



Atlanta Community Schoolyards

A Project of the 10-Minute Walk Campaign



Atlanta

An Urban Land Institute Atlanta
Technical Assistance Project Workshop
October 2021

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 shape the future of the built environment for transformative impact in communities worldwide.

ULI Atlanta

With over 1,400 members throughout the Atlanta region (Georgia and Eastern Tennessee), 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 exchange best practices and serve community needs. We share knowledge through education, 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 membership 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 partnered with the Trust for Public Land and Park Pride to pilot this project with Atlanta Public Schools.



In partnership with



Acknowledgements

The Urban Land Institute would also like to thank the ULI Atlanta member volunteers who have spent countless hours leading this project to advance the goals of the 10-Minute Walk. This project could not have been completed without you. A special thank you goes to:

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ULI's Building Healthy Places

The Building Healthy Places Initiative draws from the experience of ULI members and partners to explore issues of equitable access to parks and open spaces through partnerships for equitable parks, the business case for real estate investment in parks, park finance and construction, community engagement, park design, and other topics. A key body of work through this initiative is researching the importance of parks and open spaces. Key publications include:

- [*Five Characteristics of High-Quality Parks* \(2021\)](#)
- [*10 Principles for Enhancing Equitable Access to Parks* \(2021\)](#)
- [*Pavement to Parks: Transforming Spaces for Cars into Places for People* \(2020\)](#)
- [*Successful Partnerships for Parks: Collaborative Approaches to Advance Equitable Access to Open Space* \(2020\)](#)
- [*The Case for Open Space* \(2018\)](#)

Ten Principles for Building Healthy Places



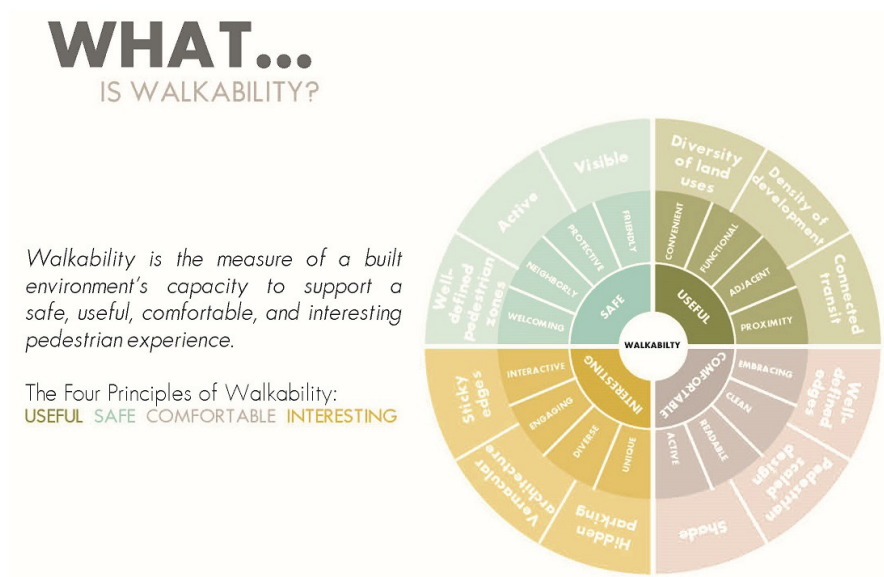
Introduction: 10-Minute Walk Campaign and Atlanta Community Schoolyards

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 Partnership

ULI Atlanta’s primary goal for participation in this project is to advance inclusive, welcoming, and sustainable communities, a commitment that was made in 2019 – and underscored most prominently by the events of 2020 and beyond.

At its most basic level, walkability adds value to a community, allowing children to walk safely to school and providing families with options to more easily access transportation alternatives. ULI has long advocated for the fact that a walkable community is key to a healthy community. The opportunity to walk and safely gather outdoors is inextricably linked to our individual and community health.

Each school selected represents a broad cross-section of APS school clusters and geographic diversity within the city (with schools in the north, south, east, and west). The information collected and related analysis by the ULI Atlanta team are intended to serve as the

foundation for the improvements needed to achieve the goals of the 10-Minute Walk Campaign in each school community – a walk that Jeff Speck, author of Walkable City, describes as useful, safe, comfortable, and interesting. 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.

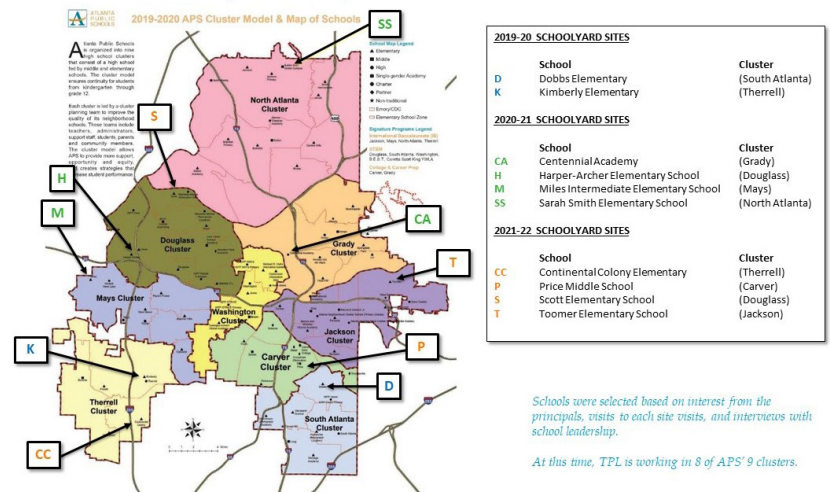
School Selection Process For Atlanta Community Schoolyards

Each year a multi-step process is undertaken with all the Atlanta Community Schoolyards program partners, including Atlanta Public Schools, to determine which schools are selected for program eligibility. This starts with the Trust for Public Land running a ParkImpact demographic analysis to determine what need each school's neighborhood has for a public park.

Next, schoolyard sites are narrowed down by considering metrics like new population served and proximity to an existing park. Discussions with APS Facilities leadership and with the school district's new Center for Equity + Social Justice also help determine which sites would be most accommodating for use as a public park after school hours.

Finally, a list of schools is invited to participate in this program. School leadership is interviewed by representatives from TPL and Park Pride to help further determine program eligibility – as the school is an important partner throughout the process. The students and broader school community are consulted early on to help design and place where capital improvements are needed.

Atlanta Community Schoolyards Pilot Sites



ULI Atlanta's Walk Analysis Assignment

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.

The primary focus of this project was to document the 10-minute walking conditions within a half-mile radius around the four APS schools that were selected for year three of the Atlanta Community Schoolyards program pilot. These schools were:

- Continental Colony Elementary School
- Price Middle School
- Scott Elementary School
- Toomer Elementary School

The major goal is to demonstrate feasibility of using schoolyards as shared public spaces. ULI Atlanta's scope was to assess and document conditions of the sidewalks, crosswalks, and general safety within a 10-minute walk radius of the 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 funded or what existing plans could be leveraged?
- 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 four 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 on the 10-minute walkshed area, and the

Trust for Public Land provided data through its ParkScore tool which measures how well the 100 most populous U.S. cities are meeting their residents' need for parks. These tools allowed us to begin the assessment process fully informed.

The second part of the projects was to complete the walk assessments. Each site (school) had a small team of 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. Our primary methodology is outlined below.

The fundamental evaluations collected the following information and verifications:

- Existence of sidewalks
- Condition of sidewalks
- Existence of Americans with Disabilities Act (ADA) ramps at crossings
- 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
- 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
- Access to residential areas
- Presence of unique features

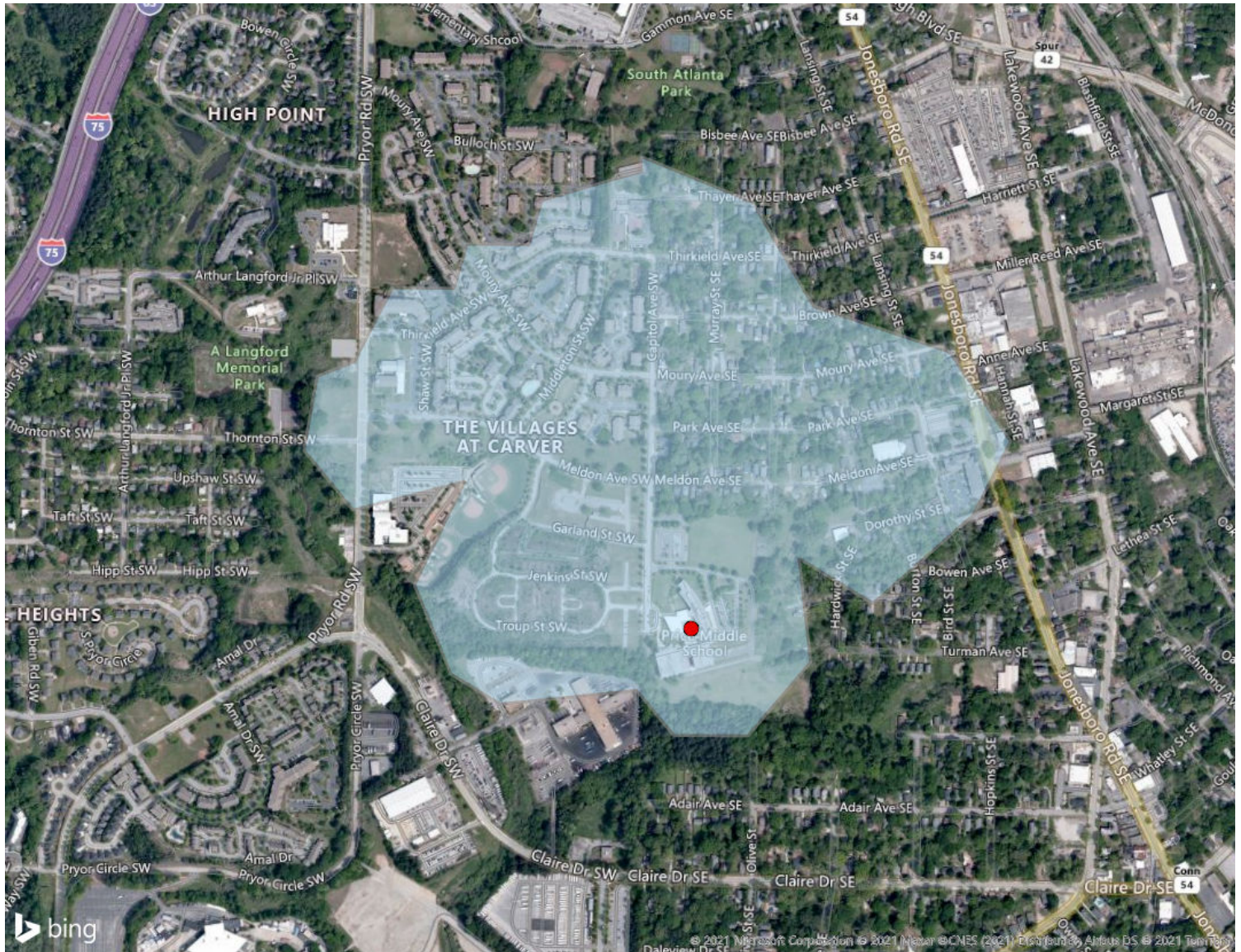
The (A-B-C-D-F) classification utilized the following rating system:

- 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 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)

Demographics Area Map

Luther J. Price Middle School

10 minute walk time



Price Middle School

Background

Price Middle School's history traces back Luther Judson Price, born in 1856 on a plantation located in Sunnyside, GA. Determined to do better for himself, he persevered putting himself through college, owned and operated a business for over 50 years, and served as the postmaster of South Atlanta for 25 years. With roots as one of the few high schools for African Americans in Atlanta, Luther Judson Price became a middle school in 1987.

The population of the area is less than 1,500 people with an average household of 2.35 persons. Over 60% of the houses are rentals with an average median income of \$20,000. Ethnic make-up is 92% black, and employment occupations range with over 50% in the white-collar professional sector.



Summary of Safe Routes to Parks Walk Audit

Price Middle is located on a top of a hill, approximate elevation is 985 feet, with prominent views to the west. There is one road access, with sidewalks, to the school via Benjamin Weldon Bickers Drive. There is a significant elevation change to the school's immediate south, which acts as a natural barrier for pedestrian and vehicle access. Streets located to the west of B.W. Bickers Drive have sidewalks typically on both sides. Walking in this neighborhood was pleasant and felt safe. Streets located to the east of B.W. Bickers Drive predominantly have no sidewalks and appear to have little room to install sidewalks due to narrow right of ways.



Using B.W. Bickers Drive as the north-south axis, the neighborhood to the east is comprised of older, bungalow-type homes that have no sidewalks. Shifting to the west is the newer Purpose Built development, The Villages of Carver, which has sidewalk access on both sides and ADA compliancy. The quality of the sidewalks was very good when present with a few intersections needing ADA ramps. This development also includes a park, playground, and greenspace.



Immediately across from the school is an abandoned residential development now owned by Atlanta Housing. Streets and utilities have been installed, but no other improvements exist, and the area is now significantly overgrown. This area was not included in the walk study due to being barricaded off, although any future development should enjoy easy access to the school due its location directly across from the school entrance.



Property owned by Atlanta Housing adjacent to Price Middle.

THE PURPOSE BUILT MODEL

Price Middle School is part of Purpose Built Schools Atlanta (PBSA), a nonprofit partnership that operates a feeder pattern of 4 public schools in Atlanta Public Schools – each among the lowest-performing, lowest-income schools in GA. Purpose Built’s broader mission focuses on a holistic approach to tackling intergenerational poverty and that is built on access to quality education and housing. An essential component of the Purpose Built model is designed to address many challenges families attending the school share such as housing instability and transiency, limited access to affordable and healthy food, and learning gaps – which hinder academic success.

To learn more about Purpose Built Schools, please visit: purposebuiltschoolsatlanta.org

To learn more about Purpose Built Communities, please visit: purposebuiltcommunities.org

Analysis

The streets and sidewalks surrounding Price Middle school are an interesting case of two communities divided by a street, Benjamin W. Bickers Drive. East of Bickers, the older single-family housing is located on very narrow streets with no space for sidewalks. West of Bickers, there are newer multi-family units with wider streets, ADA compliant sidewalks on both sides of the road and modern street lighting. The contrast couldn’t be more startling.

East of Benjamin W Bickers, the streets are very narrow by any standard with lot lines extending almost to the street. The narrowness of the street requires several of the streets to be one-way because they can’t support bi-directional traffic. Out of 13 streets analyzed, 5 had no sidewalks at all while the balance had very narrow, old and discontinuous sidewalks.

Street crossings were not defined, and speed limits were not posted on most of the streets. This is not to say the streets are unsafe. The combination of tight, one-way streets with on street parking acts as a deterrence to speeding on most streets. As a result, the walk team did not feel uncomfortable walking on the streets. The average rating the streets East of Bickers is C for sidewalks, and crossings with an A rating for safety and comfort. The combined score for most streets East of Bickers, is B.

The Georgia Department of Transportation only had one traffic counter in the entire Price Middle School 10-minute walkshed. Located on Lansing Street (East of Bickers), the counter records an average of only 90 cars a day. This low number suggests the streets in the area are likely to be pedestrian friendly most of the day.

West of Benjamin W Bickers, most all the streets rated an A with good sidewalks, street crossings, safety and comfort. The ULI walk team had very few suggestions or recommendations for these streets.

The detailed walk assessment findings are located in Appendix C, attached to the report.

Recommendations

Since the focus of the recommendations are on the existing conditions within the study area, there are opportunities for minor maintenance and debris removal and sidewalk repairs.

ULI recommends sidewalk installation for all streets located to the area east of B.W. Bickers Drive where feasible. Traffic appeared to be light on the east side, however, ULI recommends code enforcement to remove debris and obstructions located within the right of way to allow for a safe access for pedestrians in the event of a vehicular encounter. Further, there is opportunity to fix uneven sidewalks that would create difficulties for pedestrians navigating by wheelchair, with a stroller, etc. There is additional opportunity to install ADA ramps at the SE intersection of B.W. Bickers Drive and Moury Ave SE.

As mentioned above, the area to the west of B.W. Bickers Drive enjoys great access to the school via nice sidewalks on both sides of the roads. However, there is a significant opportunity to improve access to recreational facilities by correcting drainage issues at the playground located at the corner of B.W. Bickers Drive and Thirkfield Avenue. The playground is located at the northern edge of a connective greenspace within The Villages at Carver, a housing development owned by Atlanta Housing and operated by Purpose Built Communities. Significant flooding issues render this playground unsafe.

Unfortunately, there are significant topography challenges to the immediate north and south of the school that will likely prohibit any pedestrian connections to such areas without significant infrastructure investment.



Playground at the Villages at Carver.



However, the ULI team identified several opportunities to make additional pedestrian connections to existing and planned residential areas to the east of the school, including:

- Opportunity for the City of Atlanta to do a feasibility study on the lack of pedestrian infrastructure east of B.W. Bickers Drive to ensure that equitable infrastructure investments are being planned.
- A boardwalk connection from Bowen Avenue SE to the rear of the school would provide direct neighborhood access from the east to the school's lower multi-use field. This area is very overgrown at present and appears to be flood-prone, but an elevated boardwalk could provide access to the school's very large field area.
- A new housing development, currently under construction, to the northeast of the schoolyard has adjacent property where a small pedestrian trail could be created .

Conclusion

Following ULI's walkability assessments, TPL and Park Pride are virtually engaging schoolchildren and residents from the surrounding communities to give input on design improvements to their communities' schoolyard. Construction will soon follow, bringing those designs to life, creating inviting, accessible, and safe spaces for school-day play, after-hours recreation, and much needed community greenspace, the importance underscored now by a global pandemic. All told, ten schools will participate in the pilot program over its three-year lifespan.

ULI ATLANTA & ATLANTA COMMUNITY SCHOOLYARDS TO DATE

Since the beginning of the Atlanta Community Schoolyards program, ULI Atlanta has been primarily focused on the 10-minute walk to and from the community schoolyards. We have evaluated the 10-minute walk infrastructure from the perspective of access, safety and comfort and made detailed recommendations to improve residents' access to community schoolyards by foot and bike as well as those that impact the ability for students to walk to and from school. The entire program is founded on a belief is that a city in which students can safely walk to school is one that is healthier and more resilient.

Over the last three years, ULI Atlanta member volunteers have assessed the walking conditions for the following schools:

- Dobbs Elementary (2019)
- Kimberly Elementary (2019)
- Harper-Archer Elementary (2020)
- Centennial Academy (2020)
- Miles Elementary (2020)
- Sarah Smith Elementary (2020)
- Price Middle (2021)
- Toomer Elementary (2021)

In 2022, ULI Atlanta will complete assessments of the two final schools in the cohort at Continental Colony and Scott Elementary Schools. All archived reports can be found here: <https://atlanta.uli.org/resources/reports/atlanta-community-schoolyards-10-minute-walk-campaign/>

Appendices

Appendix A - Route Maps of Price Middle School

10-Minute Walk Impact Report

The Trust for Public Land

January 5, 2022

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Project Areas

PriceMS

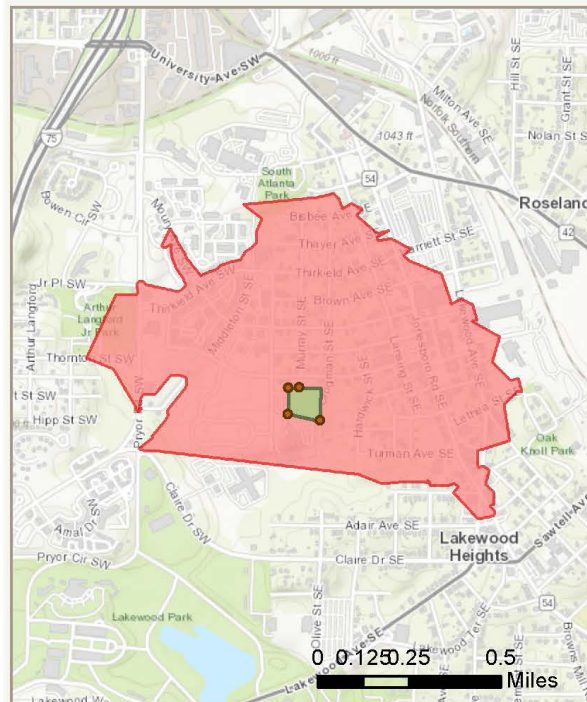
All statistical results are aggregated for the listed project areas and their service areas. Service areas are based on 10-minute (1/2 mile) walk times from project access points defined for each project area and based on the walkable road network. Accuracy of demographic calculation diminishes outside of cities, where population served may be underestimated.

For TPL staff only: Acres listed for Land Protection Projects are official from Finance, while Park Development Project acres are estimated based on GIS calculations.

Area Statistics	Value
Project Area Count	1.00
Project Acres	3.11
Service Area Acres	232.91

Map Legend

- Access Points
- User-Defined Project Boundary
- 10-minute walk service areas



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Appendix B - Detailed Demographic Information On The School

10-Minute Walk Impact Report

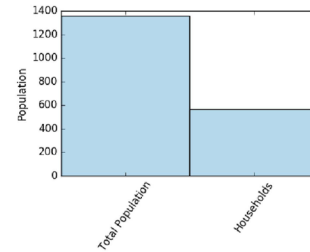
The Trust for Public Land

January 5, 2022

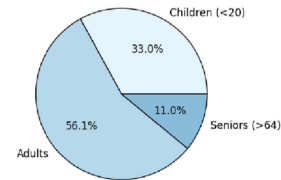
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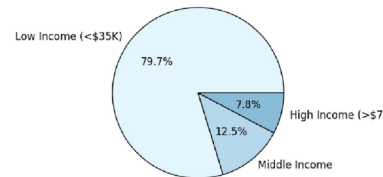
Population	Served
Total Population	1,360
Households	567



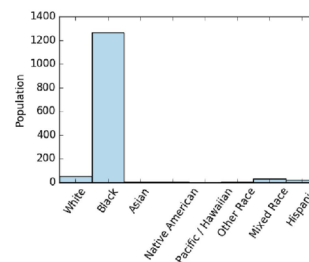
Age	Served	Percent
Children (less than age 20)	448	32.94
Adults (age 20 to age 64)	762	56.03
Seniors (age 65 and up)	149	10.96



Income	Served	Percent
Low (less than \$35,000)	451	79.54
Middle (from \$35,000 to \$75,000)	71	12.52
High (\$75,000 and up)	44	7.76



Race/Ethnicity	Served	Percent
White	50	3.68
Black	1,264	92.94
Asian	3	0.22
Native American	4	0.29
Pacific / Hawaiian	0	0.00
Other Race	7	0.51
Mixed Race	32	2.35
Hispanic *	20	1.47



* US Census captures Hispanic origin separate from race

Demographic Information is derived from ESRI 2019 Demographic Forecast Block Groups data.

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Appendix C: Detailed Walk Assessment Spreadsheet for Price Middle School



Atlanta Community Schoolyards - 2021 Luther J. Price MS													
Main/ Minor	Street	From Intersection	To Intersection	Distance Miles	Walk Duration Minutes	Total Intersections	Total Cross Walks	Speed Limit	Marta Stops	GDOT Traffic Count	Side Walk Y/N	1. Side Walk Rating	1. Side Walk Comment
Main	Benjamin W Bickers	School	Thirkield Ave	0.4	8	4	4				Yes	C	Non continuous on either side East sidewalk ends at Maury
Minor	Thirkield Ave (East)	Benjamin W Bickers	Crogman St.	0.1	3	2	2		Yes		Yes	B	Sidewalks are not continuous and overgrown in some areas
Minor	Murray St.	Thirkield Ave	Thayer Ave,	0.05	1	1	4	NP			No	C	No sidewalks or paths
Minor	Thayer Ave (West)	Murray St.	End	0.05	1	0	1	NP			Yes	A	Not continuous on one side
Minor	Thayer Ave (East)	Murray St.	Crogman St.	0.05	1	0	1	NP			Yes	B	Not continuous on one side. Some overgrowth
Minor	Brown Ave.	Benjamin W Bickers	10 Min Boundary	0.2	4	2	4	NP				C	Sidewalk on one side of street , but is broken and cracked
Minor	Moury Ave. (East)	Benjamin W Bickers	10 Min Boundary	0.2	6	2	5	NP	Yes		No	C	No sidewalks due to tight lot lines to street
Minor	Park Ave,	Benjamin W Bickers	Jonesboro Rd	0.3	8	5	5	NP			Yes	B	Very Few
Minor	Meldon Ave. (East)	Benjamin W Bickers	Jonesboro Rd	0.4	8	5	5	NP			Yes	C	sidewalks not contiguous, but present at Jonesbor Rd at Hardwick otherwise no sidewalks
Minor	Murray St.	Meldon Ave (East)	Thayer Ave,	0.3	7	5		NP			No	C	No sidewalks or paths
Minor	Crogman St.	Meldon Ave (East)	Thayer Ave,	0.3	7	5	4	NP			No	C	No sidewalks or paths
Minor	Hardwick St.	Bowen St.	Park Ave,	0.2	4	3	4	NP			No	C	No sidewalks or paths
Minor	Lansing St.	Dorothy St	Maury Ave. (East)	0.2	4	3	1	NP		90	Yes	B	Sidewalk on one side of street , but not continuous
Minor	Dorothy St	Hardwick St.	Lansing St.	0.1	2	2	2				Yes	C	Small sidewalk of of Lansing Street
Minor	Meldon Ave. (West)	Benjamin W Bickers	Pryor Rd.	0.3	7	3	4		Yes		Yes	A	
Minor	Shaw St.	Meldon Ave. (West)	Thirkield Ave (We	0.1	2	2	1				Yes	A	
Minor	Moury Ave. (West)	Benjamin W Bickers	10 Min Boundary	0.2	6	6	6				Yes	A	
Minor	Thirkield Ave (West)	Benjamin W Bickers	Pryor Rd.	0.3	7	4	4		Yes		Yes	A	
Minor	Troup St.	Meldon Ave. (West)	Maury Ave. (West)	0.1	2	1	2	2			Yes	A	
Minor	Middleton St.	Meldon Ave. (West)	Thirkield Ave (We	0.2	5	2	2				Yes	A	
Major	Pryor Rd.	Thirkield Ave (West)	10 Min Boundary	0.2	3	2	2				Yes	A	
				4.25	96								

Appendix C: Detailed Walk Assessment Spreadsheet for Price Middle School

Walk Assessment Conducted October 2021						
2. St. Crsng & Intersect	2. Street Crossing & Intersection Commets	3. Safety Rating	3. Safety Comments	4. Comfort rating	4. Comfort Comment 2	5. Over All Rating
C	No Pedestrian crossing signals nor Crosswalk, West side of Intersection dis marked with ramp East side is not.	A		A	Opportunities to connect to neighborhood to the East or back of school depending on where ammenties are added, The grade in front of the school is steeper	B
A	None	A	No observable problems	B		A-
C	No Crosswalk	B		C	Feels abandoned, no buildings front the street, so no eyes on the street	C
C	No Crosswalk	A		A		B
C	No Crosswalk	A		A		B
C	No Crosswalk	A	No observable problems	B		B-
C	No Crosswalk	C	Street is very tight so walking on it with high speed cars feels unsafe	C	Street is dirty (trash?)	C
C	No Crosswalk	A	No safety issue observed	A-		B
C	Only at limited sidewalk areas	A	No observable problems	B-	Steep slopes	B-
C	No Crosswalk	B	No rating	C	Feels abandoned, no buildings front the street, so no eyes on the street	C
C	No Crosswalk	A	No safety issue observed	C	Feels abandoned, no buildings front the street, so no eyes on the street	B-
C	No Crosswalk	A	no overwhelming sense of safety concerns on walk, but maybe a street where cars go too fast	B-		B-
C	Only Crosswalk at Meldon identified	A		A	Block is closer to Jonesboro, so feels more commercial	B-
C	No Crosswalk	A	No safety issue observed	A		B
A		A		A		A
A		A		A		A
A		A		A		A
A		A		A	* Existing Playground at Intersection with Benjamin Vickers but need maintenance due to drainage issues	A
A	No Pedestrian crossing signals nor Crosswalk	A		A	Large green space of rolling hills at cornerof Meldon & Troup- North Side of Troup is closed.	A
A	No Pedestrian crossing signals nor Crosswalk	A		A	Entry into YMCA Fields at Middleton. Park at corner of Middleton with Nice Green space and exercise equipment	A
A		A		A		A

Appendix D: Safe Routes to Parks Walk Audit Checklists



Atlanta Technical Assistance Program

Atlanta Community Schoolyards - 2021

Time of Audit: _____

Walker(s): _____

Street Name: _____

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

☐ Other problems:

**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

- ☐ There is no crosswalk, or it is poorly marked
- ☐ Intersection does not have a curb ramp for carts, wheelchairs, strollers, walkers, etc.

☐ There are no pedestrian crossing signals

☐ Other problems:

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

A B C D F

3. 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

- ☐ Streetlights are few or not present
- ☐ There is a lack of eyes on the street (e.g. absence of people, no houses or store fronts).
- ☐ Other problems:

Overall, the feeling of safety in this area is:

A B C D F

4. Comfort

- ☐ There is not enough shade from canopies, awnings, or trees
- ☐ There are steep slopes
- ☐ The street needs benches and places to rest

☐ Other problems:

Overall, the comfort and appeal in this area is:

A B C D F

Adapted from "Taking Steps Toward Equitable, Safe Park Access: A Toolkit for Planning and Conducting a Safe Routes to Parks Walk Audit" by the Safe Routes to School National Partnership (2018).

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

