ABOUT ULI – URBAN LAND INSTITUTE
As the preeminent, multidisciplinary real estate forum, The Urban Land Institute (ULI) is a
nonprofit education and research group supported by its diverse, expert membership base.
Our mission is to provide leadership in the responsible use of land and in creating and sus-
taining thriving communities worldwide.

ULI ATLANTA
With over 1,400 members throughout the Atlanta region (Georgia, Alabama & Eastern Ten-
nessee), ULI Atlanta is one of the largest and most active ULI District Councils worldwide.
We bring together leaders from across the fields of real estate and land use policy to ex-
change best practices and serve community needs. We share knowledge through educa-
tion, applied research, publishing, electronic media, events and programs.

TECHNICAL ASSISTANCE PROGRAM (TAP)
Since 1947, the Urban Land Institute has harnessed the technical expertise of its members
to help communities solve difficult land use, development, and redevelopment challenges.
Technical Assistance Panels (TAPs) provide expert, multidisciplinary, unbiased advice to
local governments, public agencies and nonprofit organizations facing complex land use
and real estate issues in the Atlanta Region. Drawing from our seasoned professional mem-
bership base, ULI Atlanta offers objective and responsible guidance on a variety of land use
and real estate issues ranging from site-specific projects to public policy questions.

About the 10-Minute Walk Campaign
The 10-Minute Walk Campaign is a nationwide movement launched in
October 2017 to ensure that there is a great park within a ten-minute walk
of every person, in every neighborhood, in every city across the United
States. Learn more and connect with 10 Minute Walk at 10minutewalk.
org and uli.org/parks.

About Atlanta Community Schoolyards
Reimagining community schoolyards is one proven strategy designed to help cities reach
the goal of having every resident live within a 10-Minute Walk of a park. While access to
parks in Atlanta continues to improve, 29 percent of residents do not live within a 10-minute
walk of a park. The Atlanta Community Schoolyards program aims to improve that number
by reimagining schoolyards for public use during non-school hours. ULI Atlanta has part-
nered with the Trust for Public Land and Park Pride to pilot this project with two Atlanta Public
Schools.

In partnership with
Acknowledgements

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- Alex Heaton, Morris, Manning, & Martin
- Lauren Standish, HGOR
- Jetha Wagner, Avila Development
- Daphne Bond-Godfrey, ULI Atlanta (project staff)

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Table of Contents

Introduction: 10-Minute Walk Campaign and Atlanta Community Schoolyards ......................... 6
ULI Atlanta’s Assignment ............................................................................................................. 9
John Wesley Dobbs Elementary School ................................................................................ 12
  Summary of Safe Routes to Parks Audit .............................................................................. 12
  Recommendations ............................................................................................................. 13
  Critical Needs .................................................................................................................. 14
  Recommended Actions .................................................................................................. 17
  Opportunities .................................................................................................................. 18
  Considerations ............................................................................................................... 20
  Summary of Recommendations ..................................................................................... 20
Appendices ............................................................................................................................... 22
  Appendix A: Detailed Demographic Information .............................................................. 23
  Appendix B: Detailed Walk Assessment Findings for Dobbs Elementary School .... 24
  Appendix C: Route Maps for Dobbs Elementary ............................................................... 26
  Appendix D: ULI Atlanta’s Walk Audit Checklists ............................................................. 28
  Appendix E: Atlanta Community Schoolyards Story Map from Georgia Power .... 31
Introduction: 10-Minute Walk Campaign and Atlanta Community Schoolyards

What is the 10-Minute Walk Campaign?

The 10-Minute Walk Campaign is a nationwide movement launched in October 2017 to improve access to parks and green spaces for every person, in every neighborhood, in every city across the United States.

Research shows that one in three Americans—more than 100 million people do not have a park within a 10-Minute Walk of their home. That’s why the Urban Land Institute (ULI) is collaborating through a partnership with the Trust for Public Land (TPL) and the National Recreation and Park Association (NRPA) to advance the goals of the 10-Minute Walk campaign nationally. Increasing park access helps to transform local communities and the physical, social, environmental, and economic health of people who live there.

So far, the 10-Minute Walk has been endorsed by more than 220 U.S. mayors—from across the political spectrum and from cities large and small—who have committed to working toward universal park access. First Mayor Reed and now Mayor Bottoms have signed on to make Atlanta a 10-minute walk city, and the Community Schoolyards initiative is a powerful approach to help achieve the goals city-wide.

Atlanta Community Schoolyards

ULI Atlanta will advance the 10-Minute Walk goals in partnership with TPL, Park Pride and Atlanta Public Schools (APS), using schoolyards as ground zero for helping increase park access. Schoolyards would be open to the public after hours, during the summer and on the weekends.

One of every three Atlanta residents does not live within 10-minute walk to a local park—and having schools serve as parks changes that picture. A mapping analysis by TPL found that 79% of residents would live within a 10-minute walk to a park if APS sites were open to the public after school hours.

Through this project, ULI Atlanta members are lending their expertise to make sure that more people have access to good mobility options, including sidewalks and safe street crossings. Walkability adds value to the community in so many ways, including providing safe access for students walking to school or persons walking to mass transit stops and stations, providing options for recreation and social engagement, and promoting pride of place. Evaluating and promoting improvements to infrastructure within the 10-minute walk is critical to ensuring that all community members can benefit.

What’s next

Over the next six months, schoolchildren and residents from the surrounding communities will design and implement improvements to create inviting, accessible and safe spaces for school-day play and after-hours recreation. Construction will take place summer 2020. All told, ten schools will participate in the pilot program over its three-year lifespan.
The Trust for Public Land 2017 *ParkScore* index

ATLANTA, GEORGIA

The Trust for Public Land 2018 *ParkScore* index

ATLANTA, GEORGIA
Walkability – The Pathway to Atlanta’s Future Growth

ULI Atlanta through its Livable Communities Council (LCC) prepared a report on walkability – a key issue facing Georgia communities large and small.

Walkability affects all parts of our region—from the core in Midtown and Buckhead, to historic downtowns like Woodstock and Duluth, to transit-friendly developments near MARTA, to major new developments like Avalon and the new Braves Stadium complex. Older suburban downtowns are revitalizing along with new town centers to create special places for people to live, shop, work and recreate—built around the pace of two legs walking.

Jeff Speck, author of *Walkable City*, which is the most comprehensive look at the concept of walkability and how it is reshaping our environment, explains that a walk must be *useful, safe, comfortable* and *interesting* to be considered desirable by pedestrians. Speck defines these four principles as:

1. **Useful** – most aspects of daily life are located close at hand and organized in a way that walking serves them well.
2. **Safe** – means that the street has been designed to give pedestrians and bicyclists a fighting chance . . . they must not only be safe but feel safe.
3. **Comfortable** – means building and landscape shape urban streets into outdoor living rooms in contract to wide open spaces.
4. **Interesting** – means sidewalks are lined by unique buildings with friendly faces and signs of humanity abound.

The challenge for the Atlanta region is to find ways to create more walkable environments that incorporate these four key principles, which are simple in concept but challenging in execution. The true potential of walkability is only achieved by getting all four principles working in unison.¹

¹ Walkability White Paper. The Pathway to Atlanta’s Future Growth. ULI Atlanta (2016).
ULI Atlanta’s Assignment

The primary focus of this project was to document the 10-minute walking conditions within a half-mile radius around two APS schools. The process was straightforward; TPL’s G.I.S. team identified schools located in ‘park deserts’ and APS Superintendent Meria Carstarphen invited those schools to participate in the pilot project.

Working with principals and school governance teams (GoTeams), 10 schools applied and of those 10 schools, two were selected for this initial pilot: Kimberly Elementary and Dobbs Elementary.

The major goal of this project is to demonstrate feasibility of using schoolyards as shared public spaces. ULI Atlanta’s scope was to assess and document conditions of the sidewalks, ramps, street lighting, crosswalks, and general safety within a 10-minute walk radius of the two schools. The information collected and subsequent analysis will be used to understand where improvements need to take place to make the objectives of the 10-Minute Walk Campaign a reality.

The scope of work focused on answering three high-level questions:

- What is nature of 10 minute-walk?
- What improvements are already slated, funded or not funded?
- What additional improvements are needed to make a desirable and effective 10-minute walk?

The first step in answering these questions was gathering background information to understand the demographic information of the areas surrounding the two schools. This helped to inform population density, land use type, number of school-aged children and families. The team compiled and reviewed existing information, maps, physical conditions and constraints, and demographic information for the study areas. Georgia Power provided spatial data and demographic information which allowed us to begin the assessment process fully informed. Key information and data collected:
- Street maps with 5-minute and 10-minute radius marker
- Landmarks for points of reference
- Property ownerships (public vs private)
- Right of Way (ROW) widths
- Neighborhoods lines
- Neighborhood Planning Unit (NPU) lines
- Utilities or other easements
- Aerial imagery of sidewalks

The second part of the projects was to complete the walk assessments. Each site (school) had a team of 10-15 ULI Atlanta volunteers to walk the routes and analyze site conditions utilizing a standard evaluation matrix.

Each assessment began with a project briefing from the ULI Atlanta steering committee that included an overview of the study area/streets to cover and the survey questions the volunteers were asked to answer. Teams were then organized around walk segments or quadrants depending on the street grid patterns to physically cover the walk assessment portion.

The fundamental evaluations collected the following information and verifications:
- Existence of sidewalks
- General width of sidewalks
- Condition of sidewalks
- Existence of Americans with Disabilities Act (ADA) ramps at curbs
- Presence of pedestrian walk lights
- Visibility ahead, behind and around pedestrian
- Presence of sudden drop offs, holes, or other safety hazards/ barriers
- Slope of road and impact on ease of walk

An illustration of the two walk assessment surveys adapted from Safe Routes to Schools and Active Living Research. See the appendices for more information.

---

### ACTIVE NEIGHBORHOOD CHECKLIST

<table>
<thead>
<tr>
<th>Date:</th>
<th>School Name:</th>
<th>Area Quadrant:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Participants:

- [ ] A. What land uses are present?
- [ ] 1. Are residential and non-residential land uses present?  
  - [ ] All residential  
  - [ ] Both residential and non-residential  
  - [ ] All non-residential
- [ ] 2. What is the predominant land use? (Check 1 or 2 that apply)  
  - [ ] Residential buildings/yards  
  - [ ] Commercial, institutional, office or industrial building(s)  
  - [ ] School school yard (elementary, middle, high school)  
  - [ ] Parking lot or garages  
  - [ ] Park with exercise/ play facilities  
  - [ ] Abandoned building or vacant lot  
  - [ ] Undeveloped land  
  - [ ] Designated greenspace (includes park with no exercise/ play facilities)  
  - [ ] Other: __________________________

- [ ] 3. What types of residential uses are present? (Check all that apply)  
  - [ ] None  
  - [ ] Abandoned homes  
  - [ ] Single-family homes  
  - [ ] Multi-unit homes (2-4 units)  
  - [ ] Apartments or condominiums (4 units - 4 stories)  
  - [ ] Apartments or condominiums (> 4 stories)  
  - [ ] Apartment over retail  
  - [ ] Other (retirement home, mobile home, dorms)

- [ ] 4. What public recreational facilities and equipment are present in the neighborhood of the school?  
  - [ ] None  
  - [ ] Park with exercise/ sport facilities or playground equipment  
  - [ ] Off-road walking/biking trail  
  - [ ] Sports/ playing field  
  - [ ] Basketball/ tennis/ volleyball court  
  - [ ] Playground  
  - [ ] Outdoor pool  
  - [ ] Other: __________________________

- [ ] 5. (OPTIONAL) What types of non-residential uses are present? (Check all that apply)  
  - [ ] None  
  - [ ] Abandoned building or vacant lot  
  - [ ] Small grocery, convenience store (incl. in gas station), or pharmacy  
  - [ ] Supermarket  
  - [ ] Food establishment (restaurant, bakery, café, coffee shop, bar)  
  - [ ] Entertainment (e.g. movie theater, arcade)  
  - [ ] Library or post office  
  - [ ] Bank  
  - [ ] Laundry dry cleaner  
  - [ ] Indoor fitness facility

#### Educational facilities:
- [ ] School (elementary, middle, high school)  
- [ ] College, technical school, or university

---

### Street Map with 5-minute and 10-minute Radius Marker

https://www.saferoutespartnership.org/sites/default/files/resource_files/safe_routes_to_parks_walk_audit_toolkit.pdf

Adapted from "Active Neighborhood Checklist – Protocol, Version 2.0" by Active Living Research (February 2011).  
https://activelivingresearch.org/sites/activelivingresearch.org/files/Protocol_ActiveNeighborhoodChecklist.v2.pdf
• Existence of trees for shade
• Presence of litter
• Feeling of personal safety

A standard was established for route assessment rating using a (A-B-C-D-F) classification system with a focus on the following attributes:
• Presence of sidewalks
• Condition(s) of sidewalk: Solid surface + Width
• Compliance with ADA
• Topographic grade
• Access to residential areas
• Presence of unique features

The (A-B-C-D-F) classification utilized the following rating system:
• A – Excellent (There is a continuous, usable sidewalk for the entirety of the walk)
• B – Little improvement needed (There is a continuous, usable sidewalk for the majority of the walk)
• C – Significant improvement needed (The sidewalk is not continuous for the majority of the walk)
• D – Major improvement needed (The sidewalk is cracked and broken or not present, with significant accessibility challenges and ADA compliance issues)
• F – Failed (The sidewalk is not existent and/or completely unusable)
John Wesley Dobbs Elementary School

Background

John Wesley Dobbs Elementary School (Dobbs Elementary School) sits on the edge of the Lakewood neighborhood on Jonesboro Road in south Atlanta. The neighborhood is located in NPU Z. Named for the Atlantan that helped cultivate integration in the city and build the base of black power, the school has a nearly 14-acre campus sitting caddy corner from Southview Cemetery, a historic African-American cemetery.

Originally built along the streetcar routes in the 1920s, the Lakewood Neighborhood which includes the Dobbs Elementary School was originally a white working-class neighborhood with many residents working at the nearby GM Lakewood plant. Dobbs Elementary School was built on the same site as Fulton High School, which was originally a county high school until incorporated into the Atlanta Public Schools in 1952. Fulton County High School was torn down for Dobbs Elementary School, which was built in 2004. The Lakeview neighborhood is also home to the Urban Food Forest at Browns Mill, which is the first food forest in Georgia and the largest in the United States.

As surveyed by TPL, the 10-minute walk radius surrounding Dobbs Elementary School contains a 0.59 square mile. The 10-minute walk area around Dobbs Elementary is highly skewed toward the area West of Jonesboro Road due to the large South View Cemetery and industrial property on the East side of Jonesboro Road. For this truncated area, the total population is estimated to be 1,364 comprised of only 434 households. Fifty seven percent of the households are family occupied with an average family size of 3.77 persons per household. The number of children under 14 years old is estimated to be about 320. Growth in the area is very slow with the population growth only about 1% annually. Median household income is also low, estimated to be $28,000 per year. Only 23% of the adults over 25 years old have a bachelor or post graduate degrees.

About 40% of the housing units are owner occupied, with about 40% rental units. The vacancy rate is estimated to be 20% in 2019. Home prices remain affordable with median price estimated to be right at $80,000. There is little evidence of speculative investing or gentrification in the areas ULI Atlanta walked. Detailed demographic information for the area is included as Appendix A.

The Dobbs Elementary School study area is almost entirely residential with very limited commercial use. The residential uses include single-family detached homes and low-rise multi-unit buildings. The limited commercial uses include small grocery or convenience stores and food establishments.

Summary of Safe Routes to Parks Walk Audit

The neighborhoods around Dobbs Elementary School are largely without sidewalks. As such, the 10-minute walk area received an average of F+ for sidewalks, while driver behavior received a B+ rating, safety is rated B+, and comfort is a B.

- Total linear streets walked equaled 39,575.
- 63% of streets were recorded as having no sidewalks, additionally 74% of the streets received a failing score through the walk assessments which means the sidewalk is non-existent or completely unusable.
- Below you’ll find a graph outlining the walk assessment scores for the 10-min radius area around Dobbs Elementary. Please reference pg. 9 for the A, B, C, D, F rating system explanations.
• Total intersections equaled 39, (14) or 36% had no crosswalks identified.

• Overall, there were 17 safety counts recorded. Safety counts ranged from a blocked sidewalk that would not allow a person or someone in a wheelchair to continue causing them to enter onto the street, to broken, cracked or uneven payment that would impede a wheelchair or baby stroller. Of the 17 counts, 5 were listed as blocked or not wide enough and 3 street segments partially had a curb missing from the edge, leaving no separation between the car and the pedestrian.

• There were 3 street segments that were classified as either major or main streets. In all cases, crosswalks were not found, and 2 had no ADA ramp access. Open utility covers were missing, or sinkholes were large enough on one main street segment, causing a high risk of probable injury.

The detailed walk assessment findings are located in Appendix B attached to this report.

Recommendations

Although there are few sidewalks around Dobbs Elementary School, ULI Atlanta does not recommend that sidewalks be added throughout the study area. Many of the neighborhoods include wide streets with little traffic, and, although children are forced to walk in the street in these areas, it does not seem unsafe to do so. However, there are three major thoroughfares within the study area which are in dire need of sidewalks and sidewalk repairs – Jonesboro Road, Harper Road, and Browns Mill Road. These roads were rated as unsafe for pedestrian travel, although they are currently being used by school children and the general public, particularly MARTA riders. As such, ULI Atlanta recommends devoting the majority of the resources available to making sidewalk improvements on these streets to address safety concerns.

In order to further improve the safety of walk routes, this area also needs some increased attention on code enforcement to address abandoned and derelict homes and significant overgrowth spilling into the road and obstructing walk routes. The area could also benefit from a general cleanup campaign, and ULI Atlanta recommends working with an existing active neighborhood watch group to help with this effort.

While ULI Atlanta’s study was limited to the walk routes to Dobbs Elementary School, it is worth noting that this area appears to be particularly devoid of good recreational opportunities. ULI Atlanta observed children playing in the street and a milk crate nailed to a power pole to serve as a basketball goal. ULI Atlanta is hopeful improvements at the school can provide better access to recreation for area residents. According to the Trust for Public Land, just 2.7 per 10,000 people in the City of Atlanta have access to basketball hoops, placing Atlanta in the 40th percentile compared to the 100 largest U.S. cities.
Critical Needs

1. Repair Sidewalks Along Jonesboro Road

The sidewalk along Jonesboro Road is in dire need of repair. There are major obstructions of the sidewalk, rendering it largely unusable in many areas. The problems include broken and crumbling pavement, significant overgrowth blocking the sidewalk, broken and missing utility box covers, and power poles sitting in the middle of the sidewalk. There is also no curbing and no separation from the street. In some areas, what little remains of the aging sidewalk is at the same grade as the street, causing the sidewalk to flood when it rains. These problems make the walk along Jonesboro Road unsafe for an able-bodied person and impassable for a disabled person.

ULI Atlanta recommends not only restoring the sidewalk but redesigning it. Since Jonesboro Road is a major thoroughfare for both pedestrians and vehicles, including heavy truck traffic, there should be separation from the street to protect pedestrians. In addition, there should be street trees and street benches to provide some respite for those having to make the long, uncomfortable walk along this road.

The entrance to the school also needs to be recalibrated so that the crosswalks convey a pedestrian to the opposite sidewalk, and the crosswalks need to be repainted. Moreover, the school should consider adding pedestrian entrances into the school grounds to provide an earlier opportunity to enter the safe zone of the school grounds rather than forcing pedestrians to walk all the way to the drive lane entrances.
2. Add Sidewalks on Harper Road and Browns Mill Road

ULI Atlanta rates Harper Road, which abuts Dobbs Elementary School at its southern border, as unsafe for pedestrian travel and recommends adding a sidewalk on at least the north side of the road, if not both sides. This is a heavily-traveled pedestrian route by both children walking to school and by MARTA riders; there are a number of MARTA stops along Harper Road. In some areas, the roadside is steep or significantly overgrown, so there is often nowhere to walk or to wait for the bus but in the road. This is especially troubling when you consider the heavy traffic along Harper Road, and, in particular, the danger posed by buses and other large vehicles traveling in close proximity to pedestrians.

ULI Atlanta also sees a significant need to extend the sidewalks on Browns Mill Road south of Harper Road. This, too, seems to have fairly heavy pedestrian traffic, but there is not a good place to walk.

3. Code Enforcement

Although the study area contains few sidewalks, there are a number of minor neighborhood streets that ULI Atlanta did not view as unsafe for pedestrian travel in the road. However, there is a significant need for increased code enforcement efforts to deal with abandoned houses and overgrowth spilling out into the road. Not only do such derelict conditions cause discomfort, but the overgrowth is actually impeding the walk area in places.

4. Add Painted Crosswalks

ULI Atlanta recommends adding painted crosswalks where sidewalks currently exist to complete the intersections. Adding a painted crosswalk is a relatively inexpensive and easy-to-accomplish improvement that can yield significant benefits. The crosswalk signifies to motorists that they must yield to the pedestrian.
In early 2017, the City of Decatur installed decorative crosswalks to 6 intersections within the downtown core. This example demonstrates how a little paint and creativity can make a big difference in the pedestrian experience, crossing safety, and sense of place.

Decorative Crosswalk in Decatur, GA

5. Repair School Crossing Signs

All existing school crossing signs should be inspected and repaired as necessary. ULI Atlanta found at least one sign on the ground that appears to have been struck by a vehicle.
Recommended Actions

1. **Repair Existing Sidewalks**

   ULI Atlanta recommends repairing and realigning existing sidewalks to make them ADA compliant. This includes repairing holes in sidewalks and widening sidewalks as necessary to go around obstructions that prevent a person in a wheelchair from using the sidewalk. For example, there are several locations where power poles obstruct the sidewalks. In addition, connections should be made where existing sidewalks are incomplete and there are gaps that impede travel by a person in a wheelchair.
Opportunities

1. "Back Door“ to School Property

   In conjunction with designing a sidewalk along Harper Road, ULI Atlanta recommends considering creating a side entrance or “back door” to the school property from Harper Road. The school property is adjacent to Harper Road, but it is currently quite a long walk to the end of Harper Road and along Jonesboro Road to reach an entrance to the school. Adding such a back door to the school property could significantly increase the appeal of the school grounds for recreation use since the idea of making the long walk to reach existing connections seems an unappealing prospect for the casual user.

2. Leverage Neighborhood Watch

   The community could benefit from a general cleanup campaign to address litter and note items in need of repair. ULI Atlanta recommends contacting the community neighborhood watch group to see if this group might be willing to spearhead or at least participate in periodic neighborhood cleanup days. Reports are that this neighborhood watch is fairly active and involved in community safety. At a minimum, this group could help provide contact information for area residents who have already expressed an interest in helping keep the neighborhood safe.
Make a Connection to Browns Mill Food Forest

The Urban Food Forest at Browns Mill Road is the City of Atlanta’s first Community Urban Food Forest, as well as a new model for a City of Atlanta park. The food forest will produce a wide variety of fresh, flavorful, and healthy nuts, fruits, vegetables, herbs, and mushrooms, which will become available for public consumption during harvesting. It is a wonderful community asset with mature shade trees, picnic tables, and nature walking paths, but the rough terrain makes it difficult for a person with limited mobility to access. ULI Atlanta recommends studying the feasibility of making an ADA-compliant trail connection through the Urban Food Forest to enhance the walk opportunities and park space within the neighborhood. This route could take advantage of the shaded woodland to provide more of a nature trail experience rather than traditional urban sidewalk.

Considerations

Although ULI Atlanta believes that new sidewalks are desperately needed as indicated above on Harper Road and Browns Mill Road, ULI Atlanta is also cognizant that sidewalks are not always a welcome addition. There is sometimes a perception that community improvements such as sidewalks "urbanize" the area, invite gentrification, and lead to increased property values. There is a fear that existing residents could be pushed out if housing costs increase. While wrestling with the social problem of how to improve an area for its residents while ensuring that such improvements do not price existing residents out of the area is beyond the scope of this report, ULI Atlanta does recommend developing a strategy for the Dobbs Elementary School area to allay local concerns.

Summary of Recommendations

Although the Dobbs Elementary School area is largely without sidewalks, ULI Atlanta does not recommend creating a sidewalk network throughout. However, there are several walk routes that are deemed unsafe for pedestrian travel due to the lack of sidewalks or the condition of aging sidewalks. For this reason, ULI Atlanta recommends devoting most of the financial resources available toward adding and repairing sidewalks in these areas.

- **Critical Needs**
  - Repair sidewalks along Jonesboro Road and realign painted crosswalks
  - Add sidewalks on Harper Road
  - Extend sidewalks on Browns Mill Road south of Harper Road
  - Increase code enforcement efforts to address derelict homes and overgrowth spilling out into the road or sidewalk
  - Add painted crosswalks to connect existing sidewalks
  - Repair damaged school crossing signs

- **Recommended Actions**
  - Repair and realign existing sidewalks to make them ADA-compliant

- **Opportunities**
  - Create a "back door" to the school property along Harper Road to increase access
  - Leverage the area neighborhood watch to organize or promote community cleanup days
  - Create an ADA-compliant trail connection though the Urban Food Forest on Browns Mill Road
Building Healthy Corridors Typology

A primary activity of ULI’s Healthy Corridors project was to define a healthy corridor and identify the components that make up a holistically healthy corridor and its surrounding area. A healthy corridor has land uses and services that allow residents and visitors to make healthy lifestyle choices more easily. A healthy corridor is a place that reflects the culture of the community, promotes social cohesion, inspires and facilitates healthy eating and active living, provides and connects to a variety of economic and educational opportunities and housing and transportation choices, and adapts to the needs and concerns of residents.

| Improved infrastructure | » Frequent, safe, and well-marked pedestrian crossings  
| » Safe and well-marked bike lanes  
| » Traffic speeds that accommodate pedestrians, bicyclists, and other users  
| » Reduced traffic congestion  
| » Utility lines and traffic signs and signals that are underground or that blend in  
| » Sidewalks that link adjacent neighborhoods to the corridor and that are unobstructed, wide enough for a variety of users, and buffered from the street  
| » Streetscapes that include amenities for visual interest and safety, including seating, trees for shade, and green buffers  
| » Lighting that improves visibility and safety for pedestrians and bicyclists  
| » Features that improve accessibility for all types of users, in compliance with Americans with Disabilities Act standards |
| Design and land use patterns that support community needs | » Vibrant retail environment  
| » Housing options for all income levels  
| » Buildings adjacent or proximate to sidewalks  
| » Improved parking strategies and shared parking  
| » High-quality parks and public spaces  
| » Healthy food options |
| Engaged and supported people who live, work, and travel along the corridor | » Engaged residents and local business owners  
| » Organizations that facilitate long-term improvements and resident engagement  
| » Regular programs in community gathering spaces  
| » Accommodations for pets  
| » Accommodations for vulnerable populations, including children, the elderly, and people with disabilities  
| » A defined identity, drawing on the arts and culture of the community and supported by creative placemaking programming  
| » Measures to address safety and perceptions of safety |
| Linkages to other parts of the city | » Well-connected, multimodal street networks  
| » Safe and easily identifiable connections, including sidewalks and trails  
| » Transit, including enhanced bus service or rail  
| » Bike infrastructure on or adjacent to the corridor |

Appendices
# Appendix A – Detailed Demographic Information

<table>
<thead>
<tr>
<th>John Wesley Dobbs Elementary School</th>
<th>2019 Housing Units</th>
<th>552</th>
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<tr>
<td>2024 Housing Units</td>
<td>582</td>
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<td>2019 Average Household Size</td>
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<td>2024 Average Household Size</td>
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<table>
<thead>
<tr>
<th>2019 Housing Units</th>
<th>Owner Occupied Housing Units</th>
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<tr>
<td>Vacant Housing Units</td>
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<th>John Wesley Dobbs Elementary School</th>
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<td>13.80%</td>
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<td>$25,000 - $34,999</td>
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<td>$35,000 - $49,999</td>
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<td>$100,000 - $149,999</td>
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## Appendix B – Detailed Walk Assessment Findings for Dobbs Elementary School

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<th>Segment</th>
<th>Street</th>
<th>From Intersection</th>
<th>To Intersection</th>
<th>Block</th>
<th>Not continuous</th>
<th>Broken</th>
<th>Nothing separating from sidewalk</th>
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Atlanta Community Schoolyards: A project of the 10-Minute Walk Campaign
Appendix C – Route Maps for Dobbs Elementary

Site Map
Dobbs Elementary School
2025 Jonesboro Rd SE, Atlanta, Georgia, 30315
Walk Time: 5, 10, 15 minute radii

May 16, 2019
Routes assessed during Dobbs Elementary School's 10-Minute Walk.
Appendix D – ULI Atlanta's Walk Audit Checklists

Technical Assistance Program

Time of Audit: ______________________

Street Name: ______________________

Walker(s): ______________________

Directions: Fill out the checklist to note problems on the route to your park. You may use the checklist either for each block you walk, or for your entire route. Place an ‘X’ next to any problem for people walking and note the location of the problem on your map. Note: photos can be a helpful reminder of the conditions identified during the walk.

Reminders: Make sure while you’re conducting your walk audit you keep in mind different perspectives (for example, kids, seniors, people of color, low-income individuals, working people, and people with disabilities). Without these perspectives, you may miss needs that are present in the community.

1. Sidewalks:
   - No sidewalks or paths
   - Sidewalks are blocked by overgrown landscaping, poles, signs, plants, vehicles, etc.
   - Sidewalk is not continuous
   - Sidewalks are broken, cracked or have trip hazards

   □ Sidewalk has nothing separating it from the street (grass, trees, parked cars).
   □ Sidewalk is not wide enough (2 people cannot easily walk together side by side).

   If a sidewalk is not present, is there another safe place to walk (unpaved path, street or shoulder)? Specify:

   Overall, the quality and safety of sidewalk is:

   □ A □ B □ C □ D □ F

2. Street Crossings & Intersections
   - The road is too wide to cross easily
   - Traffic signals do not give enough time to cross the street
   - The crossing does not have a pedestrian-activated button
   - There is no crosswalk, or it is poorly marked
   - I have to walk too far to find a safe, marked crosswalk

   □ Intersection does not have a curb ramp for carts, wheelchairs, strollers, walkers, etc.
   □ There are no pedestrian crossing signals
   □ Are there designated bike route signs or markings for “Share the Road”?

   Overall, the quality and safety of street crossings and intersections is:

   □ A □ B □ C □ D □ F

3. Driver Behavior:
   - Drivers do not stop at stop signs or stop behind the crosswalk
   - Drivers appear to be speeding

   □ Drivers aren’t looking out for people walking, make unexpected turns, or seem hostile

   Overall, the quality and safety of driver behavior is:

   □ A □ B □ C □ D □ F

4. Safety
   - Car speeds are too fast
   - There’s too much traffic
   - My personal safety feels threatened along the walk, including seeing or experiencing street harassment
   - There is a lack of eyes on the street (e.g. absence of people, no houses or store fronts).
   - Law enforcement is/ is not present (circle)

   □ Street lights are few or not present
   □ Unleashed dogs or other loose intimidating animals are present

   Overall, the feeling of safety in this area is:

   □ A □ B □ C □ D □ F

5. Comfort
   - There is not enough shade from canopies, awnings, or trees
   - There are vacant lots or rundown buildings
   - There are steep slopes

   □ There are few or no street trees or other landscaping
   □ The street needs benches and places to rest

   Overall, the comfort and appeal in this area is:

   □ A □ B □ C □ D □ F

6. Signage
   - There are no or few signs showing directions to the school

   □ No signs □ Few signs □ Well-marked

ACTIVE NEIGHBORHOOD CHECKLIST

Date: ___________________________ Start Time: ___________________________

School Name: ___________________________

Area/ Quadrant: ___________________________

Participants: ___________________________

A. What land uses are present?

1. Are residential and non-residential land uses present?
   - All residential
   - Both residential and non-residential
   - All non-residential

2. What is the predominant land use? (Check 1 or 2 that apply)
   - Residential buildings/ yards
   - Commercial, institutional, office or industrial building(s)
   - School/ school yards (elementary, middle, high school)
   - Parking lots or garages
   - Park with exercise/ sport facilities or playground equipment
   - Abandoned building or vacant lot
   - Undeveloped land
   - Designated greenspace (includes park with no exercise/ play facilities)
   - Other non-residential, specify:

3. What types of residential uses are present? (Check all that apply)
   - None
   - Abandoned homes
   - Single-family homes
   - Multi-unit homes (2-4 units)
   - Apartments or condominiums (>4 units, 1-4 stories)
   - Apartments or condominiums (> 4 stories)
   - Apartment over retail
   - Other (retirement home, mobile home, dorms)

4. What public recreational facilities and equipment are present in the neighborhood of the school
   - None
   - Park with exercise/ sport facilities or playground equipment
   - Off-road walking/ biking trail
   - Sports/ playing field
   - Basketball/ tennis/ volleyball court
   - Playground
   - Outdoor pool
   - Other: ___________________________

5. (OPTIONAL) What types of non-residential uses are present? (Select all that apply)
   - None
   - Abandoned building or vacant lot

Specific types of destinations:
   - Small grocery, convenience store (incl. in gas station), or pharmacy
   - Supermarket
   - Food establishment (restaurant, bakery, café, coffee shop, bar)
   - Entertainment (e.g. movie theater, arcade)
   - Library or post office
   - Bank
   - Laundry/ dry cleaner
   - Indoor fitness facility

Educational facilities:
   - School (elementary, middle, high school)
   - College, technical school, or university

Adapted from "Active Neighborhood Checklist – Protocol, Version 2.0" by Active Living Research (February 2011).
https://activelivingresearch.org/sites/activelivingresearch.org/files/Protocol_ActiveNeighborhoodChecklist.v2.pdf
### Large buildings housing 1+ buildings
- [ ] High-rise building (>5 stories)
- [ ] Big box store (e.g., Walmart, Office Depot, Best Buy)
- [ ] Mall
- [ ] Strip mall
- [ ] Large office building, warehouse, factory, or industrial building

### Land Use notes:

### B. Is public transportation available?

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### Transit stop notes:

### Street characteristic notes:

### C. What is the quality of the environment?

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<td>2. Public art (e.g., statues, sculptures?)</td>
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<td>3. Graffiti or broken/ boarded windows?</td>
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### Unique character or historical elements:

### Stop time:

Adapted from “Active Neighborhood Checklist – Protocol, Version 2.0” by Active Living Research (February 2011).
https://activelivingresearch.org/sites/activelivingresearch.org/files/Protocol_ActiveNeighborhoodChecklist_v2.pdf
Appendix E – Atlanta Community Schoolyards Story Map from Georgia Power

http://georgiapowered.maps.arcgis.com/apps/AttachmentViewer/index.html?appid=3a173ef13c9742e9947793aca50afe70