

JULY
2025

Dunbar Elementary School

SAFE ROUTES TO SCHOOL ACTION PLAN



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EXECUTIVE SUMMARY

Dunbar Elementary School Safe Routes to School Action Plan

Background

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

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

Planning Process

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

What We Heard from Dunbar Elementary School

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

Key Strategies and Recommendations

The following recommendations are some priorities identified through this process:



EDUCATION

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



ENGAGEMENT

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



ENCOURAGEMENT

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



ENGINEERING

- ▶ Repair and replace damaged sidewalks
- ▶ Improved pedestrian crossings
- ▶ Traffic signal improvements



EQUITY

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



EVALUATION

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

Next Steps

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

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Introduction and Background

What is Safe Routes to School?

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

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



Dunbar Elementary's Bike Rodeo "Cone Crusher" Event

What are the benefits of SRTS?

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



Bike Rodeo event photo

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

What is the Six E's Framework?

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



ENGAGEMENT

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



ENCOURAGEMENT

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



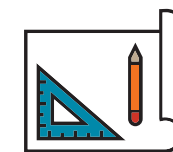
EQUITY

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



EDUCATION

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



ENGINEERING

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



EVALUATION

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

History

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

Atlanta Safe Routes to School

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

Vision Zero

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

High-Priority Schools

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

Project Timeline



Action Plan Development

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



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



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



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



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



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



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

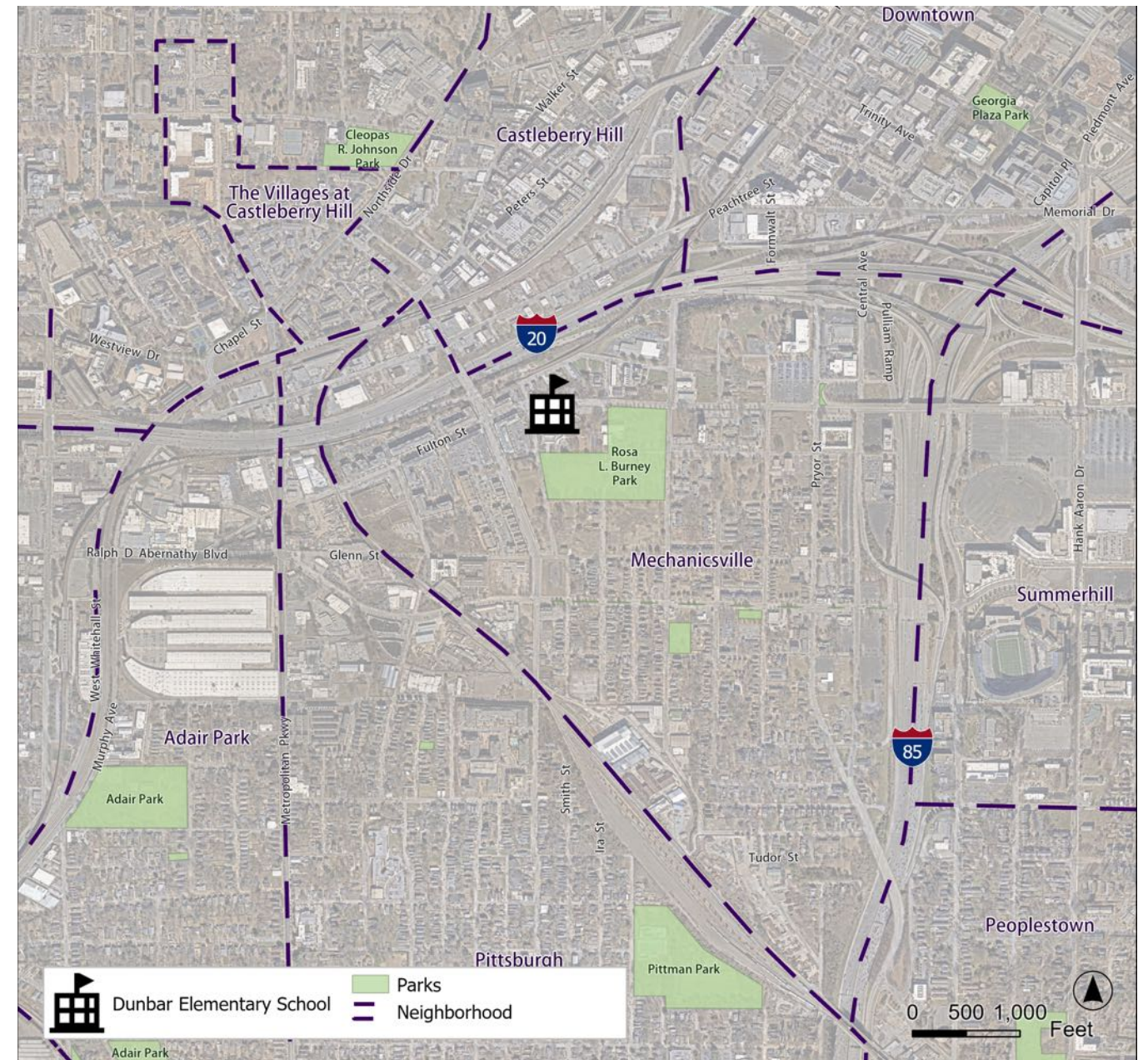
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Existing Conditions

Dunbar Elementary School

Dunbar Elementary School is located in the Mechanicsville neighborhood in central Atlanta and is part of the Jackson Cluster. The surrounding area is primarily residential, comprising a mix of single- and multi-family housing, with some commercial land uses

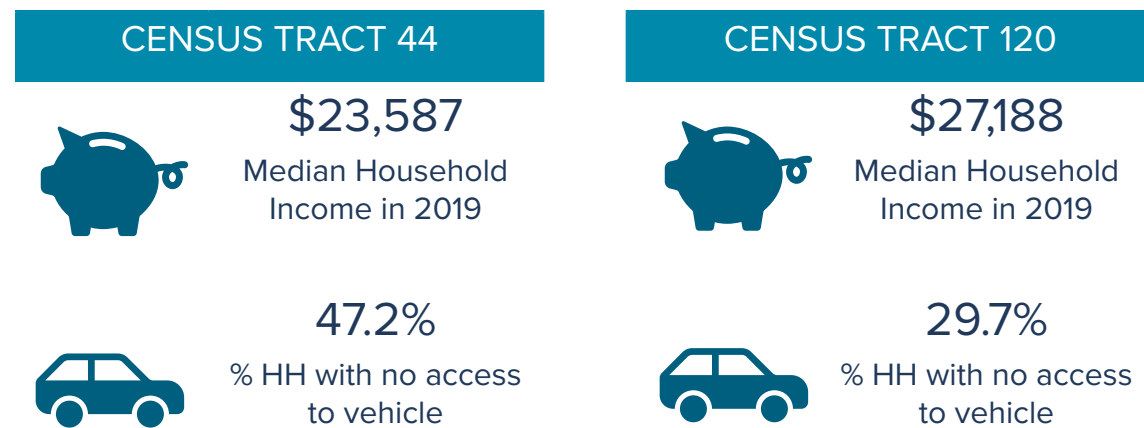
situated west of the school on Northside Drive. Additionally, the Dunbar Neighborhood Center and Rosa L. Burney Park are adjacent to the school, to the east on Windsor Street.



Dunbar Elementary School Neighborhood Map

Demographics

For the 2025 school year, Dunbar Elementary School had an enrollment of 279 students. The racial and ethnic composition of the student body is predominantly Black, making up 95% of the population. Hispanic students account for 3%, and students with two or more races/ethnicities make up 2% of the enrollment. The school is also designated as a Title 1 school. The Title 1 program is a federally funded program to assist schools with a high percentage of low-income students to achieve academic success. Dunbar Elementary School primarily serves families within Fulton County Census Tracts 44 and 120. The graphic below contains additional data from the Atlanta Regional Commission (ARC).



Getting to and from School

School Travel

Arrival at Dunbar Elementary School occurs between 7:15 AM and 7:45 AM. Those arriving by school bus or car are dropped off at the front of the school, on Whitehall Terrace SW, and all students enter the school through the main entrance. The majority of eastbound walkers from the west travel across McDaniel Street and along Fulton Street and Whitehall Terrace, while the majority of westbound walkers from the east utilize paths through the Dunbar Neighborhood Center and Rosa L. Burney Park. School dismissal begins at 2:15 PM. This process coordinates walkers, bus riders, and car riders to ensure a safe and efficient arrival and dismissal at the school.

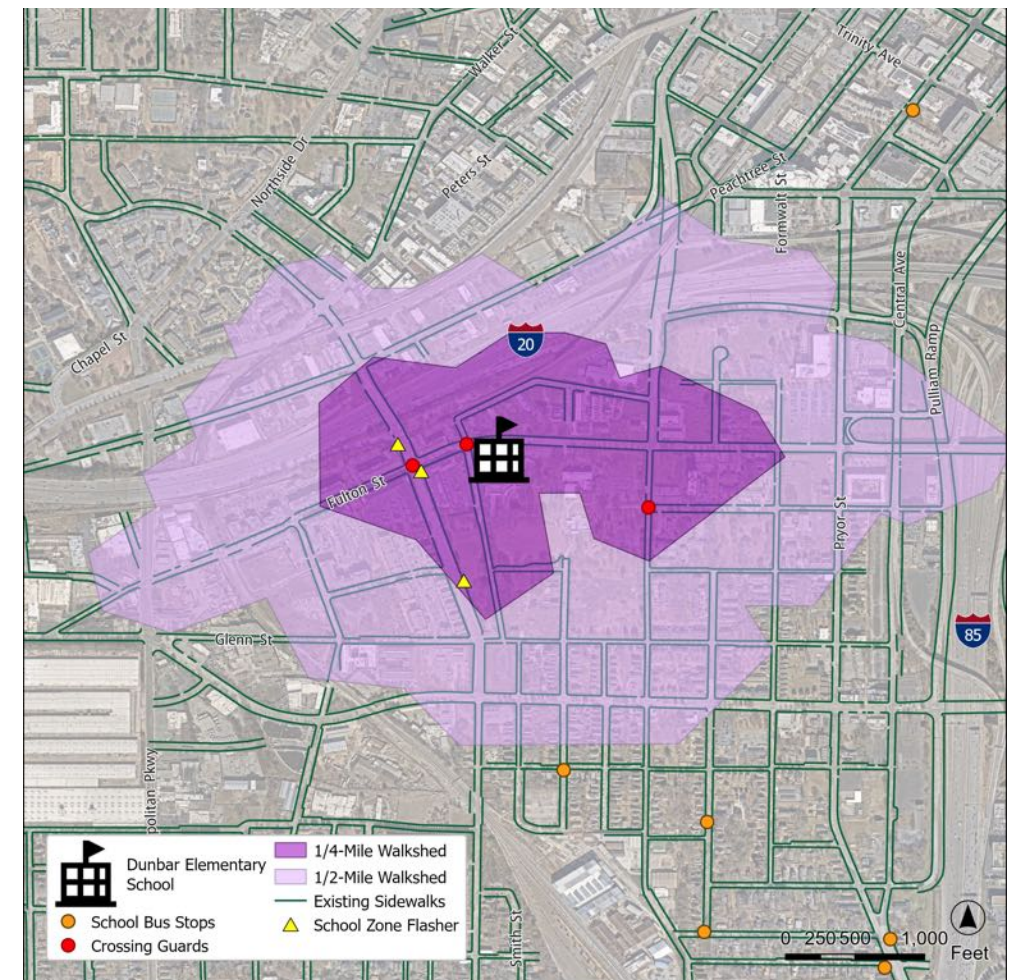
School Bus Stops

Dunbar Elementary School offers one bus route for its students, Route 4014. Route 4014 serves students living south and north of the school, covering Pryor Street, Doane Street, Cooper Street, and Bass Street. For school arrival, Route 9009 begins its first student pick-up at 6:53 AM and arrives to Dunbar Elementary School at 7:14 AM. For student drop-off, it departs school at 2:15 PM and completes its last drop-off at 2:51 PM.

Crossing Guard Locations

Dunbar Elementary School has two crossing guards to assist students crossing the roadway. One crossing guard is stationed at the all-way stop-controlled (AWSC) intersection of Fulton Street at Whitehall Terrace, while the other is positioned at the AWSC intersection of Windsor Street at Richardson Street.

For school arrival, the crossing guards are on duty from 7:15 AM to 7:45 AM. During school dismissal, they are at their designated locations from 2:15 PM to 2:45 PM. Dunbar Elementary School staff report that there are typically between 50 and 60 walkers per day, throughout the school year.



Walk Shed Analysis Map

Transportation Network

Dunbar Elementary School is located on the east side of Whitehall Terrace, immediately south of the AWSC intersection at Fulton Street, approximately 0.7 miles southwest of the I-75/I-85 at I-20 interchange. Whitehall Terrace is a two-lane, undivided, local road that serves as a north-south connector between Fulton Street and Glenn Street with a posted speed limit of 25 miles per hour (mph).

There is a continuous sidewalk along both sides of Whitehall Terrace. Fulton Street is a major collector that serves as an east-west connector between Humphries Street and Connally Street. Fulton Street is a two-lane, undivided, roadway with a posted speed limit of 25 mph west of Whitehall Terrace and a four-lane, undivided, roadway with a posted speed limit of 35 mph east of Whitehall Terrace. There is a continuous sidewalk along both sides of Fulton Street within the

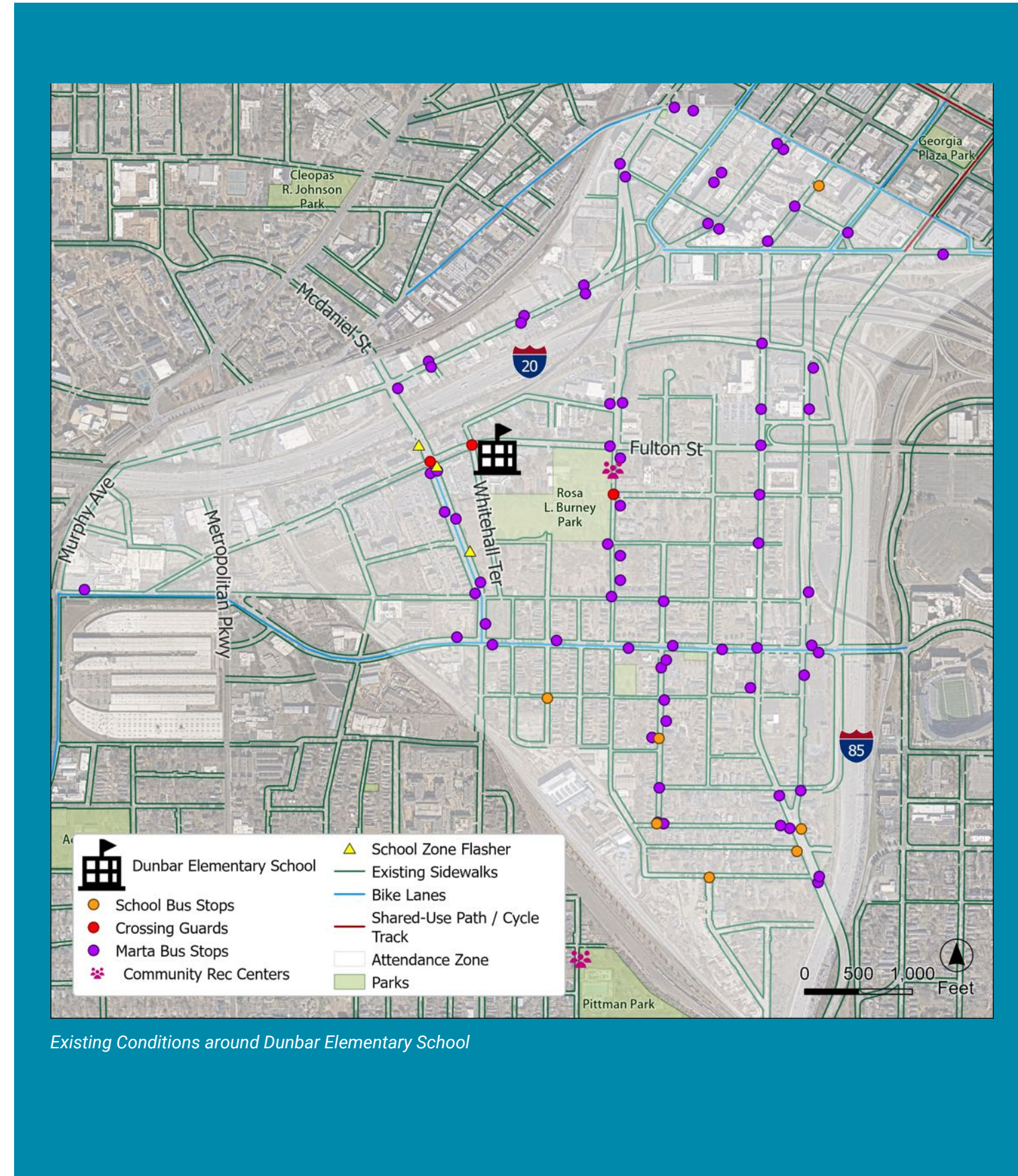
school attendance zone.

The Metropolitan Atlanta Rapid Transit Authority (MARTA) operates throughout the school zone limits. Route 40 serves Ralph David Abernathy Boulevard SW, McDaniel Street SW, and Whitehall Street SW. Route 42 covers Pryor Street SW, Central Avenue SW, Hendrix Avenue SW, and Cooper Street SW. Route 49 travels along Ralph David Abernathy Boulevard SW and Windsor Street SW. Lastly, Route 832 also follows Ralph David Abernathy Boulevard SW.

There are three, post-mounted school zone signs and flashing beacons, two located along McDaniel Street (north and south of the school) and one along Fulton Street (west of the school). Overhead street lighting is provided along both sides of Whitehall Terrace and both sides of Fulton Street.



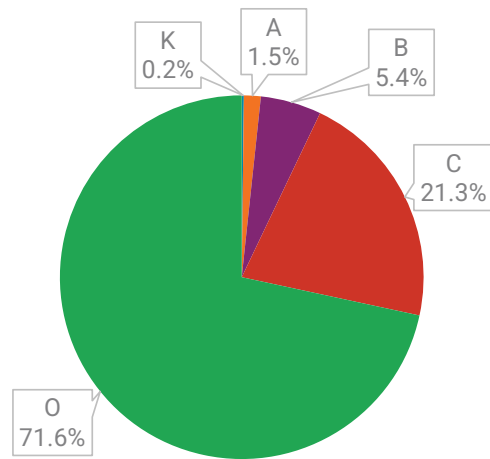
Entrance to Whitehall Terrace for entering/exiting Dunbar Elementary School's campus (Source: Google Streetview)



Crash Analysis

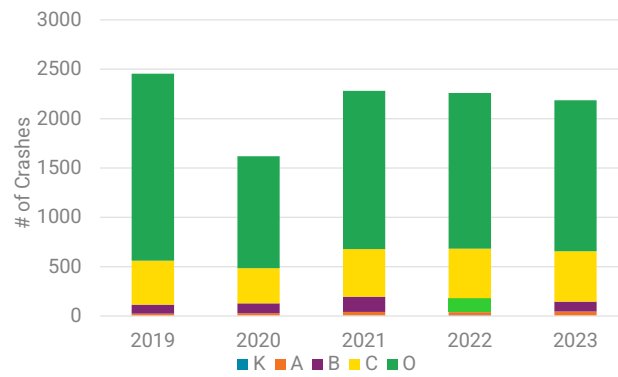
The five-year historical crash data for the area surrounding Dunbar Elementary School was obtained from the Georgia Department of Transportation’s (GDOT) Georgia Electronic Accident Reporting System (GEARS) crash database and AASHTOWare Safety online crash analytics tool. Additionally, accompanying crash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

Over the five-year crash analysis period 10,801 crashes were reported in the area surrounding Dunbar Elementary School, including 20 fatal crashes and 3,045 injury crashes. The National Safety Council’s (NSC) “KABCO” injury severity scale was used to classify crash severity. This injury severity scale designates fatal crashes as “K” crashes, severe-injury crashes as “A” crashes, minor-injury crashes as “B” crashes, complaint-of-injury crashes as “C” crashes, and property-damage-only (PDO) crashes as “O” crashes. This section includes a KABCO Severity Figure and Crashes by Year.

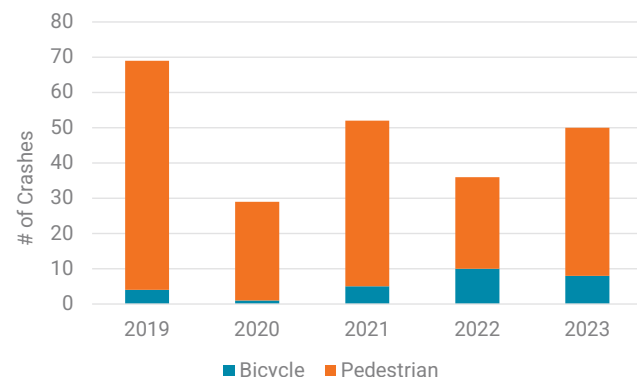


Crashes by KABCO Severity

A vulnerable roadway user (VRU) refers to any non-motorist, including pedestrians, bicyclists, and individuals using light individual transportation (LIT) devices such as electric scooters.

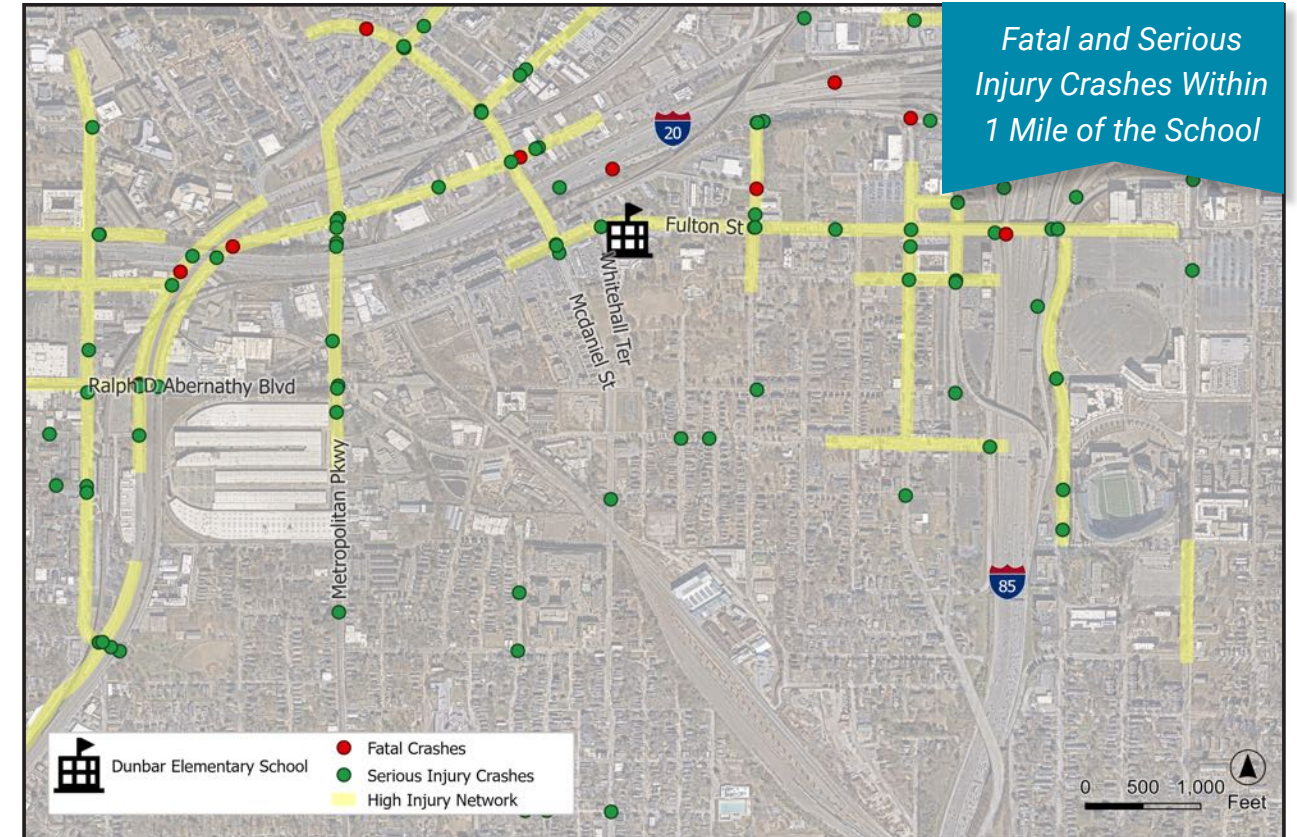


Crashes by Year



VRU Crashes by Year

Over the five-year period, a total of 236 VRU crashes were reported, consisting of 208 pedestrian crashes and 28 bicyclist crashes. Notably, 14 percent of pedestrian-related crashes and 11 percent of bicyclist-related crashes involved individuals aged 18 or younger. An annual distribution of VRU crashes is provided.



Transportation Improvement Projects

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

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



Source: Atlanta Department of Transportation

Projects Adjacent to Dunbar Elementary School

- ★ The Atlanta Vision Zero plan, completed in November 2023, aims to eliminate fatal and serious injury crashes on city streets by 2040. Using a system-based approach, the plan focuses on safer street design, speed management, and a variety of evidence-based strategies. This initiative is committed to prioritizing the safety of all roadway users by striving towards the goal of zero fatal and serious injury crashes.
- ★ The Cycle Atlanta 2.0 plan, adopted as part of Atlanta's Transportation Plan in 2018. Within the Dunbar Elementary School attendance zone, the project proposes a neighborhood greenway along McDaniel Street south of Ralph David Abernathy Boulevard and a separated bike lane along McDaniel Street north of Ralph David Abernathy. Additionally, the project proposes a separated bike lane along Ralph David Abernathy Boulevard.
- ★ The City of Atlanta and the PATH Foundation have collaborated to create the Trails ATL plan. Within the Dunbar Elementary School attendance zone, the plan includes trail expansions along Fulton Street, McDaniel Street, Ralph David Abernathy Boulevard, Windsor Street, and through the Dunbar Neighborhood Center.
- ★ The McDaniel Street Safe Street project aims to resurface, restripe, and install bike lane protection, ADA improvements, and on-street traffic calming from Southside Beltline to Atlanta University Center. Interventions may vary on corridor constraints. Adjusting ROW width or full streetscape redesign is not included in this project.
- ★ The Ralph David Abernathy Boulevard project, aims to provide facility improvements and safety upgrades along Ralph David Abernathy Boulevard from Whitehall Street to Cherokee Avenue. As of now, the specific improvements within the Dunbar Elementary School attendance zone are yet to be determined.
- ★ The Traffic Combo 2 project, includes the installation of fiber signal upgrades, signage improvements, ADA-compliant ramps, and pedestrian push-buttons along five corridors within the City. In the Dunbar Elementary School attendance zone, the project will enhance Ralph David Abernathy Boulevard and McDaniels Street.
- ★ The Mechanicsville Homeownership Development project, plans to construct approximately 270 single-family homes, with 20 percent designated as affordable housing. The development is adjacent to Dunbar Elementary School and will have access to Whitehall Terrace, Crumley Street, Ira Street, and Windsor Street.
- ★ Additional projects in the surrounding area include Rosa L. Burney Park lighting improvements and security cameras in 2023, Rosa L. Burney Park safety enhancements, Dunbar Neighborhood Center parking lot lighting upgrades in December 2022, and the 405 Copper Street development increase traffic and pedestrian activity in the area.

Walk Audit

ATLDOT's Safe Routes to School project team completed a Walk Audit on Friday, March 14, 2025 at Dunbar Elementary School. The purpose of the Walk Audit was to unite planners, engineers, school staff, parents, students, and community members to evaluate the walkability and bikeability of the area surrounding the school and to identify barriers as well as improvements for walking and biking to school safely.

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



Map used for Walk Audit route

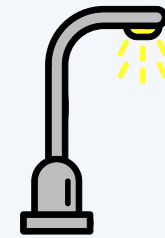


Photo taken during the Walk Audit

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

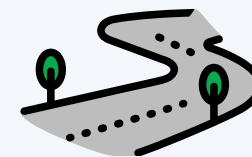
What We Experienced: Infrastructure Assessment

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



More lighting is needed

There is poor lighting and no security cameras near the Dunbar Neighborhood Center, which many students use as a cut-through on their route to and from school. Overhead lighting in the school drop-off area is not visible, either in need of replacement or repair. Overhead street lighting on Glenn Street is not in service, either due to damage or lack of service.



Sidewalk improvements are needed

Several sidewalks in the surrounding area have large cracks and there are gaps in multiple segments, as well as multiple drainage inlets with missing covers.



Pedestrian crossing improvements

Many students live in the Columbia Mechanicsville Apartment Complex and cross Whitehall Terrace near the school entrance where there is no crosswalk. Many of the crosswalks at signalized and stop-controlled intersections are faded.



School zone improvements

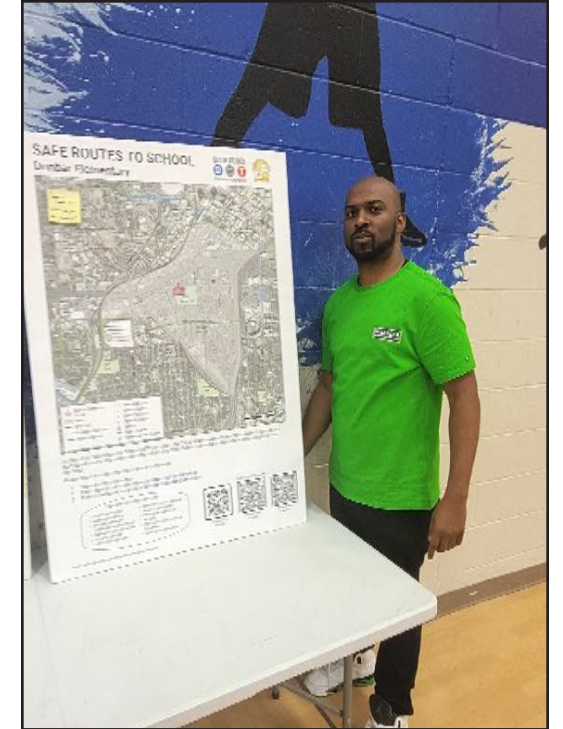
There are no school zone flashers on Whitehall Terrace. There are limited school zone signage and markings along Fulton Street and they are difficult for drivers to see.

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Community Engagement



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



Mr. Welcome offering feedback on student routes to school.

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



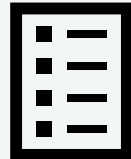
ATLDOT engaging parents/guardians and students about the action plan

LISTENING SESSION – FEBRUARY 27, 2025



30 attendees

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



Meeting topics:

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



Feedback collected through:

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



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

ONLINE SURVEY AND PROJECT EMAIL

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



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



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

What We Heard: Community Feedback

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



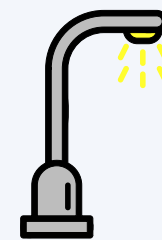
Excessive travel speeds

One parent mentioned that cars often speed near the convenience store across the park from the school, and along Glenn Street. Additionally, students mentioned they feel scared walking because of fast cars in the area.



Aggressive driving

Staff mentioned they have observed vehicles not stopping at stop signs, creating unsafe conditions for students crossing the intersection, specifically the intersections of Whitehall Street at Fulton Street, and Windsor Street at Richardson Street.



More lighting is needed

Parents and staff expressed concerns about the lack of lighting in the area, making students feel unsafe. Specifically in the Dunbar Neighborhood Center and on Whitehall Street.



Not enough eyes on students

Community members expressed that would like for more eyes on the students as they walk/bike to school. Staff mentioned it is hard to see students once they leave school to walk home.



Project team and stakeholders performing the Walk Audit



Stakeholders expressed concern uncovered drain inlets



Students crossing mid-block near the school driveway on Whitehall Terrace

School Outreach Events

ATLDOT's Safe Routes to School team attended Curriculum Night at Dunbar to receive additional feedback from parents/guardians, staff, and students on their routes to school and inform the community about the Safety Action Plan.



Photo captured during Curriculum Night

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Strategies and Recommendations

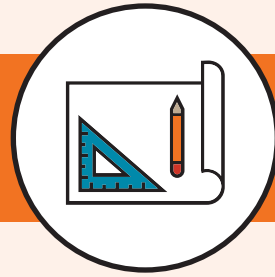
Strategies

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

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



APS school bus during School Arrival Observations



Engineering

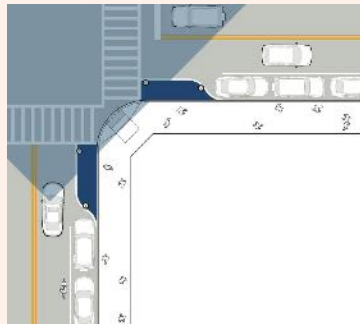
Infrastructure Glossary

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



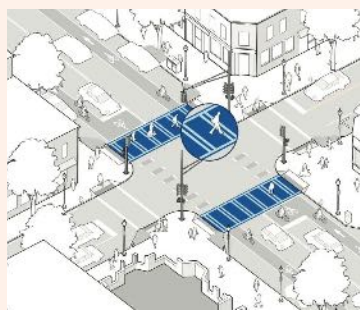
Curb Extensions or Bulb-outs

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



Daylighting

- ★ Keeps areas near crosswalks clear of parked cars to improve visibility.



High Visibility Crosswalks

- ★ Increases visibility and driver awareness of pedestrians crossing the road.

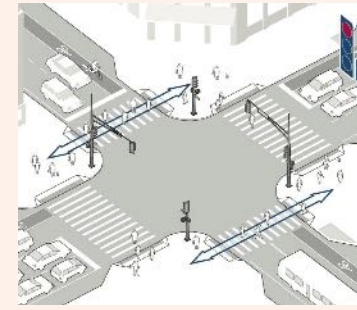


Lane Reconfiguration

- ★ Reducing the number of travel lanes and/or lane reassignment.



Source: City of Atlanta Vision Zero Action Plan



Leading Pedestrian Intervals (LPIs)

- ★ Traffic signal timing that gives pedestrians a head start to enter the crosswalk increasing their visibility at intersections.



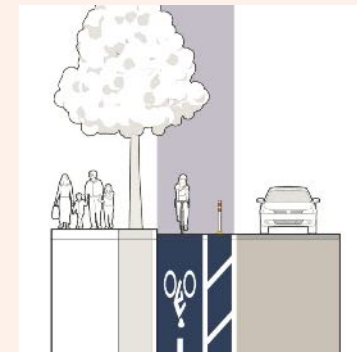
Raised Crossing

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



Rectangular Rapid Flashing Beacon (RRFB)

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



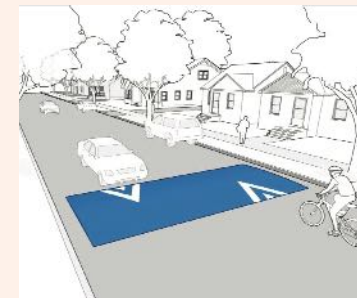
Separated Bike Lane

- ★ Physically separated bike lane improving cyclist safety.



Sidewalks

- ★ Paved pathways alongside streets for pedestrian use.



Speed Humps/Speed Tables

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

Source: City of Atlanta Vision Zero Action Plan



Education

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

Target Audience

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



Bike Safety Giveaway Day

Education Materials

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



Encouragement

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

Encouragement Overview

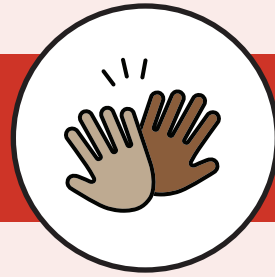
- Activities should be inclusive for everyone
- Make fun and enjoyment the focal point
- Promotes community involvement
- May take little to no funding to start



Bearings Bike Works Program leads teaching a student bike safety skills.

Encouragement Activities

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



Engagement

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



Project team, APS staff and, community members during the Walk Audit

Engagement Activities

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



Equity

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



Photo captured during the Walk Audit

Emphasis on Equity

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



Evaluation

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

School Support

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

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

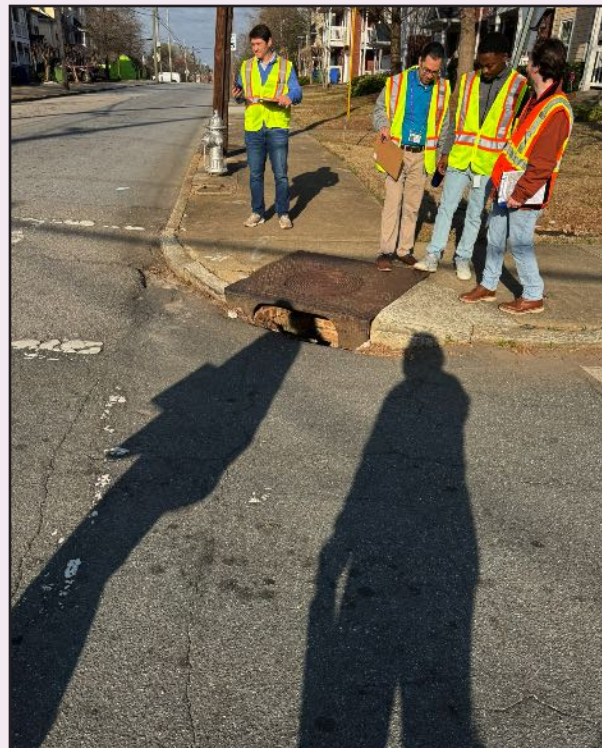


Photo taken during the Walk Audit

Tracking Matrix

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

Funding Opportunities

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

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



Recommendations

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

Project Categories

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

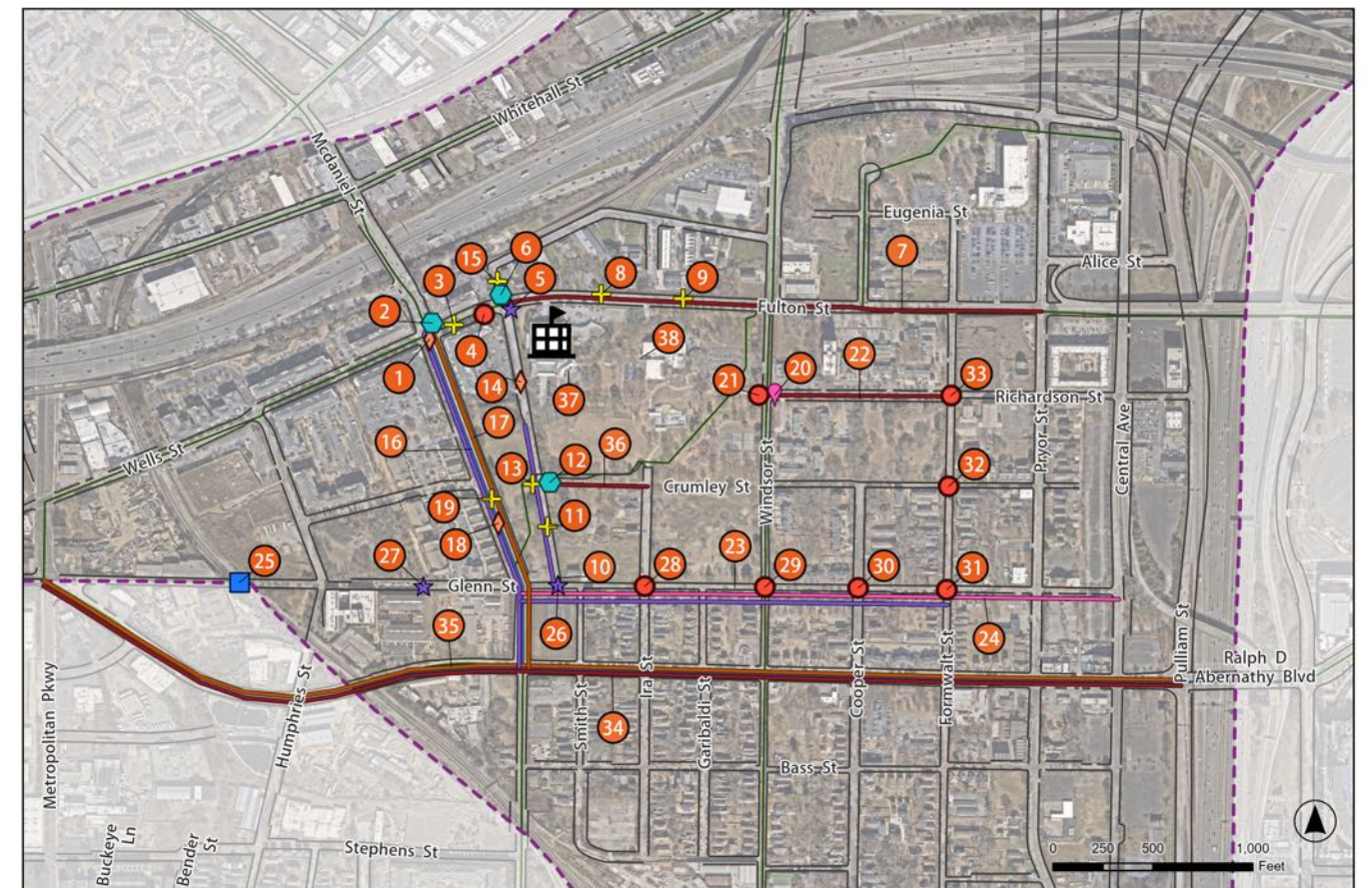
Implementation Groups

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

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

Recommendations Map

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



WALK AUDIT RECOMMENDATIONS MAP

● Intersection Improvements	● Speed Management	★ Pedestrian/Bicycle Facility Maintenance/Improvements	— Pedestrian/Bicycle Facility Maintenance/Improvements	— Traffic Signal Improvements	— Existing Bike Lanes
▲ Lighting	+ School Zone Improvements	— Pedestrian/Bicycle Facility Maintenance/Improvements	— Roadway Improvements	— Dunbar Elementary School	— Existing Sidewalks
■ Maintenance (Other)	● Signing and Pavement Markings	— Lighting	— Speed Manager	— Trail Recommendations	— Attendance Zone
◆ Pedestrian Crossings					

Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
ENGINEERING				
DES-01	Fulton St at McDaniel St	Install a wider high-visibility crosswalk across the south leg of the intersection	Pedestrian Crossings	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Medium
DES-02	Fulton St at McDaniel St	Relocate street name signage and support post to improve visibility of pedestrian signal heads	Signing and Pavement Markings	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-03	Fulton St, immediately east of McDaniel St	Install school zone pavement marking	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-04	Fulton St at Whitehall Ter	Remove the first two on-street parking spots located on the west leg of the intersection, on the south side of Fulton St, to improve visibility at the intersection	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-05	Fulton St at Whitehall Ter	Install an ADA-compliant curb ramp in the southeast quadrant of the intersection	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: High Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP
DES-06	Fulton St at Whitehall Ter	Replace missing street name signage	Signing and Pavement Markings	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-07	Fulton St from Whitehall Ter to Pryor St	Implement a roadway reconfiguration to convert the existing four-lane cross-section to a two-lane cross-section with either directional bike lanes or a shared-use path	Roadway Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: High Funding Opportunities: HSIP, STBG, SS4A
DES-08	Fulton St, 400 ft east of Whitehall Ter	Install a school zone flasher and a school speed limit sign	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-09	Fulton St, 750 ft east of Whitehall Ter	Install "School Ahead" pavement markings, a school speed limit sign, and school advanced warning signage	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-10	Whitehall Ter from Dunbar ES Dwy to Glenn St	Repair or replace damaged sidewalk and install missing inlet covers	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Major Capital Projects Responsible Agency: ATLDOT, DWM Priority: High Funding Opportunities: TAP, TE, HSIP, STBG, SS4A

Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
DES-11	Whitehall Ter, 200 ft south of Crumley St	Install "School Ahead" pavement markings, a school speed limit sign, and school advanced warning signage	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-12	Whitehall Ter at Crumley St	Install street name signage on the existing stop sign post	Signing and Pavement Markings	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Low
DES-13	Whitehall Ter, immediately north of Crumley St	Install a school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-14	Whitehall Ter, near Dunbar ES School Dwy	Remove speed table and install a Rectangular Rapid Flashing Beacon (RRFB) with a raised crosswalk	Pedestrian Crossings	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: High Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP
DES-15	Whitehall Ter, 100 feet north of Fulton St	Install school pavement markings and school zone signage	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-16	McDaniel St from Ralph David Abernathy Blvd to Fulton St	Install vertical buffers along the existing bike lanes	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: High
DES-17	McDaniel St from Ralph David Abernathy Blvd to Fulton St	Coordinate with the Traffic Combo 2 project to implement leading pedestrian intervals (LPI), Americans with Disabilities Act (ADA) compliant curb ramps, pedestrian phase recall, and no right-turn on red blank-out signs that are active during school hours	Traffic Signal Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-18	McDaniel St, approximately 330 ft north of Glenn St	Relocate the existing pedestrian crossing approximately 170 ft south to align with the pathway between McDaniel St and Whitehall Ter and evaluate an enhanced crossing treatment	Pedestrian Crossings	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Medium Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP
DES-19	McDaniel St, immediately south of Crumley St	Restripe school zone pavement markings	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-20	Richardson St at Windsor St	Install curb extensions or bulb outs on the northeast and southeast quadrants of the intersection to shorten the pedestrian crossing distance across the west leg of the intersection and to tighten the turning radius of the intersection	Speed Management	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Medium Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP

Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
DES-21	Richardson St at Windsor St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-22	Richardson St from Windsor St to Formwalt St	Restripe the Richardson St and repurpose the pavement to install green infrastructure, such as bioswales	Roadway Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Low
DES-23	Glenn St from McDaniel St to Formwalt St	Repair or replace damaged sidewalk, clear overgrown vegetation, and install missing inlet covers	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Major Capital Projects Responsible Agency: ATLDOT, DWM; DPR Priority: High
DES-24	Glenn St from McDaniel St to Central Ave	Install speed cushions as traffic calming measures	Speed Management	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-25	Glenn St at Railroad Underpass	Address drainage issues	Maintenance (Other)	Project Type: Major Capital Projects Responsible Agency: ATLDOT Priority: Low
DES-26	Glenn St at Whitehall Ter	Install a crosswalk with ADA-compliant curb ramps across the north leg, stripe a stop bar at the north leg, and replace faded/missing signage	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: High Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP
DES-27	Glenn St, approximately 410 feet west of McDaniel St	Install a crosswalk with ADA-compliant curb ramps where the sidewalk ends on the north side of the road	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Medium Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP
DES-28	Glenn St at Ira St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-29	Glenn St at Windsor St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-30	Glenn St at Cooper St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium

Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
DES-31	Glenn St at Formwalt St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-32	Formwalt St at Crumley St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-33	Formwalt St at Richardson St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-34	Ralph David Abernathy Blvd from Metropolitan Pkwy to Pulliam St	Repave and restripe Ralph David Abernathy and install vertical buffers along the bike lanes as part of the RD Abernathy Safe Street project	Roadway Improvements	Project Type: Major Capital Projects Responsible Agency: ATLDOT Priority: Medium
DES-35	Ralph David Abernathy Blvd from Metropolitan Pkwy to Pulliam St	Coordinate with the Traffic Combo 2 project to implement leading pedestrian intervals (LPI), Americans with Disabilities Act (ADA) compliant curb ramps, pedestrian phase recall, and no right-turn on red blank-out signs that are active during school hours	Traffic Signal Improvements	Project Type: Major Capital Projects Responsible Agency: ATLDOT Priority: High
DES-36	Crumley St from Whitehall Ter to Ira St	Paint curb red along sections of Crumley St where on-street parking is prohibited	Roadway Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Low
DES-37	Dunbar Elementary School	Replace or repair the overhead lighting in the school drop-off/pick-up area	Lighting	Project Type: Minor Capital Projects Responsible Agency: APS Priority: Medium
DES-38	Dunbar Neighborhood Center and Rosa L. Burney Park	Install additional lighting and security cameras at additional areas of the Dunbar Neighborhood Center and Rosa L. Burney Park	Lighting	Project Type: Minor Capital Projects Responsible Agency: DEAM, DPR Priority: Medium
EQUITY				
DES-39	ATLDOT	Continue equity-based prioritization process	Program	Project Type: Program Responsible Agency: ATLDOT
DES-40	Dunbar ES Community	Distribute ATLDOT-branded safety giveaways and education safety resources at student/community events	Collateral	Project Type: Program Responsible Agency: ATLDOT

Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
DES-41	Dunbar ES Community	Distribute multilingual SRTS materials	Collateral	Project Type: Program Responsible Agency: ATLDOT
DES-42	Dunbar ES Community	Prioritize Action Plan recommendations based on community and stakeholder feedback, emphasizing improvements for walking to school	Program	Project Type: Program Responsible Agency: ATLDOT
ENGAGEMENT				
DES-43	Dunbar ES Community	Coordinate with APS Crossing Guard Program and implement safety training programs with students (safety patrols) and parents	Program	Project Type: Program Responsible Agency: APS; ATLDOT; Dunbar ES
DES-44	Dunbar ES Community	Identify Corner Captains/Corner Greeters/ Safe Passage programs	Program	Project Type: Program Responsible Agency: Dunbar ES
DES-45	Dunbar ES Community	Designate Walking School Bus leaders	Program	Project Type: Program Responsible Agency: Dunbar ES
DES-46	Dunbar ES Community	Establish SRTS Task Force	Program	Project Type: Program Responsible Agency: Dunbar ES
DES-47	Dunbar ES Community	Program partnerships with local, youth-focused organizations with pedestrian and bike safety initiatives	Program	Project Type: Program Responsible Agency: ATLDOT, Dunbar ES
DES-48	Dunbar ES Community	Monitor sporadic overhead light outages periodically and report outages to Georgia Power through their website	Program	Project Type: Program Responsible Agency: APS; Dunbar ES
EDUCATION				
DES-49	Dunbar ES Community	Develop drop-off and pick-up safety flyers	Collateral	Project Type: Program Responsible Agency: ATLDOT; Dunbar ES
DES-50	Dunbar ES Community	Develop pedestrian safety education flyers and collateral	Collateral	Project Type: Program Responsible Agency: ATLDOT; Dunbar ES
DES-51	Dunbar ES Community	Launch pedestrian lessons during the school day and/or at after-school programs	Event	Project Type: Program Responsible Agency: Dunbar ES
DES-52	Dunbar ES Community	Launch Vision Zero safety campaign events such as "Slow Down" yard signs	Collateral	Project Type: Program Responsible Agency: ATLDOT; APS; Dunbar ES
DES-53	Dunbar ES Community	Launch school safety assemblies	Event	Project Type: Program Responsible Agency: Dunbar ES

Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
DES-54	Dunbar ES Community	Launch pop-up Traffic Safety Gardens	Event	Project Type: Program Responsible Agency: ATLDOT; Dunbar ES
ENCOURAGEMENT				
DES-55	Dunbar ES Community	Launch SRTS Flagship Events such as National Walk & Roll to School Day	Event	Project Type: Program Responsible Agency: ATLDOT; Dunbar ES
DES-56	Dunbar ES Community	Develop incentive-based programs to encourage walking to school	Program	Project Type: Program Responsible Agency: ATLDOT; Dunbar ES
DES-57	Dunbar ES Community	Form walking school bus and/or biking school bus groups	Event	Project Type: Program Responsible Agency: Dunbar ES
EVALUATION				
DES-58	Dunbar ES Community	Track statuses of Action Plan recommendations	Program	Project Type: Program Responsible Agency: Dunbar ES
DES-59	Dunbar ES Community	Track participation numbers/numbers of students reached	Program	Project Type: Program Responsible Agency: Dunbar ES
DES-60	Dunbar ES Community	Track student travel tallies	Program	Project Type: Program Responsible Agency: ATLDOT; Dunbar ES
DES-61	Dunbar ES Community	Track the number of pedestrian lessons given	Program	Project Type: Program Responsible Agency: Dunbar ES
DES-62	ATLDOT	Establish an annual budget to implement SRTS engineering projects	Program	Project Type: Program Responsible Agency: ATLDOT

CONCLUSION

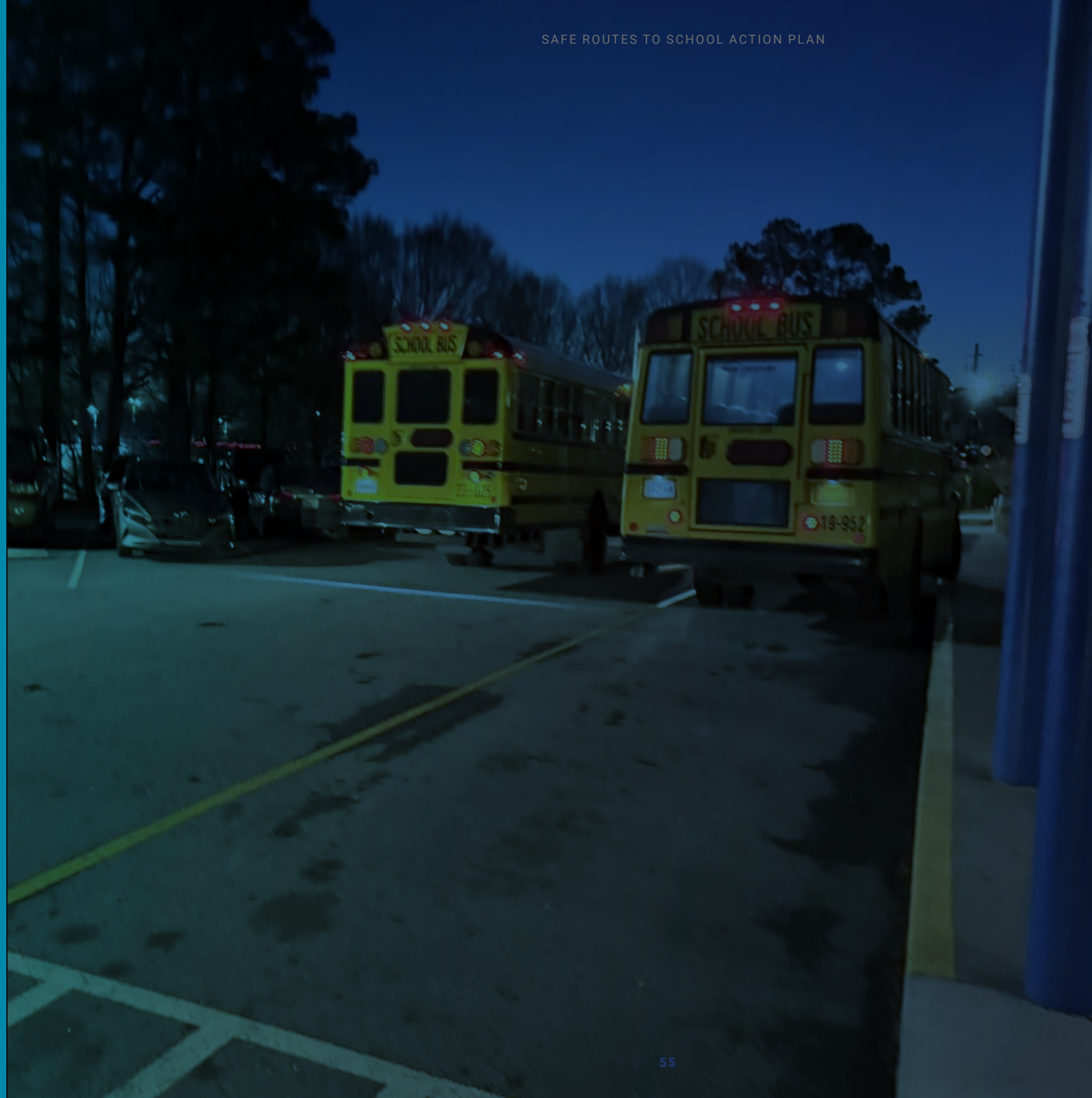
The Dunbar Elementary School Safe Routes to School Action Plan is an important step towards creating a safer and healthier commute for students, parents/guardians and staff. By analyzing existing conditions and incorporating community feedback, the recommendations laid out in this action plan leverage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

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

APPENDICIES

Appendix A: Walk Audit Report

Appendix B: Listening Session Summary



Appendix **A**

JUNE
2025

Dunbar Elementary School

SAFE ROUTES TO SCHOOL WALK AUDIT REPORT



Prepared by Kimley-Horn and Alta Planning + Design



Atlanta's commitment to ending all traffic deaths

Introduction

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

ATLDOT completed a SRTS Walk Audit on Friday, March 14, 2025 from 7:00 AM to 10:00 AM at Dunbar Elementary School. The purpose of this Walk Audit was to unite planners, engineers, school staff, parents, students, and community members to evaluate the walkability and bikeability of the area surrounding the school and to identify barriers as well as improvements for walking and biking to school safely.

Dunbar Elementary School is in the Mechanicsville neighborhood in south-central Atlanta and is part of the Jackson school cluster. The surrounding area is primarily residential with a mix of single- and multi-family housing as well as some commercial land uses located west of the school on Northside Drive. Additionally, Dunbar Neighborhood Center and Rosa L. Burney Park are located adjacent to the school, to the east on Windsor Street.

Existing Conditions

Dunbar Elementary School is located on the east side of Whitehall Terrace, immediately south of the all-way stop-controlled intersection at Fulton Street, approximately 0.68 miles southwest of the I-75/I-85 at I-20 interchange, as displayed in **Figure 1**. Whitehall Terrace is a two-lane, undivided, local road that serves as a north-south connector between Fulton Street and Glenn Street with a posted speed limit of 25 miles per hour (mph). There is a continuous sidewalk along both sides of Whitehall Terrace. Fulton Street is a major collector that serves as an east-west corridor between Humphries Street and Connally Street. Fulton Street is a two-

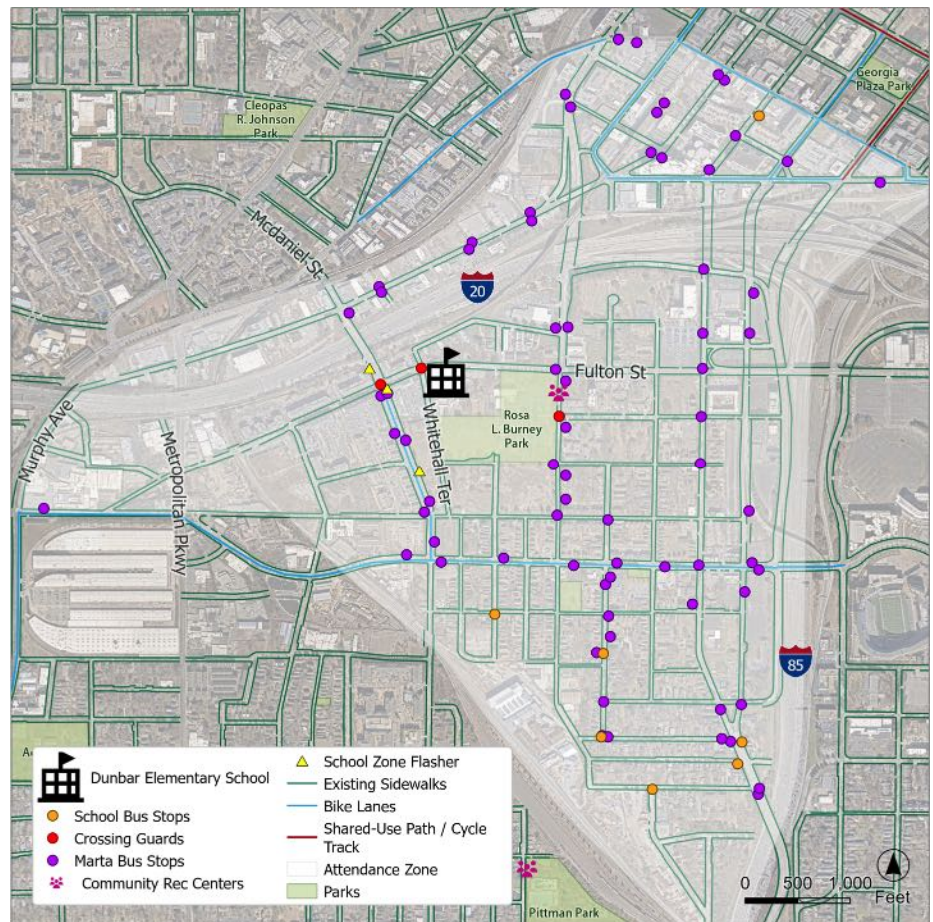


FIGURE 1: EXISTING CONDITIONS MAP

WALK AUDIT REPORT

lane, undivided, roadway with a posted speed limit of 25 mph west of Whitehall Terrace and a four-lane undivided, roadway with a posted speed limit of 25 mph west of Whitehall Terrace and a four-lane, undivided, roadway with a posted speed limit of 35 mph east of Whitehall Terrace. There is a continuous sidewalk along both sides of Fulton Street within the school attendance zone. A walkshed analysis map is included in **Figure 2**.

There are three, post-mounted school zone signs and flashing beacons, two located along McDaniel Street (north and south of the school) and one along Fulton Street (west of the school). Overhead street lighting is provided along both sides of Whitehall Terrace and both sides of Fulton Street. Crossing Guards are located at the intersection of Fulton Street at McDaniel Street, Fulton Street at Whitehall Terrace, and Windsor Street at Richardson Street.

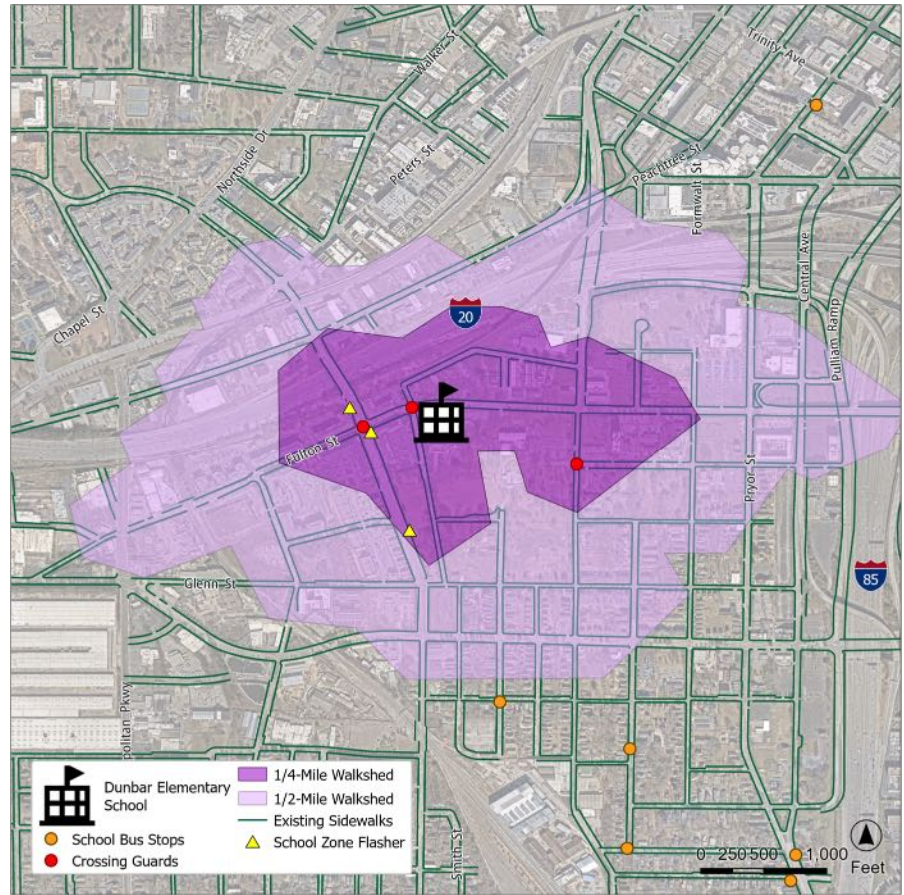


FIGURE 2: WALK SHED ANALYSIS MAP

Crossing Guards are located at the intersection of Fulton Street at McDaniel Street, Fulton Street at Whitehall Terrace, and Windsor Street at Richardson Street.

Project Review

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

- The *Atlanta Vision Zero* plan, completed in November 2023, aims to eliminate fatal and serious injury crashes on city streets by 2040. Using a system-based approach, the plan focuses on safer street design, speed management, and a variety of evidence-based strategies. This initiative is committed to prioritizing the safety of all roadway users by striving towards the goal of zero fatal and serious injury crashes.
- The *Cycle Atlanta 2.0* plan, adopted as part of Atlanta's Transportation Plan in 2018, is an implementation strategy aimed at improving safety and mobility to and from six MARTA stations within the City of Atlanta. Within the Dunbar Elementary School attendance zone, the project proposes a neighborhood greenway along McDaniel Street south of Ralph David Abernathy Boulevard and a separated bike lane along McDaniel Street north of Ralph David Abernathy Boulevard. Additionally, the project proposes a separated bike lane along Ralph David Abernathy Boulevard.

WALK AUDIT REPORT

- The City of Atlanta and the PATH Foundation have collaborated to create the *Trails ATL* plan, incorporating community feedback to identify ideal trail locations and outline an implementation strategy. This plan aims to expand Atlanta's trail network from approximately 80 miles to 525 miles by 2052. Within the Dunbar Elementary School attendance zone, the plan includes trail expansions along Fulton Street, McDaniel Street, Ralph David Abernathy Boulevard, Windsor Street, and through the Dunbar Neighborhood Center.
- The McDaniel Street Safe Street project, currently in the scoping phase, aims to provide facility improvements and safety upgrades along McDaniel Street from University Avenue to Spelman Lane. At this time, the specific improvements within the Dunbar Elementary School attendance zone are yet to be determined.
- The Ralph David Abernathy Boulevard project, currently in the scoping phase, aims to provide facility improvements and safety upgrades along Ralph David Abernathy Boulevard from Whitehall Street to Cherokee Avenue. At this time, the specific improvements within the Dunbar Elementary School attendance zone are yet to be determined.
- The Traffic Combo 2 project, currently in the Engineering/Design phase, includes the installation of fiber signal upgrades, signage improvements, ADA-compliant ramps, and pedestrian push-buttons along five corridors within the City. In the Dunbar Elementary School attendance zone, the project will enhance Ralph David Abernathy Boulevard and McDaniels Street.
- The Mechanicsville Homeownership Development project, currently in the predevelopment stage, plans to construct approximately 270 single-family homes, with 20 percent designated as affordable housing. The development is adjacent to Dunbar Elementary School and will have access to Whitehall Terrace, Crumley Street, Ira Street, and Windsor Street.

Recommendations

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

Attachments

The following attachments have been included to support this report:

Attachment A: Recommendations Table

Attachment B: Walk Audit Meeting Summary

Attachment C: Walk Audit Photos

WALK AUDIT REPORT

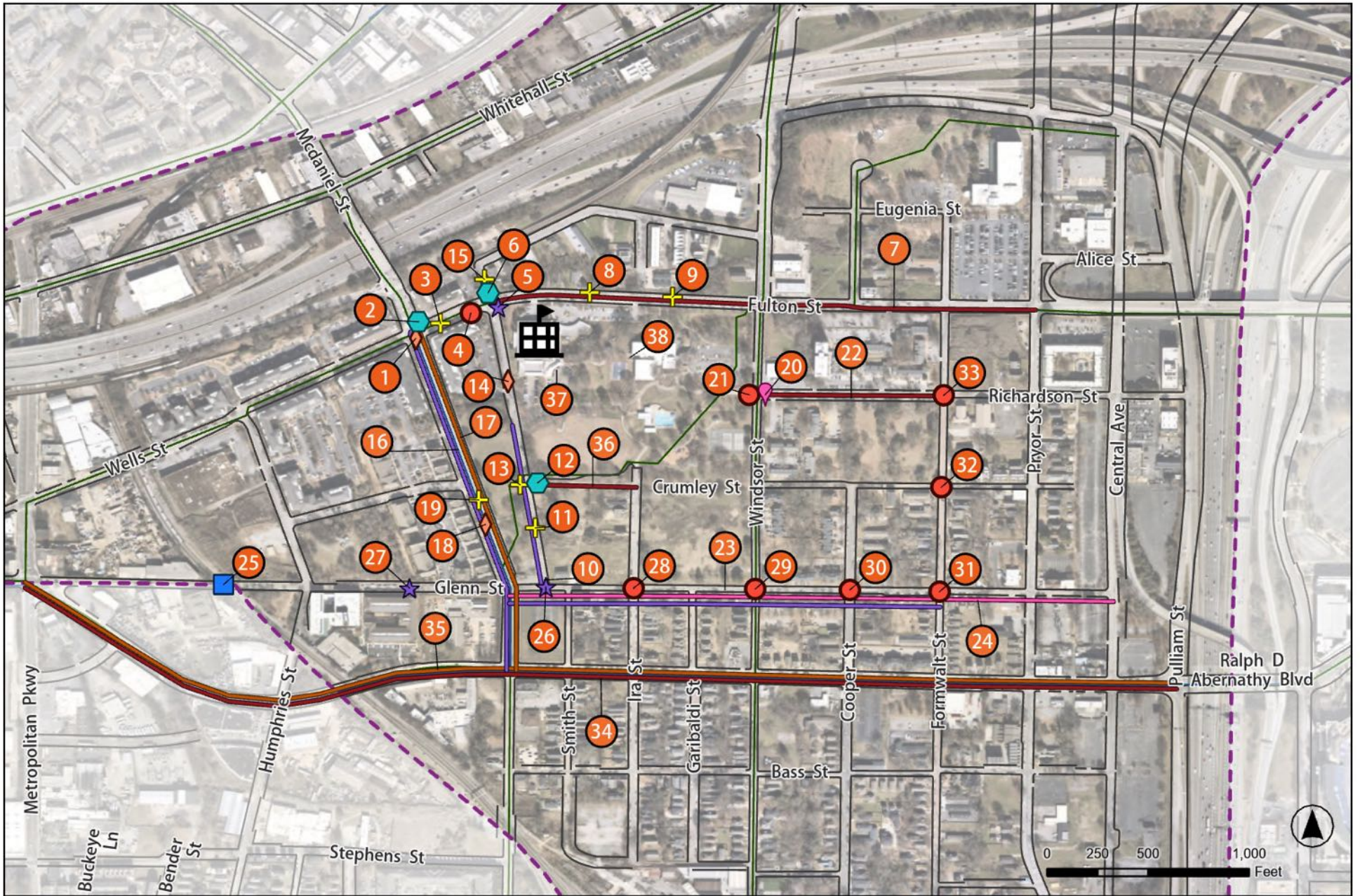


FIGURE 3: WALK AUDIT RECOMMENDATIONS MAP



**Attachment A:
Recommendations Table**

WALK AUDIT REPORT

Project ID	Location	Recommendation	Category	Implementation Plan
DES-01	Fulton St at McDaniel St	Install a wider high-visibility crosswalk across the south leg of the intersection	Pedestrian Crossings	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Medium
DES-02	Fulton St at McDaniel St	Relocate street name signage and support post to improve visibility of pedestrian signal heads	Signing and Pavement Markings	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-03	Fulton St, immediately east of McDaniel St	Install school zone pavement marking	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-04	Fulton St at Whitehall Ter	Remove the first two on-street parking spots located on the west leg of the intersection, on the south side of Fulton St, to improve visibility at the intersection	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-05	Fulton St at Whitehall Ter	Install an ADA-compliant curb ramp in the southeast quadrant of the intersection	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: High
DES-06	Fulton St at Whitehall Ter	Replace missing street name signage	Signing and Pavement Markings	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-07	Fulton St from Whitehall Ter to Pryor St	Implement a roadway reconfiguration to convert the existing four-lane cross-section to a two-lane cross-section with either directional bike lanes or a shared-use path	Roadway Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: High
DES-08	Fulton St, 400 ft east of Whitehall Ter	Install a school zone flasher and a school speed limit sign	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-09	Fulton St, 750 ft east of Whitehall Ter	Install "School Ahead" pavement markings, a school speed limit sign, and school advanced warning signage	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-10	Whitehall Ter from Dubar ES Dwy to Glenn St	Repair or replace damaged sidewalk and install missing inlet covers	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Major Capital Projects Responsible Agency: ATLDOT, DWM Priority: High
DES-11	Whitehall Ter, 200 ft south of Crumley St	Install "School Ahead" pavement markings, a school speed limit sign, and school advanced warning signage	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-12	Whitehall Ter at Crumley St	Install street name signage on the existing stop sign post	Signing and Pavement Markings	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Low
DES-13	Whitehall Ter, immediately north of Crumley St	Install a school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High

WALK AUDIT REPORT

Project ID	Location	Recommendation	Category	Implementation Plan
DES-14	Whitehall Ter, near Dunbar ES School Dwy	Remove speed table and install a Rectangular Rapid Flashing Beacon (RRFB) with a raised crosswalk	Pedestrian Crossings	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: High
DES-15	Whitehall Ter, 100 feet north of Fulton St	Install school pavement markings and school zone signage	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-16	McDaniel St from Ralph David Abernathy Blvd to Fulton St	Install vertical buffers along the existing bike lanes	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: High
DES-17	McDaniel St from Ralph David Abernathy Blvd to Fulton St	Coordinate with the Traffic Combo 2 project to implement leading pedestrian intervals (LPI), Americans with Disabilities Act (ADA) compliant curb ramps, pedestrian phase recall, and no right-turn on red blank-out signs that are active during school hours	Traffic Signal Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-18	McDaniel St, approximately 330 ft north of Glenn St	Relocate the existing pedestrian crossing approximately 170 ft south to align with the pathway between McDaniel St and Whitehall Ter and evaluate an enhanced crossing treatment	Pedestrian Crossings	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Medium
DES-19	McDaniel St, immediately south of Crumley St	Restripe school zone pavement markings	School Zone Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: High
DES-20	Richardson St at Windsor St	Install curb extensions or bulb outs on the northeast and southeast quadrants of the intersection to shorten the pedestrian crossing distance across the west leg of the intersection and to tighten the turning radius of the intersection	Speed Management	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Medium
DES-21	Richardson St at Windsor St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-22	Richardson St from Windsor St to Formwalt St	Restripe the Richardson St and repurpose the pavement to install green infrastructure, such as bioswales	Roadway Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Low
DES-23	Glenn St from McDaniel St to Formwalt St	Repair or replace damaged sidewalk, clear overgrown vegetation, and install missing inlet covers	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Major Capital Projects Responsible Agency: ATLDOT, DWM; DPR Priority: High
DES-24	Glenn St from McDaniel St to Central Ave	Install speed cushions as traffic calming measures	Speed Management	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium

WALK AUDIT REPORT

Project ID	Location	Recommendation	Category	Implementation Plan
DES-25	Glenn St at Railroad Underpass	Address drainage issues	Maintenance (Other)	Project Type: Major Capital Projects Responsible Agency: ATLDOT Priority: Low
DES-26	Glenn St at Whitehall Ter	Install a crosswalk with ADA-compliant curb ramps across the north leg, stripe a stop bar at the north leg, and replace faded/missing signage	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: High
DES-27	Glenn St, approximately 410 feet west of McDaniel St	Install a crosswalk with ADA-compliant curb ramps where the sidewalk ends on the north side of the road	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Medium
DES-28	Glenn St at Ira St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-29	Glenn St at Windsor St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-30	Glenn St at Cooper St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-31	Glenn St at Formwalt St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-32	Formwalt St at Crumley St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-33	Formwalt St at Richardson St	Install a package of all-way stop-control upgrades including the replacement of damaged or faded signage, striping crosswalks across all legs, refreshing stop bar striping at all legs, and installing ADA-compliant curb ramps	Intersection Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Medium
DES-34	Ralph David Abernathy Blvd from Metropolitan Pkwy to Pulliam St	Repave and restripe Ralph David Abernathy and install vertical buffers along the bike lanes as part of the RD Abernathy Safe Street project	Roadway Improvements	Project Type: Major Capital Projects Responsible Agency: ATLDOT Priority: Medium

WALK AUDIT REPORT

Project ID	Location	Recommendation	Category	Implementation Plan
DES-35	Ralph David Abernathy Blvd from Metropolitan Pkwy to Pulliam St	Coordinate with the Traffic Combo 2 project to implement leading pedestrian intervals (LPI), Americans with Disabilities Act (ADA) compliant curb ramps, pedestrian phase recall, and no right-turn on red blank-out signs that are active during school hours	Traffic Signal Improvements	Project Type: Major Capital Projects Responsible Agency: ATLDOT Priority: High
DES-36	Crumley St from Whitehall Ter to Ira St	Paint curb red along sections of Crumley St where on-street parking is prohibited	Roadway Improvements	Project Type: Tactical/Maintenance: Responsible Agency: ATLDOT Priority: Low
DES-37	Dunbar Elementary School	Replace or repair the overhead lighting in the school drop-off/pick-up area	Lighting	Project Type: Minor Capital Projects Responsible Agency: APS Priority: Medium
DES-38	Dunbar Neighborhood Center and Rosa L. Burney Park	Install additional lighting and security cameras at additional areas of the Dunbar Neighborhood Center and Rosa L. Burney Park	Lighting	Project Type: Minor Capital Projects Responsible Agency: DEAM, DPR Priority: Medium

Attachment B: Walk Audit Overview

WALK AUDIT REPORT

Walk Audit Attendees

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

TABLE 2: WALK AUDIT ATTENDEES

NAME	ORGANIZATION/ROLE
Nichole Hollis	ATLDOT
John Saxton	ATLDOT
Whytne Stevens	ATLDOT
Jourdyn Fuga	KH
Tanner Schroeder	KH
Sarah Wilson	KH
Tyler Minkkinen	KH
Keith Sumas	APS PD
Avacy Elliott	APS PD
Lakisha Wright	DES Principal
Fantara Houston	DES Assistant Principal
Keith Tennyson	DES IB Coordinator
William Welcome	DES Paraprofessional
Dennis Miller	Unknown

Walk Audit Activities

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

School Arrival Observations

The project team and school staff observed student arrivals at the school to assess arrival patterns and behaviors. Staff were positioned at strategic locations including the school entrance, Whitehall Terrace north of the school, Fulton Street east and west of the school, and Windsor Street north of Richardson Street. **Figure 4** depicts where each team member was positioned for school arrival.

WALK AUDIT REPORT



FIGURE 4: SCHOOL ARRIVAL TEAM POSITIONS

Pre-Audit Meeting

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

Walk Audit

The project team and Walk Audit attendees completed a group walk along a key route to/from Dunbar Elementary. During this process, participants assessed transportation infrastructure, documented barriers to walking and biking to school, and discussed travel behaviors of students and community members, as well as their perceptions of the walking environment and ideas for improvement. The walking route was approximately 1.4 miles along several key routes. The route started at the school driveway, proceeded south to Glenn Street, turned west toward the GE Towers, turned around east to Formwalt Street, turned north toward Richardson Street, turned west towards Windsor Street, and then returned to the school entrance through the Dunbar Neighborhood Center. **Figure 5** displays the Walk Audit route.

WALK AUDIT REPORT



FIGURE 5: WALK AUDIT MAP

Post-Audit Meeting

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

Walk Audit Observations

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

WALK AUDIT REPORT

Modes of Transportation

- More than 200 students walk to school.
- Many parents and guardians accompany students during drop-off and pick-up, but they frequently drop students off in the parking lot rather than the designated student drop-off line.
- At the time of observations, school staff indicated there were more students arriving via carpool than usual.
- Some students arrive near the start of school using rideshare services.
- Students who arrive prior to 7:15 AM are seen waiting outside in the carpool area.
- Several students ride scooters to school.
- Parents avoid the carpool line and drop students off from the on-street parking along Whitehall Terrace.
- Many students cross at the signalized intersection of Fulton Street at McDaniel Street.
- Several students participate in after-school activities at the Dunbar Neighborhood Center directly adjacent to the school.

Pedestrian/Bike Safety

- Many students live in the Columbia Mechanicsville Apartment Complex and cross Whitehall Terrace near the school entrance where there is no crosswalk.
- The crosswalk pavement markings at the intersection of Fulton Street at McDaniel Street are faded and should be replaced.
- Bike lanes are present along McDaniel Street south of Fulton Street.
- Parents in the Columbia Mechanicsville Apartment Complex will often assist students across Whitehall Terrace, acting as crossing guards.
- The southeast quadrant of Whitehall Terrace at Fulton Street is missing a curb ramp and reduces accessibility across the intersection, creating a tripping hazard.
- School buses frequently park on Whitehall Terrace, resulting in limited sight distance for students crossing near the school driveway.
- Vehicles frequently bypass buses stopped in the carpool line, creating unsafe conditions for students exiting the carpool line to enter the school.
- The crosswalk pavement markings at the intersection of Cooper Street at Glenn Street are faded and should be replaced.
- Parents frequently accompany students to the intersection of Fulton Street at Whitehall Terrace, then students walk to the school entrance alone or in student groups.
- Several students cross Windsor Street at the crossing guard, but a few students cross without a crossing guard present, either north or south of the crossing guard location.
- The sidewalk along Whitehall Terrace south of the school has large cracks and gaps in the multiple segments, as well as multiple drainage inlets with missing covers.

WALK AUDIT REPORT

- Many students cross the intersection of McDaniel Street at Glenn Street, where there is no crossing guard present.
- The sidewalk along Glenn Street is cracked and uneven, with vegetation encroaching on the sidewalk.
- There are no ADA-compliant curb ramps at the intersections of Glenn Street at Cooper Street and Glenn Street at McDaniel Street.
- The sidewalks along Whitehall Terrace north of the school are in good condition.

Vehicular Safety

- There are no school zone flashers on Whitehall Terrace.
- There are limited school zone signage and markings along Fulton Street and they are difficult for drivers to see.
- Drivers do not frequently use their turn signals when entering the school to drop off students.
- School buses frequently park on Whitehall Terrace, resulting in vehicles stopping or navigating around the school buses with limited sight distance.
- There is a street name sign missing at the intersection of Whitehall Terrace at Fulton Street.
- Crumbley Street is missing street name signage at its intersection with Whitehall Terrace.
- There are drainage issues that result in flooding along Glenn Street at the railroad crossing underpass.
- Several drain inlets are clogged with debris from the surrounding area.
- Richardson Street between Windsor Street and Formwalt Street is wide, with no lane delineators or pavement markings to encourage slower speeds.
- The all-way stop-controlled intersections in the area have limited visibility and should be upgraded to increase compliance and visibility.

Travel Speeds

- Travel speeds in the area appear to be appropriate based on the posted speed limit and the surrounding area context.

Personal Security

- There is poor lighting and no security cameras near the Dunbar Neighborhood Center, which many students use as a cut through on their route to and from school.
- An APS officer was present at the school during student arrival.
- There are frequent streetlight outages along Fulton Street between McDaniel Street and Windsor Street.
- There are reported instances of stray animals along Whitehall Terrace Road.

WALK AUDIT REPORT

- There are reported instances of inappropriate or dangerous activities in the park near the Dunbar Neighborhood Center, as well as unhoused communities taking refuge in the park.
- Overhead lighting in the school drop-off area is not visible, either in need of replacement or repair.
- There are reported instances of inappropriate or dangerous activities in Windsor Plaza east of the park, particularly at night.
- Overgrown vegetation makes it difficult to see students as they exit the school campus.
- There are numerous vacant lots in the community.
- Apartment complexes in the area have installed gates to prevent cut-through traffic west of the school.
- Overhead street lighting on Glenn Street are not in service, either due to damage or lack of service.
- School staff members noted there have been multiple reports of crime in the area around the GE Towers, where many students live.
- A public safety officer is present by the Dunbar Neighborhood Center during school hours.

Traffic Signals

- The signalized intersections of McDaniel Street at Fulton Street and McDaniel Street at Glenn Street are missing backplates with retroreflective borders on all signal heads, have outdated or faded crosswalk pavement markings, and do not have ADA-compliant curb ramps at all corners.

**Attachment C:
Site Visit Photos**

WALK AUDIT REPORT



PHOTO 1: DAMAGED SIDEWALK ALONG WHITEHALL TERRACE, SOUTH OF THE SCHOOL

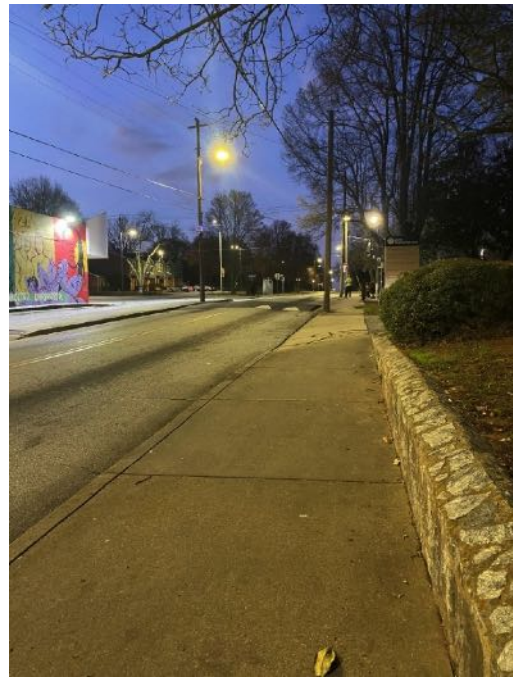


PHOTO 2: CROSSING GUARD WAITING TO ASSIST STUDENTS ACROSS WINDSOR STREET



PHOTO 3: THE SIGNALIZED INTERSECTION OF MCDANIEL STREET AT GLENN STREET

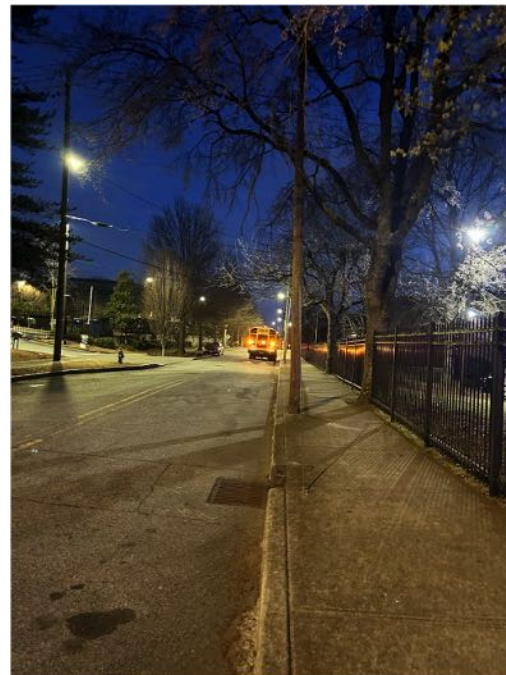


PHOTO 4: OVERHEAD STREET LIGHTING ALONG WHITEHALL TERRACE, NORTH OF THE SCHOOL

WALK AUDIT REPORT



PHOTO 5: PEDESTRIAN CROSSING MCDANIELS STREET, JUST NORTH OF GLENN STREET

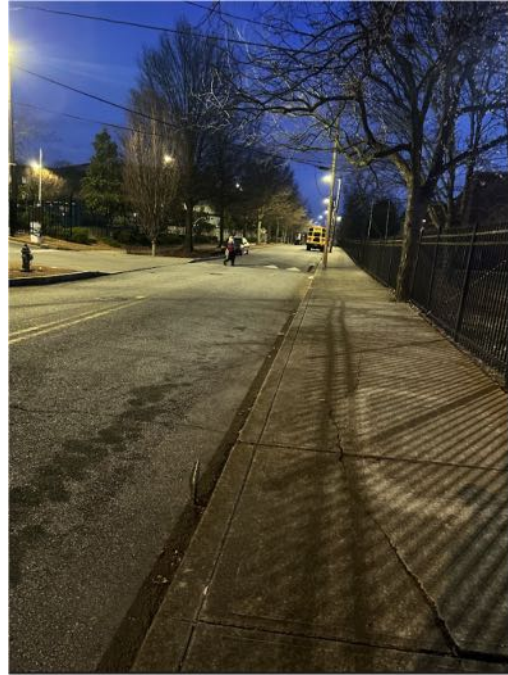


PHOTO 6: STUDENTS CROSSING MID-BLOCK IN FRONT OF SCHOOL DRIVEWAY

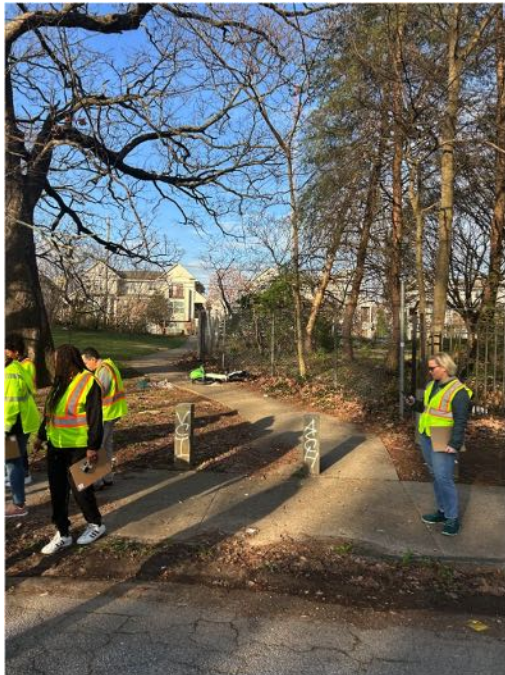


PHOTO 7: CUT-THROUGH PATH BETWEEN MCDANIEL STREET AND WHITEHALL TERRACE



PHOTO 8: MISSING ADA CURB RAMP AT THE INTERSECTION OF FULTON STREET AT WHITEHALL TERRACE

WALK AUDIT REPORT



PHOTO 9: MISSING DRAIN INLET COVER AT THE INTERSECTION OF GLENN STREET AT COOPER STREET

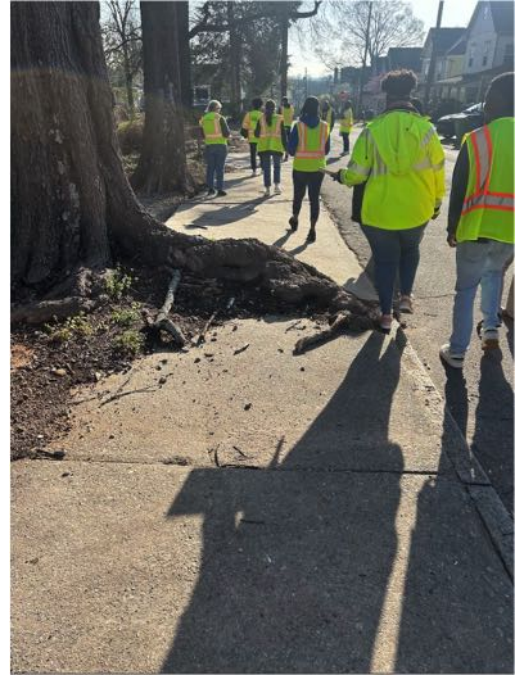


PHOTO 10: OVERGROWN ROOTS BLOCKING SIDEWALK ALONG GLENN STREET



PHOTO 11: TRASH AND DEBRIS ON THE SIDEWALK ALONG GLENN STREET



PHOTO 12: DUNBAR NEIGHBORHOOD CENTER ENTRANCE ALONG WINDSOR STREET

Appendix **B**



MEETING SUMMARY

Location: Dunbar Elementary School/Online Zoom Meeting

Meeting Date: February 27, 2025
8:30 AM

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

Background

- I. The meeting consisted of three members of the Atlanta Department of Transportation (ATLDOT), three members from Kimley-Horn, several parents, school staff members, and five students who were able to provide feedback as their schedules permitted. Approximately 30 people attended in total. The discussion involved topics relating to transportation safety, experiences commuting to and from school, and potential infrastructure improvements.

Open Discussion

II. Modes of Transportation

- a. According to staff, 50 to 60 students walk to and from school, a few bike, and the remaining students take the bus or are driven to school.
- b. Staff indicated that most students who walk to school commute from apartments along McDaniel Street.
- c. Students mentioned hills in the area make it difficult to walk and bike.

III. Pedestrian Safety

- a. Staff stated the general lack of crossing guards is a concern.
- b. Staff mentioned a parent recently fell into an open drainage ditch on the cut-through from Whitehall Terrace to McDaniel Street.
- c. Staff mentioned they observe vehicles not stopping at stop signs, creating unsafe conditions for students crossing the intersection, specifically the intersections of Whitehall Street at Fulton Street, and Windsor Street at Richardson Street.
- d. Staff mentioned it is hard to see students once they leave school to walk home.
- e. One parent wrote that students need more crossing guards and crosswalks, and trees should be trimmed for increased visibility.

IV. Vehicle Safety

- a. Parents indicated there are long queues in the carpool line. They mentioned some drivers cut around cars or skip out of line.
- b. The hill and shrubbery on Glenn Street causes sight distance concerns.
- c. According to staff, parents often run over traffic cones in the carpool line.
- d. Parents have a general concern for traffic in the carpool line.



MEETING SUMMARY

V. Travel Speeds

- a. Staff mentioned they need a school zone flashing light on Windsor Street due to dangerous travel speeds.
- b. Parents expressed desire for speed cameras in the school zone.
- c. One parent mentioned that cars often speed near the convenience store across the park from the school, and along Glenn Street.
- d. Students mentioned they feel scared walking because of fast cars in the area.

VI. Personal Security

- a. Parents and staff expressed concerns about the lack of lighting in the area, making students feel unsafe. Specifically in the Dunbar Center park and on Whitehall Street.
- b. A staff member indicated they stand watch for students who walk through the park in the morning.
- c. Community members said most students walk themselves to school, while some walk in groups or with a parent. One student said they don't feel safe walking to school when their mom isn't able to accompany them.
- d. One student said they felt nervous about biking to school.
- e. A staff member suggested that students should walk in groups of at least four and that parent volunteers from the area should be organized to assist with student drop-offs.
- f. Community members expressed that would like for more eyes on the students as they walk/bike to school.

VII. Improvement Ideas

- a. Install additional lighting in the area to improve visibility and security for pedestrians.
- b. Trim vegetation in the area so they don't obstruct sidewalks and improve visibility.
- c. Install school zone flashers, and speed feedback cameras.
- d. Install reflective vertical delineators along sidewalks and crosswalks near the school.
- e. Encourage community volunteers to stand watch on corners to help guide students walking to school.
- f. Install security cameras in the area to increase eyes on students.

VIII. Comments/questions/feedback

- a. Many students' bikes need maintenance, but the school has trouble getting bike mechanics.
- b. The staff wanted to know when improvements might begin to start.
 - i. ATLDOT informed those in attendance they could begin as early as next school year, and they will be involved through the action plan process.
- c. The principal mentioned in previous years they had more bikers because of a 2nd grade bike education program and bikes were donated by Angel Tree. They also provided secure bike parking in the school gym.

