

JULY
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Hope-Hill Elementary School

SAFE ROUTES TO SCHOOL ACTION PLAN



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EXECUTIVE SUMMARY

Hope-Hill 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 Hope-Hill 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 Hope-Hill 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 the Hope-Hill Community

- ★ Traffic safety is top priority
- ★ Infrastructure gaps are real
- ★ Bus, walkers and parent drop-offs clash
- ★ No clear visual cues for school zone
- ★ The desire to walk/bike to school is strong!

Key Strategies and Recommendations

The following recommendations are some priorities identified through this process:



EDUCATION

- ▶ Vision Zero safety campaign
- ▶ Pedestrian and bicycle safety education
- ▶ Traffic gardens and bike rodeos



ENGAGEMENT

- ▶ Art installation and street murals
- ▶ Corner Captains or Greeters
- ▶ SRTS Taskforce



ENCOURAGEMENT

- ▶ Walking and Biking School Buses and training
- ▶ Walk, Bike, and Roll to School Days
- ▶ Develop and promote a Suggested Routes to School map



ENGINEERING

- ▶ Intersection Improvement of Irwin Street NE/ Boulevard NE
- ▶ Roadway Improvement of Irwin Street including lane diet



EQUITY

- ▶ Partner with pedestrian/bike safety-focused organizations for program materials (bikes, helmets, reflective gear, etc)
- ▶ ATLDOT, APS prioritize Action Plan recommendations from Equity Priority schools such as Hope-Hill Elementary
- ▶ Partner with King Center and National Park Service



EVALUATION

- ▶ Collect recommended data to track program implementation and outcomes

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.

In Atlanta, SRTS is led by the Department of Transportation (ATLDOT) and focuses on creating healthier, more connected communities through active school travel.

SRTS Atlanta works across K–12 schools to improve safety, reduce barriers, and inspire a culture of walking and biking. By encouraging students to use active transportation, the program supports healthier lifestyles, reduces traffic congestion, and strengthens neighborhood ties.



Student walking west on Irwin St NE.

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!



Students at National Walk to School Day.

- ★ **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 the 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.

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 wellbeing 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 walking, rolling, biking, or taking transit.



ENGINEERING

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



EVALUATION

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

History

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

Atlanta Safe Routes to School

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

Vision Zero

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

High-Priority Schools

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

Project Timeline



Action Plan Development

What is the purpose of the SRTS Action Plan?

The SRTS Action Plan is a clear, community-driven roadmap for improving how students and guardians safely walk, bike, and roll to Hope-Hill Elementary. Developed through robust engagement, data analysis, and a review of past planning efforts, the plan outlines actionable recommendations to address real safety challenges and support healthier, more accessible school commutes.

This plan is not just a document – it's a call to partnership. It's designed to guide ATLDOT, school leaders, local agencies, and community members in working together to create safer streets, stronger connections, and a school environment where active transportation is safe, supported, and celebrated.

Who was involved?

The Action Plan was shaped through ongoing collaboration with Hope-Hill's faculty and staff, guardians, students, and the broader community. The full engagement process is outlined in the Community Engagement chapter.



This plan is not just a document – it's a call to partnership.

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Existing Conditions

School Overview

- ★ Hope-Hill Elementary School, part of the Midtown Cluster, was selected as the top-priority school for participation in the SRTS program.
- ★ Situated in the historic Sweet Auburn and Old Fourth Ward neighborhoods, areas with deep roots in the civil rights movement, Hope-Hill stands adjacent to the Martin Luther King Jr. Center for Social Change and near the eastside BeltLine trail.
- ★ Hope-Hill is a Title 1 school receiving federal funding to provide additional support based on student economic needs.

Demographics

Hope-Hill Elementary has an enrollment of 363 students and a racial make-up of 80% Black, 11% White, 5% Hispanic, and 4% other.

There are eight census tracts (tracts 17.01, 17.02, 18.02, 28.01, 28.02, 29, 119.01, and 119.02) intersecting some portion of both the attendance zone and the half-mile general walking radius of Hope-Hill Elementary School. The percentage of households with no vehicle in this set of

tracts ranges from 1.6% to 23% according to American Community Survey 2019–2023 five-year summary data. On average, 9.8% of households in census tracts within one-half mile of Hope-Hill Elementary School have no access to vehicles.

A substantial portion of its student body (239 students, or 66%) resides within the Parent Responsibility Zone.



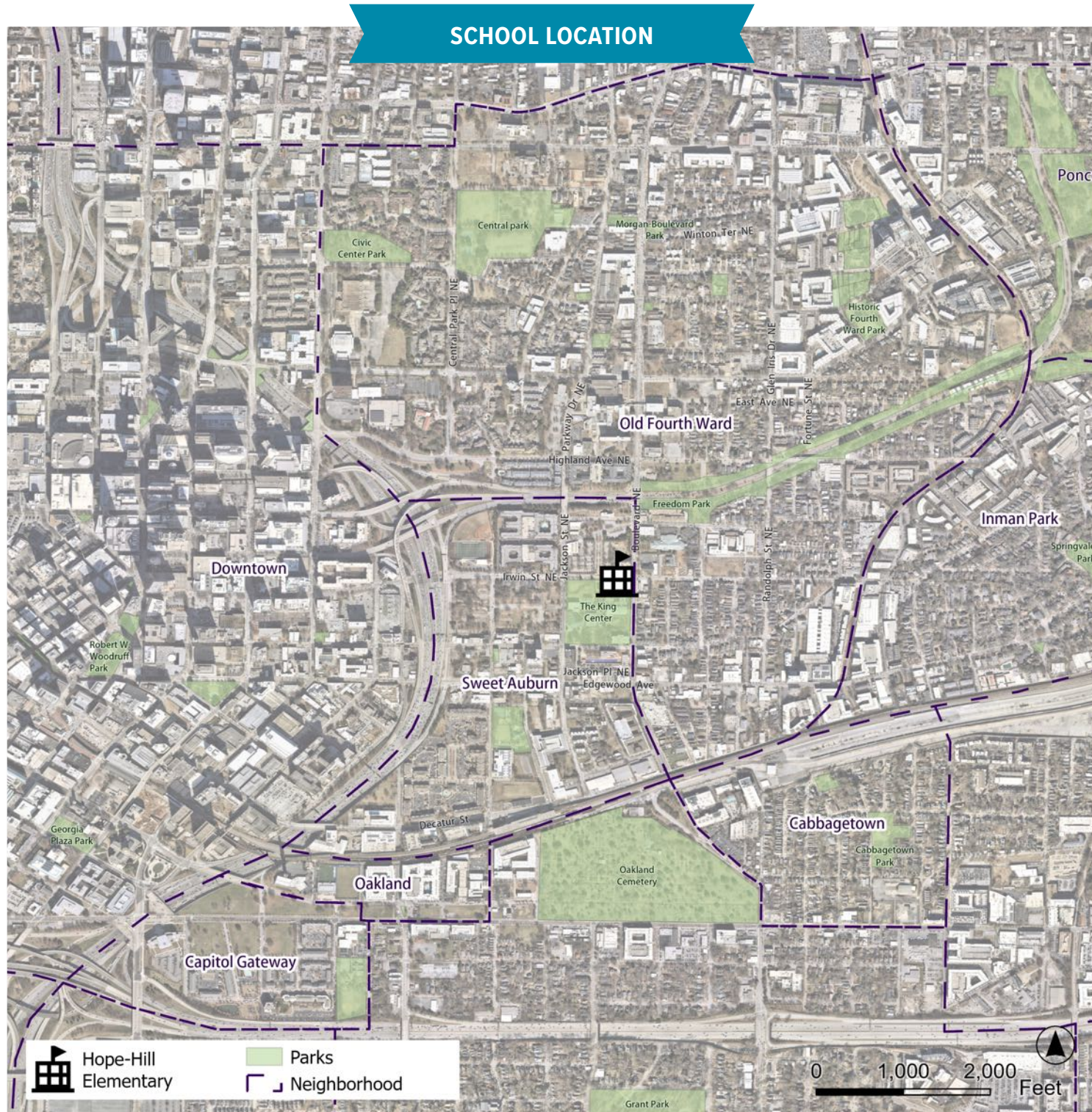
363
students enrolled



66%
(or 239 students)
live within the Parent
Responsibility Zone



2–23%
of households in census
tracts near the school don't
have access to vehicles



School Travel

School Arrival and Dismissal

Students at Hope-Hill Elementary School arrive between 7:15 AM and 7:45 AM. School bus riders are dropped off on Irwin St. NE. Car riders who arrive between 7:15 AM and 7:45 AM should be dropped in the parent drop-

off area on Irwin St. NE. School dismissal begins at 2:15 PM. This process coordinates walkers, bus riders, and car riders in pursuit of a safe and efficient arrival and dismissal at the school.

Crossing Guard Locations

Crossing guards are stationed at two locations near Hope-Hill Elementary. One crossing guard is stationed mid-block on Irwin St. NE, helping students cross Irwin St. NE safely coming from the north, as well as managing the parent drop-off vehicular

traffic. The other cross guard location is at the Irwin St. NE and Boulevard Ave NE intersection, primarily helping facilitate safe crossings across the south side of Boulevard.



Crossing guard stationed at Irwin St NE and Boulevard Ave NE.

Transportation Network

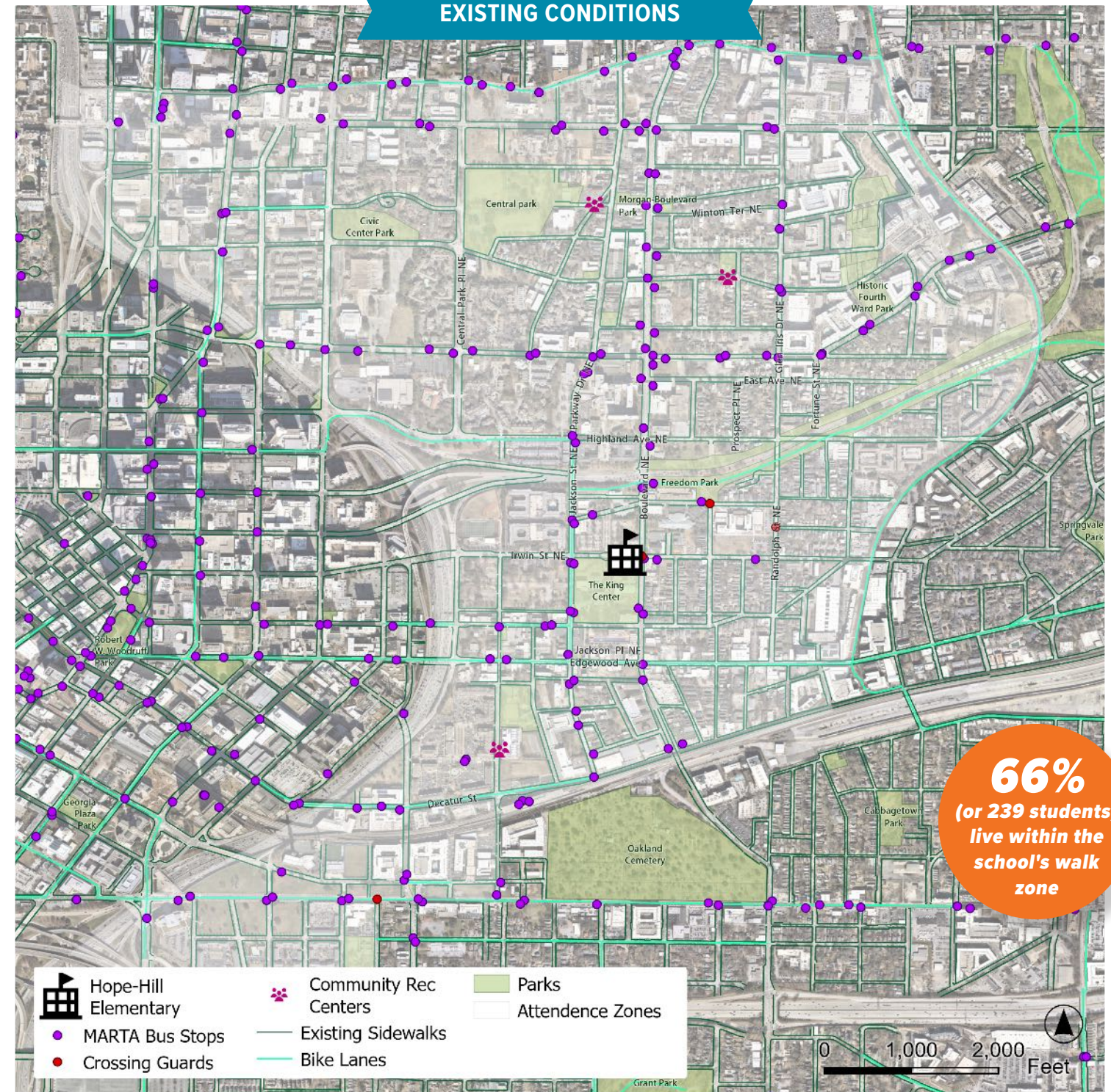
Nearby Road Network

- ★ Hope-Hill Elementary School is located at the northeast corner of the block surrounded by Boulevard SE to the east, Auburn Avenue NE to the south, Jackson Street NE to the west, and Irwin Street NE to the north.
- ★ Boulevard is defined by GDOT as a minor arterial roadway. Boulevard is a four-lane roadway, with two lanes in each direction. The road is signed at 25 mph in the school zone and 35 mph elsewhere.
- ★ Auburn Avenue is defined by GDOT as a minor arterial roadway. Auburn Avenue is a two-lane roadway, with one lane in each direction and on-street parking on both sides. The road is signed at 25 mph.
- ★ Jackson Street is defined by GDOT as a major collector roadway. Jackson Street is a two-lane roadway, with one lane in each direction and on-street parking on both sides. The road is assumed to be 25 mph between Highland Avenue and Edgewood Avenue.



Student walking east on Irwin St NE.

EXISTING CONDITIONS



Nearby Transit

- ★ The Atlanta Streetcar travels from the south on northbound Jackson Street, turns left at the intersection of Jackson Street and Auburn Avenue, and stops at a station along Auburn Avenue just west of the intersection with Jackson Street.
- ★ MARTA bus routes 3 and 899 operate north-south along Jackson Street. There are MARTA bus stops at Jackson Street at Old Wheat Street, as well as just south of the intersection of Jackson Street and Irwin Street.
- ★ MARTA bus route 809 operates east-west along Irwin Street and north-south along Boulevard. There are bus stops for MARTA route 809 at Irwin Street and Boulevard, as well as Boulevard and Old Wheat Street.

Active Transportation Network

- ★ There are striped non-buffered bike-lanes on both sides of Jackson Street from Highland Avenue in the north, past Hope-Hill Elementary School, and to Edgewood Avenue in the south.
- ★ There are sidewalks throughout the immediate area around the school, with limited gaps in the network.

School Zone Limits

- ★ According to the 2018 City of Atlanta sign inventory, there are numerous school signs along Irwin Street from Hillard Street to Bradley Street. School signs extend along Boulevard from John Wesley south to Edgewood. There are limited school signs along Jackson Street mainly between John Wesley and Irwin. There is only one school sign along Auburn Avenue at Hillard Street.
- ★ School Zone Visibility Issues:
 - ▶ Flashing beacons are inconsistent or not functioning properly.
 - ▶ Some signs blend into the environment. For example, steel rectangular rapid flashing beacons [RRFBs] are less visible than black-painted ones.
 - ▶ There are no early warning signs to alert drivers before approaching the school zone.

Crash Analysis

The project team analyzed crashes within 100 feet of the attendance zone for Hope-Hill Elementary School, and also mapped crashes within the immediate vicinity of the school. Over the past 10 years, from 2014 to 2023, there were 10,483 crashes within this area. There were 46 bicycle-related and 213 pedestrian-related crashes in the dataset.

As is the pattern with crashes across Georgia, **bicycle-related crashes and pedestrian-related crashes are disproportionately more likely to involve serious injuries or deaths.** Serious injuries or deaths occurred in 8% of pedestrian-related crashes, 4% of bicycle-related crashes, and only 1.4% of other crashes near Hope-Hill Elementary School.

Review of crash narratives for serious injury and deaths involving bicyclists and pedestrians reveals a few common themes:

- ▶ Driver inattention to and lack of respect for pedestrians and bicyclists, especially when turning left or pulling into or out of parking decks and lots in the area.
- ▶ There are many incidents of pedestrians being struck while in a crosswalk where the car driver “didn’t see the pedestrian in the crosswalk.”
- ▶ Due to car speeds, adult bicyclists are using the sidewalk and crosswalks, but then drivers are not seeing them.
- ▶ Due to car speeds and driver inattention, at times drivers are hitting the sidewalks and corners where pedestrians are waiting or walking.
- ▶ There are several cases where pedestrians seem to “jump out in front of the vehicle.”

CRASHES WITHIN 100 FEET OF THE SCHOOL'S ATTENDANCE BOUNDARY, 2014-2023



46

bicycle crashes

2

resulting in serious injuries or fatalities



213

pedestrian crashes

18

resulting in serious injuries or fatalities



10,226

other crashes

72

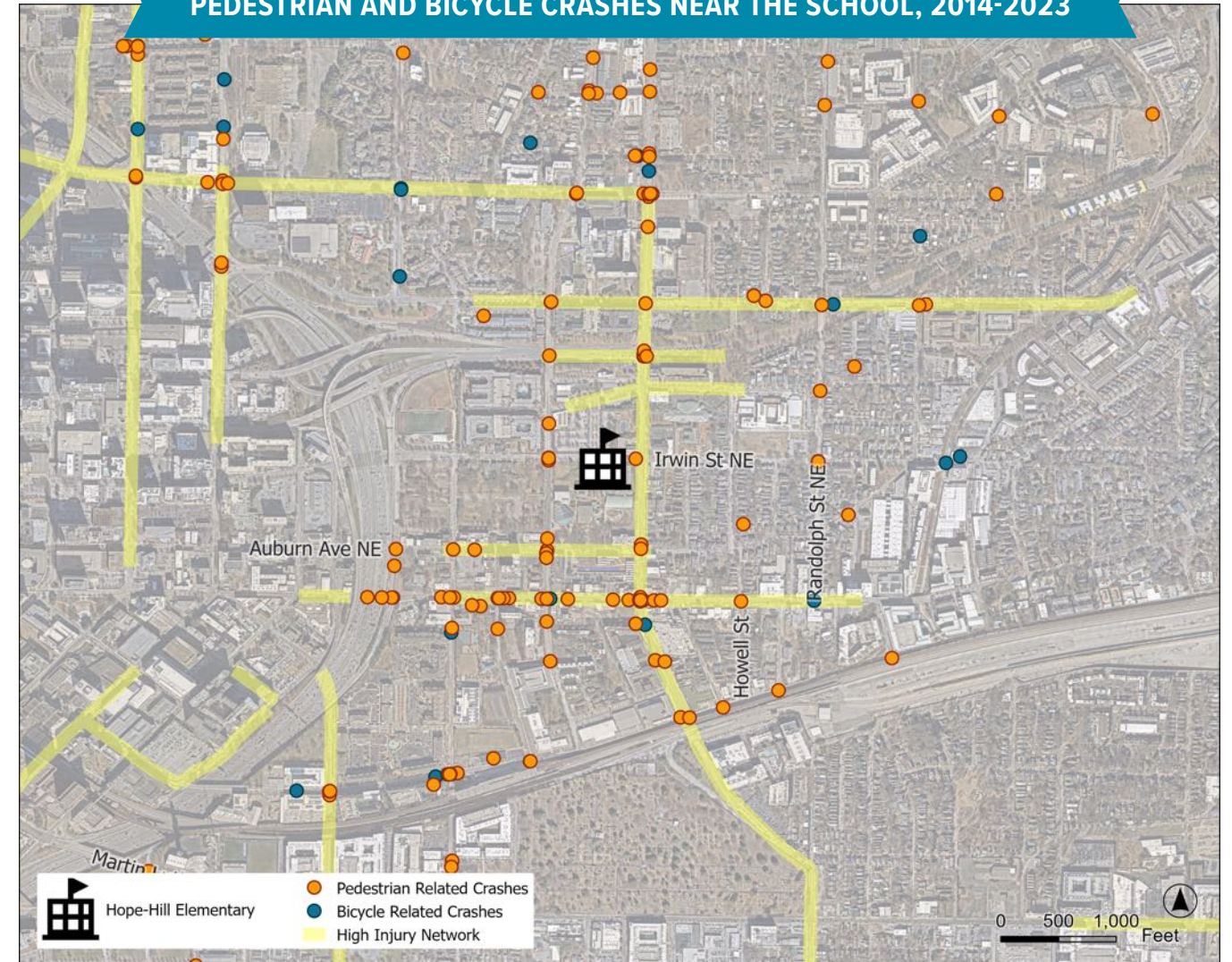
resulting in serious injuries or fatalities

FATAL AND SERIOUS INJURY CRASHES NEAR THE SCHOOL, 2014-2023



10,485
total crashes in the school's immediate vicinity from 2014 to 2023

PEDESTRIAN AND BICYCLE CRASHES NEAR THE SCHOOL, 2014-2023



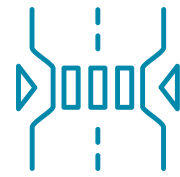
KEY RECOMMENDATIONS AND POTENTIAL BENEFITS

LOCATIONS:



**Irwin St NE and
Boulevard NE**

RECOMMENDATIONS:



Lane reconfiguration

ESTIMATED BENEFITS:



\$675,000
over 10 years



**Irwin St and
Jackson St**



**Lighting improvements
and lane reconfiguration**



\$900,000
over 10 years

Recommendations are based on the AASHTOWare Numetric platform Safety Analysis of intersections near the school. Benefit information comes from the Georgia Department of Transportation (GDOT) estimation tool.



Eastbound on Irwin St. NE, approaching Boulevard Ave.

Project and Plan Review

To support the development of the Safe Routes to School (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



Relevant Capital Projects

Several capital projects already planned by the city overlap with the recommendations of this Action Plan. The following plans and programs included relevant projects:

- ★ Citywide ITS/Signal Upgrades – Monroe Drive/Boulevard (2023–2026)
- ★ Monroe Drive/Boulevard Complete Streets Project (2027–2029). **Additional scope recommendations are provided in the Recommendations Table in Section 4.**
- ★ Jackson Street Safety Improvements (planning/scoping). **Additional scope recommendations are provided in the Recommendations Table in Section 4.**
- ★ Sweet Auburn Security Camera Installations (planning/scoping)

Vision Zero-Related Opportunities

- ★ Document and track projects that support Vision Zero, identify successful practices that can be included in future projects, and publish successes or challenges learned.
- ★ Identify streets with high bicycle level-of-stress that are located on the Combined Risk Network and prioritize bicycle network improvements.
- ★ Develop and implement community outreach materials to educate, inform, and incorporate community input on Vision Zero projects.
- ★ Prioritize Vision Zero investments (i.e. capital projects, transportation infrastructure and maintenance, and safer street designs) in low-income communities, communities of color, immigrant communities, and communities with fewer transportation options.
- ★ Develop processes and funding to support community-based organization participation in the development of safety efforts.
- ★ Conduct walking and bicycling safety education sessions at elementary schools.
- ★ Conduct bike ride events (i.e., bike buses, bike trains) to foster bicycle commuting, recreation, and engagement around safety.
- ★ Work with safety groups such as Atlanta Students Advocating for Pedestrians and Atlanta Public Schools to develop youth-focused programming for Vision Zero.

Walk Audit

Understanding how students travel to and from Hope-Hill Elementary meant seeing the journey through their eyes. To build a full picture of the challenges and opportunities, the project team took a holistic approach by combining on-the-ground student arrival observations, experiential walk audits, and a digital survey.

- ★ **Student Arrival Observation:** To capture how students arrive at school, the project team partnered with school staff, student safety patrols, an APS resource officer, and the school crossing guard. Observers were stationed at key entry points to track arrival patterns, safety concerns, and student interactions with the environment.
- ★ **Experiential Walk Audit:** Community members joined the project team for a hands-on walk audit of the school’s surrounding streets. Split into two groups, participants walked a **North Loop** (Irwin, Jackson, Cain, and parts of Freedom Parkway) and **East Loop** (Irwin, Boulevard, John Wesley Dobbs, and Randolph). Before leaving, attendees reviewed route maps and safety indicators. Afterward, the group debriefed to identify hazards and brainstorm improvements. Participants included ATLDOT’s SRTS project team, Atlanta Public Schools (APS) district leads, Hope-Hill educators and student safety patrols, parents/guardians, and local community organizations.
- ★ **Digital Survey:** To promote broad input, a geospatial survey invited families and community members to mark safety concerns on an interactive map of the school zone. The tool gave a voice to those unable to attend in person and gathered 31 responses from parents, guardians, staff, and neighbors.



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

Left: Map of East Loop used for walk audit. Right: Photo taken during student arrival observation.

Needs Assessment

In summary, key issues for Hope-Hill Elementary include:



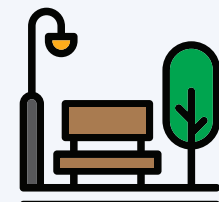
TRAFFIC FLOW AND SAFETY ISSUES



INSUFFICIENT/ INCONSISTENT SIGNAGE AND MARKINGS



PEDESTRIAN AND BICYCLIST INFRASTRUCTURE GAPS



LACK OF COMMUNITY CONNECTIVITY AND PLACEMAKING

3

Community Engagement



Community engagement is the heart of this plan.

From the very beginning, the team recognized that the people who make up the Hope-Hill school community—teachers, staff, parents and guardians, students, and local partners—are the ones who best understand the real challenges students face getting to and from school. Their insights, lived experiences, and ideas shaped every step of this process.

The sections that follow highlight the many ways we listened to and learned from Hope-Hill's community. We heard stories of barriers and concerns, but also visions for a safer, more supportive journey to school. These conversations revealed not only the obstacles but also the possibilities.

Thank you to everyone who took time to participate. Your voices made this plan stronger, more grounded, and more meaningful. We heard you, and this plan reflects your hopes for safer routes and a more connected school community.



Students and faculty discussing safety concerns.

Listening Session Overview

The project team conducted a listening session to provide the Hope-Hill community with a meaningful opportunity to share their experiences and concerns. This session helped surface real, on-the-ground challenges students face when traveling to and from school.

The listening session lasted one hour and included a brief overview of the Atlanta SRTS program, the purpose of the Action Plan, and a facilitated discussion. The project team used Mentimeter, an interactive digital tool, to guide conversations and provide a private way for participants to contribute—especially those who preferred not to speak aloud.

After the session, the project team remained available with a detailed map of the school zone. This allowed participants to point out specific safety concerns or trouble spots on their routes in a more personalized, one-on-one setting. In addition to attending the sessions, participants were invited to:

- ★ Join the upcoming walk audit
- ★ Complete the online survey
- ★ Share feedback via email

The insights gathered from these sessions informed key aspects of this plan and are summarized in the What We Heard section of this chapter. Detailed notes from the listening session can be found in the appendix.

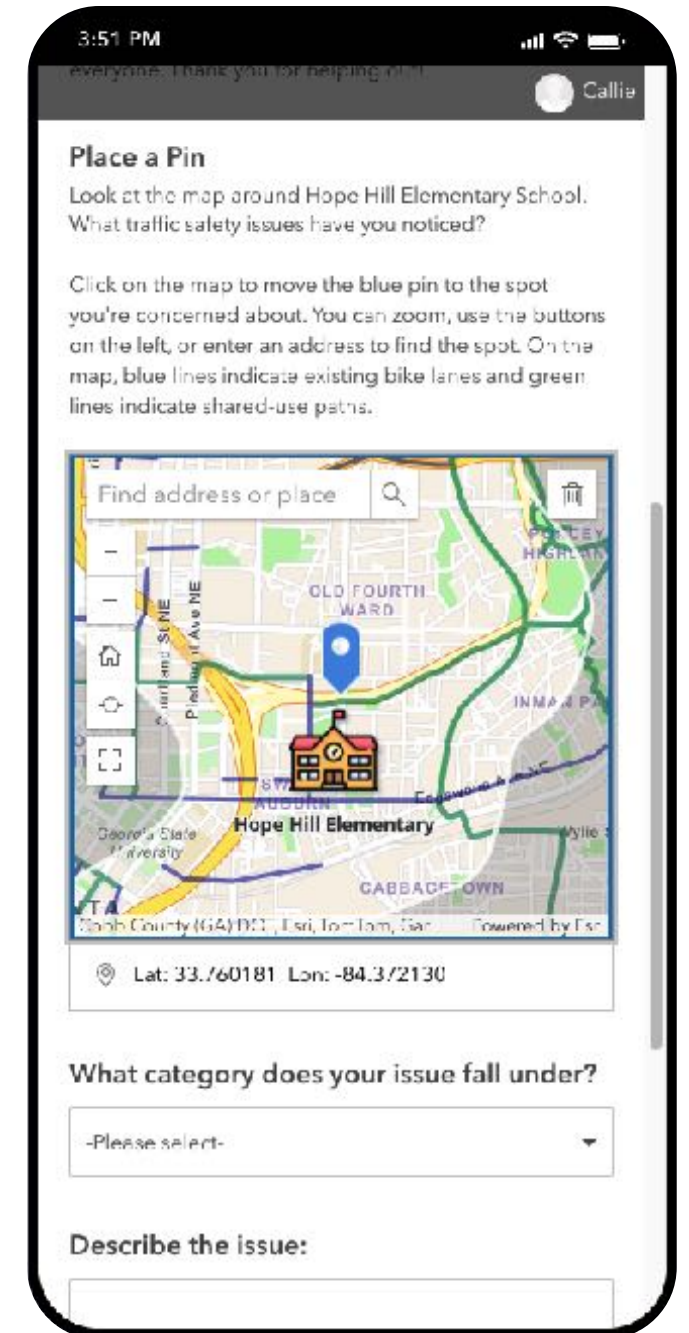
LISTENING SESSIONS – JANUARY 2025

Session 1 – Faculty and Staff: Held virtually via Zoom, this session brought together 25 dedicated staff members who shared valuable insights based on their daily observations of how students travel to and from school.

Session 2 – Parents, Guardians, and Students: Hosted in a hybrid format both in the school's media center and on Zoom, this session welcomed eight guardians and a classroom of third graders. Guardians shared their children's travel concerns, while students offered candid stories and showed enthusiasm for walking, biking, and other active ways to get to school.

Online Survey

To broaden community input beyond those able to participate in person, a geospatial digital survey was developed for stakeholders of Hope-Hill Elementary School. This interactive tool allowed respondents to identify and comment on specific areas of concern within the school's parent responsibility zone using an online map. The survey proved to be a convenient and accessible method for collecting feedback from parents, guardians, staff, and community members who could not attend in person. In total, 31 responses were received.



Screenshot of interactive map survey.

School Outreach Events

ATLDOT's Safe Routes to School team partnered with Hope-Hill Elementary to bring national and local SRTS events directly to students. These events not only raised awareness but also celebrated walking, biking, and rolling as fun, healthy, and community-building ways to get to school. This page includes several highlights.

NATIONAL WALK & ROLL TO SCHOOL DAY



RUBY BRIDGES WALK TO SCHOOL DAY



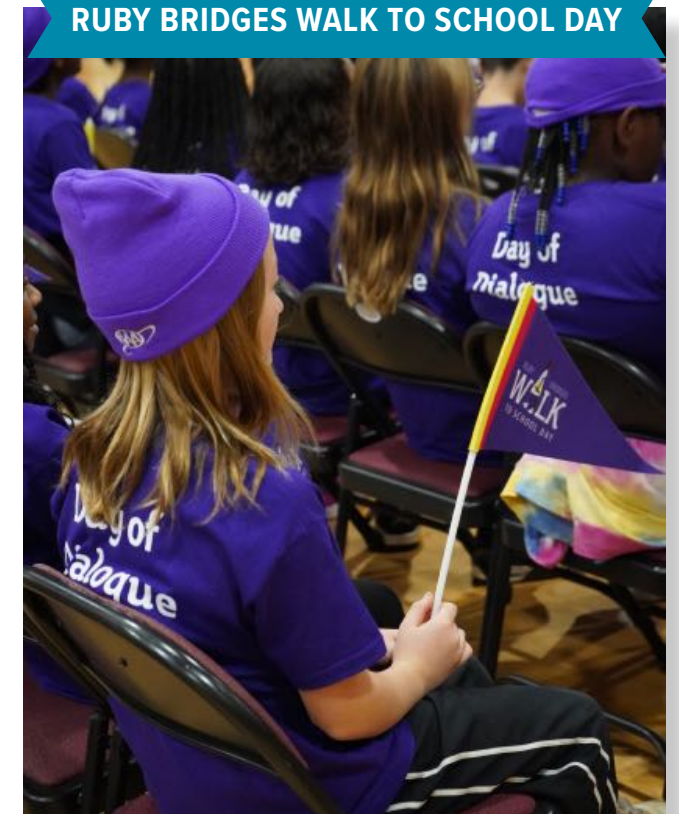
SAFETY TOWN GEORGIA EVENT



OPEN HOUSE



RUBY BRIDGES WALK TO SCHOOL DAY



What We Heard: Engagement Feedback

Across listening sessions, walk audits, and surveys, one message was clear: Hope-Hill Elementary School families, staff, and students care deeply about safe, accessible, and welcoming routes to school, and they're ready for change.



Traffic safety topped the list of concerns.

Speeding drivers, chaotic drop-off zones, and aggressive behavior, especially around Boulevard and Irwin, create daily stress for families and staff. Dangerous crossings, ignored school zone signs, and cars blocking crosswalks were consistent pain points.

"I'm a parent of two kids that have been walking to Hope-Hill for 7 years. We live one block away and have seen first-hand the crashes, near misses, kids in danger, cars going too fast, and everything else that makes the corner of Boulevard and Irwin one of the most dangerous crosswalks in the city."



Lighting and visibility matter.

Early arrivals face dimly lit streets, hidden signage, and overgrown trees. Staff expressed concern about navigating these areas on foot, especially from overflow parking lots. Students and parents echoed these worries, noting how limited sightlines make even short walks feel risky.

"Not enough lighting for safety of kids crossing in crosswalks. Speed Limit Signs need to be more visible."



Infrastructure gaps are an issue.

Missing or faded crosswalks, narrow or damaged sidewalks, and a lack of buffers between pedestrians and traffic made walking and biking feel unsafe. These issues were particularly discouraging for families who would otherwise choose active travel.

"Most of the intersections crossing for student are fading. Some areas in the community have no street crossings at the intersections. Especially the crossings at Jackson and Irwin Street."



The desire is there.

Many students want to walk, bike, or even scooter to school—especially with friends. Parents shared hopes for designated walking groups or bike buses to make active travel feel safe and social. Staff voiced interest in supporting such programs, if provided with the right resources.

"[In a perfect world] we would be able to bike in the street rather than on the sidewalk. Cars would obey the traffic laws and be aware of bikes."



A call for culture shift.

Hope-Hill stakeholders referenced other schools where walking is the norm and expressed a strong interest in building that culture here. Participants emphasized the need for consistent enforcement, clear communication, and physical improvements to turn that vision into reality.

"I love how Virginia Highland Elementary has in its first few years built a culture around walking. You see a lot of kids walking and many without adults."

4

Strategies and Recommendations

Strategies

The strategies and recommendations outlined in this section aim to comprehensively address the school's specific needs using the 6 Es framework. Through this holistic approach, Hope-Hill can move the needle in improving access and safety for school commutes.



ENGAGEMENT

Bring together community partners to foster a shared sense of ownership for walking and biking safety.



ENCOURAGEMENT

Host Walk-to-School Days and other programs that make walking and biking fun and inviting.



EQUITY

Prioritize improvements in underserved areas and inclusive educational campaigns.



EDUCATION

Equip students and families with the skills they need through workshops and traffic safety campaigns.



ENGINEERING

Focus on infrastructure improvements, including quick-wins and more resource intensive projects.



EVALUATION

ATLDOT and school leadership measure what's working, learn what's not, and adjust to better serve the community.

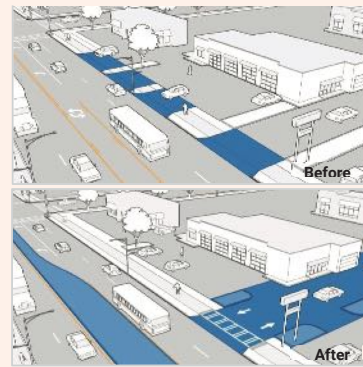




Engineering Recommendations

Infrastructure Glossary

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



Access Management

- ★ Refers to the control of entry points along a roadway including driveways and intersections.



Chicane

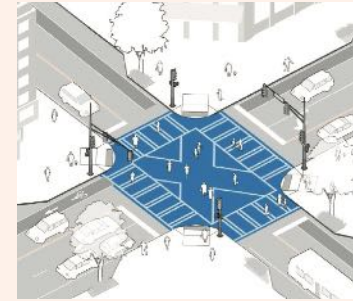
- ★ Alternating curves or curb extensions slowing down vehicular traffic.



Curb Extensions or Bulb-outs

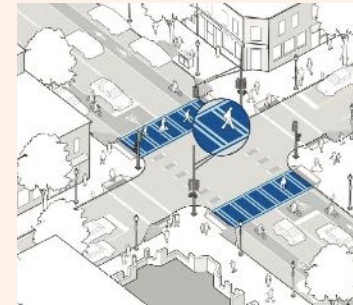
- ★ Sidewalk extensions reduce pedestrian crossing distance and improve visibility.

Source: City of Atlanta Vision Zero Action Plan



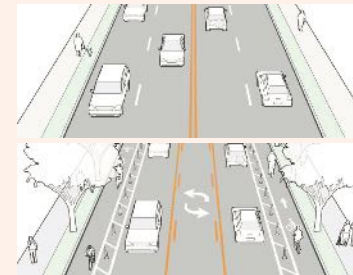
Exclusive Pedestrian Signal Phases

- ★ Traffic signal phase stopping all vehicles for safe pedestrian crossing.



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.



Pedestrian Refuge Island

- ★ A protected area within the crosswalk that provides space for pedestrians to pause when crossing busy roadways. It reduces exposure and allows them to cross one direction of traffic at a time.



Raised Crossing

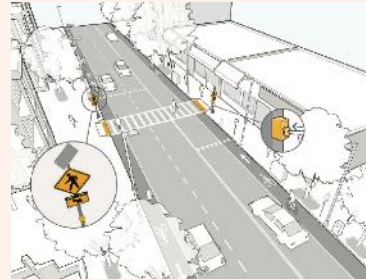
- ★ A raised crosswalk that is ramped with a flat top similar to a speed table.

Source: City of Atlanta Vision Zero Action Plan



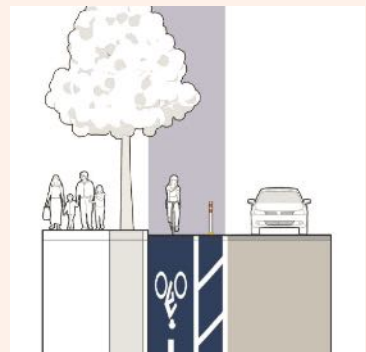
Raised Intersection

- ★ The entire intersection is raised to create a safe crossing by slowing down traffic, encouraging motorists to yield to pedestrians.



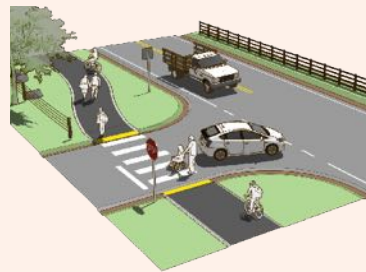
Rectangular Rapid Flashing Beacon (RRFB)

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



Separated Bike Lane

- ★ Physically separated bike lane improving cyclist safety.



Shared Use Path

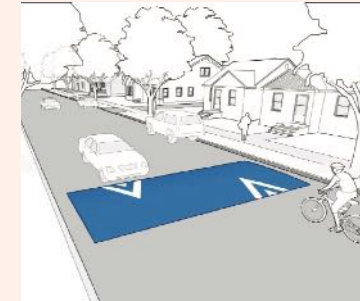
- ★ A physically separated pathway wider than a separated bike lane, shared by both pedestrians and cyclists.



Sidewalks

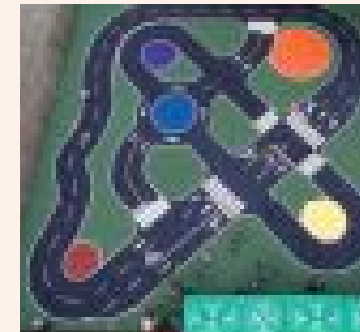
- ★ Paved pathways alongside streets for pedestrian use.

Source: City of Atlanta Vision Zero Action Plan



Speed Humps/Speed Tables

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



Traffic Garden

- ★ A facility that replicates a small street network, often built on park parking lots, or repurposed tennis or basketball courts, where children can learn to navigate streets safely in a low-stress environment.

Note: See the Education Recommendations section for information about implementing traffic gardens for Hope-Hill Elementary.

Source: City of Atlanta Vision Zero Action Plan

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 aimed at making walking and biking to school safer and more accessible for all students.

Project Categories

The engineering recommendations for Hope-Hill Elementary are organized by category. Each recommendation fits into one of the broad categories described below:

- ★ **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.

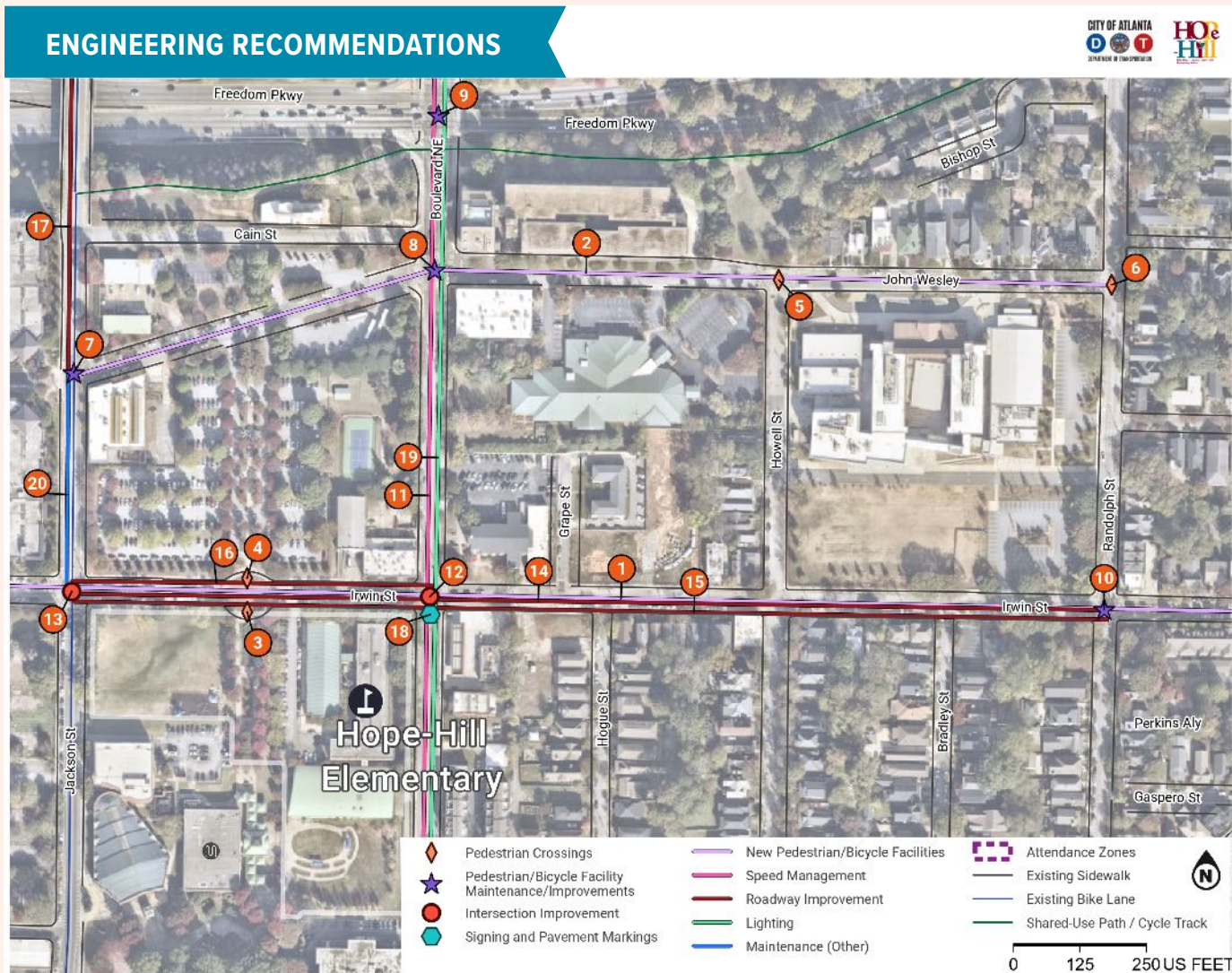
Implementation Groups

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

- ★ **TACTICAL/MAINTENANCE:** Projects that can be completed by City Maintenance staff within one year
- ★ **MINOR CAPITAL PROJECTS:** Projects that can be programmed and completed by the City's on-call contractors within one to three years
- ★ **MAJOR CAPITAL PROJECTS:** Projects with higher construction costs that may require right-of-way acquisition, inter-agency partnerships, and more than three years to program and complete
- ★ **PROGRAM:** Programmatic or policy initiatives and activities designed to promote and support the SRTS program

Recommendations Map

This map shows the route followed by the walk audit team and resulting recommendations for engineering improvements. The numbers correspond to the project IDs in the [Recommendations Table](#).



Recommendations Table

The following recommendations build on observations from the walk audit and community input.

SEE ALSO:

- ▶ The [Recommendations Map](#) on the previous page shows the locations of these projects.
- ▶ The [Engineering Field Observations](#) section that follows contains photos from the walk audit that correspond to the recommendations in this table.

ID	CATEGORY	LOCATION	RECOMMENDATION	IMPLEMENTATION STRATEGY
1	New Pedestrian/Bicycle Facilities	John Wesley Dobbs Avenue NE/Irwin Street NE (between Peachtree Street and Auburn Avenue)	As planned in TrailsATL, long-term project to provide a shared use facility connecting downtown Atlanta and the BeltLine.	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Major Capital Project • Priority: Low
2	New Pedestrian/Bicycle Facilities	John Wesley Dobbs Avenue NE (Between Jackson St NE and Randolph St NE)	Long term project to connect middle school to Freedom Trail with shared use path or separated bike lanes.	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Major Capital Project • Priority: Low • Funding Sources: TAP, SS4A, RTP
3	Pedestrian Crossings	John Wesley Dobbs Avenue NE at midblock crossing	Add crosswalks and ADA ramps at midblock crossing of Freedom Trail.	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Minor Capital Project • Priority: Medium • Funding Sources: TAP, TE, HSIP, STBG, SS4A, AOPP

ID	CATEGORY	LOCATION	RECOMMENDATION	IMPLEMENTATION STRATEGY
4	Pedestrian Crossings	Irwin Street NE at midblock crossing	As a tactical improvement, install bollards at each ADA ramp to discourage drivers mounting curb. Long-term: install RRFBs at midblock crossing, along with additional signage.	<ul style="list-style-type: none"> Agency: ATLDOT Project Type: Phase 1: Tactical/Maintenance Phase 2: Minor Capital Project Priority: Medium Funding Sources: TAP, TE, HSIP, STBG, SS4A, AOPP
5	Pedestrian Crossings	Howell Street NE / John Wesley Dobbs Avenue NE	Raised crosswalk or crosswalk art.	<ul style="list-style-type: none"> Agency: ATLDOT Project Type: Minor Capital Project Priority: Medium Funding Sources: TAP, TE, HSIP, STBG, SS4A, AOPP
6	Pedestrian Crossings	Randolph Street NE / John Wesley Dobbs Avenue NE	Add crosswalks and ADA ramps in east/west direction.	<ul style="list-style-type: none"> Agency: ATLDOT Project Type: Minor Capital Project Priority: Medium Funding Sources: TAP, TE, HSIP, STBG, SS4A, AOPP

ID	CATEGORY	LOCATION	RECOMMENDATION	IMPLEMENTATION STRATEGY
7	Pedestrian/Bicycle Facility Maintenance/Improvements	Jackson Street NE / John Wesley Dobbs Avenue NE	Add crosswalks and ADA ramps on all corners of Jackson/Dobbs intersection.	<ul style="list-style-type: none"> Agency: ATLDOT Project Type: Minor Capital Project Priority: Medium Funding Sources: TAP, TE, HSIP, STBG, SS4A, AOPP
8	Pedestrian/Bicycle Facility Maintenance/Improvements	Boulevard NE / John Wesley Dobbs Avenue NE	Intersection improvement to adjust curb radius and shorten crossing, with paint or permanent configuration changes.	<ul style="list-style-type: none"> Agency: ATLDOT Project Type: Tactical/Maintenance Priority: Low Funding Sources: TAP, TE, HSIP, STBG, SS4A, AOPP
9	Pedestrian/Bicycle Facility Maintenance/Improvements	Freedom Parkway / Boulevard NE	Install pedestrian refuge island on east leg of intersection.	<ul style="list-style-type: none"> Agency: ATLDOT Project Type: Tactical/Maintenance Priority: Medium Funding Sources: TAP, TE, HSIP, STBG, SS4A, AOPP

ID	CATEGORY	LOCATION	RECOMMENDATION	IMPLEMENTATION STRATEGY
10	Pedestrian/ Bicycle Facility Maintenance/ Improvements	Irwin Street NE / Randolph Street NE	Add bulbouts to shorten crossing.	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Tactical/Maintenance • Priority: Medium • Funding Sources: TAP, TE, HSIP, STBG, SS4A, AOPP
11	Speed Management	Boulevard NE (Between Irwin St NE and John Wesley Dobbs Avenue NE)	As programmed in the ATLDOT Monroe Dr / Boulevard Complete Streets Project, consider vertical traffic calming i.e. speed bumps or raising intersection of Irwin / Boulevard.	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Major Capital Project • Priority: High
12	Intersection Improvements	Irwin Street NE / Boulevard NE	<ol style="list-style-type: none"> 1. Reconfigure signal timing to include pedestrian scramble (all-way pedestrian phase). 2. Reconfigure signal to implement protected/restricted left turn. 3. Access management (part of ATLDOT Monroe Dr / Boulevard Complete Streets Project): close and consolidate driveways closest to the intersection as practical and stripe remaining driveways to indicate pedestrian zone (colorful/creative crosswalk treatment across driveway). 4. Raise intersection. 5. Install crosswalk art. 6. Repair curb ramps. 	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Major Capital Project • Priority: High • Funding Sources: TAP, TE, HSIP, STBG, SS4A, AOPP

ID	CATEGORY	LOCATION	RECOMMENDATION	IMPLEMENTATION STRATEGY
13	Intersection Improvements	Irwin Street NE / Jackson Street NE	<ol style="list-style-type: none"> 1. Raise intersection of Irwin/ Boulevard (recommendation also exists in project #12) including bollards to prevent vehicle intrusion into sidewalk. 2. Convert striped gore to raised area. 3. Add “don’t block the box” striping. 	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Minor Capital Project • Priority: Medium
14	Roadway Improvements	Irwin Street NE (between Jackson Street NE & Randolph Street NE)	Use tactical urbanism treatments to install a roadway reconfiguration project that includes bulb outs, crosswalks, bicycle accommodations, and other and speed management treatments.	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Tactical/Maintenance • Priority: Medium
15	Roadway Improvements	Irwin Street NE (between Jackson Street NE & Randolph Street NE)	Longer-term roadway reconfiguration project that includes bulb outs and raised crosswalks as well as a shared-use trail.	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Major Capital Project • Priority: Low
16	Roadway Improvements	Irwin Street NE (Between Jackson Street NE & Boulevard NE)	Repurpose the Irwin St eastbound right turn lane after the midblock to Irwin/ Boulevard intersection. Designate repurposed lane for bus queuing. Further study is needed regarding lane reconfiguration west of midblock crossing.	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Tactical/Maintenance • Priority: High

ID	CATEGORY	LOCATION	RECOMMENDATION	IMPLEMENTATION STRATEGY
17	Roadway Improvements	Jackson Street NE (Between Irwin Street NE and John Wesley Dobbs Avenue NE)	As programmed in the ATLDOT Jackson Street Safety Improvements, consider multimodal safety enhancements including new sidewalks, dedicated bike facilities, and ADA compliant curb ramps.	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Major Capital Project • Priority: Low
18	Signing and Pavement Markings	Irwin Street NE / Boulevard NE	Adjust northbound stop bar farther south to allow for bus turns (Boulevard).	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Tactical/Maintenance • Priority: High
19	Lighting	Boulevard NE (Between Irwin St NE and John Wesley Dobbs Avenue NE)	As programmed in the ATLDOT Monroe Dr / Boulevard Complete Streets Project, consider lighting improvements and maintenance on vegetation on northbound approach to ensure school zone signage is visible.	<ul style="list-style-type: none"> • Agency: ATLDOT • Project Type: Major Capital Project • Priority: High
20	Maintenance (Other)	Jackson Street NE (Between Irwin Street NE and John Wesley Dobbs Avenue NE)	Clear low obstacles related to utility infrastructure from pedestrian right-of-way. Repave Jackson to create curb, or update sidewalks with higher curb. Repair all plantings along Jackson Street to prevent rocks, dirt, silt from washing into sidewalks and intersections.	<ul style="list-style-type: none"> • Agency: Department of Public Works and Atlanta Parks and Recreation • Project Type: Tactical/Maintenance • Priority: Medium

Engineering Field Observations

The photos in this section document infrastructure needs and provide context for the engineering recommendations. The numbers correspond to the project IDs in the **Recommendations Table**. (Note: Not all recommendations from the table are shown in the following photos.)



3 No marked crossing between the Freedom Park Trail and the wide pedestrian boulevard through the King Center parking lot.



4 Drivers do not stop for pedestrians at midblock crossing; bump outs are mistaken for driveways.



5 Key trail crossing is not prominently marked.



6 No east-west marked crossing at Randolph St NE and John Wesley Dobbs Ave NE.



7 Intersection lacks crosswalks and adequate pedestrian infrastructure; drivers fail to stop for crossing pedestrians.



8 Skewed intersection allows vehicles to make turns at high speeds; pedestrian crossing is long and exposed.



9 Complex signalized intersection with long, exposed pedestrian crossings.



10 Excess pavement at intersection due to on-street parking lanes.



13 Drivers park on sidewalks near intersection. School zone flashing beacons and signage are not highly visible to drivers (eastbound). Removal of left turn lane for bike lane has created issues with vehicle queuing and congestion.



20 Obstacles related to utility infrastructure; stones in tree wells and abandoned bioswale wash downstream into Irwin intersection and create crosswalk obstacles.



Education Recommendations

RECOMMENDATION

Drop-off and pick-up safety campaign to remind parents and guardians of the school guidelines for drop-off and pick-up along with safety tips (e.g., watch for children walking, do not make U-turns, yield to pedestrians, and do not block crosswalk).

IMPLEMENTATION STRATEGY:

Jurisdiction: School

Partners: PTA or parent groups, ATLDOT's Safe Routes to School program

Level of Effort: High

Resources and Best Practices: N/A

RECOMMENDATION

Pedestrian and Bicycle Safety Education: Consider implementing pedestrian and bicycle education during school hours for all students (e.g., during a School Safety Assembly or PE classes) or as after-school or summer camp programming. Curriculum can be developed for health, PE, and other educators to build pedestrian safety skills, typically for grades K–5.

IMPLEMENTATION STRATEGY:

Jurisdiction: School

Partners: Teachers, PTA or parent groups, after-school programs, community-based organizations, parks and recreation department, ATLDOT's Safe Routes to School program

Level of Effort: High

Resources and Best Practices:

- [Oregon DOT SRTS Pedestrian Drill Guide](#)
- [Alameda County's Educator's Guide](#)
- [California Pedestrian and Bicycle Safety Curriculum for Grades 4 & 5](#)
- [NHTSA Child Pedestrian Safety Curriculum](#)

RECOMMENDATION

Traffic Gardens and Bike Rodeos: Traffic gardens (also called traffic playgrounds) and bike rodeos create fun, interactive environments that mimic real roadway conditions to help children practice safe walking, biking, and rolling. Traffic gardens are often implemented as "pop-ups" using with temporary materials such as tape, paint, and traffic cones, but some can be permanent installations. Bike rodeos are typically held as special events and use temporary materials to create different stations to practice skills.

IMPLEMENTATION STRATEGY

Jurisdiction: School

Partners: PTA or parent groups, teachers, police, fire or public health departments, Safe Kids Georgia/Fulton, ATLDOT's Safe Routes to School program

Level of Effort: High

Resources and Best Practices:

- [Bike Rodeo Station Guide](#)
- [Traffic Gardens Teach and Inspire Kids](#)
- [Traffic Gardens at Schools Promote Health, Safety, and Lots of Fun](#)



Encouragement Recommendations

RECOMMENDATION

Walk and Roll to School Days: Regular events where students, families, and staff are encouraged to walk and roll to school. Encouragement events are great ways to promote safe walking and biking, communicate the benefits of an active lifestyle, and engage students and families in the SRTS program.

IMPLEMENTATION STRATEGY:

Jurisdiction: School

Partners: ATLDOT's Safe Routes to School program, PE teachers, PTA or parent groups

Level of Effort: Medium

Resources and Best Practices:

- [Walk & Bike to School](#)
- [Getting Started: Ruby Bridges Walk to School Day | Safe Routes Partnership](#)

RECOMMENDATION

Walking School Bus and Training: A Walking School Bus is a group of students walking with trusted adults along designated routes. Walking School Bus programs may include the distribution of safety materials (e.g., high-visibility vests, pedestrian flags, first aid kits, or lights) and volunteer training. Volunteer training may include pedestrian safety and dog bite prevention.

IMPLEMENTATION STRATEGY:

Jurisdiction: School

Partners: ATLDOT's Safe Routes to School program

Level of Effort: Medium

Resources and Best Practices:

- [East Central Wisconsin SRTS Walking School Bus Program](#)
- [Alameda County Walking School Bus Toolkit](#)

RECOMMENDATION

Biking School Bus and Training: A Biking School Bus is a group of students biking with trusted adults along designated routes. Biking School Bus programs may include the distribution of safety materials (e.g., high-visibility vests, pedestrian flags, first aid kits, or lights) and volunteer training. Volunteer training may include pedestrian safety and dog bite prevention.

IMPLEMENTATION STRATEGY:

Jurisdiction: School

Partners: ATLDOT's Safe Routes to School program

Level of Effort: Medium

Resources and Best Practices:

- [Bike Buses: Let's Bike to School Together](#)
- [Bike PGH: How to Start a Bike Bus](#)

RECOMMENDATION:

Community-based events: Consider participating in existing community-based events or hosting an annual community event to connect with community members, raise awareness around SRTS (e.g., National Walk and Roll to School Day, Ruby Bridges Walk to School Day, spring clean-up, Earth Day Festival, or Halloween Parade). City programs like Love Your Block, Adopt-a-Spot, and Keep Atlanta Beautiful can provide resources and funding to local initiatives.

IMPLEMENTATION STRATEGY:

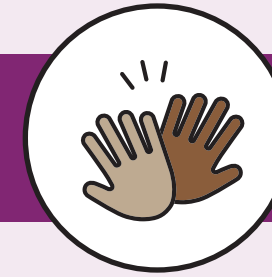
Jurisdiction: School, City

Partners: City Department, Libraries, Churches, PTA or parent groups, community-based organizations, neighborhood associations

Level of Effort: High

Resources and Best Practices:

- [Spring Cleanup: A Classic Community-Builder](#)
- [Neighborhoods | Atlanta, GA](#)



Engagement Recommendations

RECOMMENDATION

Crossing Guard Training and Program: Provide training and safety equipment to crossing guard. Recruit crossing guards to avoid gaps in service and consider adding crossing guard locations.

IMPLEMENTATION STRATEGY:

Jurisdiction: School

Partners: Police department, ATLDOT's Safe Routes to School program

Level of Effort: Medium

Resources and Best Practices: N/A

RECOMMENDATION

Lawn Sign Safety Campaign to address specific driving behaviors (e.g., speeding, failing to yield to pedestrians) and raise awareness on school routes and in the school zone.

IMPLEMENTATION STRATEGY:

Jurisdiction: School District

Partners: PTA or parent groups

Level of Effort: Medium

Resources and Best Practices:

- [King County School Pool Back to School Traffic Safety Campaign](#)
- [East Central Wisconsin Traffic Safety Campaign](#)



Equity Recommendations

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.

Equity-Focused Actions

- ★ Continue equity-based prioritization process.
- ★ Distribute ATLDOT-branded safety giveaways at student events: flashing lights, reflective stickers, and helmets.
- ★ Distribute SRTS materials in multiple languages.
- ★ Prioritize Action Plan recommendations based on community and stakeholder feedback, emphasizing improvements for walking, biking, or rolling to school.
- ★ Offer SRTS resources in both digital and print versions, and explore options to offer additional resources for parent participation in the SRTS program such as parent stipends.
- ★ To increase participation in the program, partner with local CBOs or other existing events/ organizations that help to meet a need for the school community such as school food pantry events.
- ★ Explore opportunities to partner with the King Center and National Park Service on events or campaigns.



Evaluation Recommendations

The following table lists suggested metrics and data (qualitative and quantitative) to collect to keep track of the progress of the SRTS plan. The schools will be leading the data collection, supported by the ALTDOT's SRTS program. Coordination and collaboration between the ATLDOT's SRTS program, schools, and volunteers is essential to support data collection.

Student travel tallies and parent/guardian surveys are two collection methods used nationwide by SRTS programs to collect information on how families travel to and from school. These surveys also help administrators understand the challenges and barriers to walking and biking to school, parent's concerns and attitudes about active transportation and identify opportunities for implementing SRTS programs.

School administrator and parent/guardian surveys gather feedback on the SRTS program and on ways to improve the SRTS program from the adults who help host events and coordinate with greater SRTS efforts citywide.

Participation surveys are distributed during or after an event or activity to keep track of the participation and the reach of the event, e.g., number of participating schools, numbers of students reached, etc.

Consider providing survey translations when needed and proposing different collection methods, for example paper copies of the parent and guardian surveys, meet and greet tables during the school arrival period or other school-related events to create opportunities for all families to provide feedback on the SRTS program.

DATA COLLECTION AND METRICS

DATA	COLLECTION METHOD	FREQUENCY
Mode split	Student travel tallies, parent and guardian survey	Once a year
School participation and number of students reached	Event Participation Survey	For each event
Number of walking school buses or bike buses	Event Participation Survey	Once a year
Number of encouragement events held	School administrator and champion survey	Once a year
Perception of safety and challenges to active and shared transportation	Parent and guardian survey	Once a year or every two years
Barriers to implementing SRTS programs	School administrator and champion survey	Once a year
Number of pedestrian and bicycle lessons delivered and number of participants	Event Participation Survey	For each event

School Leadership Actions

The following are additional recommendations for leadership actions by the school administration and school district.

- ★ **Integrate SRTS language in the school district policies** (e.g., wellness and safety policies) to promote and facilitate bike and pedestrian education.
- ★ **Build local partnerships** with churches, community-based organizations, businesses, parks and recreation and police departments, and other key partners to create SRTS programs and advocate for safer streets.
- ★ **Create a contact list** with key contacts, roles, level of involvement, scheduled meetings, and resources to share.
- ★ **Share safety and encouragement messaging** to students and families using existing communications channels such as school newsletters, emails, school announcements, assemblies, and social media.
- ★ **Identify opportunities to incorporate SRTS education and encouragement** in the school calendar.
- ★ **Build volunteer capacity** to help with Walk and Roll to School days, Walking School Buses, and Bike Buses.
- ★ **Explore opportunities to deliver bike and pedestrian safety education** in schools with groups such as [Propel ATL](#).

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.
- ★ **RECREATIONAL TRAIL PROGRAM AND OUTDOOR RECREATION LEGACY PARTNERSHIP PROGRAM (RTP):**
Federal funding through the Land and Water Conservation Fund (LWCF) that aims to support outdoor recreation in urban areas, particularly those that are underserved or lack sufficient access to outdoor recreation opportunities.

Funding Opportunities by Project

This table highlights projects from the Engineering Recommendations section that may be eligible for the federal funding sources described on the previous page.

ID	CATEGORY	LOCATION	ELIGIBLE FUNDING SOURCES*					
			TAP	TE	HSIP	STBG	SS4A	AOPP
2	New Pedestrian/ Bicycle Facilities	John Wesley Dobbs Avenue NE (Between Jackson St NE and Randolph St NE)	✓				✓	
			<i>This project is also eligible for funding from the Recreational Trails Program (RTP) and Outdoor Recreation Legacy Partnership Program.</i>					
3	Pedestrian Crossings	John Wesley Dobbs Avenue NE at midblock crossing	✓	✓	✓	✓	✓	✓
4	Pedestrian Crossings	Irwin Street NE at midblock crossing	✓	✓	✓	✓	✓	✓
5	Pedestrian Crossings	Howell Street NE / John Wesley Dobbs Avenue NE	✓	✓	✓	✓	✓	✓
6	Pedestrian Crossings	Randolph Street NE / John Wesley Dobbs Avenue NE	✓	✓	✓	✓	✓	✓
7	Pedestrian/ Bicycle Facility Maintenance/ Improvements	Jackson Street NE / John Wesley Dobbs Avenue NE	✓	✓	✓	✓	✓	✓
8	Pedestrian/ Bicycle Facility Maintenance/ Improvements	Boulevard NE / John Wesley Dobbs Avenue NE	✓	✓	✓	✓	✓	✓

*See full descriptions in previous section

ELIGIBLE FUNDING SOURCES*

ID	CATEGORY	LOCATION	ELIGIBLE FUNDING SOURCES*					
			TAP	TE	HSIP	STBG	SS4A	AOPP
9	Pedestrian/ Bicycle Facility Maintenance/ Improvements	Freedom Parkway / Boulevard NE	✓	✓	✓	✓	✓	✓
10	Pedestrian/ Bicycle Facility Maintenance/ Improvements	Irwin Street NE / Randolph Street NE	✓	✓	✓	✓	✓	✓
12	Intersection Improvements	Irwin Street NE / Boulevard NE	✓	✓	✓	✓	✓	✓

*See full descriptions in previous section



Children learning biking skills at a Safety Town Georgia event.

CONCLUSION

The Hope-Hill Elementary School's Safe Routes to School Action Plan is an important milestone in creating safe, accessible and healthy commutes for students, parents/guardians and staff. The collaborative effort, led by the ATLDOT in close partnership with school leadership, emphasizes safety and equity. The recommendations were formed by existing conditions analysis, a community participatory walk audit and significant community and stakeholder input. The Plan extends Atlanta's Vision Zero initiative, underscoring the commitment to reduce traffic-related fatalities and injuries among our youngest and most vulnerable road users.

By prioritizing historically undeserved areas and leveraging the Six E's Framework to promote walking and biking to school, this plan aims to create lasting positive impacts, promoting healthier, more active lifestyles, and ultimately fostering a flourishing, safer and more inclusive environment for all residents of Atlanta.

APPENDICES

Appendix A: Walk Audit Report

Appendix B: Listening Session Summary



Appendix **A**

JUNE
2025

Hope-Hill Elementary School

SAFE ROUTES TO SCHOOL WALK AUDIT REPORT



Prepared by Kimley-Horn and Alta Planning + Design



Background

Safe Routes to School Atlanta (SRTS) is a K–12 program administered by the Atlanta Department of Transportation (ATLDOT) with the mission to enhance the safety, accessibility, and appeal of walking, biking, and rolling to school for students across the city. The program encourages youth to engage in active transportation methods within Atlanta, supporting healthier lifestyles and safer school commutes.

Existing Conditions

Hope-Hill Elementary School, part of the Midtown Cluster, was selected as a top-priority school for participation in the SRTS program. Situated in the historic Sweet Auburn and Old Fourth Ward neighborhoods, areas with deep roots in the civil rights movement, Hope-Hill stands adjacent to the Martin Luther King Jr. Center for Social Change and near the eastside BeltLine trail. The school's selection was informed by several key factors:

- A substantial portion of its student body (239 students, or 66%) resides within the Parent Responsibility Zone.
- The school zone has recorded a significant number of traffic incidents, with 17 fatalities and 202 serious injuries since 2013.
- The area encompasses 6.1 miles of High Injury Network (HIN) roads, further reinforcing its need for safety interventions.

Hope-Hill holds a Rank 1 designation for the SRTS team, making it the highest safety priority school within the Atlanta Public Schools (APS) district.

Purpose of this Document

This report provides a comprehensive summary of the school walk audit conducted for Hope-Hill Elementary. The audit was designed in two parts:

1. Student Arrival Observation – a structured observation of student travel behaviors during morning arrival.
2. Experiential Walk Audit – a participatory assessment of the walking environment in and around the school zone.

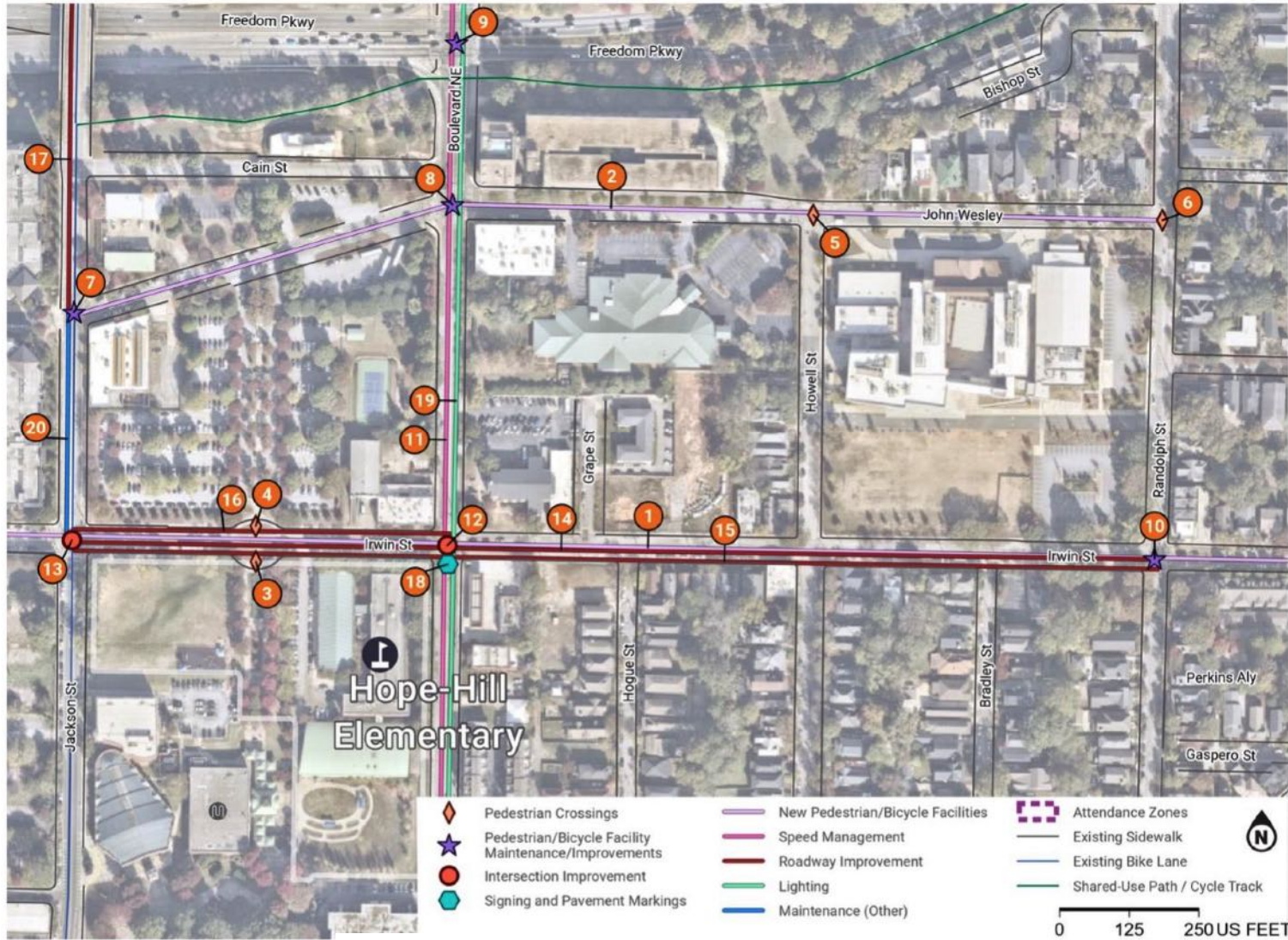
Recommendations

The following map and table present a comprehensive set of infrastructure, maintenance, and community program recommendations identified through the walk audit, student arrival observations, and digital survey responses. Each recommendation addresses specific barriers to safe and comfortable travel for Hope Hill Elementary School students, staff, and families. Observations were organized by location and category, and the corresponding recommendations are intended to guide coordinated action by the Atlanta Department of Transportation (ATLDOT), Atlanta Public Schools (APS), Hope Hill Elementary School, and other relevant stakeholders. These proposed improvements reflect both immediate needs and long-term investments to enhance walkability, bike access, and overall safety in and around the school zone.

ATTACHMENT A:
RECOMMENDATIONS TABLE

HOPE HILL ELEMENTARY WALK AUDIT REPORT

Atlanta Safe Routes to School Hope Hill Elementary



RECOMMENDATIONS MAP

HOPE HILL ELEMENTARY WALK AUDIT REPORT

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION PLAN
HHES-01	John Wesley Dobbs Avenue NE/Irwin Street NE (between Peachtree Street and Auburn Avenue)	As planned in TrailsATL, long-term project to provide a shared use facility connecting downtown Atlanta and the BeltLine	New Pedestrian/Bicycle Facilities	Agency: ATLDOT Project Type: Major Capital Project Priority: Low
HHES-02	John Wesley Dobbs Avenue NE (Between Jackson St NE and Randolph St NE)	Long term project to connect middle school to Freedom Trail with shared use path or separated bike lanes.	New Pedestrian/Bicycle Facilities	Agency: ATLDOT Project Type: Major Capital Project Priority: Low
HHES-03	John Wesley Dobbs Avenue NE at midblock crossing	Add crosswalks and ADA ramps at midblock crossing of Freedom Trail.	Pedestrian Crossings	Agency: ATLDOT Project Type: Minor Capital Project Priority: Medium
HHES-04	Irwin Street NE at midblock crossing	Install RRFBs at midblock crossing, along with additional signage. Install bollards at each ADA ramp to discourage drivers mounting curb.	Pedestrian Crossings	Agency: ATLDOT Project Type: Minor Capital Project Priority: Medium

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HHES-05	Howell Street NE / John Wesley Dobbs Avenue NE	Raised crosswalk or crosswalk art	Pedestrian Crossings	Agency: ATLDOT Project Type: Minor Capital Project Priority: Medium
HHES-06	Randolph Street NE / John Wesley Dobbs Avenue NE	Add crosswalks and ADA ramps in east/west direction.	Pedestrian Crossings	Agency: ATLDOT Project Type: Minor Capital Project Priority: Medium
HHES-07	Jackson Street NE / John Wesley Dobbs Avenue NE	Add crosswalks and ADA ramps on all corners of Jackson/Dobbs intersection.	Pedestrian/Bicycle Facility Maintenance/Improvements	Agency: ATLDOT Project Type: Minor Capital Project Priority: Medium
HHES-08	Boulevard NE / John Wesley Dobbs Avenue NE	Intersection improvement to adjust curb radius and shorten crossing, with paint or permanent configuration changes.	Pedestrian/Bicycle Facility Maintenance/Improvements	Agency: ATLDOT Project Type: Tactical/Maintenance Priority: Low
HHES-09	Freedom Parkway / Boulevard NE	Install pedestrian refuge island on east leg of intersection	Pedestrian/Bicycle Facility Maintenance/Improvements	Agency: ATLDOT Project Type: Tactical/Maintenance Priority: Medium
HHES-10	Irwin Street NE / Randolph Street NE	Add bulb outs to shorten crossing	Pedestrian/Bicycle Facility Maintenance/Improvements	Agency: ATLDOT Project Type: Tactical/Maintenance Priority: Medium

HOPE HILL ELEMENTARY WALK AUDIT REPORT

HHES-11	Boulevard NE (Between Irwin St NE and John Wesley Dobbs Avenue NE)	As programmed in the ATLDOT Monroe Dr / Boulevard Complete Streets Project, consider vertical traffic calming i.e. speed bumps or raising intersection of Irwin / Boulevard.	Speed Management	Agency: ATLDOT Project Type: Major Capital Project Priority: High
HHES-12	Irwin Street NE / Boulevard NE	<ol style="list-style-type: none"> 1. Reconfigure signal timing to include pedestrian scramble (all-way pedestrian phase). 2. Reconfigure signal to implement protected/restricted left turn. 3. Access management (part of ATLDOT Monroe Dr / Boulevard Complete Streets Project) - close and consolidate driveways closest to the intersection as practical and stripe remaining driveways to indicate pedestrian zone (colorful/creative crosswalk treatment across driveway) 4. Raise intersection 5. install crosswalk art 6. Repair curb ramps 	Intersection Improvements	Agency: ATLDOT Project Type: Major Capital Project Priority: High

HOPE HILL ELEMENTARY WALK AUDIT REPORT

HHES-13	Irwin Street NE / Jackson Street NE	<ol style="list-style-type: none"> 1. Raise intersection of Irwin/Boulevard (recommendation also exists in Item #6) including bollards to prevent vehicle intrusion into sidewalk 2. Convert striped gore to raised area 3. Add "don't block the box" striping 	Intersection Improvements	<p>Agency: ATLDOT</p> <p>Project Type: Minor Capital Project</p> <p>Priority: Medium</p>
HHES-14	Irwin Street NE (between Jackson Street NE & Randolph Street NE)	Use tactical urbanism treatments to install a roadway reconfiguration project that includes bulb outs, crosswalks, bicycle accommodations, and other and speed management treatments	Roadway Improvements	<p>Agency: ATLDOT</p> <p>Project Type: Tactical/Maintenance</p> <p>Priority: Medium</p>
HHES-15	Irwin Street NE (between Jackson Street NE & Randolph Street NE)	Longer-term roadway reconfiguration project that includes bulb outs and raised crosswalks as well as a shared-use trail	Roadway Improvements	<p>Agency: ATLDOT</p> <p>Project Type: Major Capital Project</p> <p>Priority: Low</p>
HHES-16	Irwin Street NE (Between Jackson Street NE & Boulevard NE)	Remove travel lane and reconfigure traffic pattern on Irwin to accommodate drop-off queue and limit dangerous turns at Boulevard intersection.	Roadway Improvements	<p>Agency: ATLDOT Project</p> <p>Type: Tactical/Maintenance</p> <p>Priority: High</p>

HOPE HILL ELEMENTARY WALK AUDIT REPORT

HHES-17	Jackson Street NE (Between Irwin Street NE and John Wesley Dobbs Avenue NE)	As programmed in the ATLDOT Jackson Street Safety Improvements, consider multimodal safety enhancements including new sidewalks, dedicated bike facilities, and ADA compliant curb ramps	Roadway Improvements	Agency: ATLDOT Project Type: Major Capital Project Priority: Low
HHES-18	Irwin Street NE / Boulevard NE	Adjust northbound stop bar farther south to allow for bus turns (Boulevard).	Signing and Pavement Markings	Agency: ATLDOT Project Type: Tactical/Maintenance Priority: High
HHES-19	Boulevard NE (Between Irwin St NE and John Wesley Dobbs Avenue NE)	As programmed in the ATLDOT Monroe Dr / Boulevard Complete Streets Project, consider lighting improvements and maintenance on vegetation on northbound approach to ensure sign visibility.	Lighting	Agency: ATLDOT Project Type: Major Capital Project Priority: High
HHES-20	Jackson Street NE (Between Irwin Street NE and John Wesley Dobbs Avenue NE)	Clear low obstacles related to utility infrastructure from pedestrian right-of-way. Repave Jackson to create curb, or update sidewalks with higher curb. Repair all plantings along Jackson Street.	Maintenance (Other)	Agency: Department of Public Works and Atlanta Parks and Recreation Project Type: Tactical/Maintenance Priority: Medium

ATTACHMENT B:
WALK AUDIT MEETING SUMMARY

HOPE HILL ELEMENTARY WALK AUDIT REPORT

Student Arrival Observation Logistics

The student arrival observation component was a coordinated effort between the consultant team and school stakeholders, including teachers, a safety patrol officer, and the school's crossing guard. The observation focused on understanding student travel behavior during arrival time, capturing how students navigated their routes to school and interacted with the surrounding environment. Members of the Alta and ATLDOT teams were stationed at key school entry points to document trends, challenges, and safety risks. The session also included group discussions before and after the observation to align on objectives and debrief on key takeaways.



FIGURE 1. MORNING OBSERVATION STAFFING LOCATIONS

Experiential Walk Audit Logistics

The second component of the audit involved an experiential walk assessment within the school's surrounding area and took place February 25, 2025, from 11AM to 1PM. Participants were divided into two walking route groups:

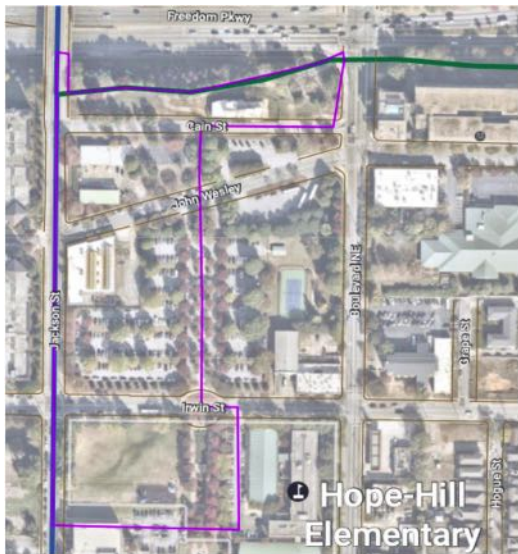


FIGURE 2. NORTH LOOP WALK AUDIT ROUTE

The North Loop

The North Loop included streets such as Irwin, Jackson, and Cain, covering segments of Freedom Parkway.

The East Loop

The East Loop traveled along Irwin, Boulevard, John Wesley Dobbs, and Randolph.



FIGURE 3. EAST LOOP WALK AUDIT ROUTE

HOPE HILL ELEMENTARY WALK AUDIT REPORT

The audit was attended by a cross-section of stakeholders, including consultants, ATLDOT staff, APS personnel, Hope Hill Elementary staff and local guardians. Prior to walking the routes, participants reviewed route assignments and discussed assessment criteria. Afterward, they reconvened to share observations and highlight safety issues.

Digital Survey

To broaden community input beyond those able to participate in person, a geospatial digital survey was developed for stakeholders of Hope-Hill Elementary School. This interactive tool allowed respondents to identify and comment on specific areas of concern within the school's parent responsibility zone using an online map. The survey proved to be a convenient and accessible method for collecting feedback from parents, guardians, staff, and community members who could not attend in person. In total, 31 responses were received.

Walk Audit Findings

Together, the student arrival observation, experiential walk audit, and digital survey activities generated insights into the safety and accessibility of Hope-Hill Elementary. The data and reflections collected from these efforts is summarized below.

Traffic Flow & Safety Issues

- Mixing buses, walking students, and parent drop-offs creates unsafe interactions.
- Dangerous Intersections:
 - Boulevard/Irwin: High-risk area due to speeding and lack of clear pedestrian infrastructure.
 - Hope Hill Elementary School: No visible school zone signs for drivers, making crossings unsafe.
 - Turning Hazards: Parents making turns for student drop off while students are crossing creates a risk.
- Unregulated vehicle movement at the Chevron gas station creates pedestrian hazards. The adjacent MARTA bus stop lacks a safe waiting area.

Insufficient or Inconsistent Signage & Markings

- Some intersections lack crosswalks entirely (ex., Irwin/Bradley, library area).
- The crosswalk sign at Irwin/Hogue was removed and has not been replaced.
- School Zone Visibility Issues:
 - Flashing beacons are inconsistent or not functioning properly.
 - Some signs blend into the environment (steel RRFBs less visible than black-painted ones).
 - No early warning signs to alert drivers before approaching the school zone.

Sidewalk & Pedestrian Safety Concerns

- Narrow or Poorly Maintained Sidewalks
 - Boulevard's sidewalks run directly against traffic with little to no separation.
 - Several large cracks along Boulevard between John Wesley and Irwin.
 - No buffer between the sidewalk and street along Boulevard.
 - Potential need for bollards or trees to provide separation.
- Obstructions:
 - Recycling bins blocking sidewalks along Randolph.
 - Trees block visibility for pedestrians and drivers.

School Bus & Public Transit Issues

- School buses struggle to turn at Boulevard/Irwin due to traffic.

HOPE HILL ELEMENTARY WALK AUDIT REPORT

- Need to move back northbound white stop line to accommodate bus turns.
- MARTA stop near Chevron gas station used by grandparents and children lacks protection and adequate seating.
- Some parents rush across streets to reboard MARTA buses after dropping off students.

Biking Infrastructure Gaps

- Irwin and Boulevard lack dedicated bike lanes despite student use.
- Middle school students biking to Walden Athletic Center lack a safe connection.
- Steep grades and desolate road conditions discourage biking.

Lack of Community Connectivity & Place-Making

- Hope Hill lacks clear indicators that this is a school zone.
- No visual reinforcement for drivers to recognize they are in a pedestrian-heavy area.
- Freedom Parkway path entrance is not prominent enough for safe crossing.
- Wide, underutilized intersections could be redesigned for pedestrian priority.

Conclusion

The findings of this walk audit underscore the need for targeted infrastructure upgrades, better maintenance, and programming strategies to improve student travel safety in the Hope Hill Elementary School zone. The audit's participatory approach helped surface local knowledge and lived experience, providing a clearer picture of the community's mobility challenges. Implementing the outlined recommendations will require sustained interagency coordination and community involvement. By addressing the physical and perceptual barriers to walking and biking, these improvements can help create a safer environment for all who travel to and from Hope Hill Elementary.

Appendix **B**



To: City of Atlanta Safe Routes to School Department
From: Alta Planning + Design
Date: January 2025
Re: Hope Hill Faculty and Staff Listening Session

Listening Session Notes

Common Transportation and Safety Concerns

- Lack of lighting in the mornings, particularly at crosswalks near the school (Example: Irwin Street and overflow parking lot).
- Lighting in parking areas and walkways is insufficient, making early arrivals hazardous.
- Speeding cars, reckless driving, and inattentiveness near crosswalks and school zones.
- Frequent accidents at intersections due to missing turn signals (Example: Boulevard intersections).
- Morning traffic is more aggressive, with drivers rushing and changing lanes unpredictably.
- Lack of crossing guards at major intersections.
- Poor visibility of crosswalks due to overgrown trees or insufficient signage.
- Drivers not yielding to pedestrians or bikers, especially children.
- Concerns about individuals walking between cars and standing in streets, leading to close calls and safety risks.
- Limited parking spaces for teachers and staff.
- Crossing from overflow parking areas adds safety risks, particularly in the dark.
- Overgrown signage and potholes at critical intersections.
- General concerns about the infrastructure supporting safe walking and biking.

Challenges for Students and Families

- Unsafe conditions due to speeding cars and lack of protective infrastructure.
- Trafficking concerns, particularly when children are unsupervised.
- Poor weather conditions and inadequate preparation for these scenarios.

Proposed Solutions

- More crossing guards at busy intersections.
- Designated walking and biking paths with protective barriers and traffic lights.
- Speed cameras and flashing lights in school zones.
- Improved signage and traffic-calming measures.
- Better lighting at crosswalks, parking lots, and walkways.

- Increased supervision of children walking or biking to school.
- Support for programs like walking or bike buses, though more information is needed to encourage participation.
- Collaboration with local authorities to ensure the safety of both students and individuals in the area.
- **Mornings:** Higher traffic volumes, more aggressive driving, and additional lighting challenges due to darkness.
- **Afternoons:** Slightly less chaotic but still congested, with drivers often rushing during dismissal hours.

Staff Comfort Levels

- Mixed feelings about the safety of children walking or biking to school, with many feeling “somewhat comfortable” but expressing significant concerns about current conditions.
- Interest in adult-led walking or biking programs exists, though more details are required to build confidence and participation.



To: City of Atlanta Safe Routes to School Department
From: Alta Planning + Design
Date: January 2025
Re: Hope Hill Guardian and Student Listening Session

Listening Session Notes

Modes of Transportation:

- The group was evenly split between walking and car drop-off as the primary modes of transportation to school.
- Students wished they could use electric scooters or bikes as a fun and preferred mode of transportation.
- Many students noted that they would be more likely to walk or bike if they could do so with friends or in groups.

Traffic Safety:

- Speeding vehicles, especially near Boulevard and Irwin, were a frequent concern. Drivers often ignore speed limits and attempt to speed around stopped traffic during drop-off and pick-up, creating safety risks for pedestrians and officers directing traffic.
- The intersection of Irwin and Boulevard was cited as particularly dangerous due to frequent accidents and cars running red lights, sometimes ending up on the sidewalk.
- Trees and infrastructure obstacles limit visibility for both drivers and pedestrians, particularly around Boulevard.

Homeless Population:

- Parents expressed concern about safety issues related to the unhoused population near the school. Incidents of public urination, trash, and disputes occurring in front of students and families were mentioned as significant deterrents to walking or biking to school.

Pedestrian Infrastructure:

- Several participants noted a lack of adequate pedestrian infrastructure, including sidewalks with sufficient buffers from traffic, functioning pedestrian signals, and clearly marked school zones.

Enforcement and Compliance:

- Although an officer is stationed to direct traffic, many drivers ignore instructions, adding to the overall sense of chaos during busy times.

Drop-off and Pick-up Challenges:

- The current car rider drop-off/pick-up area in the parking lot was described as tight and inadequate for the volume of cars. Drivers blocking crosswalks and attempting to bypass traffic were noted as persistent issues.
- Some suggested relocating the drop-off/pick-up zone to the MLK lot to alleviate congestion and improve safety.
- Cars often ignore school zone signs and speed limits during peak hours, creating additional hazards for children and guardians.

Desired Improvements for Walking and Biking:

- Participants called for more clearly marked crosswalks, functioning pedestrian lights, and better-maintained sidewalks that are accessible for strollers.
- Adding barriers or buffers between sidewalks and traffic lanes was suggested to protect pedestrians from speeding cars.
- Proposed measures included permanently lowering speed limits around the school, increased police presence during drop-off and pick-up, and exploring the option of closing Irwin during peak hours.
- Parents emphasized the importance of fostering a walking and biking culture, similar to Virginia Highland Elementary, where many children walk to school without adults.
- Designated and supervised walking routes, where children could safely walk in groups, were suggested as a way to increase comfort for students and parents.

