



Atlanta Community Schoolyards

A Project of the 10-Minute Walk Campaign



An Urban Land Institute
Technical Assistance Panel
July-August 2020

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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 sustaining thriving communities worldwide.

ULI ATLANTA

With over 1,400 members throughout the Atlanta region (Georgia, Alabama & 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.

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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. 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, Park Pride and Atlanta Public Schools to continue demonstrating the feasibility of using school yards as shared park space.



In partnership with



Acknowledgements

The Urban Land Institute would 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 Campaign in Atlanta. This project could not have been completed without them. A special *thank you* goes to:

- Janet Bozeman, Hyatt & Stubblefield
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¹ Citation: Adapted from Kate Moening and Sara Zimmerman. 2018. Taking Steps Toward Equitable, Safe Park Access: A Toolkit for Planning and Conducting a Safe Routes to Parks Walk Audit. Oakland, CA: Safe Routes to School National Partnership. https://www.saferoutespartnership.org/sites/default/files/resource_files/safe_routes_to_parks_walk_audit_toolkit.pdf

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. To address this issue, the Urban Land Institute (ULI) has partnered 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 across the nation. Studies have shown that increasing park access helps to transform local communities and improves the physical, social, environmental, and economic health of people who call those communities home.

As of this writing, the 10-Minute Walk Campaign has been endorsed by more than 220 U.S. mayors across the political spectrum and from cities large and small. These civic leaders are committed to improving park access in their respective cities. In Atlanta, former Mayor Reed pledged to make Atlanta a 10-Minute Walk city and Mayor Bottoms has followed suit. The Atlanta Community Schoolyards initiative is a powerful approach to help achieve these goals city-wide.

Atlanta Community Schoolyards

In partnership with TPL, Park Pride, and APS, ULI Atlanta is advancing the 10-Minute Walk Campaign goals by repositioning schoolyards as parks and thus a new resource for increasing park access for Atlanta's residents. In this model, APS schoolyards would be open to the public after school hours, during the summer months, and on weekends.

Walkability, mobility, and greenspace are key factors in advancing inclusive, welcoming, and sustainable communities. Walkability adds value to a community, allowing children to walk to school safely and adults to transit stops and stations and provides options for

recreation and social engagement. Through the Atlanta Community Schoolyards project, ULI Atlanta members are identifying and evaluating all mobility options surrounding ten school sites with a keen focus on walkability – sidewalk infrastructure and street crossings. The goal is to increase safe access to the schoolyards and expand access to parks and greenspace.

What's next

Following the walkability assessments related to Atlanta Community Schoolyards reports, schoolchildren and residents from the surrounding communities will 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 and after-hours recreation for school children and the surrounding community.

ULI Atlanta's Walk Analysis Assignment

In order to understand the present walking conditions surrounding the four school sites selected for evaluation this year, ULI Atlanta conducted walk analyses within a half-mile radius of each school, generally representing the distance that an average adult can walk in ten minutes. Those subject schools for this phase include:

- Centennial Academy
- Harper-Archer Elementary School
- Miles Elementary School
- Sarah Smith Elementary School (Primary Campus)

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 will 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.

The information collected and related analysis by the ULI Atlanta team will serve as the foundation for the improvements needed to achieve the goals of the 10-Minute Walk Campaign in each school community.

ULI's member volunteers set out to assess and document the current conditions of the sidewalks, crosswalks, and general safety within a half-mile radius of the subject schools. Specifically, the following three questions were posed for each site:

What is the current nature of a 10-minute walk around the school?

- Which needed improvements are currently funded and/or are there existing plans that be leveraged to address those improvements?
- What additional improvements are needed to make a desirable and effective 10-minute walk?

The first step in answering these questions was to gather information about the communities surrounding each school.

Demographic information provided the team with key statistics relating to population density and number of school-aged children and families. Regarding the physical environment, the team compiled and reviewed maps, physical conditions and constraints, and land use information for the study areas. Georgia Power provided spatial data and additional demographic information, which allowed the team to begin the walk analysis assessment fully informed.

With the demographic and physical environment data in hand, ULI Atlanta volunteers walked each of the routes to each school within a 10-minute walk and analyzed site conditions along the way utilizing a standard evaluation matrix designed expressly for this purpose.

Each assessment began with a project briefing for each walking team by the ULI Atlanta steering committee. This briefing included an overview of the study area, identified the specific streets to evaluate, and reviewed the survey questions each walking team must address. Teams were then organized around walk segments or quadrants depending on the street grid patterns and set out to personally walk each segment of the study area.

The evaluations addressed each of the following characteristics:

- 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 pedestrians
- 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

The teams used a standard rating schedule (A-B-C-D-F) to classify the following attributes of each walk segment:

- 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 represented the following scale:

- 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 non-existent and/or completely unusable*)

Harper-Archer Elementary School

Background

Harper-Archer Elementary School (HAES) was named after Charles Lincoln Harper and Samuel Howard Archer, both prominent, successful African American Atlanta residents who recognized the need to provide a quality education to all children without regard to race, color, or creed. In 1963, the school opened as a high school for the growing African American population in the area and has remained a vital part of this Southwest Atlanta community ever since. In 2019, Harper-Archer Elementary opened its doors representing a merger of two APS schools, Towns Elementary and Fain Elementary.²

Located on approximately 20 acres, an abundance of land for any urban public school, the school's amenities are a throw-back to its days as a high school. The vast campus and amenities – such as an outdoor track, tennis courts, and athletic field – make HAES unique in the Atlanta public school system and provide excellent opportunities for community use, gathering, and exercise.

The area is home to a population that is 85% African American, and the land use is a mix of industrial and residential buildings.

Neighborhood Demographics

- Population of the study area: 511
- Owner-occupied housing units: 36%
- Rental housing units: 49%
- Vacant housing units: 15%
- 2019 Median household income: < \$24,000
- 2019 Median home value: \$96,000
- Projected home value in 2024: \$133,000

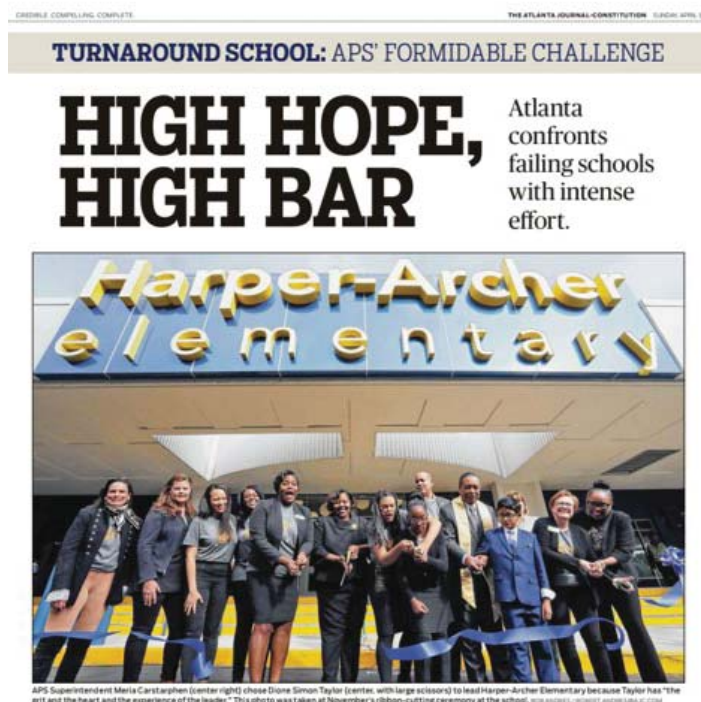


Figure 1 - Harper-Archer Elementary School shown in special Atlanta Journal Constitution feature on April 5, 2020.

² McCray, Vanessa. "High Hope, High Bar" Atlanta Journal Constitution. April 5, 2020. <https://docs.google.com/viewerng/viewer?url=https://www.atlantapublicschools.us/cms/lib/GA01000924/Centricity/Domain/14988/Fight+for+the+Future.pdf>

Summary of Safe Routes to Parks Walk Audit

HAES is located at the northeast quadrant of the intersection of Collier Drive NW and Fairburn Road NW. Within the 10-minute walk study area, the study team identified 17 streets, totaling 3.85 street miles, providing access to the school grounds. Of those 17 streets, three had sidewalks. Two of the three, Collier Drive NW and Fairburn Road, are main arteries serving the school. All remaining streets are classified as minor residential streets.

Sidewalks can be found on Both Collier Drive and Fairburn Road with the exception of one critical section on Collier Road (noted in yellow on the following map). The study team identified the installation of this missing sidewalk infrastructure as a “critical need” for the study area. Existing sidewalks are generally in good condition with minor repairs needed to fix cracks in the pavement and correct uplifting material. From Collier Drive to Fairburn Road, the team noted several obstructions impeding easy passage on the sidewalks, which mostly consisted of utility power poles and some minor hazards. The team noted that ADA access ramps were present at the Collier and Fairburn intersection, an important intersection for the school. During the study, the research team also noted that the vehicular traffic moving through the study area generally obeyed posted speed limits, and walking on the sidewalks generally felt safe.

All secondary streets in the study area were found to have generous road widths yet lacked sidewalks completely. Given the light traffic on these secondary streets, however, the study team felt safe walking on the street.

It should be noted that HAES management recommends that the school’s lower field be considered for use by the surrounding community as the primary external (non-campus) entry point to the field features an ADA-accessible entrance from the public sidewalk.

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

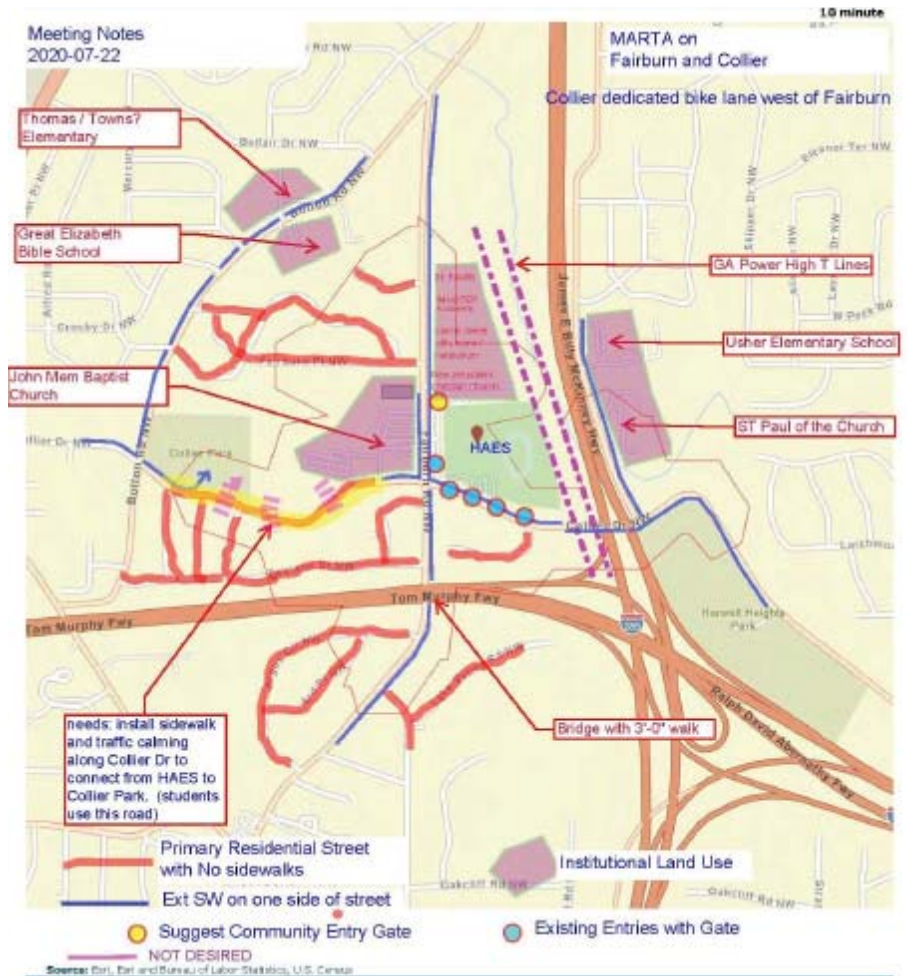


Figure 2 - Rendering outlining critical need to install sidewalks and traffic calming along Collier



Figure 3 - Google Earth Image showing lower entry point to where HAES administration recommends as prime community space. Existing lower entry point is ADA accessible from the public sidewalk.



Figure 3A - Image showing the entry point from inside the lower field gates.

Recommendations

Critical Needs

While the sidewalks in the study area are generally in good condition, the missing sidewalk on Collier Drive is a critical need. This section of sidewalk would serve as an important connector on the north side of Collier Drive, helping students safely travel between HAES and the Collier Park Recreation Center where a significant number of students attend afterschool programs. Traffic calming measures along this segment of Collier Drive are likewise recommended to aid in pedestrian safety by reducing the speed of through traffic.



Figure 4 - Rendering showing need to install sidewalks and traffic calming measures along Collier Road - noted in yellow.



Figure 5 - Google Earth image showing current sidewalk ending on Collier Road at church entry, sidewalk infrastructure should extend farther beyond to assist pedestrians in safe passage.



Figure 6 - Signage to remind cars to 'share the road' along Collier Rd would add to pedestrian and cyclist's safety.

Proposed Improvements

In addition to the critical needs above, pedestrians in the study area would benefit from the following suggested improvements to assist in creating a safer and more pleasant experience of walking to the school property. These improvements include:

1. Fix broken concrete at the HAES entry points to ease use and meet ADA compliance requirements.
2. Engage with the City of Atlanta's Department of Watershed Management to address stormwater runoff that currently flows from the northwest parking lot to and over the sidewalk.
3. The sidewalk along Fairburn Road at the I-20 bridge narrows to three feet and is covered by vegetation. Clean-up is needed to ensure ADA compliance.
4. Address areas where damaged concrete, utility covers, and power poles create walk hazards. These illustrative photos were taken on along sections of Hemphill School Road near its intersection with Fairburn Road.



Opportunities

There are two primary opportunities to create community recreation space at HAES and both should be considered as important additions to broader plans for school improvements. The first opportunity leverages the lower field as community recreation space in addition to its school use. To help create some separation between the community and school spaces, the study team recommends installing fencing along the track and lower athletic field to help delineate the school use and the public use. The graphic below marks the proposed fence line. The second opportunity lies in the potential synergies with nearby civic institutions as users of community recreation space at HAES. Within the 10-minute walk radius of the school there are several churches, a youth foster center, and a senior living facility, each of which could leverage the school grounds for educational and recreational programming.

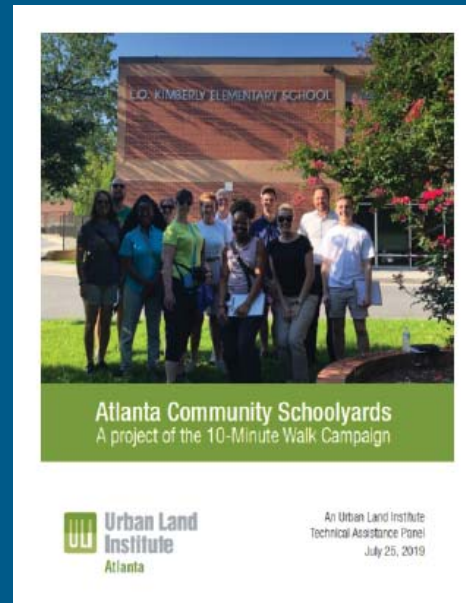
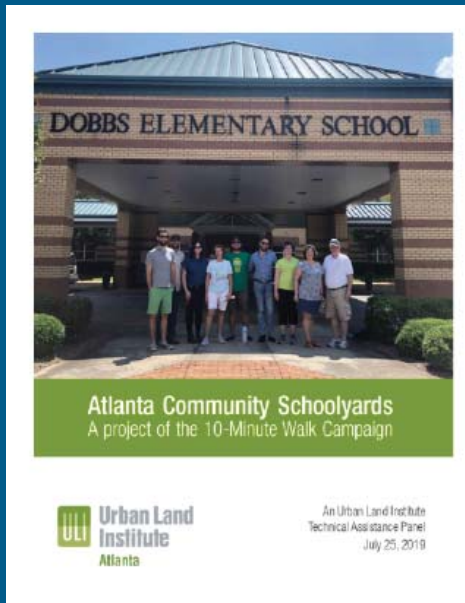


Closing

HAES has served as an important community anchor in this part of Atlanta for over 50 years and features a spacious, amenity-rich campus. By leveraging the school's track and athletic field, the surrounding community, residents, and civic institutions can gain access to welcome recreational and programming opportunities within a 10-minute walk. By addressing the relatively simple improvements noted herein, the school's students and broader community will enjoy a comfortable and safe walking experience to the school and community open space.



In 2019, ULI Atlanta documented the walking conditions within a 10-minute walk of Dobbs Elementary and Kimberly Elementary schools.



The project has been featured in a number of local and national media outlets on demonstrating the feasibility of using schoolyards as shared public spaces.

Dobbs, Kimberly Elementary schools selected for 'Community Schoolyards' pilot program (The Atlanta Voice) <https://www.theatlantavoice.com/articles/dobbs-kimberly-elementary-schools-selected-for-community-schoolyards-pilot-program/>

2 Atlanta schoolyards to be public parks; eight more to come (AJC) <https://www.ajc.com/news/local/atlanta-schoolyards-public-parks-eight-more-come/RHpYPsJW44FWYDjdk3ovM/>

Communities looking at schoolyards in new way (CBS 46) http://www.cbs46.com/news/communities-looking-at-schoolyards-in-new-way/article_215250e4-e963-11ea-a1c9-ab795a23647b.html

COVID-19 — is everyone receiving the benefits of urban parks equally? (The Hill) <https://thehill.com/opinion/energy-environment/513744-covid-19-is-everyone-receiving-the-benefits-of-urban-parks-equally>

Atlanta's Schoolyards to Become After-Hours Green Space (Next City) <https://nextcity.org/daily/entry/atlantas-schoolyards-to-become-after-hours-green-space>

A playground turnaround for Atlanta Public Schools <https://atlanta.uli.org/a-playground-turnaround-for-atlanta-public-schools/>

Building Healthy Corridors Typology³

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	<ul style="list-style-type: none"> » 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	<ul style="list-style-type: none"> » 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	<ul style="list-style-type: none"> » 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	<ul style="list-style-type: none"> » 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

³ Building Healthy Corridors: Transforming Urban and Suburban Arterials into Thriving Places. Urban Land Institute (2016). <https://uli.org/wp-content/uploads/ULI-Documents/Building-Healthy-Corridors-ULI.pdf>

Appendices



Atlanta

Appendix A – Route Maps of Harper-Archer Elementary School

10-Minute Walk Impact Report

The Trust for Public Land

October 9, 2020

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Project Areas	
Harper Archer Elementary	

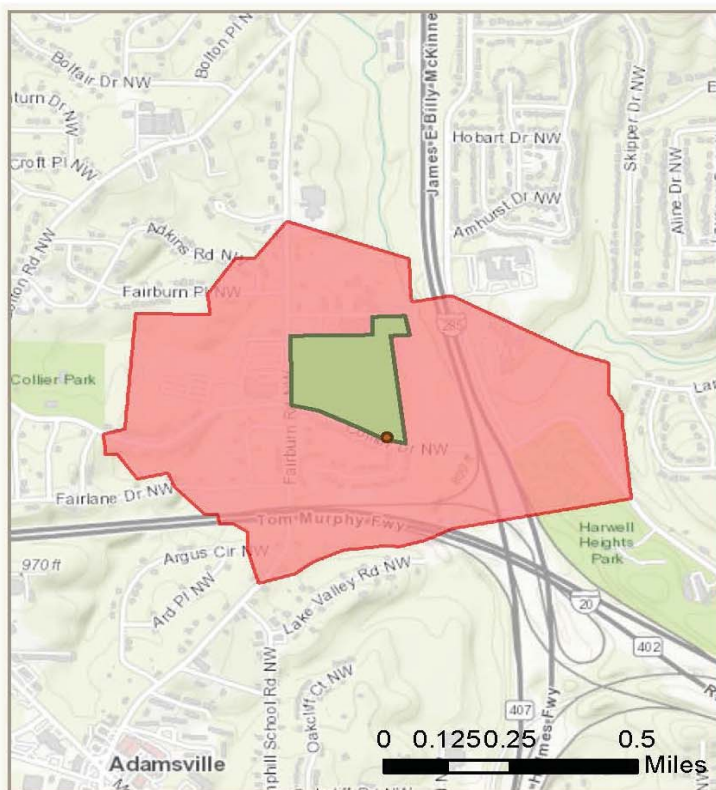
All statistical results are aggregated for the listed project areas and their service areas. Service areas are based on 10-minute (1/2 mile) walk times from project access points defined for each project area and based on the walkable road network. Accuracy of demographic calculation diminishes outside 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	18.72
Service Area Acres	164.72

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

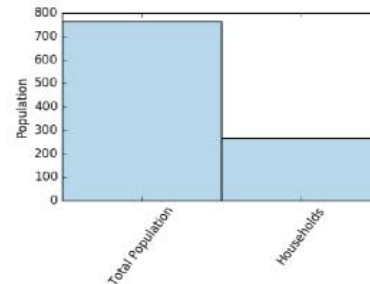
The Trust for Public Land

October 9, 2020

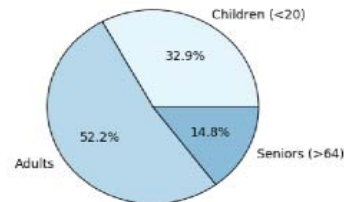
Page 2 of 2



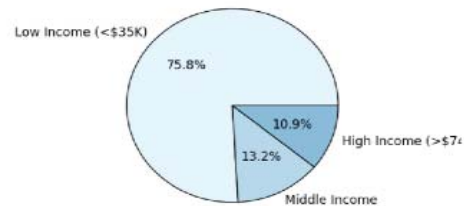
Population	Served
Total Population	765
Households	266



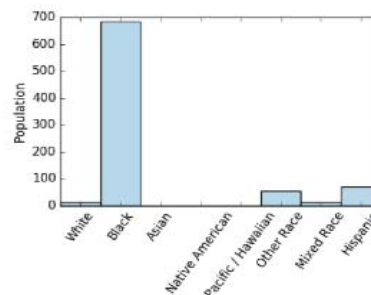
Age	Served	Percent
Children (less than age 20)	253	33.07
Adults (age 20 to age 64)	401	52.42
Seniors (age 65 and up)	114	14.90



Income	Served	Percent
Low (less than \$35,000)	201	75.56
Middle (from \$35,000 to \$75,000)	35	13.16
High (\$75,000 and up)	29	10.90



Race/Ethnicity	Served	Percent
White	14	1.83
Black	685	89.54
Asian	1	0.13
Native American	0	0.00
Pacific / Hawaiian	0	0.00
Other Race	55	7.19
Mixed Race	12	1.57
Hispanic *	70	9.15



* 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 - Safe Routes to Parks Walk Audit Checklists

Atlanta Community Schoolyards - 2020

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

Appendix D – Detailed Walk Assessment Spreadsheet for Harper-Archer Elementary

				Atlanta Community Schoolyards - 2020 Harper-Archer Elementary School									
Main / Minor	Street	From Intersection	To Intersection	Distance Miles	Walk Duration Minutes	Total Intersections	Total Cross Walks	Speed Limit	Marta Stops	GDOT Traffic Count	Sidewalk Y/N	Sidewalk Rating	Sidewalk Comment
Minor	Mark Place NW	Circle	Fairburn Rd NW	0.1	2	1	0		0		N		
Minor	Adkins Road NW	Boundry	Fairburn Place NW	0.2	3	1	0		0		N		
Main	Fairburn Rd	Mark Place NW	Collier Drive NW	0.3	7	3	2	35	2		Y	A	GOOD SHAPE - ONE SIDE
Main	Fairburn Rd	Collier Drive NW	Hemphill School Rd	0.4	8	4	0				Y	A	GOOD SHAPE - ONE SIDE
Minor	Fairburn Place NW	Boundry	Fairburn Rd NW	0.3	5	1	0		0		N		
Minor	Harden Drive NW	Boundry	Fairburn Rd NW	0.05	1	1	0		0		N		
Minor	Fairlane Dr. NW	Boundry	Fairburn Rd NW	0.3	6	1	0	25	0		N		
Minor	Fairlane Circle NW	Fairlane Dr. NW	Fairburn Rd NW	0.2	3	1	0		0		N		
Main	Collier Drive NW	School	Dr Mary Shy Scott Mem Park	0.5	10	2	1		4		Y	A	GOOD SHAPE - ONE SIDE
Main	Collier Drive NW	Collier Park	School	0.5	11	3	1	35	1		Y	A	GOOD SHAPE - ONE SIDE
Minor	Collier COURT NW	Circle	Collier Drive NW	0.2	3	1	0		0		N		
Minor	Camrose Way NW	Boundry	Collier Drive NW	0.1	1	1	0		0		N		
Minor	Fedora Way NW	Boundry	Collier Drive NW	0.1	1	1	0		0		N		
Minor	Fairlock Lane NW	Boundry	Collier Drive NW	0.1	1	1	0		0		N		
Minor	Argus Circle NW	Boundry	Fairburn Rd NW	0.2	3	2	0		0		N		
Minor	Ard Place NW	Boundry	Argus Circle NW	0.2	2	1	0		0		N		
Minor	Hemphill School Rd	Boundry	Fairburn Rd NW	0.1	2	1	1		0		Y		GOOD SHAPE - ONE SIDE
Minor	Harwell Rd NW	Boundry	Collier Drive NW			1	1				Y	A	GOOD SHAPE - ONE SIDE

Appendix D – Detailed Walk Assessment Spreadsheet for Harper-Archer Elementary

Walk Assessment Conducted 07/22/2020_10__ - 00:00 AM						
Street Crossing & Intersection Rating	Street Crossing & Intersection Comments	Safety Rating	Safety Comments	Comfort Rating	Comfort Comments	Overall Rating
F	NO CROSSWALKS	B	LOW TRAFFIC - CAN WALK IN STREETS			A
F	NO CROSSWALKS	B	LOW TRAFFIC - CAN WALK IN STREETS			A
A / F	ADA AND STREET CROSSINGS AT FAIRBURN RD / NO CROSSINGS AT OTHER INTERSECTIONS	A		A		A
A	ADA AND STREET CROSSINGS	A		A		A
F		B	LOW TRAFFIC - CAN WALK IN STREETS	B		B
F		B	LOW TRAFFIC - CAN WALK IN STREETS			B
F		B	LOW TRAFFIC - CAN WALK IN STREETS	B		B
F	SIDEWALK ON OPPOSITE SIDE OF FAIRBURN RD	B	LOW TRAFFIC - CAN WALK IN STREETS			B
A		A	CLEAN UP VEGETATION	A		A
A		A		A		A
F	SIDEWALK ON OPPOSITE SIDE OF COLLIER RD	B	LOW TRAFFIC - CAN WALK IN STREETS			B
F		B	LOW TRAFFIC - CAN WALK IN STREETS			B
F		B	LOW TRAFFIC - CAN WALK IN STREETS			B
F		B	LOW TRAFFIC - CAN WALK IN STREETS			B
F		B	LOW TRAFFIC - CAN WALK IN STREETS			B
F		B	LOW TRAFFIC - CAN WALK IN STREETS			B
F		B	LOW TRAFFIC - CAN WALK IN STREETS			B
A		A		A		A
A	ADA AND STREET CROSSINGS AT COLLIER RD	A		A		A



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