed in November 2023, aims to eliminate fatal and serious injury crashes on city streets by 2040. It focuses on safer street design, speed management, and evidence-based strategies to prioritize the safety of all roadway users.*
- ★ *The Trails ATL plan, created in collaboration with the PATH Foundation, aims to expand Atlanta's trail network from about 80 miles to 525 miles by 2052. Within the Cleveland Avenue Elementary School zone, this includes trail expansions along Cleveland Avenue, Macon Drive, Hapeville Road, Mount Zion Road, and through the open space between Cleveland Avenue Elementary School and Cleveland Avenue Branch Library.*
- ★ *The Cleveland Avenue Safe Street project, currently in the Engineering/Design Phase, involves pedestrian facility improvements and safety upgrades along Cleveland Avenue from Springdale Road to Jonesboro Road, focusing on sidewalk and driveway reconstruction within the school zone.*
- ★ *The Cleveland Avenue Pedestrian Mobility Improvements project, also in the Engineering/Design Phase, includes pedestrian crossing upgrades with ADA-compliant ramps, new Pedestrian Hybrid Beacons (PHBs), rectangular rapid flashing beacons (RRFBs), pedestrian refugee islands, sidewalk, and signage improvements. Within the school zone, a PHB will be installed east of Steele Avenue, and RRFBs near the Cleveland Recreation Center and at Lois Lane.*
- ★ *The Cleveland Avenue and Metropolitan Parkway Arterial Rapid Transit (ART) project, in procurement, is a joint effort by MARTA and the City of Atlanta to enhance service with upgraded station amenities. This includes upgrading MARTA Stops along Cleveland Avenue at Old Hapeville Road, Macon Drive, and Browns Mill Road to ART Stops.*
- ★ *The Cleveland Avenue Sidewalk Installation project, also in the Engineering/Design Phase, plans to install a sidewalk along the north side of Cleveland Avenue from Browns Mill Road to just east of Fairlane Drive.*

# Walk Audit

ATLDOT's Safe Routes to School project team completed a Walk Audit on Friday, March 21, 2025 at Cleveland Avenue Elementary School. The purpose of the Walk Audit was to unite planners, engineers, school staff, parents, students, and community members to evaluate the walkability and bikeability of the area surrounding the school and to identify barriers as well as improvements for walking and biking to school safely.

- ★ **Student Arrival Observation:** The project team and school staff observed student arrivals at the school to assess arrival patterns and behaviors. Staff were positioned at strategic locations including the school entrance, school driveway, Old Hapeville Road north of the school, and at the signalized intersection of Cleveland Avenue at Old Hapeville Road.
- ★ **Walk Audit:** The project team and Walk Audit attendees completed a group walk along a key route to/from Cleveland Avenue Elementary School, during which participants assessed transportation infrastructure, documented barriers to walking and biking to school, and discussed travel behaviors of students and community members as well as perceptions of the walking environment and improvement ideas. After the Walk Audit the project team discussed the event and shared observations and findings amongst the group.
- ★ **Online Survey:** To ensure comprehensive feedback from all attendees and invitees of the Walk Audit, a post-audit survey was created and shared with the group. This enabled participants to share any additional information and photographs that had not yet been provided.



Map used for Walk Audit route



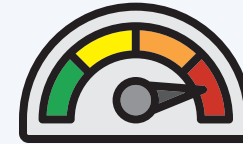
A full summary of the walk audit is included in the appendix.

Photo taken during the Walk Audit

# What We Experienced: Infrastructure Assessment

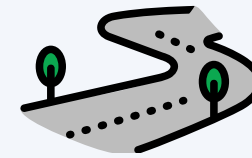
Feedback from School Arrival Observations, the Walk Audit, and online survey were used to identify infrastructure needs for Cleveland Avenue Elementary School.

## Excessive travel speeds



Attendees noted that vehicular traffic in the area typically travels at higher speeds. Atlanta Public Schools Police shared that their top priority is slowing down traffic in the area. Attendees also noted speeding is particularly prevalent near the hill on Old Hapeville Road, south of Cleveland Avenue.

## Sidewalk enhancements



Sidewalks along Old Hapeville Road are narrow and have several obstructions, including utility poles, mailboxes, trees, missing inlet covers, and trash cans. Additionally, there are several gaps in the sidewalk network.

## Pedestrian crossing improvements



Several students cross Old Hapeville Road at the Springview Apartment complex to attend an after-school program. Opportunities to upgrade existing crossings at the school driveway and along Old Hapeville Road at Hapeville Road were also identified.

## Increased school zone awareness



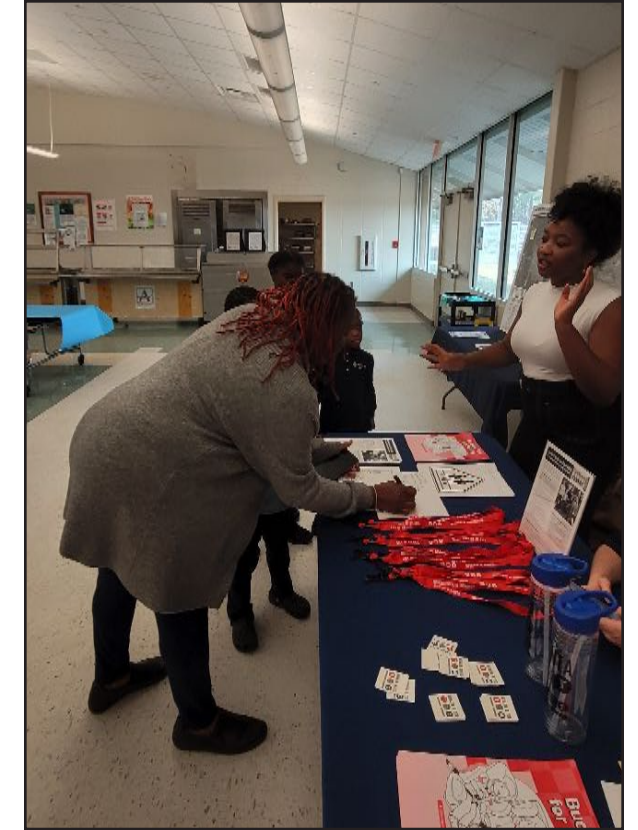
Attendees noted that Old Hapeville Road and Cleveland Avenue lack sufficient school zone signage and flashing beacons. The school zone flashing beacon on Old Hapeville Road, north of the school, may not receive adequate solar power due to overhanging trees. There are no school zone pavement markings on Old Hapeville Road.

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# Community Engagement



Community engagement is crucial for the success of SRTS initiatives and involves listening to students, parents, staff, and community members. It creates a collaborative environment where everyone works together to identify and address student safety concerns. Through active participation, the community can offer insights into issues and solutions that outsiders may overlook. Engaging the community also helps build trust by demonstrating a commitment to listening to those directly affected by the issues.



ATLDOT attending Project-Based Learning Night

Throughout the SRTS Action Plan development process for Cleveland Avenue Elementary School, a series of engagement activities were conducted. These activities included a Listening Session, online surveys, a project email, and various school outreach events.



Walk Audit attendees inspecting curb

**"In order to help the people, you have to know the people"**

- Summer Pace,  
School Social Worker

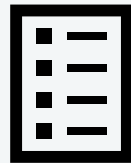
A full summary of the listening session is included in the appendix.

**LISTENING SESSION – FEBRUARY 26, 2025**



**30 attendees**

From ATLDOT and the SRTS project team, parents, school staff, and students



Meeting topics:

- SRTS presentation
- SRTS process and next steps
- Open discussion



Feedback collected through:

- Comments on a physical map
- Online Survey with mapping tool



The Atlanta SRTS team provided print and digital outreach materials to promote engagement.

**ONLINE SURVEY AND PROJECT EMAIL**

An online survey with a mapping tool and project email were created to increase outreach efforts and reach a broader audience. These were shared with attendees of the Listening Session and distributed to school staff and parents.



A survey was made with Survey123 and was available in both English and Spanish.



A dedicated school email address streamlines communications and ensures all questions and concerns are considered.

**What We Heard: Community Feedback**

Feedback was collected for Cleveland Avenue Elementary School through the Listening Session, Online Survey, and Project Emails.

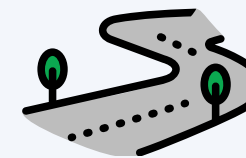
**Excessive travel speeds**

Parents shared that they do not feel safe with students crossing the signalized intersection of Cleveland Avenue at Old Hapeville Road. Students shared drawings that suggested stop signs at the intersection of Cleveland Avenue at Old Hapeville Road.



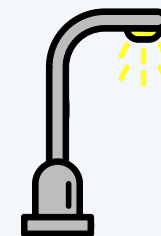
**Sidewalk improvements are needed**

Parents and staff expressed concerns over the lack of sidewalk on both sides of Old Hapeville Road, south of Cleveland Avenue. Many students attend the after school program at the Springview Apartment complex and have to cross mid-block due to the lack of complete sidewalk connection.



**More lighting is needed**

Many students walk to school during dark conditions particularly during late fall, winter, and early spring. Parents and staff expressed concerns about the lack of lighting in the area, making students feel unsafe. Students' drawings indicated they would like to see more lights installed in the area.



**Troublesome convenience stores**

There are many convenience stores close to Cleveland Avenue Elementary School that have a reputation for trouble. Parents and staff members mentioned that many students visit these stores and worry for their safety due to their reputation.





Project team and stakeholders performing the Walk Audit.



Utility obstruction located in the sidewalk south of Old Hapeville Road with exposed wiring.

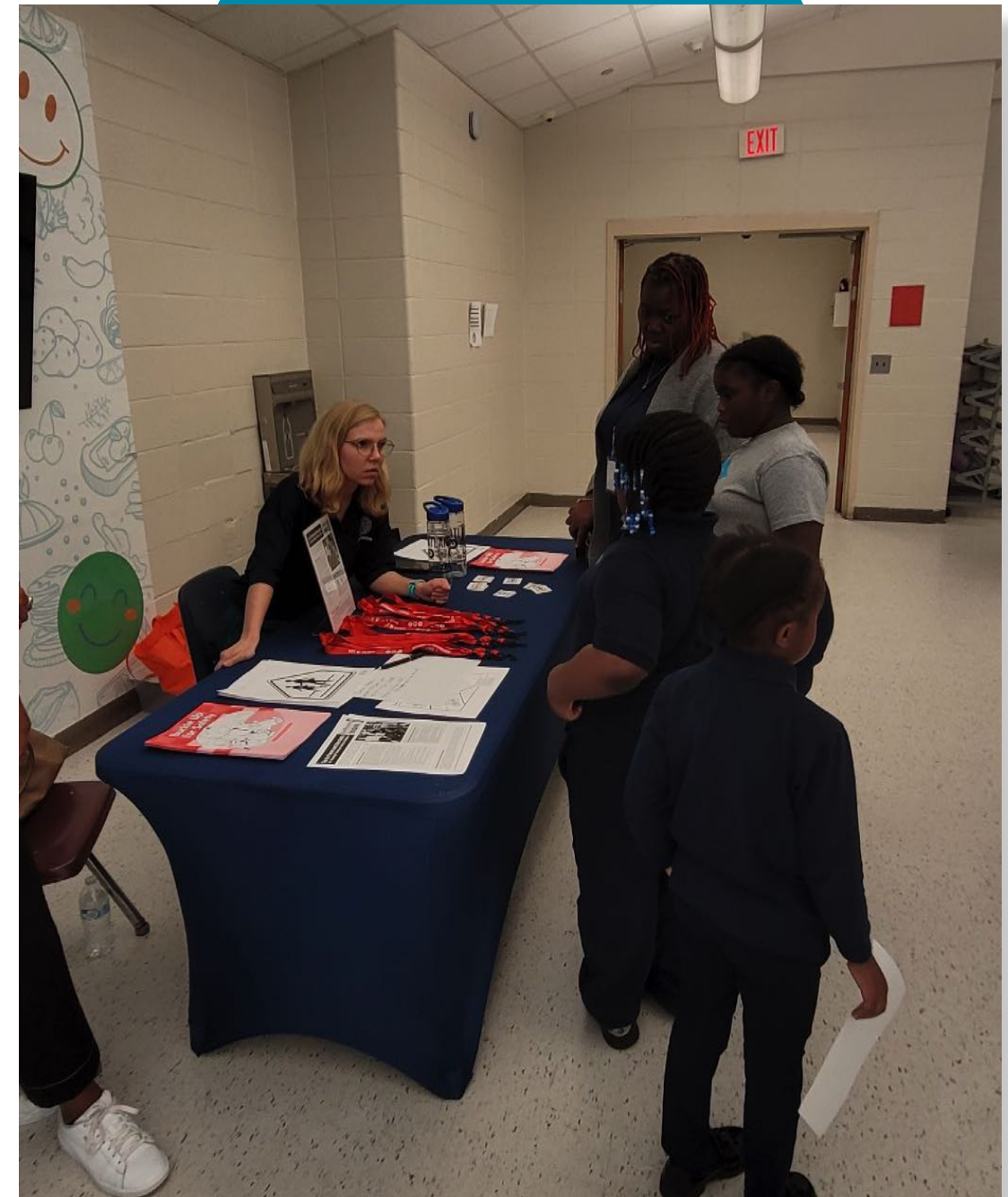


Crossing guard waiting to assist across Old Hapeville Road.

## School Outreach Events

ATLDOT'S Safe Routes to School project team attended Cleveland Avenue Elementary School's Project-Based Learning Night to receive additional input from families on their experiences traveling to school.

### PROJECT BASED LEARNING NIGHT



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# Strategies and Recommendations

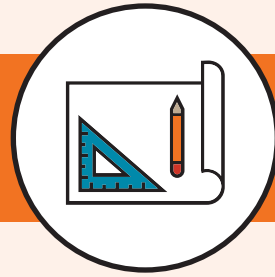
## Strategies

The strategies outlined in this section aim to comprehensively address the school's needs using the 6 Es framework: Education, Encouragement, Engagement, Engineering, Equity, and Evaluation.

- ★ **Engineering** solutions, influenced by ATLDOT's Vision Zero plan, will focus on infrastructure improvements.
- ★ **Education** programs aim to raise awareness about traffic safety and safe practices through workshops and safety campaigns.
- ★ **Encouragement** strategies will promote walking and biking to school through initiatives such as walk-to-school days and bike buses.
- ★ **Engagement** emphasizes involving all stakeholders, including students, parents, and staff, in the action plan through public meetings, workshops, and community events.
- ★ **Equity** will be maintained by prioritizing improvements in underserved areas and ensuring inclusive educational campaigns.
- ★ **Evaluation** will involve regular monitoring and data analysis by ATLDOT to assess the plan's effectiveness and make necessary adjustments, ensuring continuous improvement and success.



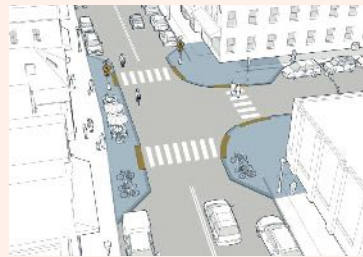
*School bus arriving to Cleveland Avenue Elementary School*



## Engineering

### Infrastructure Glossary

The following infrastructure improvements may be used help reduce fatal and serious injury crashes at Cleveland Avenue Elementary. This glossary was built from the City's Vision Zero plan.



#### Curb Extensions or Bulb-outs

- ★ Sidewalk extensions reduce pedestrian crossing distance and improve visibility.



#### Raised Crossing

- ★ A raised crosswalk that is ramped with a flat top similar to a speed table.



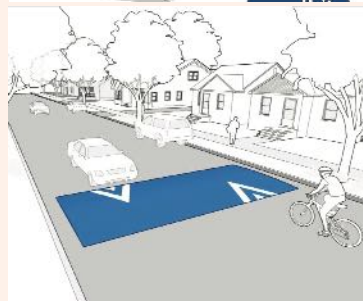
#### Rectangular Rapid Flashing Beacon (RRFB)

- ★ Pedestrian-activated irregular flashing lights that increase driver awareness of pedestrians.



#### Sidewalks

- ★ Paved pathways alongside streets for pedestrian use.



#### Speed Humps/Speed Tables

- ★ Raised elements designed to slow vehicular traffic. Speed tables feature a flat top to limit disruption to larger vehicles.

Source: City of Atlanta Vision Zero Action Plan



## Education

The development of educational programs and activities in the school's action plan helps keep students informed and knowledgeable about the safety and benefits of walking to school. These programs encompass a variety of lessons, activities, and campaigns designed to teach essential walking and biking safety skills. These programs aim to instill a culture of safety, awareness, and healthy living within the school community.

### Target Audience

- Students
- School Staff
- Parents and Guardians
- Community Members
- Drivers



Students arriving to Cleveland Avenue Elementary School

### Education Materials

- ★ Education flyer's (pedestrian and bike safety, traffic safety)
- ★ Pamphlets to help identify safe routes
- ★ Understanding school zone traffic laws
- ★ Brochures on the SRTS program
- ★ Guide for parents to encourage safe travel
- ★ Drop-off and pick-up safety flyers
- ★ School Safety Assemblies
- ★ Pop-up Traffic Safety Gardens
- ★ Pedestrian and Bike Safety Lessons



## Encouragement

Encouragement includes various programs and activities aimed at promoting walking and biking as part of the school's action plan. These programs are designed to reward participation and make walking, biking, rolling, carpooling, and taking the bus both convenient and enjoyable. The ultimate goal is to foster a community where these healthy and sustainable modes of transportation are embraced and celebrated.

### Encouragement Overview

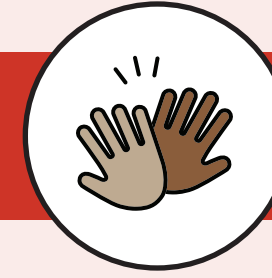
- Activities should be inclusive for everyone
- Make fun and enjoyment the focal point
- Promotes community involvement
- May take little to no funding to start



Students crossing Cleveland Avenue

### Encouragement Activities

- ★ Walk to School Days
- ★ Ruby Bridges Walk to School Day
- ★ National Walk & Roll to School Day
- ★ Incentive-based programs to encourage walking to school
- ★ Walking School Bus or Bike Bus Activations
- ★ Participation in existing community events
- ★ Hosting annual community events
- ★ ATLDOT-branded safety giveaways



## Engagement

Engagement efforts can be utilized to support the implementation of the action plan. Engaging with students, parents, staff, and the broader community is crucial for gaining buy-in and active participation. Through forums, surveys, meetings, and collaborative activities, stakeholders can be informed, involved, and motivated to contribute to the success of the action plan.



ATLDOT project team, APS staff and, community members during the walk audit

### Engagement Activities

- ★ Coordination with APS' crossing guard program
- ★ Corner Captains/Corner Greeters/Safe Passage Programs
- ★ Walking School Bus leaders and bike bus leaders
- ★ Safe Routes to School Task Force
- ★ Parent-led Safety Team subcommittee
- ★ Program partnership with local and national youth-focused active health, pedestrian and bike organizations



## Equity

Including equity as a key focus during the implementation of the action plan is crucial to its success. Ensuring all students, regardless of background or circumstances, have equal access to the plan's benefits and opportunities is essential. Strategies will address potential barriers to ensure initiatives are inclusive and fair. By prioritizing equity, the action plan aims to foster a supportive environment where everyone can thrive and fully participate in the school's goals for safety and active transportation.

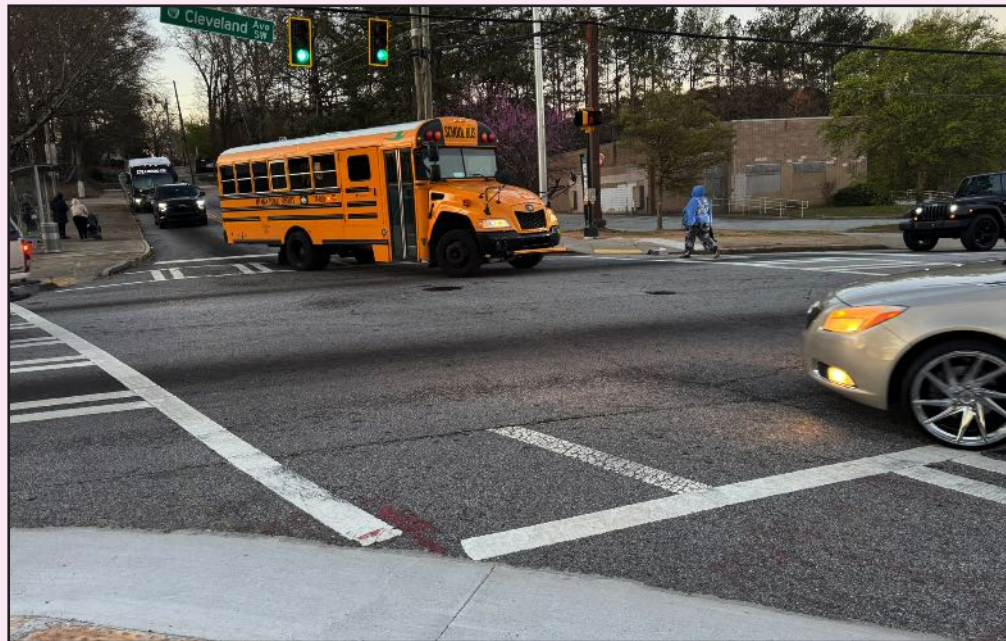


Photo captured during school arrival observations

### Equity Actions

- ★ Continue equity-based prioritization process
- ★ Distribute ATLDOT-branded safety giveaways at student events: flashing lights, reflective stickers, and helmets
- ★ Distribute multi-lingual SRTS materials
- ★ Prioritize Action Plan recommendations based on community and stakeholder feedback, emphasizing improvements for walking to school



## Evaluation

ATLDOT will closely monitor the implementation of the action plan and evaluate progress to ensure goals are achieved and necessary improvements are identified. This ongoing assessment will help maintain the effectiveness and success of the plan, providing a framework for making data-driven adjustments and enhancing outcomes.

### School Support

ATLDOT's SRTS program will provide annual technical assistance to schools. Support includes participating in and implementing:

- ▶ Encouragement events
- ▶ Walking school buses, bicycle trains, and bicycle buses
- ▶ Bicycle and pedestrian education lessons
- ▶ Student participation,
- ▶ A SRTS task force team or identifying SRTS Champion
- ▶ Student travel tallies
- ▶ Surveys to students, staff, parents, and community members
- ▶ Annually tracking efforts



Photo captured during the Walk Audit

### Tracking Matrix

- ★ Regularly reported statuses of Action Plan recommendations
- ★ Number of programming events and campaigns held
- ★ Participation numbers/numbers of students reached
- ★ Student travel tallies
- ★ Number of Walking School Buses
- ★ Number of pedestrian lessons delivered
- ★ School community feedback

## Funding Opportunities

A comprehensive review of available funding programs was conducted for the recommended projects. It is advised to package these projects together to create greater opportunities for funding. Several federal funding sources were identified that could support these initiatives, including:

- ★ **Transportation Alternatives Program (TAP):** Federal funding for smaller transportation projects such as pedestrian and bicycle facilities and safe routes to school.
- ★ **Transportation Enhancement (TE):** Federal program, now part of TAP, for projects enhancing transportation experiences like trails and historic preservation.
- ★ **Highway Safety Improvement Program (HSIP):** Federal program aimed at reducing traffic fatalities and serious injuries on public roads.
- ★ **Surface Transportation Block Grant Program (STBG):** Federal program providing flexible funding for roads, bridges, transit, and bicycle-pedestrian infrastructure.
- ★ **Safe Streets and Roads for All (SS4A):** Federal initiative to improve road safety and reduce roadway fatalities and injuries.
- ★ **Areas of Persistent Poverty Program (AoPP):** Federal funding for transportation projects in areas with persistent poverty to improve access and mobility.

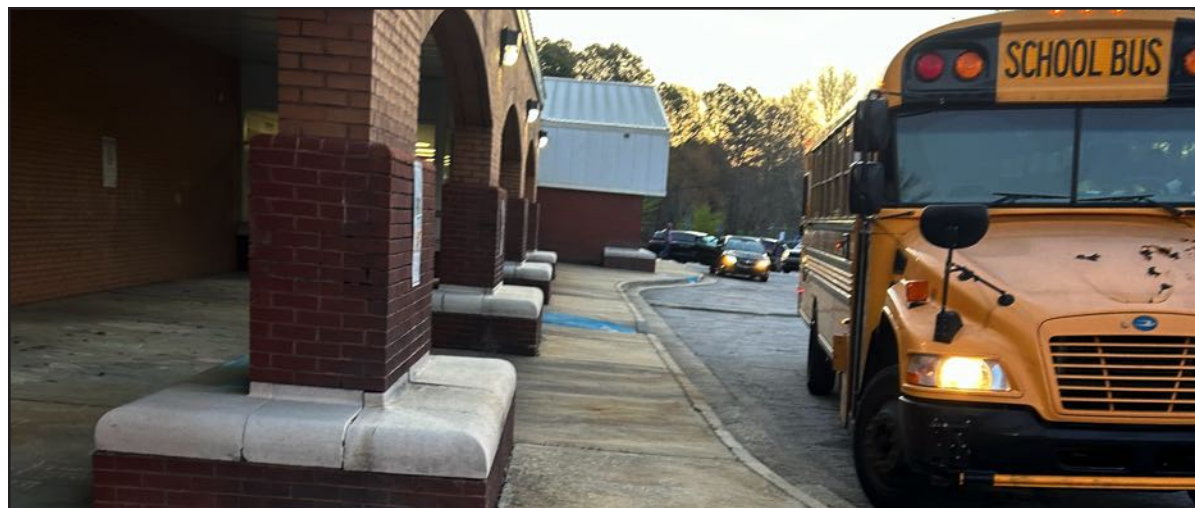


Photo captured from School Arrival Observations

## Recommendations

Building upon work completed in the Walk Audit report and the Atlanta Vision Zero Plan, as well as incorporating insights from community engagement and an analysis of existing conditions, recommendations were developed to make walking and biking to school safer and more accessible for all students.

### Project Categories

- ★ **Education:** Initiatives to inform and educate students on pedestrian and bicyclist safety, as well as the benefits of walking and biking.
- ★ **Encouragement:** Programs and initiatives designed to promote walking and biking to school and offer giveaways to students.
- ★ **New Pedestrian/Bicycle Facilities:** Projects aimed at providing new facilities to improve the movement and safety of pedestrians and bicyclists.
- ★ **Pedestrian/Bicycle Facility Improvements:** Projects focused on upgrading existing infrastructure to enhance the safety and movement of pedestrians and bicyclists.
- ★ **Pedestrian Crossings:** Installation and improvement of pedestrian crossing locations.
- ★ **Roadway Improvements:** Projects addressing historical traffic trends or aiming to prevent fatal and serious-injury crashes along roadways.
- ★ **Signing and Pavement Marking:** Projects to increase driver awareness and recognition of potential conflicts.
- ★ **School Zone Improvements:** Projects that increase awareness of school zones to enhance safety.
- ★ **Speed Management:** Projects aimed at reducing travel speeds along a roadway.
- ★ **Traffic Signal Improvements:** Projects to improve efficiency, accessibility, and safety at signalized intersections.
- ★ **Lighting:** Projects that recommend the installation of new lighting or improvements to existing lighting to increase visibility during low-light conditions.
- ★ **Maintenance (Other):** Projects ensuring the upkeep and functional performance of infrastructure, excluding sidewalk, drainage, and utility maintenance.

## Implementation Groups

Recommendations were also categorized into four implementation groups, based on the City's programming methods and associated cost:

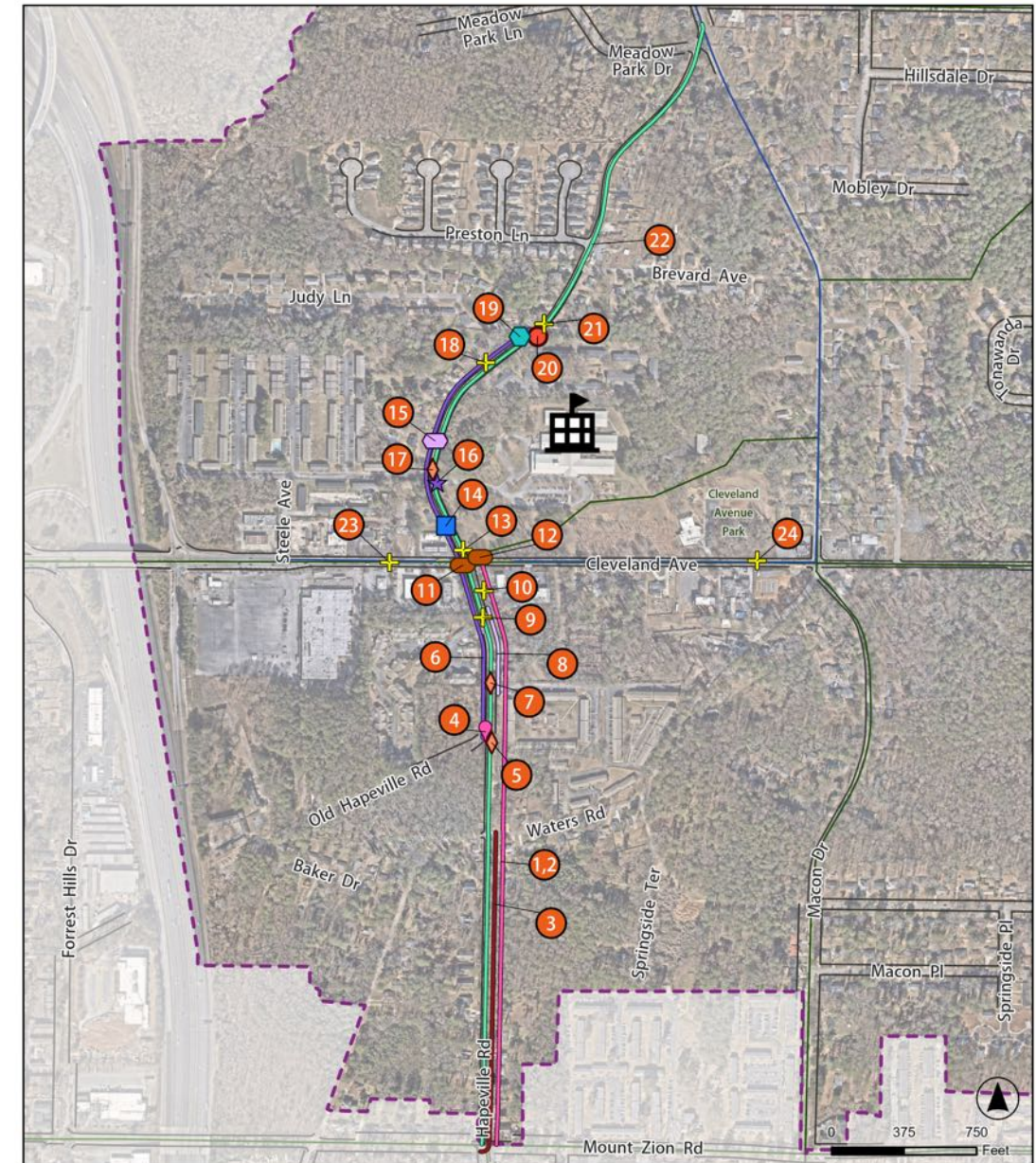
- 1 Tactical/Maintenance – Projects that can be completed by City Maintenance staff within one year
- 2 Minor Capital Projects – Projects that can be programmed and completed by the City's on-call contractors within one-to-three years
- 3 Major Capital Projects – Projects with higher construction costs that may require right-of-way acquisition, interagency partnerships, and more than three years to program and complete
- 4 Program – Programmatic or policy initiatives and activities designed to promote and support the SRTS program



Crosswalk near the Cleveland Avenue Elementary School Driveway

## Recommendations Map

This map contains engineering recommendations and improvements that were developed as a result of an infrastructure assessment and Walk Audit. The numbers correspond to the project IDs in the recommendations table.



## Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
<b>ENGINEERING</b>				
CES-01	Old Hapeville Rd/Hapeville Rd, between Mt Zion Rd to Cleveland Ave	Install dynamic speed feedback signs that displays a 25 mph speed limit	Speed Management	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-02	Old Hapeville Rd/Hapeville Rd, from Mt Zion Rd to Cleveland Ave	Implement traffic calming measures by installing speed cushions	Speed Management	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-03	Hapeville Rd, from Mt Zion to Walters Rd	Install 6-inch edgeline paint	Roadway Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: Medium
CES-04	Old Hapeville Rd at Hapeville Rd	Install curb extensions or bulb outs on the northwest and southwest quadrants of the intersection to shorten the pedestrian crossing distance across the west leg of the intersection and to tighten the turning radius	Speed Management	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: Medium Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP
CES-05	Old Hapeville Rd at Hapeville Rd	Install a Rectangular Rapid Flashing Beacon (RRFB) with a raised crosswalk at the south leg of the intersection	Pedestrian Crossings	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: High Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP
CES-06	Old Hapeville Rd from Hapeville Rd to Judy Ln	Repair or replace the damaged sidewalks and make them flush with the drainage inlets along Old Hapeville Rd	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Major Capitol Improvements Responsible Agency: ATLDOT Priority: Medium
CES-07	Old Hapeville Rd immediately north of the northern Springview Apt Dwy	Install an RRFB with a high visibility crosswalk	Pedestrian Crossings	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: High Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP
CES-08	Old Hapeville Rd from MP 1.62 to 1.69	Install a sidewalk along the east side of Old Hapeville Rd from MP 1.62 to MP 1.69	New Pedestrian/Bicycle Facilities	Project Type: Major Capitol Improvements Responsible Agency: ATLDOT Priority: Medium
CES-09	Old Hapeville Rd, 300 ft south of Cleveland Ave	Install school ahead pavement marking, school ahead zone signage, and a school speed limit sign	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High

## Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
CES-10	Old Hapeville Rd, 150 ft south of Cleveland Ave	Install a school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-11	Old Hapeville Rd at Cleveland Ave	Coordinate with the traffic signals team to evaluate and potentially shorten the cycle length, based on further study	Traffic Signal Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-12	Old Hapeville Rd at Cleveland Ave	Coordinate with the traffic signals team to place the pedestrian phase across the east leg of the intersection on recall	Traffic Signal Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-13	Old Hapeville Rd, immediately north of Cleveland Ave	Install school ahead pavement marking	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-14	Old Hapeville Rd, immediately north of the Exxon Dwy	Coordinate with AT&T to remove the damaged utility box	Maintenance (Other)	Project Type: Tactical/Maintenance Responsible Agency: AT&T Priority: High
CES-15	2623 Old Hapeville Rd	Fill in the missing sidewalk gap at 2623 Old Hapeville Rd to complete pedestrian connectivity	New Pedestrian/Bicycle Facilities	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: Medium
CES-16	Old Hapeville Rd at Cleveland Ave ES Dwy	Install Americans with Disability Act (ADA) compliant curb ramps at the school driveway	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: High Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP
CES-17	Old Hapeville Rd, immediately north of the Cleveland Ave ES Dwy	Install an RRFB with a raised crosswalk at the north leg of the intersection	Pedestrian Crossings	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: High Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP
CES-18	Old Hapeville Rd, 250 ft south of Judy Ln	Install a speed feedback sign on the existing school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-19	Old Hapeville Rd at Judy Ln	Replace missing street name signs	Signing and Pavement Markings	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: Low

## Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
CES-20	Old Hapeville Rd at Judy Ln	Convert the two-way stop-controlled (TWSC) intersection to a neighborhood traffic circle or an all-way stop-control (AWSC) intersection with a striped crosswalk at each leg, based on a traffic engineering study	Intersection Improvements	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: Medium
CES-21	Old Hapeville Rd, immediately north of Judy Ln	Install a school speed limit sign and school ahead pavement markings	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: Low
CES-22	Old Hapeville Rd/Hapeville Rd, from Mt Zion Rd to Macon Dr	Install additional lighting on existing utility poles along Old Hapeville Rd	Lighting	Project Type: Major Capitol Improvements Responsible Agency: ATLDOT Priority: Low
CES-23	Cleveland Ave, 300 ft west of Old Hapeville Rd	Install school ahead pavement marking, school ahead zone signage, and a school speed limit sign	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-24	Cleveland Ave, 1,200 ft east of Old Hapeville Rd	Restripe school ahead pavement marking and install a speed feedback sign on the existing school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
<b>EQUITY</b>				
CES-25	ATLDOT	Continue equity-based prioritization process	Program	Project Type: Program Responsible Agency: ATLDOT
CES-26	Cleveland Ave ES Community	Distribute ATLDOT-branded safety giveaways and education safety resources at student/community events	Collateral	Project Type: Program Responsible Agency: ATLDOT
CES-27	Cleveland Ave ES Community	Distribute multilingual SRTS materials	Collateral	Project Type: Program Responsible Agency: ATLDOT
CES-28	Cleveland Ave ES Community	Prioritize Action Plan recommendations based on community and stakeholder feedback, emphasizing improvements for walking to school	Program	Project Type: Program Responsible Agency: ATLDOT
<b>ENGAGEMENT</b>				
CES-29	Cleveland Ave ES Community	Coordinate with APS Crossing Guard Program and implement safety training programs with students (safety patrols) and parents	Program	Project Type: Program Responsible Agency: APS; ATLDOT; Cleveland Ave ES
CES-30	Cleveland Ave ES Community	Identify Corner Captains/Corner Greeters/ Safe Passage programs	Program	Project Type: Program Responsible Agency: Cleveland Ave ES
CES-31	Cleveland Ave ES Community	Designate Walking School Bus leaders	Program	Project Type: Program Responsible Agency: Cleveland Ave ES

## Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
CES-32	Cleveland Ave ES Community	Establish SRTS Task Force	Program	Project Type: Program Responsible Agency: Cleveland Ave ES
CES-33	Cleveland Ave ES Community	Program partnerships with local, youth-focused organizations with pedestrian and bike safety initiatives	Program	Project Type: Program Responsible Agency: ATLDOT, Cleveland Ave ES
<b>EDUCATION</b>				
CES-34	Cleveland Ave ES Community	Develop drop-off and pick-up safety flyers	Collateral	Project Type: Program Responsible Agency: ATLDOT; Cleveland Ave ES
CES-35	Cleveland Ave ES Community	Develop pedestrian safety education flyers and collateral	Collateral	Project Type: Program Responsible Agency: ATLDOT; Cleveland Ave ES
CES-36	Cleveland Ave ES Community	Launch pedestrian lessons during the school day and/or at after-school programs	Event	Project Type: Program Responsible Agency: Cleveland Ave ES
CES-37	Cleveland Ave ES Community	Launch Vision Zero safety campaign events such as "Slow Down" yard signs	Collateral	Project Type: Program Responsible Agency: ATLDOT; APS; Cleveland Ave ES
CES-38	Cleveland Ave ES Community	Launch school safety assemblies	Event	Project Type: Program Responsible Agency: Cleveland Ave ES
CES-39	Cleveland Ave ES Community	Launch pop-up Traffic Safety Gardens	Event	Project Type: Program Responsible Agency: ATLDOT; Cleveland Ave ES
<b>ENCOURAGEMENT</b>				
CES-40	Cleveland Ave ES Community	Launch SRTS Flagship Events such as National Walk & Roll to School Day	Event	Project Type: Program Responsible Agency: ATLDOT; Cleveland Ave ES
CES-41	Cleveland Ave ES Community	Develop incentive-based programs to encourage walking to school	Program	Project Type: Program Responsible Agency: ATLDOT; Cleveland Ave ES
CES-42	Cleveland Ave ES Community	Form walking school bus groups	Event	Project Type: Program Responsible Agency: Cleveland Ave ES

## Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
<b>EVALUATION</b>				
CES-43	Cleveland Ave ES Community	Track statuses of Action Plan recommendations	Program	Project Type: Program Responsible Agency: Cleveland Ave ES
CES-44	Cleveland Ave ES Community	Track participation numbers/numbers of students reached	Program	Project Type: Program Responsible Agency: Cleveland Ave ES
CES-45	Cleveland Ave ES Community	Track student travel tallies	Program	Project Type: Program Responsible Agency: ATLDOT; Cleveland Ave ES
CES-46	Cleveland Ave ES Community	Track the number of pedestrian lessons given	Program	Project Type: Program Responsible Agency: Cleveland Ave ES
CES-47	ATLDOT	Establish an annual budget to implement SRTS engineering projects	Program	Project Type: Program Responsible Agency: ATLDOT

## CONCLUSION

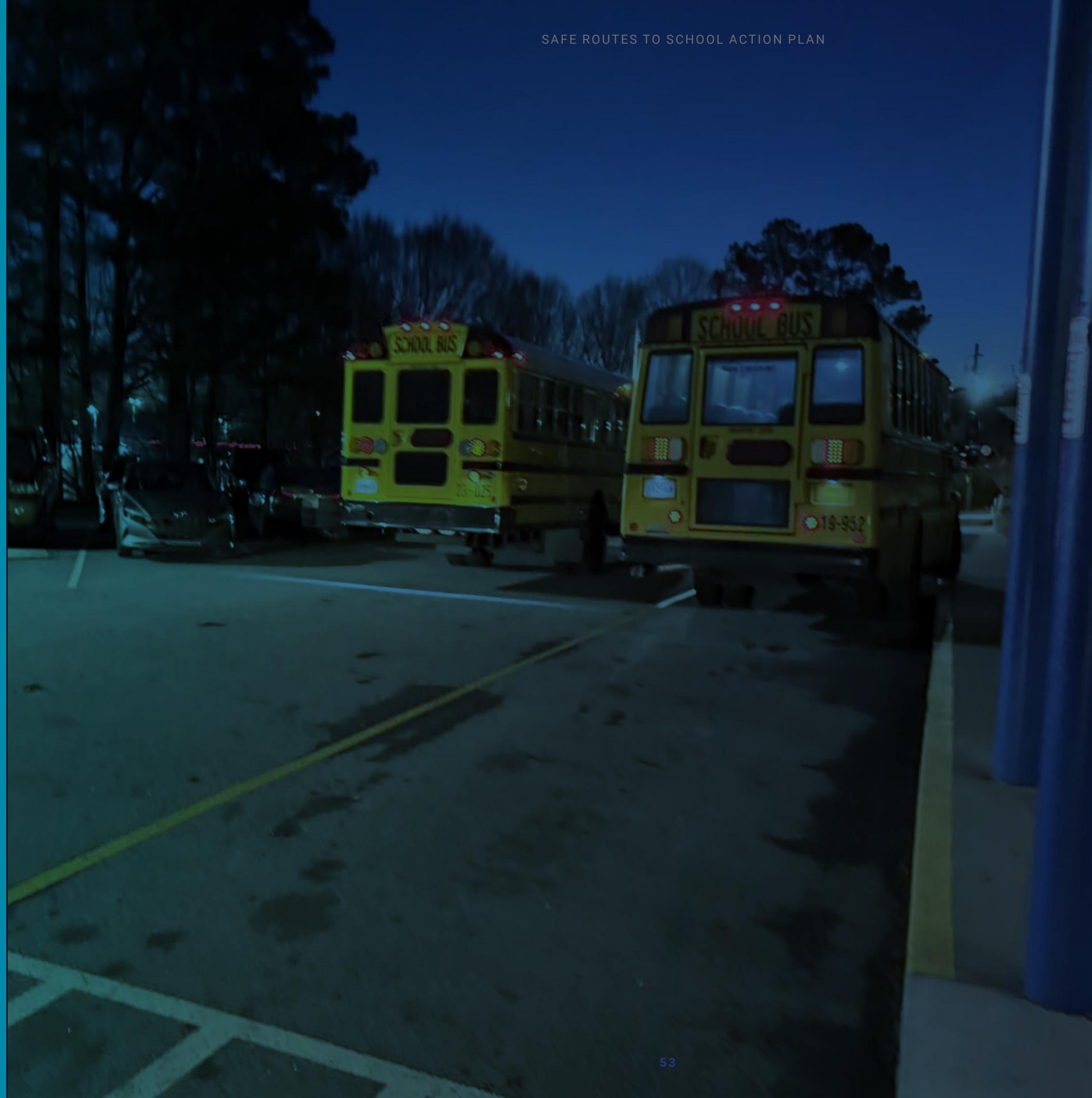
The Cleveland Avenue Elementary School Safe Routes to School Action Plan is an important step towards creating a safer and healthier commute for students, parents/guardians and staff. By analyzing existing conditions and incorporating community feedback, the recommendations laid out in this action plan leverage the 6 Es Framework to promote walking and biking to school. The collaborative effort, led by the Atlanta Department of Transportation, addresses both safety and equity within the Cleveland Elementary School attendance zone and aligns with the City's Vision Zero plan. Implementing these strategies will not only improve safety around schools, but will also build a more connected and vibrant community.

This comprehensive action plan for Cleveland Avenue Elementary School is a testament to the collaborative efforts between the school, community members, local leaders, transportation planners, and public health professionals dedicated to creating safer and more accessible routes for students. The focus on integrating the SRTS program with Atlanta's Vision Zero initiative highlights a commitment to reducing traffic-related fatalities and injuries among our youngest and most vulnerable road users. By prioritizing historically undeserved areas and incorporating the Safe Routes to School Six E's Framework, this plan aims to create lasting positive impacts, promoting healthier, more active lifestyles, and ultimately fostering a safer, more inclusive environment for all residents of Atlanta.

## APPENDICIES

Appendix A: Walk Audit Report

Appendix B: Listening Session Summary



# Appendix **A**

JUNE  
2025

# Cleveland Avenue Elementary School

## SAFE ROUTES TO SCHOOL WALK AUDIT REPORT



Prepared by Kimley-Horn and Alta Planning + Design



## Introduction

Safe Routes to School (SRTS) is a national initiative committed to making walking and biking to school safer and more accessible for students. The Atlanta Department of Transportation (ATLDOT) actively supports these efforts, which align with the City of Atlanta's Vision Zero initiative. The SRTS program is guided by the principles of the 6 E's Framework: Evaluation, Education, Encouragement, Engineering, Engagement, and Equity. ATLDOT focuses on enhancing SRTS programming within Communities of Concern (CoC), which have traditionally been underserved in transportation investments.

ATLDOT completed a SRTS Walk Audit on Friday, March 21, 2025 from 7:00 AM to 10:30 AM at Cleveland Avenue Elementary School. The purpose of this Walk Audit was to unite planners, engineers, school staff, parents, students, and community members to evaluate the walkability and bikeability of the area surrounding the school and to identify barriers as well as improvements for walking and biking to school safely.

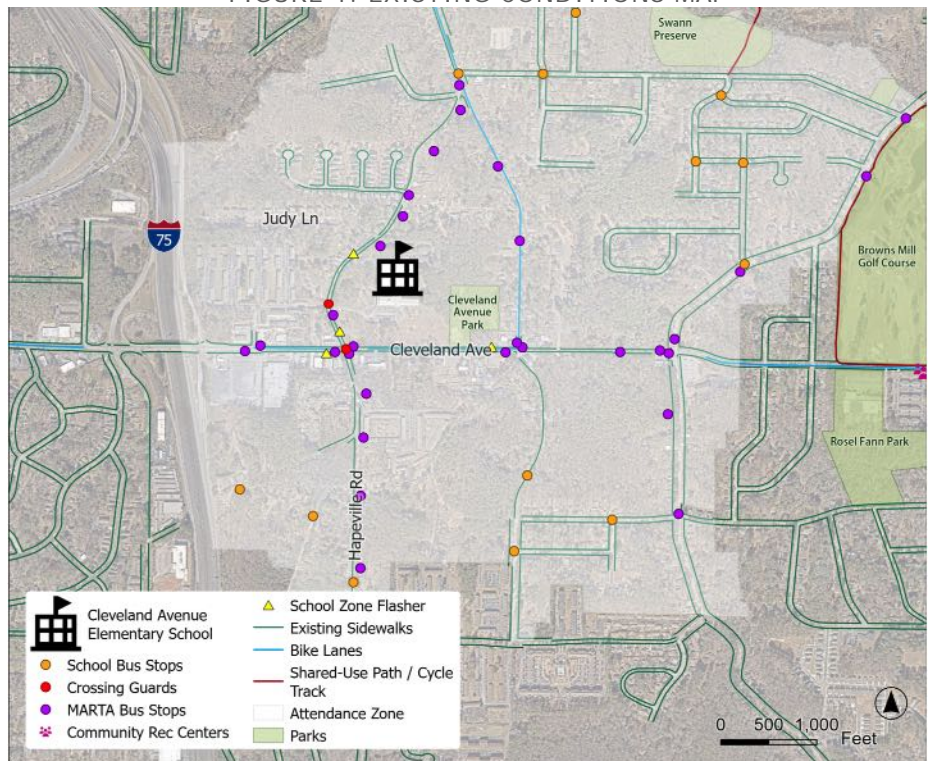
Cleveland Avenue Elementary School is in the Browns Mill Park neighborhood in south Atlanta and is part of the South Atlanta school cluster. The school serves the Browns Mill Park, Polar Rock, Swallow Circle/Baywood, and Glenrose Heights neighborhoods. The surrounding area is primarily residential with a mix of single- and multi-family housing as well as some commercial land uses located west of the school on Cleveland Avenue. Additionally, Browns Mill Park and the Cleveland Avenue Library are located adjacent to the school, to the east on Cleveland Avenue.

## Existing Conditions

Cleveland Avenue Elementary School is located on the east side of Old Hapeville Road, immediately north of the signalized intersection at Cleveland Avenue, approximately 0.26 miles east of the I-75 interchange, as displayed in **Figure 1**. Old Hapeville Road is a two-lane, undivided, major collector that serves as a north-south connector between Hapeville Road and Macon Drive with a posted speed limit of 30 miles per hour (mph). There is a continuous sidewalk along the west side of Old Hapeville Road between Hapeville Road and Macon Drive. However, the sidewalk on the east side is incomplete within the school attendance zone, with existing



FIGURE 1: EXISTING CONDITIONS MAP



## WALK AUDIT REPORT

sidewalk present only between Cleveland Avenue and Brevard Avenue. Cleveland Avenue is a two-lane minor arterial that serves as an east-west connector between Harris Street and Jonesboro Road (SR 54), with a posted speed limit of 35 mph. Cleveland Avenue is divided by a two-way left-turn lane (TWLTL) west of Old Hapeville Road, and is undivided east of Old Hapeville Road. There is a continuous sidewalk along both sides of Cleveland Avenue from I-75 to Browns Mill Road; however, the sidewalk on the north side ends at Browns Mill Road within the school attendance zone. Bike lanes are present along Cleveland Avenue from Steele Avenue to Old Hapeville Road. A walkshed analysis map is provided in **Figure 2**.

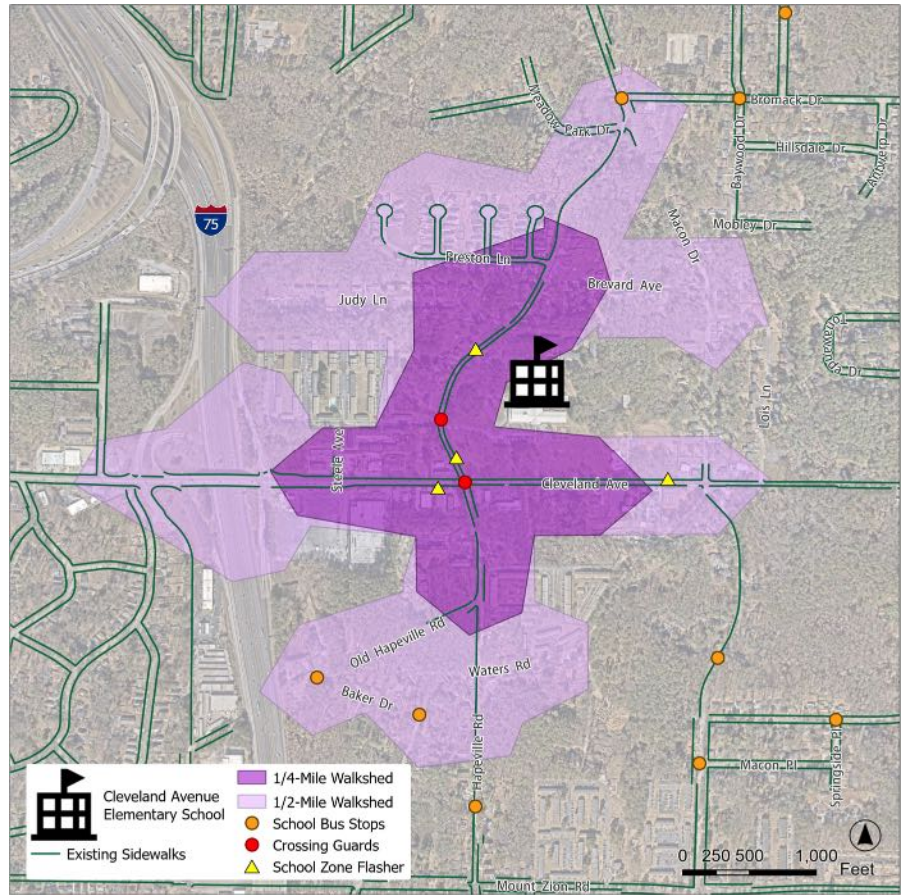


FIGURE 2: WALK SHED ANALYSIS MAP

There are four, post-mounted school zone signs and flashing beacons, two located along Old Hapeville Road (north and south of the school) and two along Cleveland Avenue (east and west of the school). Overhead street lighting is provided along both sides of Old Hapeville Road and the north side of Cleveland Avenue. Crossing guards are located at the intersection of Old Hapeville Road at Cleveland Avenue and Old Hapeville Road at the school driveway.

### Project Review

The project team conducted a thorough review of existing and proposed projects to identify those relevant to the area. This review highlighted key infrastructure projects, safety strategies, and planning priorities that could influence SRTS efforts. Below is a summary of the findings from the review of relevant projects and plans:

- The *Atlanta Vision Zero* plan, completed in November 2023, aims to eliminate fatal and serious injury crashes on city streets by 2040. Using a system-based approach, the plan focuses on safer street design, speed management, and a variety of evidence-based strategies. This initiative is committed to prioritizing the safety of all roadway users by striving towards the goal of zero fatal and serious injury crashes.
- The City of Atlanta and the PATH Foundation have collaborated to create the *Trails ATL* plan, incorporating community feedback to identify ideal trail locations and outline an implementation strategy. This plan aims to expand Atlanta's trail network from approximately

## WALK AUDIT REPORT

80 miles to 525 miles by 2052. Within the Cleveland Avenue Elementary School attendance zone, the plan includes trail expansions along Cleveland Avenue, Macon Drive, Hapeville Road, Mount Zion Road, and through the open space between Cleveland Avenue Elementary School and Cleveland Avenue Branch Library.

- The Cleveland Avenue Safe Street project, which is currently in the Engineering/Design Phase, consists of the installation of pedestrian facility improvements and safety upgrades along Cleveland Avenue from Springdale Road to Jonesboro Road. Within the Cleveland Avenue Elementary School attendance zone the project will primarily consist of sidewalk and driveway reconstruction.
- The Cleveland Avenue Pedestrian Mobility Improvements project, which is currently in the Engineering/Design Phase, consists of pedestrian crossing upgrades through installing ADA-compliant ramps, new Pedestrian Hybrid Beacons (PHBs), Rectangular Rapid Flashing Beacons (RRFBs), pedestrian refuge islands, sidewalk, and signage improvements. Within the Cleveland Avenue School attendance zone the project will install a PHB along Cleveland Avenue immediately east of Steele Avenue, install an RRFB along Cleveland Avenue near the Cleveland Recreation Center, and install an RRFB at the east leg of Cleveland Avenue at Lois Lane.
- The Cleveland Avenue and Metropolitan Parkway Arterial Rapid Transit (ART) project, which is currently in procurement, is a collaborative project between MARTA and the City of Atlanta to provide fast, frequent, and reliable service and upgrades station amenities and enhanced rider experience. Within the Cleveland Avenue School attendance zone the project consists of upgrading the MARTA Stops along Cleveland Avenue at Old Hapeville Road, Macon Drive, and Browns Mill Road to ART Stops.
- The Cleveland Avenue Sidewalk Installation project, which is currently the Engineering/Design Phase, consists of installing a sidewalk along the north side of Cleveland Avenue from Browns Mill Road to immediately east of Fairlane Drive.

## Recommendations

Insights gathered from the Walk Audit were used to inform improvement recommendations, which are summarized in the Recommendations Maps provided in **Figure 3**. The recommendations were selected to address safety and accessibility needs of Cleveland Avenue Elementary School, while also aligning with the City of Atlanta's Vision Zero plan. **Attachment A** contains a detailed table of recommendations corresponding to the map, **Attachment B** provides a meeting summary of the Walk Audit, and **Attachment C** includes photos from the site visit. This recommendations list aims to align with the City's Vision Zero Action Plan and SRTS initiatives.

## Attachments

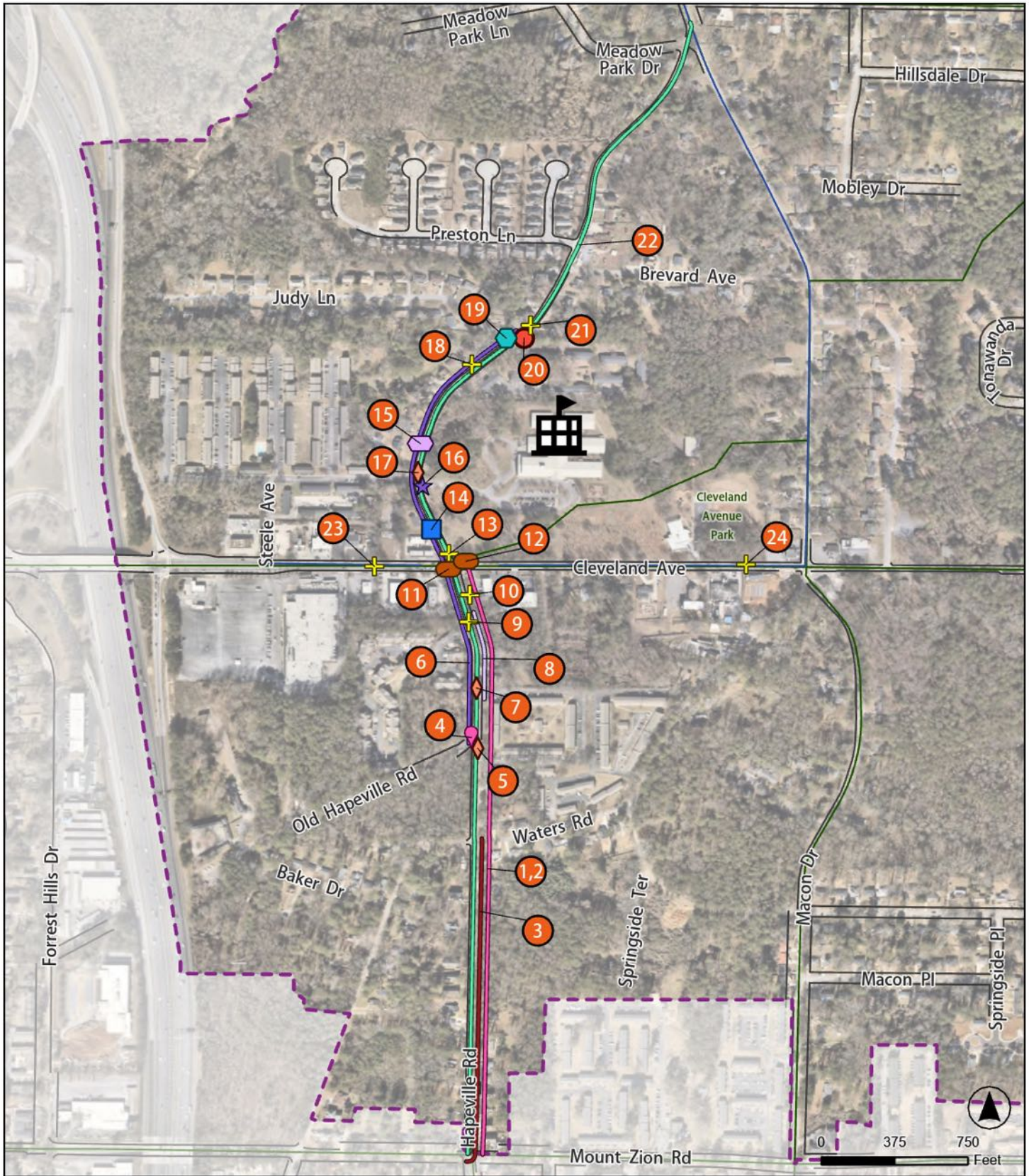
The following attachments have been included to support this report:

Attachment A: Recommendations Table

Attachment B: Walk Audit Meeting Summary

Attachment C: Walk Audit Photos

# WALK AUDIT REPORT



**FIGURE 3: WALK AUDIT RECOMMENDATIONS MAP**

- |  |   |   |  |
|--|---|---|--|
| <span style="color: orange;">●</span> Intersection Improvements                            | <span style="color: cyan;">⬡</span> Signing and Pavement Markings       | <span style="color: green;">—</span> Lighting                         | Cleveland Avenue Elementary School   |
| <span style="color: blue;">■</span> Maintenance (Other)                                    | <span style="color: pink;">◆</span> Speed Management                    | <span style="color: purple;">—</span> Speed Management                | <span style="border: 1px dashed purple; display: inline-block; width: 15px; height: 10px;"></span> Attendance Zone |
| <span style="color: brown;">◇</span> Pedestrian Crossings                                  | <span style="color: purple;">⬡</span> New Pedestrian/Bicycle Facilities | <span style="color: blue;">—</span> Pedestrian/Bicycle Facility       | <span style="color: blue;">—</span> Existing Bike Lanes  |
| <span style="color: purple;">★</span> Pedestrian/Bicycle Facility Maintenance/Improvements | <span style="color: orange;">●</span> Traffic Signal Improvements       | <span style="color: purple;">—</span> Maintenance/Improvements        | <span style="color: grey;">—</span> Existing Sidewalks   |
| <span style="color: yellow;">+</span> School Zone Improvements                             |   | <span style="color: blue;">—</span> New Pedestrian/Bicycle Facilities | <span style="color: green;">—</span> Trail Recommendations   |
|  |   | <span style="color: brown;">—</span> Roadway Improvements             |  |

**Attachment A:  
Recommendations Table**

WALK AUDIT REPORT

Project ID	Location	Recommendation	Category	Implementation Plan
CES-01	Old Hapeville Rd/Hapeville Rd, between Mt Zion Rd to Cleveland Ave	Install dynamic speed feedback signs that displays a 25 mph speed limit	Speed Management	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-02	Old Hapeville Rd/Hapeville Rd, from Mt Zion Rd to Cleveland Ave	Implement traffic calming measures by installing speed cushions	Speed Management	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-03	Hapeville Rd, from Mt Zion to Walters Rd	Install 6-inch edgeline paint	Roadway Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: Medium
CES-04	Old Hapeville Rd at Hapeville Rd	Install curb extensions or bulb outs on the northwest and southwest quadrants of the intersection to shorten the pedestrian crossing distance across the west leg of the intersection and to tighten the turning radius	Speed Management	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: Medium
CES-05	Old Hapeville Rd at Hapeville Rd	Install a Rectangular Rapid Flashing Beacon (RRFB) with a raised crosswalk at the south leg of the intersection	Pedestrian Crossings	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: High
CES-06	Old Hapeville Rd from Hapeville Rd to Judy Ln	Repair or replace the damaged sidewalks and make them flush with the drainage inlets along Old Hapeville Rd	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Major Capitol Improvements Responsible Agency: ATLDOT Priority: Medium
CES-07	Old Hapeville Rd immediately north of the northern Springview Apt Dwy	Install an RRFB with a high visibility crosswalk	Pedestrian Crossings	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: High
CES-08	Old Hapeville Rd from MP 1.62 to 1.69	Install a sidewalk along the east side of Old Hapeville Rd from MP 1.62 to MP 1.69	New Pedestrian/Bicycle Facilities	Project Type: Major Capitol Improvements Responsible Agency: ATLDOT Priority: Medium
CES-09	Old Hapeville Rd, 300 ft south of Cleveland Ave	Install school ahead pavement marking, school ahead zone signage, and a school speed limit sign	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-10	Old Hapeville Rd, 150 ft south of Cleveland Ave	Install a school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-11	Old Hapeville Rd at Cleveland Ave	Coordinate with the traffic signals team to evaluate and potentially shorten the cycle length, based on further study	Traffic Signal Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-12	Old Hapeville Rd at Cleveland Ave	Coordinate with the traffic signals team to place the pedestrian phase across the east leg of the intersection on recall	Traffic Signal Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-13	Old Hapeville Rd, immediately north of Cleveland Ave	Install school ahead pavement marking	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High

WALK AUDIT REPORT

Project ID	Location	Recommendation	Category	Implementation Plan
CES-14	Old Hapeville Rd, immediately north of the Exxon Dwy	Coordinate with AT&T to remove the damaged utility box	Maintenance (Other)	Project Type: Tactical/Maintenance Responsible Agency: AT&T Priority: High
CES-15	2623 Old Hapeville Rd	Fill in the missing sidewalk gap at 2623 Old Hapeville Rd to complete pedestrian connectivity	New Pedestrian/Bicycle Facilities	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: Medium
CES-16	Old Hapeville Rd at Cleveland Ave ES Dwy	Install Americans with Disability Act (ADA) compliant curb ramps at the school driveway	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: High
CES-17	Old Hapeville Rd, immediately north of the Cleveland Ave ES Dwy	Install an RRFB with a raised crosswalk at the north leg of the intersection	Pedestrian Crossings	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: High
CES-18	Old Hapeville Rd, 250 ft south of Judy Ln	Install a speed feedback sign on the existing school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-19	Old Hapeville Rd at Judy Ln	Replace missing street name signs	Signing and Pavement Markings	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: Low
CES-20	Old Hapeville Rd at Judy Ln	Convert the two-way stop-controlled (TWSC) intersection to a neighborhood traffic circle or an all-way stop-control (AWSC) intersection with a striped crosswalk at each leg, based on a traffic engineering study	Intersection Improvements	Project Type: Minor Capitol Improvements Responsible Agency: ATLDOT Priority: Medium
CES-21	Old Hapeville Rd, immediately north of Judy Ln	Install a school speed limit sign and school ahead pavement markings	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: Low
CES-22	Old Hapeville Rd/Hapeville Rd, from Mt Zion Rd to Macon Dr	Install additional lighting on existing utility poles along Old Hapeville Rd	Lighting	Project Type: Major Capitol Improvements Responsible Agency: ATLDOT Priority: Low
CES-23	Cleveland Ave, 300 ft west of Old Hapeville Rd	Install school ahead pavement marking, school ahead zone signage, and a school speed limit sign	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
CES-24	Cleveland Ave, 1,200 ft east of Old Hapeville Rd	Restripe school ahead pavement marking and install a speed feedback sign on the existing school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High

# Attachment B: Walk Audit Overview

# WALK AUDIT REPORT

## Walk Audit Attendees

The meeting included representatives from the Atlanta Department of Transportation (ATLDOT), Kimley-Horn (KH), Atlanta Public Schools (APS), the Atlanta Public School Police Department (APS PD), the Fulton County Department of Public Health (DPH), Cleveland Avenue Elementary School staff, and a parent. These attendees collaboratively made field observations and provided feedback on various topics such as transportation safety, walkability and bikeability, commuting experiences to and from school, and potential infrastructure improvements. A complete list of attendees is provided in **Table 2** TABLE .

TABLE 2: WALK AUDIT ATTENDEES

NAME	ORGANIZATION/ROLE
Nichole Hollis	ATLDOT
John Saxton	ATLDOT
Whytne Stevens	ATLDOT
Betty Smoot-Madison	ATLDOT
Jourdyn Fuga	KH
Sarah Wilson	KH
Tyler Minkkinen	KH
Melvin Hill	APS PD
Richard Beck	APS PD
Keith Sumas	APS PD
Avacy Elliott	APS PD
Sharon Williams	APS
Summer Pace	APS Social Woker
Chelsey Snell	DPH Health Educator
Je'Anee Monk	SSW Intern
Derrick Hendrix	Parent/DOT

## Walk Audit Activities

- **School Arrival Observations:** The project team observed student arrival patterns and behaviors
- **Pre-Audit Meeting:** Attendees introduced themselves and the project team completed an overview of the Walk Audit
- **Walk Audit:** Attendees walked the designated route with project team facilitators and documented findings
- **Post-Audit Meeting:** Attendees debriefed on observations from the Walk and discussed next steps

## School Arrival Observations

The project team and school staff observed student arrivals at the school to assess arrival patterns and behaviors. Staff were positioned at strategic locations including the school entrance, school driveway, Old Hapeville Road north of the school, and at the signalized

## WALK AUDIT REPORT

intersection of Cleveland Avenue at Old Hapeville Road. **Figure 4** Error! Reference source not found. depicts where each team member was positioned for school arrival.



FIGURE 4: SCHOOL ARRIVAL POSITIONS

### Pre-Audit Meeting

The project team discussed the purpose and process of the Walk Audit, including assessing infrastructure, documenting barriers to walk and biking, and understanding perceptions of the walking environment. Attendees introduced themselves and their roles, and the project team provided a detailed overview of the walking route. The Pre-Audit Meeting ended with a safety briefing, emphasizing that safety is the top priority during the Walk Audit.

### Walk Audit

The project team and Walk Audit attendees completed a group walk along a key route to/from Cleveland Avenue Elementary. During this process, participants assessed transportation infrastructure, documented barriers to walking and biking to school, and discussed travel behaviors of students and community members, as well as their perceptions of the walking environment and ideas for improvement. The walking route was approximately 0.9 miles along Old Hapeville Road. The route started at the school driveway, proceeded north to Judy Lane, crossed Old Hapeville Road, traveled south along Old Hapeville Road to Hapeville Road, and turned around north to return to the school entrance. **Figure 5** displays the Walk Audit route.

# WALK AUDIT REPORT

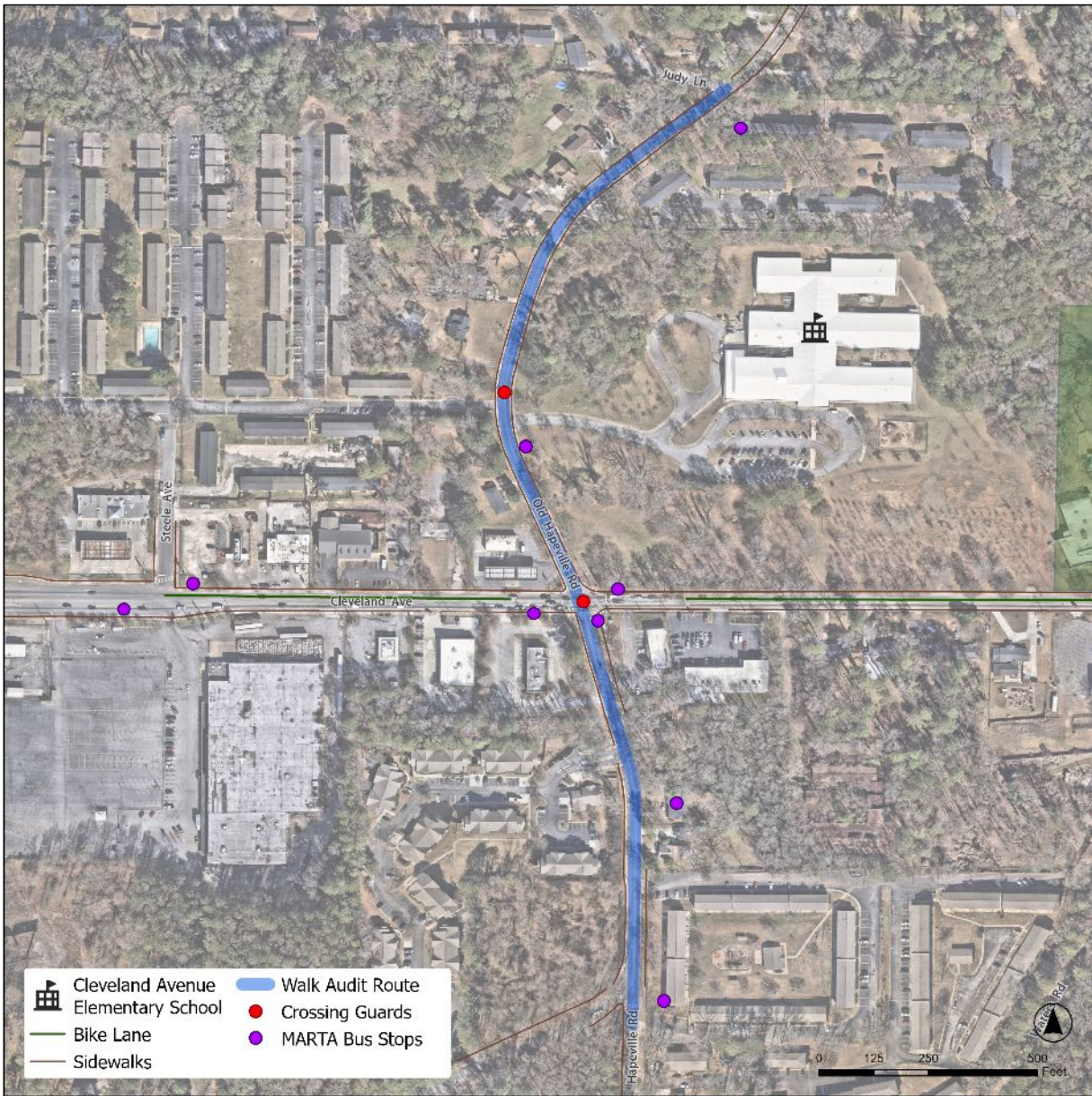


Figure 5: Walk Audit Map

## Post-Audit Meeting

After the Walk Audit, the project team discussed the event and shared observations and findings amongst the group. Next steps were outlined by the project team during this meeting.

## Walk Audit Observations

The following provides an overview of the Walk Audit observations made by the project team and Walk Audit attendees.

## WALK AUDIT REPORT

### Modes of Transportation

- School buses arrive between 7:05 and 7:15 to drop off students.
- Every morning, two staff members assist students entering the school during arrival.
- Approximately 30 students walk to school in the morning, and 42 walk home in the afternoon.
- Between four and five daycare vans drop off students during school arrival.
- Many students walk to school from the Colonial Square Apartment Complex directly across Old Hapeville Road from the school.
- Inclement weather or extreme cold prevents some walking students from arriving on time.
- Students walking to school from the south gather at the southwest corner of the intersection of Cleveland Avenue at Old Hapeville Road, due to pedestrian wait times related to the longer cycle length of the traffic signal, which creates larger groups before crossing the west leg of the intersection.
- At 7:40 AM, parent drop-off shifts from the western side entrance of the school to the southern front entrance of the school.
- Some parents walked with their students to the top of the school driveway, where students would continue down the hill and into the school on their own while parents watched.
- There were several late arrivals, including a daycare van.
- High school students are picked up for school bus service at the Colonial Square Apartment Complex during school arrival times at Cleveland Avenue Elementary School.
- Approximately 32 students attend an after-school program at the Springview Apartment Complex, which is located on the west side of Old Hapeville Road, south of Cleveland Avenue.

### Pedestrian Safety

- The crossing guard arrives at the intersection of Cleveland Avenue at Old Hapeville Road at approximately 7:20 AM and stands in the southwest quadrant of the intersection.
- Sidewalks along Old Hapeville Road are narrow and have several obstructions, including utility poles, mailboxes, trees, missing inlet covers, and trash cans.
- A section of sidewalk is missing along the east side of Old Hapeville Road, south of Cleveland Avenue.
- The mid-block crosswalk in front of the school on Old Hapeville Road does not have curb ramps.
- There is a lack of signage at the existing, south-leg crosswalk at the intersection of Old Hapeville Road and Hapeville Road.
- One parent was observed driving around a stopped vehicle that had students actively exiting, creating an uncomfortable condition during school arrival.

## WALK AUDIT REPORT

- During school arrival, a staff member helps students cross the school driveway where the bus and carpool lanes split.
- When school is dismissed, some staff members escort students to the intersection of Cleveland Avenue at Old Hapeville Road.
- Several students cross Old Hapeville Road at the Springview Apartment Complex to attend the after-school program.
- During the Walk Audit, motorists at the intersection of Cleveland Avenue at Old Hapeville Road were making aggressive turns at the intersection, despite the presence of pedestrians in the crosswalk.

### Vehicular Safety

- Drivers experience confusion at the school entrance, particularly when a school bus is present at the crossing guard location on Old Hapeville Road.
- Right-turning vehicles exiting the school may have difficulty seeing the crossing guard.
- Attendees noted that distracted driving is common in the area.
- Attendees suggested that Old Hapeville Road and Cleveland Avenue lack sufficient school zone signage and flashing beacons.
- Street signs are missing from signposts near the intersection of Old Hapeville Road at Judy Lane.
- Speed limit signs are sparse along Old Hapeville Road.
- The school zone flashing beacon on Old Hapeville Road, north of the school, may not receive adequate solar power due to overhanging trees.
- There are no school zone pavement markings on Old Hapeville Road.

### Travel Speeds

- Attendees noted that vehicular traffic in the area typically travels at higher speeds.
- APS PD shared that their top priority is slowing down traffic in the area.
- Speeding is particularly concerning at the hill on Old Hapeville Road, south of Cleveland Avenue.

### Personal Security

- There is poor lighting on Old Hapeville Road, particularly north of the school due to dim bulbs.
- The Springview Apartment Complex will not repair its property lighting due to repeated vandalism.
- Some students cut through the open field between Cleveland Avenue Elementary and the Cleveland Avenue Library, which creates security concerns.
- The Cleveland Avenue Library serves as an evacuation site for the school.

## WALK AUDIT REPORT

### Traffic Signals

- The traffic signal at the intersection of Cleveland Avenue at Old Hapeville Road operates with a 120-second cycle length, with 90 seconds allocated for Cleveland Avenue and 30 seconds allocated for Old Hapeville Road, which creates long pedestrian wait times for crossing Cleveland Avenue.
- Northbound left-turning traffic conflicts with pedestrians in the west crosswalk.
- All pedestrian phases, except the east crosswalk, are on recall. Some pedestrians were seen crossing the east leg of the intersection without activating the pedestrian signal.
- All pedestrian signal heads have countdown timers.

**Attachment C:  
Site Visit Photos**

WALK AUDIT REPORT



PHOTO 1: MID-BLOCK CROSSING ALONG OLD HAPEVILLE ROAD AT THE SCHOOL ENTRANCE

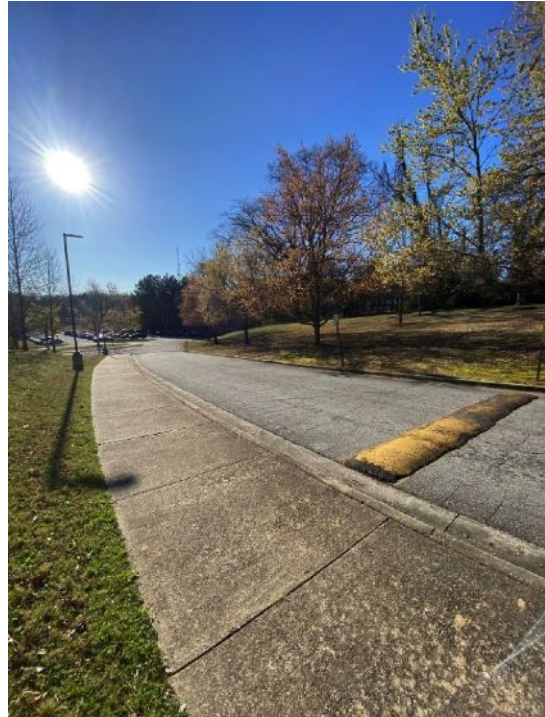


PHOTO 2: SPEED BUMP AT THE SCHOOL ENTRANCE



PHOTO 3: CRACKED SIDEWALK ALONG OLD HAPEVILLE ROAD



PHOTO 4: EXPOSED AT&T BOX IN THE SIDEWALK ALONG OLD HAPEVILLE ROAD

WALK AUDIT REPORT



PHOTO 5: FIRE HYDRANTS AND UTILITY POLES IN SIDEWALK ALONG OLD HAPEVILLE ROAD



PHOTO 6: SCHOOL ZONE FLASHER ALONG OLD HAPEVILLE ROAD



PHOTO 7: OLD HAPEVILLE ROAD AT HAPEVILLE ROAD



PHOTO 8: OLD HAPEVILLE ROAD AT SPRINGVIEW APARTMENT COMPLEX

WALK AUDIT REPORT



PHOTO 9: SIDEWALK MISSING AROUND WATER UTILITY COVER



PHOTO 10: SCHOOL ZONE SIGNAGE ALONG OLD HAPEVILLE ROAD



PHOTO 11: STORMWATER INLET MISSING GRATES



PHOTO 12: TRASH CAN OBSTRUCTING THE SIDEWALK

# Appendix **B**



## MEETING AGENDA

**Location:** Cleveland Avenue Elementary School/Online Zoom Meeting

**Meeting Date:** February 26, 2025  
1:00 PM

**RE:** **Cleveland Avenue Elementary School – Listening Session**  
RFP-S-1210282-E Task Order #4 - FY 25 Safe Routes To School Action Plans

### Background

- I. The meeting consisted of three members of the Atlanta Department of Transportation (ATLDOT), three members from Kimley-Horn, several parents, and several school staff members. The discussion involved topics relating to transportation safety, experiences commuting to and from school, and potential infrastructure improvements.

### Open Discussion

#### **II. Modes of Transportation**

- a. According to the principal, 60 to 70 percent of students walk to and from school, while the remaining students take the bus or a personal vehicle.
- b. The principal noted the school operates with 2 traditional buses and 3 special education buses.
- c. Staff indicated that the majority of students who walk to school commute from the Springview, Summerdale, and Colonial Square apartment complexes.

#### **III. Pedestrian Safety**

- a. Staff stated that sidewalk is only present on one side of Old Hapeville Road south of Cleveland Avenue.
- b. There is an after-school program at the Springview Apartment complex on the east side of Old Hapeville Road. Due to the lack of a sidewalk on this side, many students cross mid-block at this location. This location also has a vertical crest which limits sight distance.
- c. The principal often stands at the intersection of Old Hapeville Road and Cleveland Avenue during arrival and dismissal to ensure students can cross the intersection safely.
- d. Staff indicated that many students must walk to school in the dark during morning hours, creating unsafe conditions. Due to these dark conditions, some parents no longer allow their children to walk to school.
- e. Staff indicated that the lack of sidewalks around the school causes students to cut through in areas where they can't be seen.
- f. The principal noted that a section of sidewalk on Old Hapeville Road is cracked near a fire hydrant.
- g. There are many exposed wires in the area, creating safety concerns for students.



## MEETING AGENDA

### IV. Travel Speeds

- a. Student art suggested stop signs at the main intersection to stop speeding vehicles from scaring them while walking.
- b. Parents stated they don't feel comfortable with kids crossing at the main intersection because of speeding vehicles.

### V. Personal Security

- a. Parents and staff expressed concerns about the lack of lighting in the area, making students feel unsafe.
- b. Parents and staff members mentioned that many students visit the convenience store and worry because of its reputation for trouble.
- c. Students' drawings indicated they would like to see more lights installed in the area.

### VI. Improvement Ideas

- a. Install additional lighting in the area to improve safety for pedestrians.
- b. Install sidewalk along the east side of Old Hapeville Road south of Cleveland Avenue so students don't have to cross mid-block.

### VII. Comments/questions/feedback

- a. The principal indicated the importance of simple communication and that going to the nearby apartment complexes would aid in engagement efforts.
- b. Staff suggested that providing visuals or examples of improvements from previous Safe Routes to School projects would be beneficial.

