

JULY
2025

Hutchinson Elementary School

SAFE ROUTES TO SCHOOL ACTION PLAN



Acknowledgments

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EXECUTIVE SUMMARY

Hutchinson 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 Hutchinson Elementary School. This Safe Routes to School (SRTS) Action Plan 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 Hutchinson 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 Hutchinson Elementary School

- ★ High travel speeds
- ★ Dangerous maneuvers at the school driveway
- ★ There is a need for additional lighting
- ★ Increased school zone awareness
- ★ Sidewalk improvements are needed
- ★ Aggressive driving

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

- ▶ Enhance school zone signage and pavement markings



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.



School bus arriving at Hutchinson Elementary School

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!



School arrival observation 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 6 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



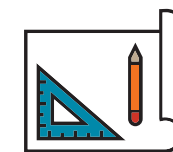
EQUITY

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 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

Hutchinson Elementary 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 Hutchinson 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 Hutchinson 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 Hutchinson's school administration.

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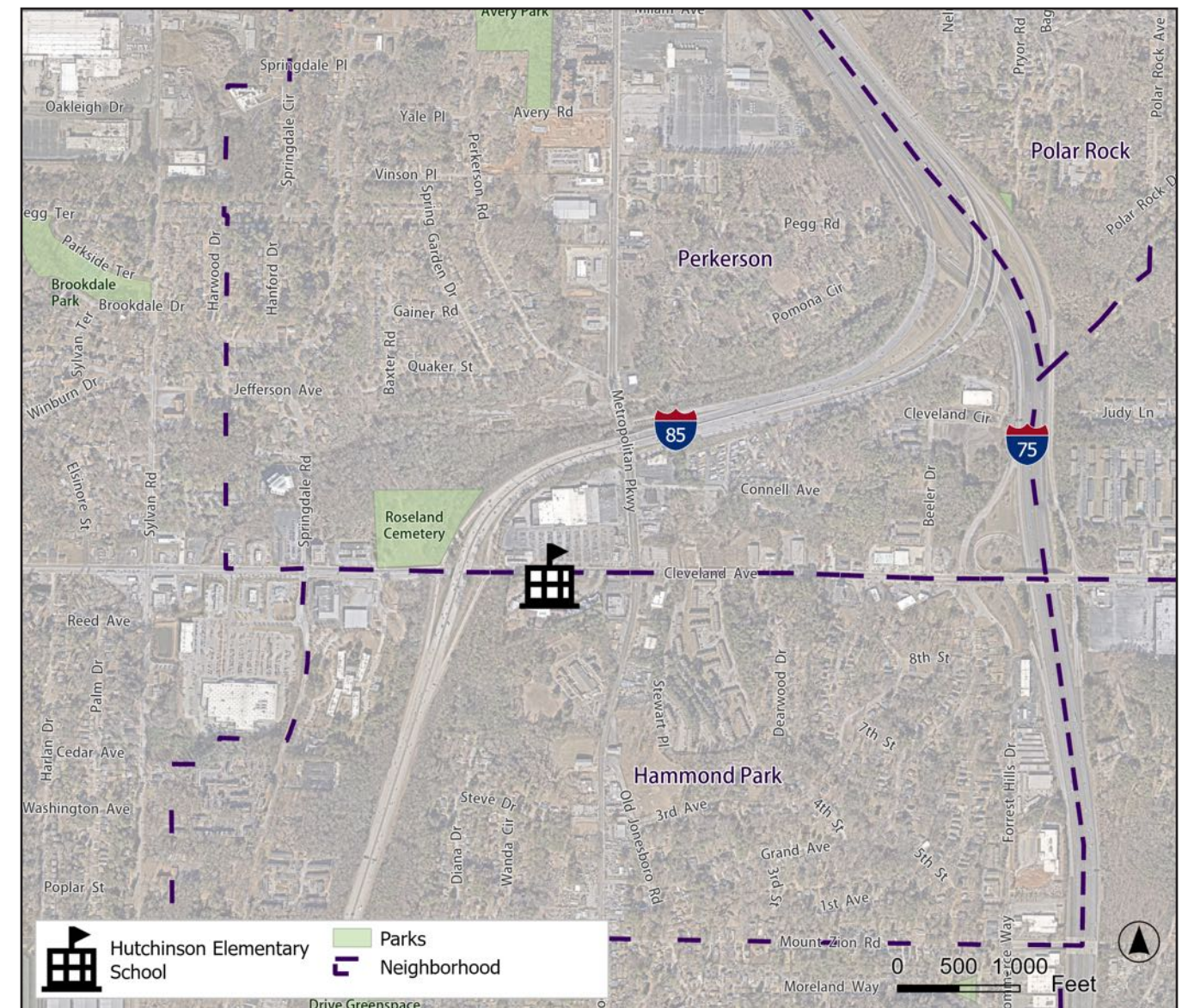
Existing Conditions



Hutchinson Elementary School

Hutchinson Elementary School is in the Hammond Park neighborhood in south Atlanta and is part of the South Atlanta Cluster. The school also serves the Perkerson neighborhood. The surrounding

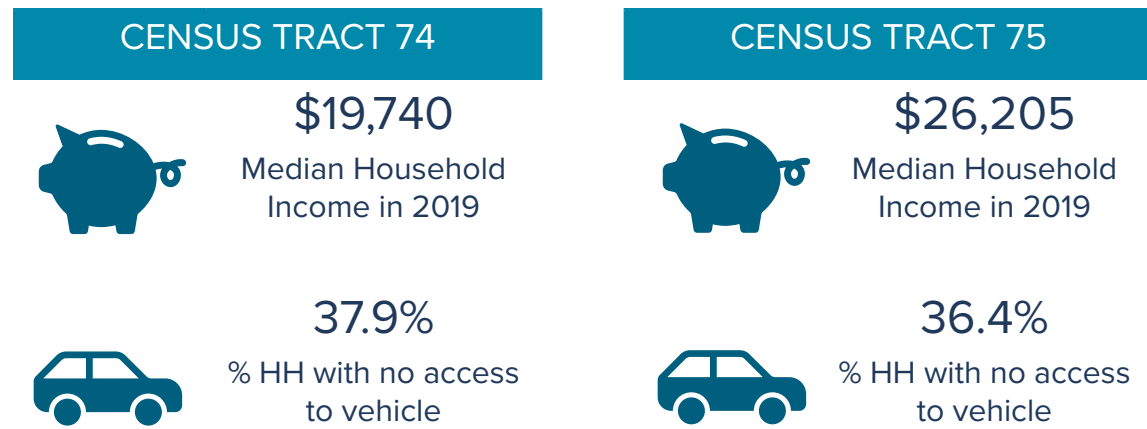
area is primarily residential with a mix of single- and multi-family housing as well as some commercial land uses located along Cleveland Avenue and Metropolitan Parkway (US 41/SR 3).



Hutchinson Elementary School Neighborhood Map

Demographics

For the 2025 school year, Hutchinson Elementary School had an enrollment of 295 students. The racial and ethnic composition of the student body is predominantly Black, making up 77% of the population. Hispanic students account for 21%, students with two or more races/ethnicities make up 1%, and American Indian students constitute 1% 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. Hutchinson Elementary School primarily serves families within Fulton County Census Tracts 74 and 75. The graphic below contains additional data from the Atlanta Regional Commission (ARC).



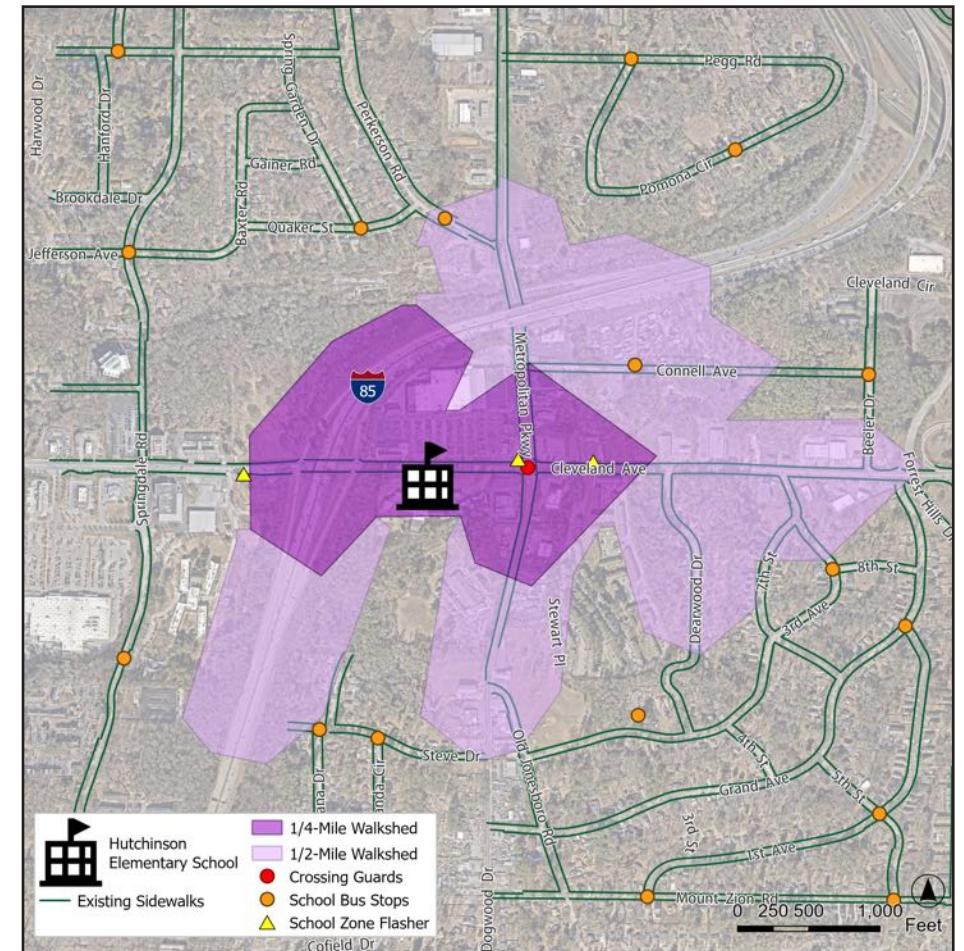
Getting to and from School

School Travel

Arrival at Hutchinson 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 Cleveland Avenue. Students entering before 7:45 AM use the western, side entrance, while those arriving after 7:45 AM should use the northern main entrance. 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

Hutchinson Elementary School offers four bus routes for its students, Route 9009, Route 9010, Route 9018, and Route 9019. Route 9009 serves students living south and north of Cleveland Avenue covering Steve Drive, Diana Drive, 3rd Avenue, and Connell Avenue. For school arrival, Route 9009 begins its first student pick-up at 6:58 AM and arrives to Hutchinson Elementary School by 7:14 AM. For student drop-off, it departs school at 2:15 PM and completes its last drop-off at 2:52 PM. Route 9010 accommodates students living south of Cleveland Avenue, covering 3rd Avenue, Grand Avenue, 1st Avenue, and Mount Zion Road. For school arrival, Route 9010 begins its first student pick-up at 7:04 AM and arrives to Hutchinson Elementary School at 7:14 AM. For student drop-off, it departs school at 2:15 PM and completes its last drop-off at 2:49 PM. Route 9018 provides transportation for students living south of Cleveland Avenue, covering Springdale Road. For school arrival, Route 9018 begins its first student pick-up at 7:09 AM and arrives to Hutchinson Elementary School at 7:14 AM. For student drop-off, it departs school at 2:15 PM and completes its last drop-off at 2:38 PM. Route 9019 serves students living north of Cleveland Avenue, covering Perkerson Road, Springdale Road, Yale Place, and Quaker Street. For school arrival, Route 9019 begins its first student pick-up at 6:52 AM and arrives to Hutchinson Elementary School by 7:14 AM. For student drop-off, it departs school at 2:15 PM and completes its last drop-off at 2:58 PM.



Walk Shed Analysis Map

For student drop-off, it departs school at 2:15 PM and completes its last drop-off at 2:58 PM.

Crossing Guard Locations

Hutchinson Elementary School has one crossing guard to assist students crossing the roadway. The single, crossing guard is positioned at the signalized intersection of Metropolitan Parkway and Cleveland Avenue. For school arrival, the crossing guard is

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. There were 19 walkers observed during school arrival on the day of the SRTS Walk Audit.

Transportation Network

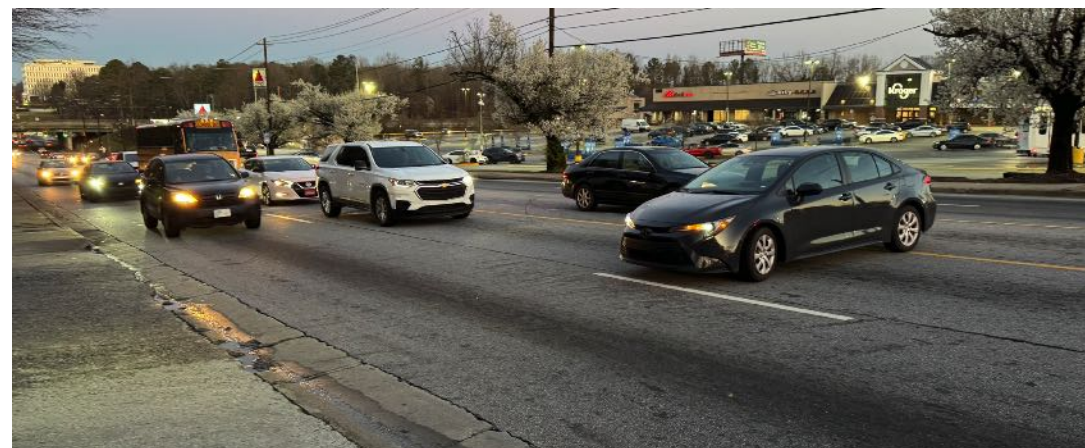
Hutchinson Elementary School is located on the south side of Cleveland Avenue, immediately west of the signalized intersection at Metropolitan Parkway and approximately 0.2 miles east of the I-85 interchange. Cleveland Avenue is a four-lane, two-way left-turn lane (TWLTL) divided, minor arterial that serves as an east-west connector between Harris Street and Jonesboro Road (SR 54) with a posted speed limit of 35 miles per hour (mph).

There is a continuous sidewalk along both sides of Cleveland Avenue within the school attendance zone. Bike lanes are present along both sides of Cleveland Avenue from

Metropolitan Parkway to Beerler Drive.

The Metropolitan Atlanta Rapid Transit Authority (MARTA) provides service throughout the school zone limits. Route 78 serves Cleveland Avenue, Route 79 covers Springdale Road, and Route 95 provides transit access to Metropolitan Parkway.

There are two, post-mounted school zone signs and flashing beacons along Cleveland Avenue (east and west of the school). Overhead street lighting is provided along the north side of Cleveland Avenue.



Hutchinson Elementary School Entrance on Cleveland Avenue

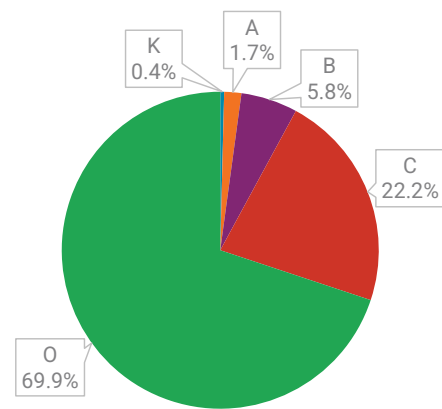


Existing Conditions around Hutchinson School

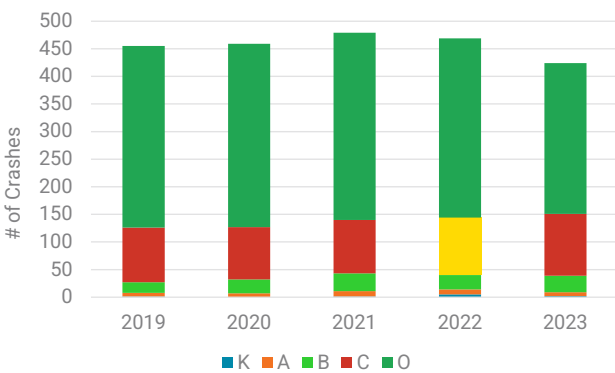
Crash Analysis

The five-year historical crash data for the area surrounding Hutchinson 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.

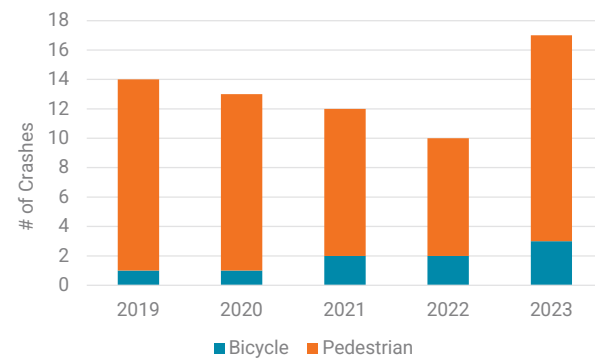
Over the five-year crash analysis period 2,286 crashes were reported in the area surrounding Hutchinson Elementary School, including 6 fatal crashes and 535 injury crashes. The National Safety Council’s (NSC) “KABCO” injury severity scale was used to classify crash severity. This injury severity scale 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

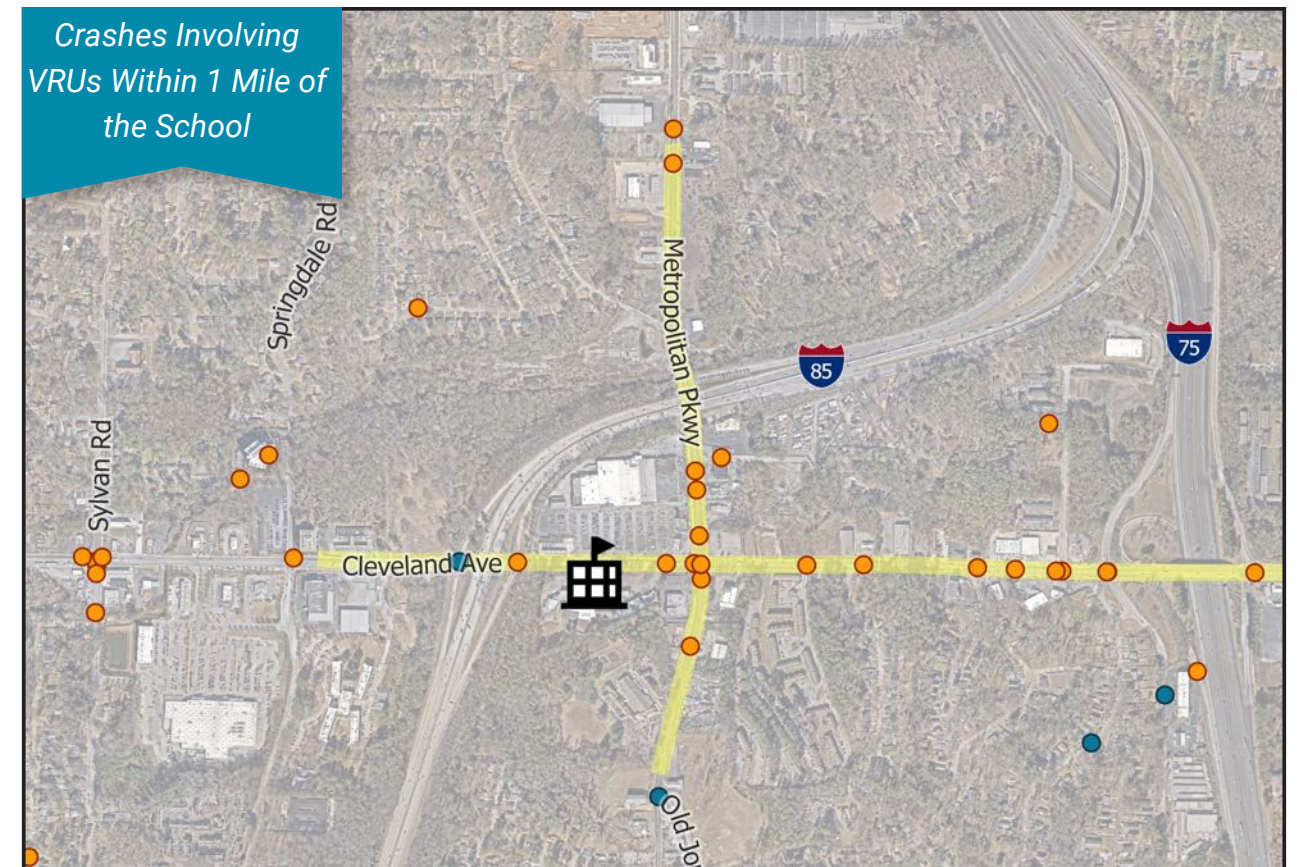
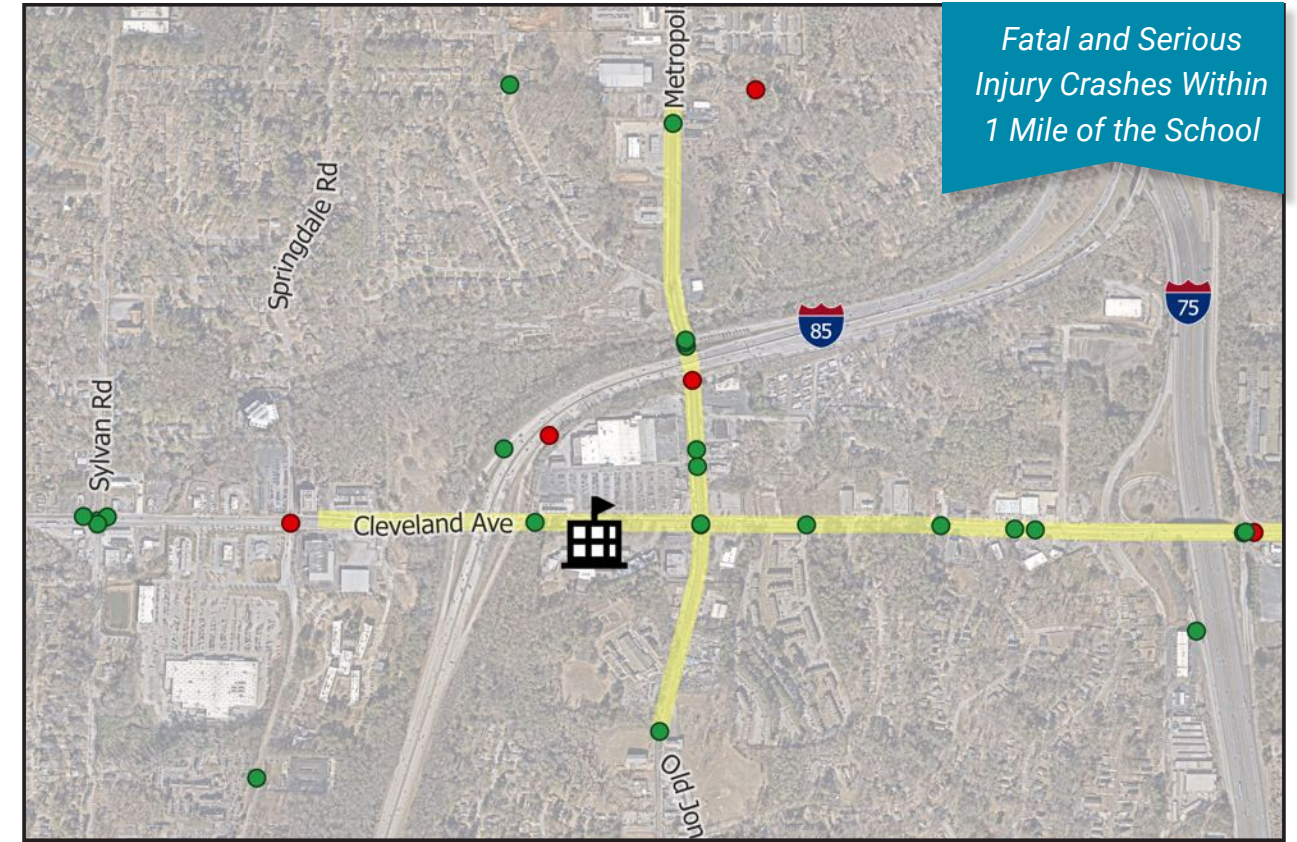


Crashes by Year



VRU Crashes by Year

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. Over the five-year period, a total of 66 VRU crashes were reported, consisting of 57 pedestrian crashes and 9 bicyclist crashes. An annual distribution of VRU crashes is provided. Notably, 18 percent of pedestrian-related crashes and 22 percent of bicyclist-related crashes involved individuals aged 18 or younger.



Transportation Improvement Projects

To support the development of SRTS Action Plan, the project team conducted a comprehensive review of relevant planning efforts. The 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 Hutchinson 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 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 Hutchinson Elementary School attendance zone, the plan includes trail expansions along Cleveland Avenue, Metropolitan Parkway, Old Jonesboro Road, Mount Zion Road, Springdale Road, and north of Cleveland Avenue near the South River.*
- ★ *The Cleveland Avenue Safe Street project, which is currently in the Engineering/Design Phase, consists of the installation of pedestrian facility improvements and safety upgrades along Cleveland Avenue from Springdale Road to Jonesboro Road. Within the Hutchinson Elementary School attendance zone the project will primarily consist of sidewalk and driveway reconstruction.*
- ★ *The Cleveland Avenue Pedestrian Mobility Improvements project, which is currently in the Engineering/Design Phase, consists of pedestrian crossing upgrades through installing ADA-compliant ramps, new Pedestrian Hybrid Beacons (PHBs), rectangular rapid flashing beacons (RRFBs), pedestrian refuge islands, sidewalk, and signage improvements. Within the Hutchinson Elementary School attendance zone the project will install a PHB at the west leg of Cleveland Avenue at Dearwood Drive, install a PHB along Cleveland Avenue immediately east of 3rd Avenue, and install a median refuge island at the west leg of Cleveland Avenue at I-75 southbound exit.*
- ★ *The Cleveland Avenue and Metropolitan Parkway Arterial Rapid Transit (ART) project, which is currently in procurement, is a collaborative project between the Metropolitan Atlanta Rapid Transit Authority (MARTA) and the City of Atlanta to provide fast, frequent, and reliable service and upgrades station amenities and enhanced rider experience. Within the Hutchinson Elementary School attendance zone, the project includes upgrading the MARTA stop at the intersection of Cleveland Avenue and Springdale Road to an ART stop, relocating the existing ART stop from the northeast corner of Cleveland Avenue and Metropolitan Parkway to the northwest corner, and relocating the MARTA stop from the southwest corner of Cleveland Avenue and Metropolitan Parkway to the southeast corner and upgrading it to an ART stop.*

Walk Audit

ATLDOT's Safe Routes to School project team completed a Walk Audit on Tuesday, March 11, 2025 at Hutchinson 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, and at the signalized intersection of Cleveland Avenue at Metropolitan Parkway.
- ★ **Walk Audit:** The project team and Walk Audit attendees completed a group walk along a key route to/from Hutchinson Elementary School, 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.



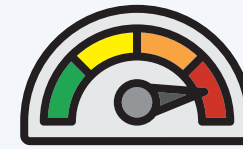
Map used for Walk Audit route



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

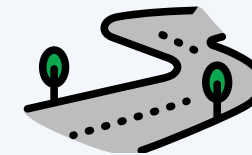
What We Experienced: Infrastructure Assessment

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



Excessive travel speeds

Attendees noted that vehicular traffic in the area typically travels at higher speeds particularly on Cleveland Avenue and Metropolitan Parkway.



Sidewalk enhancements

There is a gap in the sidewalk along the north side of Cleveland Avenue near the Citgo Gas Station driveway. Sidewalks felt narrow under the I-85 bridge over Cleveland Avenue, and segments were flooded after a recent rainstorm. Several drainage inlets along the sidewalk were not flush, creating a potential tripping hazard. The sidewalk quality along Cleveland Avenue varies, with some sections needing replacement or repair.



Aggressive driving

Vehicles were also witnesses failing to yield to pedestrians in crosswalk at the intersection of Cleveland Avenue at Metropolitan Parkway.



Increased school zone awareness

The school zone flasher at the intersection of Cleveland Avenue at Metropolitan Parkway is difficult to see and is not consistently operating. School pavement markings are needed in advance of the school driveway. Some school zone signs are old, faded, and poorly placed, making it difficult for drivers to see them when approaching the school.

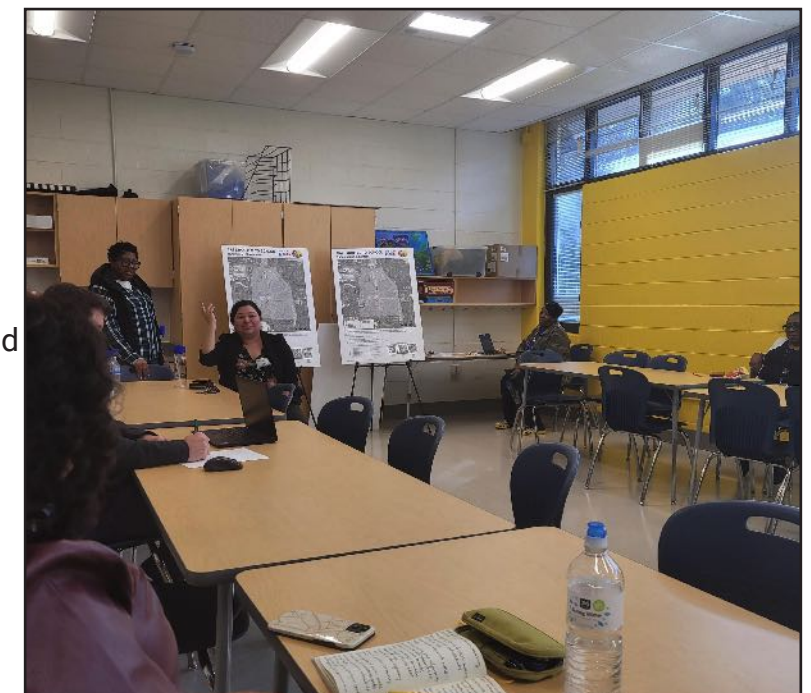
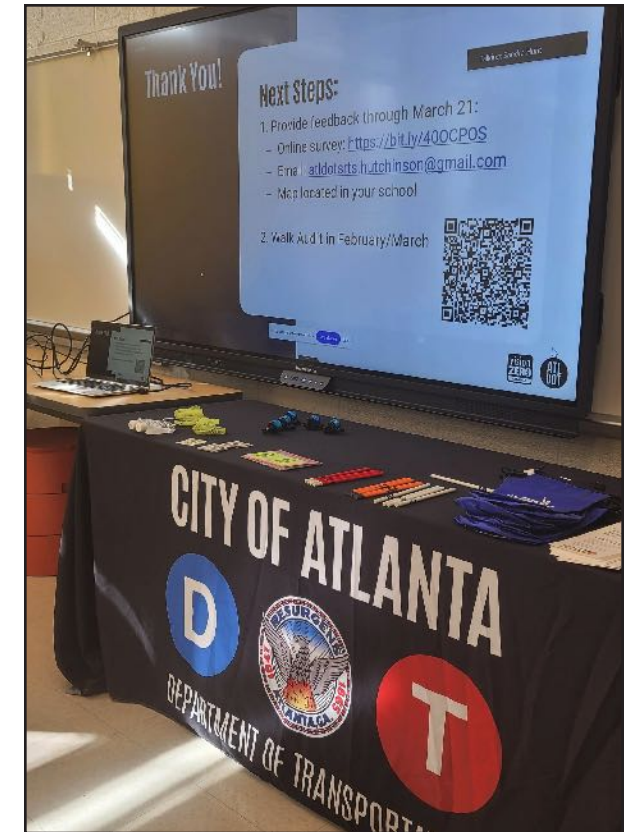
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Community Engagement



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.

Throughout the SRTS Action Plan development process for Hutchinson 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.



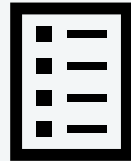
Photos from engagement efforts

A full summary of the listening session is included in the appendix.

LISTENING SESSION – JANUARY 28, 2025



Attendees were 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 Hutchinson Elementary School through the Listening Session, Online Survey, and Project Emails.



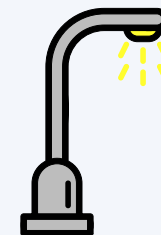
Excessive travel speeds

The staff expressed concerns with the high travel speeds of vehicles in the area, especially on Cleveland Avenue. The staff specifically mentioned westbound travel speeds on Cleveland Avenue being the highest. Students expressed feeling scared while walking to school due to cars going fast.



Dangerous maneuvers at the school entrance

The staff and parents stated that it is difficult making lefts in and out of the school which often leads to dangerous maneuvers. Parents reported the school entrance is often blocked due to congestion along Cleveland Avenue. Several staff members have witnessed or heard crashes in front of the school that involved parents trying to enter/exit the school.



More lighting is needed

The staff indicated that in the morning hours, many students have to walk to school in the dark. The dark conditions contribute to unsafe conditions. Due to the dark walking conditions, some students wait until daylight hours to commute, however, the crossing guard has left the school by the time these students arrive.



Increased school zone awareness

The staff voiced concerns over the lack of school zone flashers around the school. Parents have concerns over the lack of signage in the area that alerts drivers they are in a school zone.



Project team and stakeholders performing the Walk Audit



Photo captured during the Walk Audit



Photo captured during School Arrival Observations

School Outreach Events

Additional outreach events at the school were not conducted. Project information was shared through classrooms, in back-pack mail, and also during the carpool line.

SCHOOL OUTREACH MATERIALS



SAFE ROUTES TO SCHOOL KICKOFF MEETING

FOR THE HUTCHINSON ELEMENTARY SCHOOL COMMUNITY

The City of Atlanta wants to hear from students, parents, and staff about their experiences traveling to school including walking and biking.

WEDNESDAY, JANUARY 29
9:00 a.m. to 10:30 a.m.

HUTCHINSON ELEMENTARY SCHOOL RM 2120
To join virtually via Zoom, scan the QR code or visit bit.ly/3WNBQNC

MEETING ID: 625 089 3078
PASSCODE: 319314




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Strategies and Recommendations

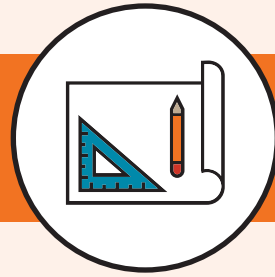
Strategies

The strategies outlined in this section aim to comprehensively address the school's needs using the 6 Es 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.



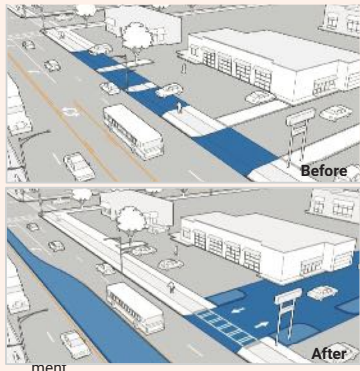
School bus arriving to Hutchinson Elementary School



Engineering

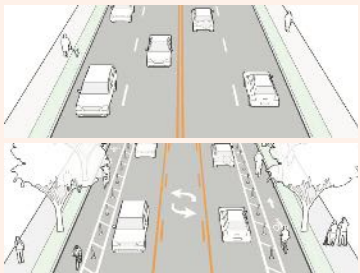
Infrastructure Glossary

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



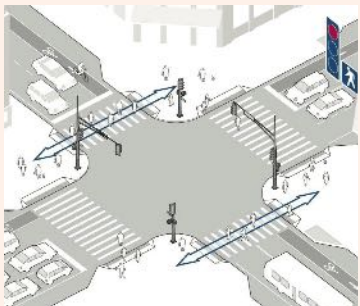
Access Management

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



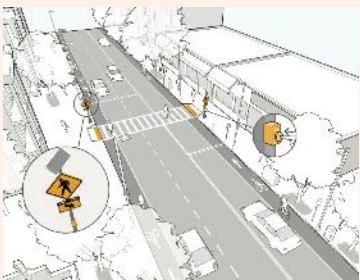
Lane Reconfiguration

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



Leading Pedestrian Intervals (LPIs)

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



Rectangular Rapid Flashing Beacon (RRFB)

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



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

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 Lessons



Photo from the Hutchinson Elementary School Walk Audit

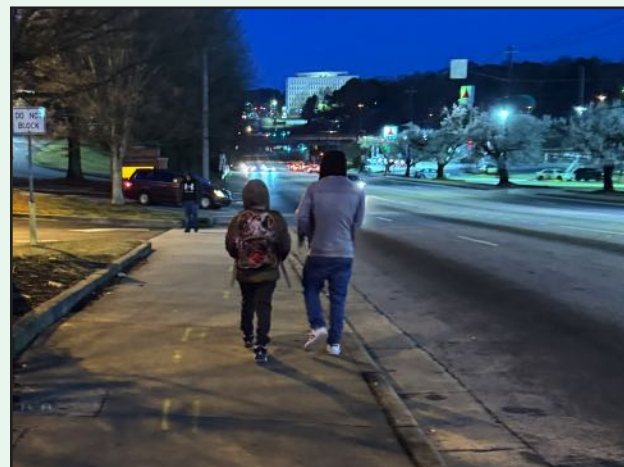


Encouragement

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

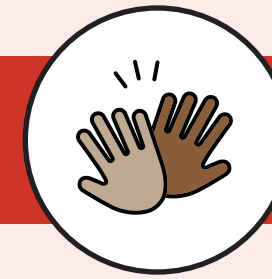
- Activities should be inclusive for everyone
- Make fun and enjoyment the focal point
- Promotes community involvement
- May take little to no funding to start



Student and parent walking to school along Cleveland Avenue.

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 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.



Students walking to Hutchinson Elementary School

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 school arrival observations

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



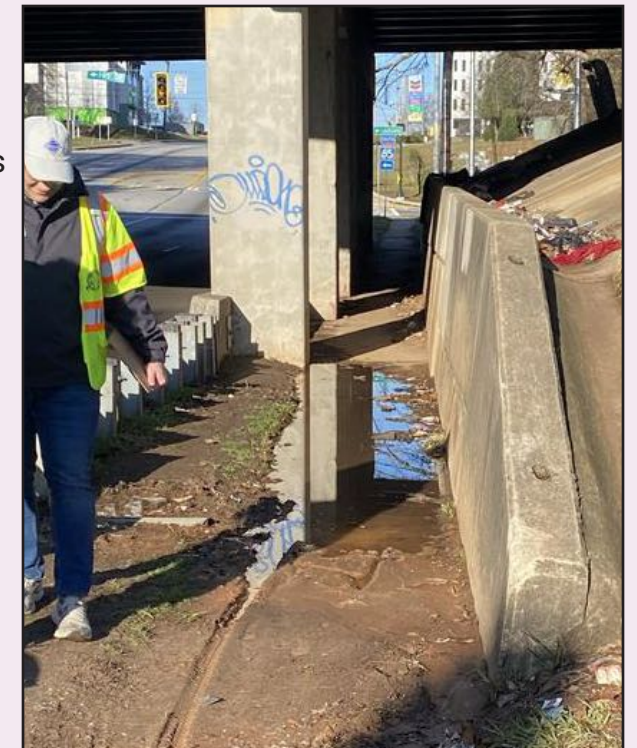
Evaluation

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 a SRTS Champion
- ▶ Student travel tallies
- ▶ Surveys to students, staff, parents, and community members
- ▶ Annually tracking efforts



Project team assessing walking conditions

Tracking Matrix

- | | |
|--|--|
| ★ Regularly reported statuses of Action Plan recommendations | ★ Student travel tallies |
| ★ Number of programming events and campaigns held | ★ Number of Walking School Buses |
| ★ Participation numbers/numbers of students reached | ★ 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.



Project team walking Cleveland Avenue to identify needed school zone signage

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

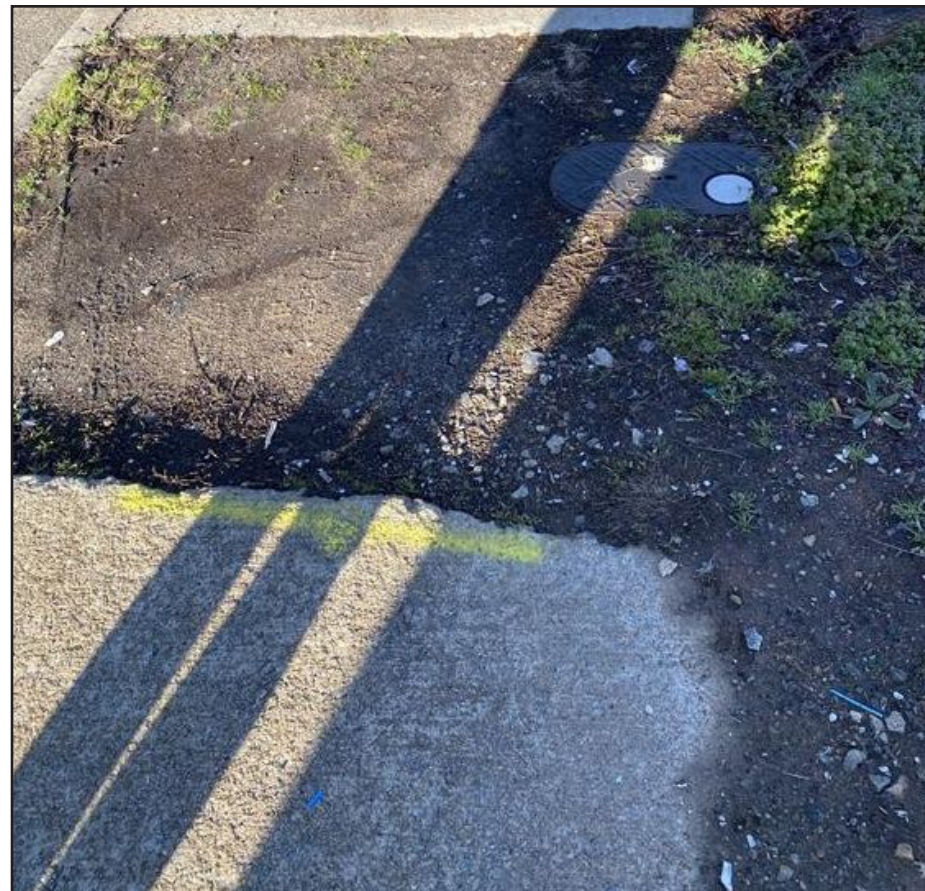
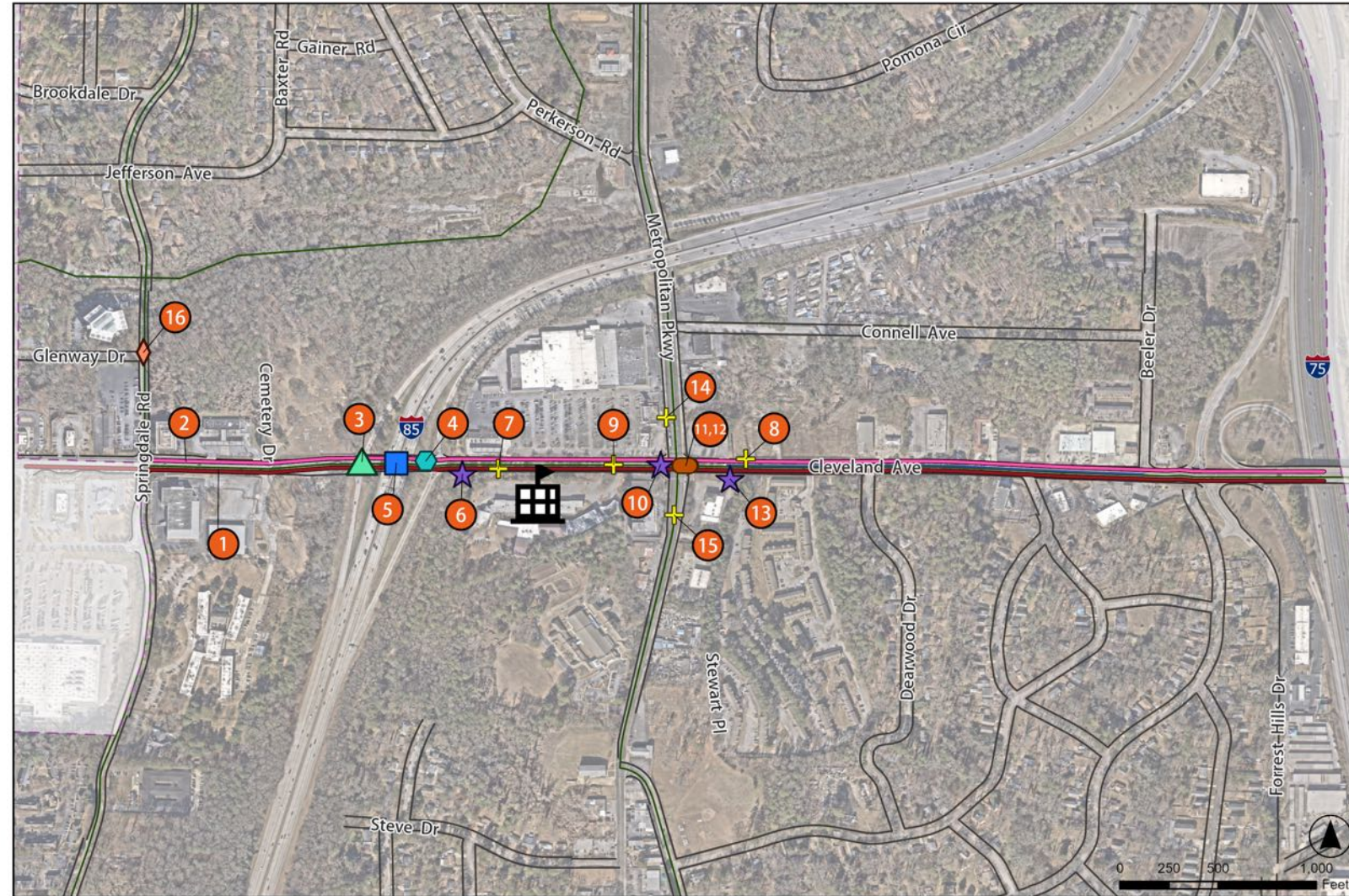


Photo captured during the Walk Audit

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.



Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
ENGINEERING				
HES-01	Cleveland Ave from Springdale Rd to I-75	Complete a corridor study along Cleveland Ave to evaluate a roadway reconfiguration solution that would provide the opportunity to restrict left turns at the Hutchinson ES driveway	Roadway Improvements	Project Type: Major Capital Projects Responsible Agency: ATLDOT; GDOT Priority: High
HES-02	Cleveland Ave from Springdale Rd to I-75	Install dynamic speed feedback signs that display a 35-mph speed limit	Speed Management	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
HES-03	Cleveland Ave at I-85	Install additional lighting under the bridge	Lighting	Project Type: Major Capital Projects Responsible Agency: ATLDOT; GDOT Priority: Medium
HES-04	Cleveland Ave at I-85	Install a system of "Wrong-Way" and "Do Not Enter" signs on the I-85 entrance ramps	Signing and Pavement Markings	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT; GDOT Priority: Medium
HES-05	Cleveland Ave at I-85	Repair or replace drainage inlets to reduce instances of water pooling in the sidewalk and roadway	Maintenance (Other)	Project Type: Major Capital Projects Responsible Agency: ATLDOT; DPW; GDOT Priority: Medium
HES-06	Cleveland Ave, immediately east of I-85 NB off-ramp	Install a fence or handrail along the steep grade drop into the creek	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
HES-07	Cleveland Ave, 250 ft east of I-85 NB off-ramp	Install zone signage and a school speed limit sign	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
HES-08	Cleveland Ave, 250 ft east of Metropolitan Pkwy	Install school ahead pavement marking	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
HES-09	Cleveland Ave at Hutchinson ES Dwy	Install overhead school zone warning beacons to the existing span wire and remove the existing pole mounted flashing beacons	School Zone Improvements	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Medium
HES-10	Cleveland, immediately west of Metropolitan Pkwy	Install handrail along the grade drop along the northern sidewalk along Cleveland Ave	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High

Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
HES-11	Cleveland Ave at Metropolitan Pkwy	Implement lagging left-turn phasing at the intersection to complement leading pedestrian intervals (LPI)	Traffic Signal Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT; GDOT Priority: High
HES-12	Cleveland Ave at Metropolitan Pkwy	Evaluate right-turn-on-red prohibitions	Traffic Signal Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT; GDOT Priority: High
HES-13	2720 Metropolitan Pkwy (Cleveland Ave, immediately east of Metropolitan Pkwy)	Coordinate with the property owner of 2720 Metropolitan Pkwy to repair the fence to prevent cut-through traffic	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT; Property Owner Priority: Low
HES-14	Metropolitan Pkwy, 250 ft north of Cleveland Ave	Install a school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT; GDOT Priority: High
HES-15	Metropolitan Pkwy, 250 ft south of Cleveland Ave	Install a school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT; GDOT Priority: High
HES-16	Springview Rd at Glenway Dr	Repair or replace the Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Crossings	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Medium Funding Opportunities: TAP, TE, HSIP, STBG, SS4A, AoPP
EQUITY				
HES-17	ATLDOT	Continue equity-based prioritization process	Program	Project Type: Program Responsible Agency: ATLDOT
HES-18	Hutchinson ES Community	Distribute ATLDOT-branded safety giveaways and education safety resources at student/community events	Collateral	Project Type: Program Responsible Agency: ATLDOT
HES-19	Hutchinson ES Community	Distribute multilingual SRTS materials	Collateral	Project Type: Program Responsible Agency: ATLDOT
ENGAGEMENT				
HES-20	Hutchinson 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; Hutchinson ES

Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
HES-21	Hutchinson ES Community	Identify Corner Captains/Corner Greeters/ Safe Passage programs	Program	Project Type: Program Responsible Agency: Hutchinson ES
HES-22	Hutchinson ES Community	Designate Walking School Bus leaders	Program	Project Type: Program Responsible Agency: Hutchinson ES
HES-23	Hutchinson ES Community	Establish SRTS Task Force	Program	Project Type: Program Responsible Agency: Hutchinson ES
HES-24	Hutchinson ES Community	Program partnerships with local, youth-focused organizations with pedestrian and bike safety initiatives	Program	Project Type: Program Responsible Agency: ATLDOT, Hutchinson ES
EDUCATION				
HES-25	Hutchinson ES Community	Develop drop-off and pick-up safety campaigns	Collateral	Project Type: Program Responsible Agency: ATLDOT; Hutchinson ES
HES-26	Hutchinson ES Community	Develop pedestrian safety education flyers and collateral	Collateral	Project Type: Program Responsible Agency: ATLDOT; Hutchinson ES
HES-27	Hutchinson ES Community	Launch pedestrian lessons during the school day and/or at after-school programs	Event	Project Type: Program Responsible Agency: Hutchinson ES
HES-28	Hutchinson ES Community	Launch Vision Zero safety campaign events such as "Slow Down" yard signs	Collateral	Project Type: Program Responsible Agency: ATLDOT; APS; Hutchinson ES
HES-29	Hutchinson ES Community	Launch school safety assemblies	Event	Project Type: Program Responsible Agency: Hutchinson ES
HES-30	Hutchinson ES Community	Launch pop-up Traffic Safety Gardens	Event	Project Type: Program Responsible Agency: ATLDOT; Hutchinson ES
ENCOURAGEMENT				
HES-31	Hutchinson ES Community	Launch SRTS Flagship Events such as National Walk & Roll to School Day	Event	Project Type: Program Responsible Agency: ATLDOT; Hutchinson ES

Recommendations Table

PROJECT ID	LOCATION	RECOMMENDATION	CATEGORY	IMPLEMENTATION STRATEGY
HES-32	Hutchinson ES Community	Develop incentive-based programs to encourage walking to school	Program	Project Type: Program Responsible Agency: ATLDOT; Hutchinson ES
HES-33	Hutchinson ES Community	Form walking school bus groups	Event	Project Type: Program Responsible Agency: Hutchinson ES
EVALUATION				
HES-34	Hutchinson ES Community	Track statuses of Action Plan recommendations	Program	Project Type: Program Responsible Agency: Hutchinson ES
HES-35	Hutchinson ES Community	Track participation numbers/numbers of students reached	Program	Project Type: Program Responsible Agency: Hutchinson ES
HES-36	Hutchinson ES Community	Track student travel tallies	Program	Project Type: Program Responsible Agency: ATLDOT; Hutchinson ES
HES-37	Hutchinson ES Community	Track the number of pedestrian lessons given	Program	Project Type: Program Responsible Agency: Hutchinson ES
HES-38	ATLDOT	Establish an annual budget to implement SRTS engineering projects	Program	Project Type: Program Responsible Agency: ATLDOT

CONCLUSION

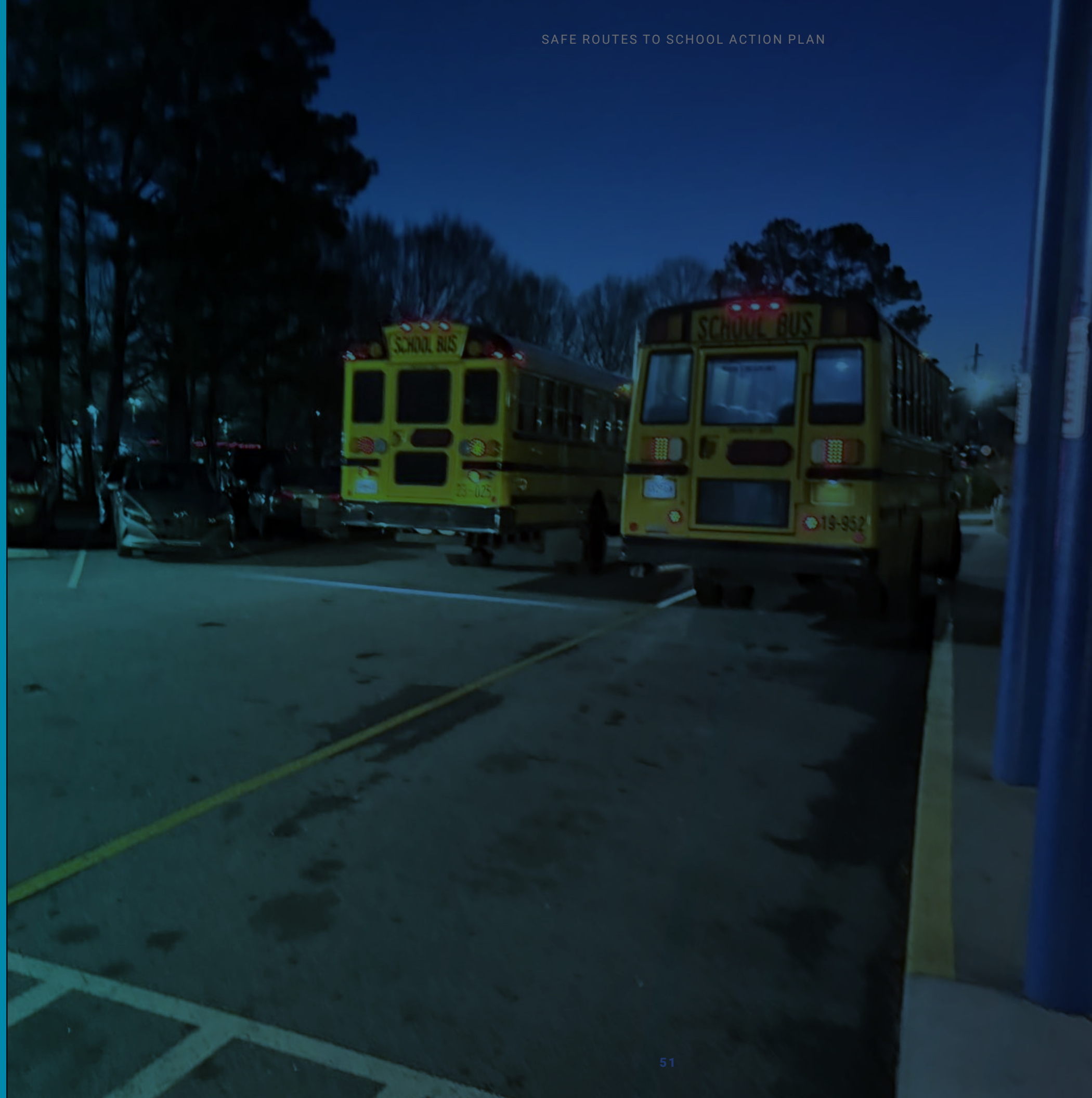
The Hutchinson Elementary School Safe Routes to School Action Plan is an important step towards creating a safer and healthier commute for students, parents/guardians and staff. By analyzing existing conditions and incorporating community feedback, the recommendations laid out in this action plan leverage 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 Hutchinson 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 Hutchinson Elementary School is a testament to the collaborative efforts between the school, local agencies, and community members 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

Hutchinson Elementary School

SAFE ROUTES TO SCHOOL WALK AUDIT REPORT



Prepared by Kimley-Horn and Alta Planning + Design



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 Tuesday, March 11, 2025 from 7:00 AM to 10:00 AM at Hutchinson 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.

Hutchinson Elementary School is in the Hammond Park neighborhood in south Atlanta and is part of the South Atlanta school cluster. The school also serves the Perkerson neighborhood. The surrounding area is primarily residential with a mix of single- and multi-family housing as well as some commercial land uses located along Cleveland Avenue and Metropolitan Parkway (US 41/SR 3).

Existing Conditions

Hutchinson Elementary School is located on the south side of Cleveland Avenue, immediately west of the signalized intersection at Metropolitan Parkway and approximately 0.17 miles east of the I-85 interchange, as displayed in **Figure 1**. Cleveland Avenue is a four-lane, two-way left-turn lane (TWLTL) divided, minor arterial that serves as an east-west connector between Harris Street and Jonesboro Road (SR 54) with a posted speed limit of 35 miles per hour (mph). There is a continuous sidewalk along both sides of Cleveland Avenue within the school attendance zone. Bike lanes are present along both sides of Cleveland Avenue from Metropolitan Parkway to Beerler Drive.

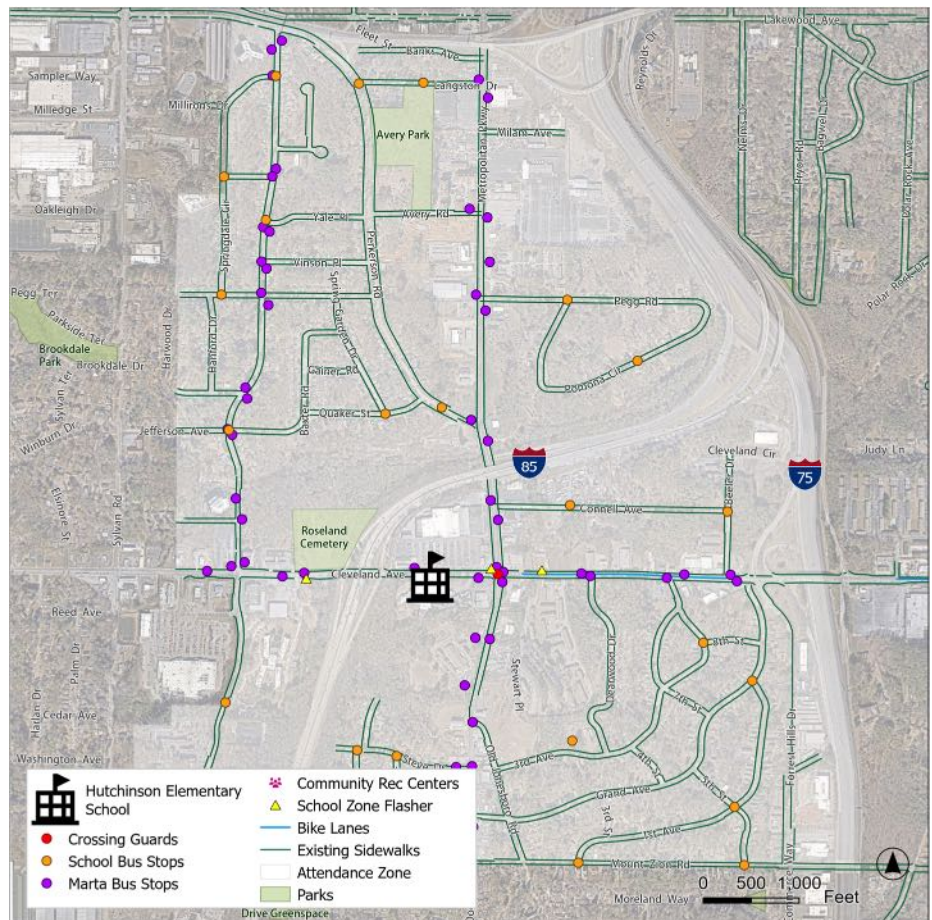


FIGURE 1: EXISTING CONDITIONS MAP

WALK AUDIT REPORT

A walkshed analysis map is included in **Figure 2**.

There are two, post-mounted school zone signs and flashing beacons along Cleveland Avenue (east and west of the school). Overhead street lighting is provided along the north side of Cleveland Avenue. A crossing guard is located at the intersection of Cleveland Avenue at Metropolitan Parkway.

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:

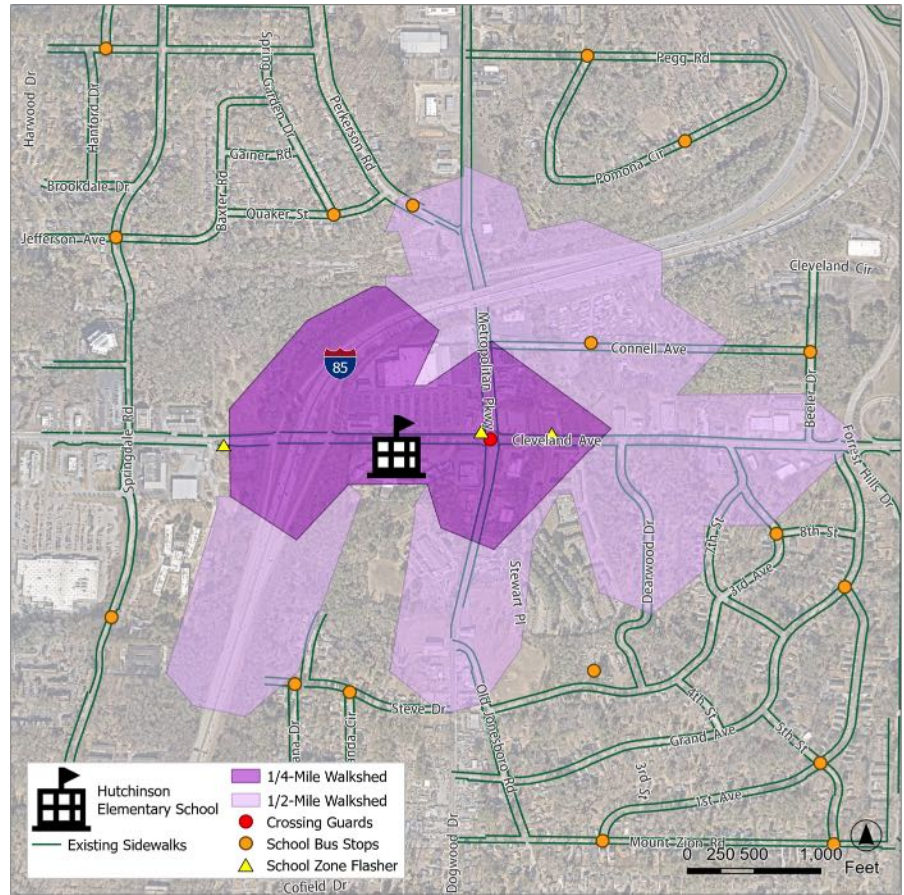


FIGURE 2: WALK SHED ANALYSIS MAP

- 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 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 Hutchinson Elementary School attendance zone, the plan includes trail expansions along Cleveland Avenue, Metropolitan Parkway, Old Jonesboro Road, Mount Zion Road, Springdale Road, and north of Cleveland Avenue near the South River.
- The *Cleveland Avenue Safe Street* project, which is currently in the Engineering/Design Phase, consists of the installation of pedestrian facility improvements and safety upgrades along Cleveland Avenue from Springdale Road to Jonesboro Road. Within the Hutchinson Elementary School attendance zone the project will primarily consist of sidewalk and driveway reconstruction.
- The *Cleveland Avenue Pedestrian Mobility Improvements* project, which is currently in the Engineering/Design Phase, consists of pedestrian crossing upgrades through installing ADA-compliant ramps, new Pedestrian Hybrid Beacons (PHBs), Rectangular Rapid Flashing Beacons

WALK AUDIT REPORT

(RRFBs), pedestrian refuge islands, sidewalk, and signage improvements. Within the Hutchinson Elementary School attendance zone the project will install a PHB at the west leg of Cleveland Avenue at Dearwood Drive, install a PHB along Cleveland Avenue immediately east of 3rd Avenue, and install a median refuge island at the west leg of Cleveland Avenue at I-75 southbound exit.

- The *Cleveland Avenue and Metropolitan Parkway Arterial Rapid Transit (ART)* project, which is currently in procurement, is a collaborative project between the Metropolitan Atlanta Rapid Transit Authority (MARTA) and the City of Atlanta to provide fast, frequent, and reliable service and upgrades station amenities and enhanced rider experience. Within the Hutchinson Elementary School attendance zone, the project includes upgrading the MARTA stop at the intersection of Cleveland Avenue and Springdale Road to an ART stop, relocating the existing ART stop from the northeast corner of Cleveland Avenue and Metropolitan Parkway to the northwest corner, and relocating the MARTA stop from the southwest corner of Cleveland Avenue and Metropolitan Parkway to the southeast corner and upgrading it to an ART stop.

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 Hutchinson 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 project 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

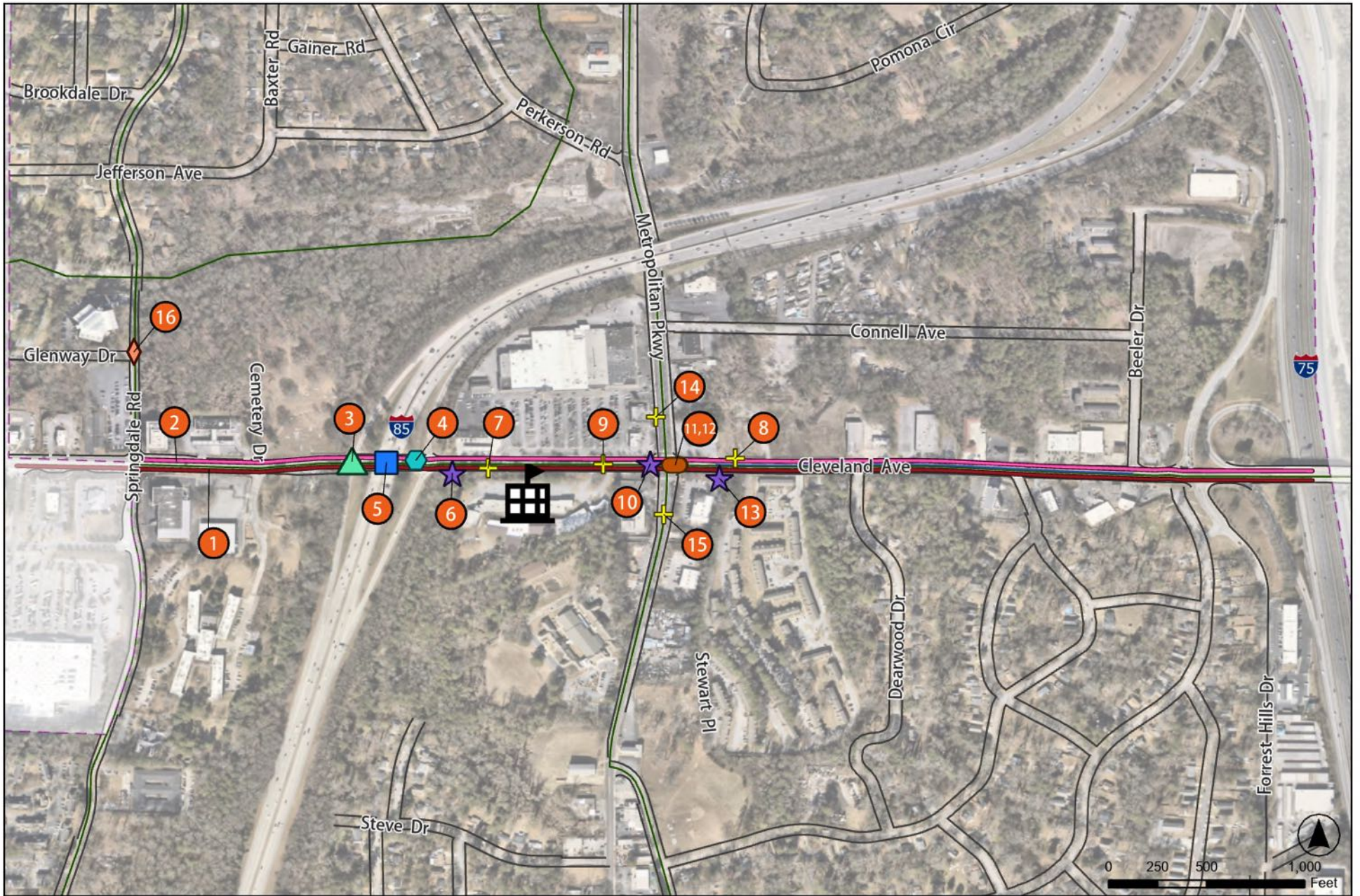


FIGURE 3: WALK AUDIT RECOMMENDATIONS MAP

- | | | | | |
|---|---|--|--|---|
|  Lighting |  Pedestrian/Bicycle Facility |  Signing and Pavement Markings |  Speed Management |  Attendance Zone |
|  Maintenance (Other) |  School Zone Improvements |  Traffic Signal Improvements |  Roadway Improvements |  Existing Bike Lane |
|  Pedestrian Crossings | |  Hutchinson Elementary School |  Existing Sidewalks |  Trail Recommendations |

**Attachment A:
Recommendations Table**

WALK AUDIT REPORT

Project ID	Location	Recommendation	Category	Implementation Plan
HES-01	Cleveland Ave from Springdale Rd to I-75	Complete a corridor study along Cleveland Ave to evaluate a roadway reconfiguration solution that would provide the opportunity to restrict left turns at the Hutchinson ES driveway	Roadway Improvements	Project Type: Major Capital Projects Responsible Agency: ATLDOT; GDOT Priority: High
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HES-03	Cleveland Ave at I-85	Install additional lighting under the bridge	Lighting	Project Type: Major Capital Projects Responsible Agency: ATLDOT; GDOT Priority: Medium
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HES-07	Cleveland Ave, 250 ft east of I-85 NB off-ramp	Install zone signage and a school speed limit sign	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT Priority: High
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HES-11	Cleveland Ave at Metropolitan Pkwy	Implement lagging left-turn phasing at the intersection to complement leading pedestrian intervals (LPI)	Traffic Signal Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT; GDOT Priority: High
HES-12	Cleveland Ave at Metropolitan Pkwy	Evaluate right-turn-on-red prohibitions	Traffic Signal Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT; GDOT Priority: High
HES-13	2720 Metropolitan Pkwy (Cleveland Ave, immediately east of Metropolitan Pkwy)	Coordinate with the property owner of 2720 Metropolitan Pkwy to repair the fence to prevent cut-through traffic	Pedestrian/Bicycle Facility Maintenance/Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT; Property Owner Priority: Low
HES-14	Metropolitan Pkwy, 250 ft north of Cleveland Ave	Install a school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT; GDOT Priority: High

WALK AUDIT REPORT

Project ID	Location	Recommendation	Category	Implementation Plan
HES-15	Metropolitan Pkwy, 250 ft south of Cleveland Ave	Install a school zone flasher	School Zone Improvements	Project Type: Tactical/Maintenance Responsible Agency: ATLDOT; GDOT Priority: High
HES-16	Springview Rd at Glenway Dr	Repair or replace the Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Crossings	Project Type: Minor Capital Projects Responsible Agency: ATLDOT Priority: Medium

Attachment B: Walk Audit Overview

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), Atlanta Public School Transportation (APS Transportation), Hutchinson Elementary School staff, and a parent. 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 2: WALK AUDIT ATTENDEES

NAME	ORGANIZATION/ROLE
Nichole Hollis	ATLDOT
John Saxton	ATLDOT
Whytne Stevens	ATLDOT
Andrew Lewis	ATLDOT
Jourdyn Fuga	KH
Tanner Sch	KH
Tyler Minkkinen	KH
Melvin Hill	APS PD
Richard Beck	APS PD
Renita Pearson-Roberts	APS Transportation
Will Swann	APS Transportation
Sandra Hunt	Hutchinson Parent Liaison
Garcia Flores	Parent

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, school driveway, and Cleveland Avenue east of the school. **Figure 4** depicts where each team member was positioned for school arrival.

WALK AUDIT REPORT

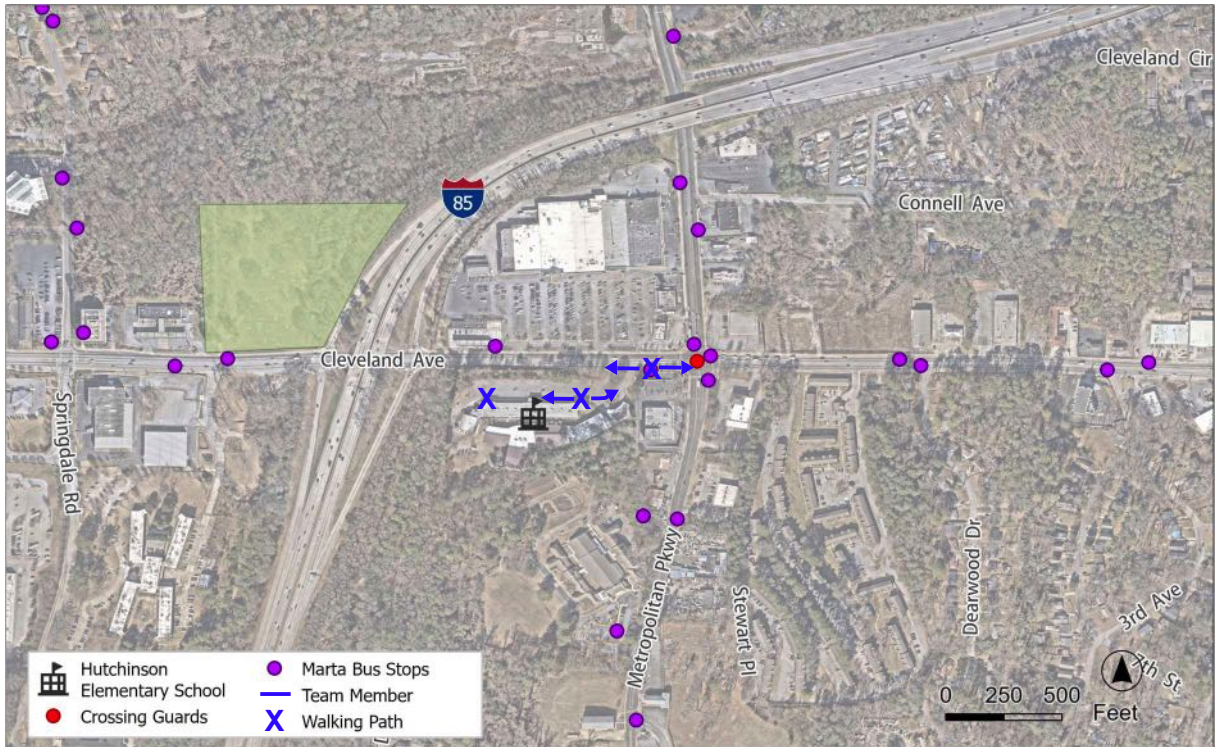


FIGURE 4: SCHOOL ARRIVAL TEAM POSITIONS

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 were split into two groups and completed a walk along two key routes to/from Hutchinson 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 perceptions of the walking environment and improvement ideas. The first walking route was approximately 0.7 miles along Cleveland Avenue. The route started at the school driveway, proceeded east to 3rd Avenue, and turned around west to return to the school entrance. The second walking route was approximately 0.8 miles along Cleveland Avenue. The route started at the school driveway, proceeded west to Springdale Road, crossed Cleveland Avenue, turned east to toward I-85 NB Ramp, crossed Cleveland Avenue, and proceeded east to return to the school entrance. **Figure 5** and **Figure 6** displays the Walk Audit routes.

WALK AUDIT REPORT

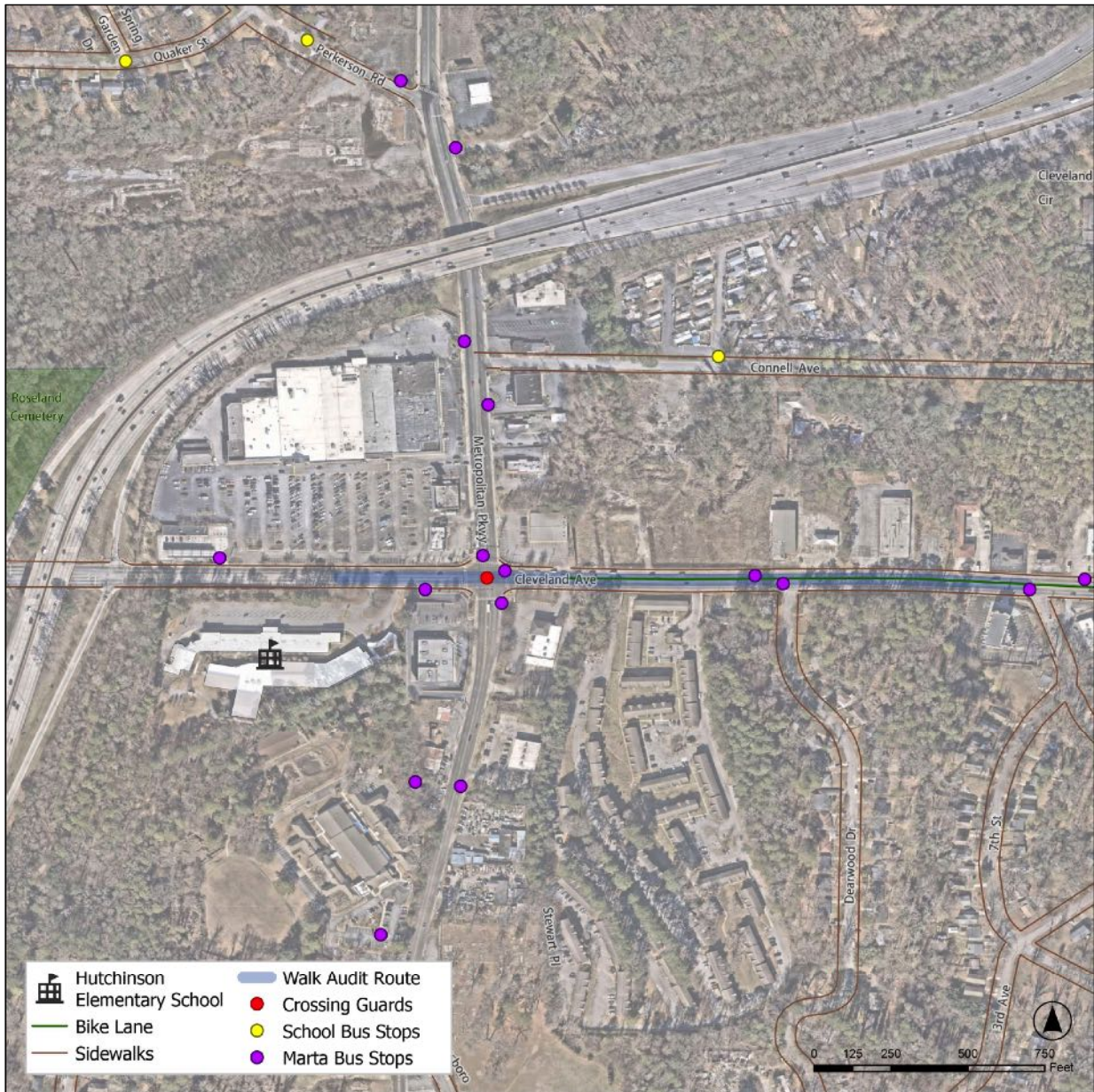


FIGURE 5: WALK AUDIT MAP #1

WALK AUDIT REPORT

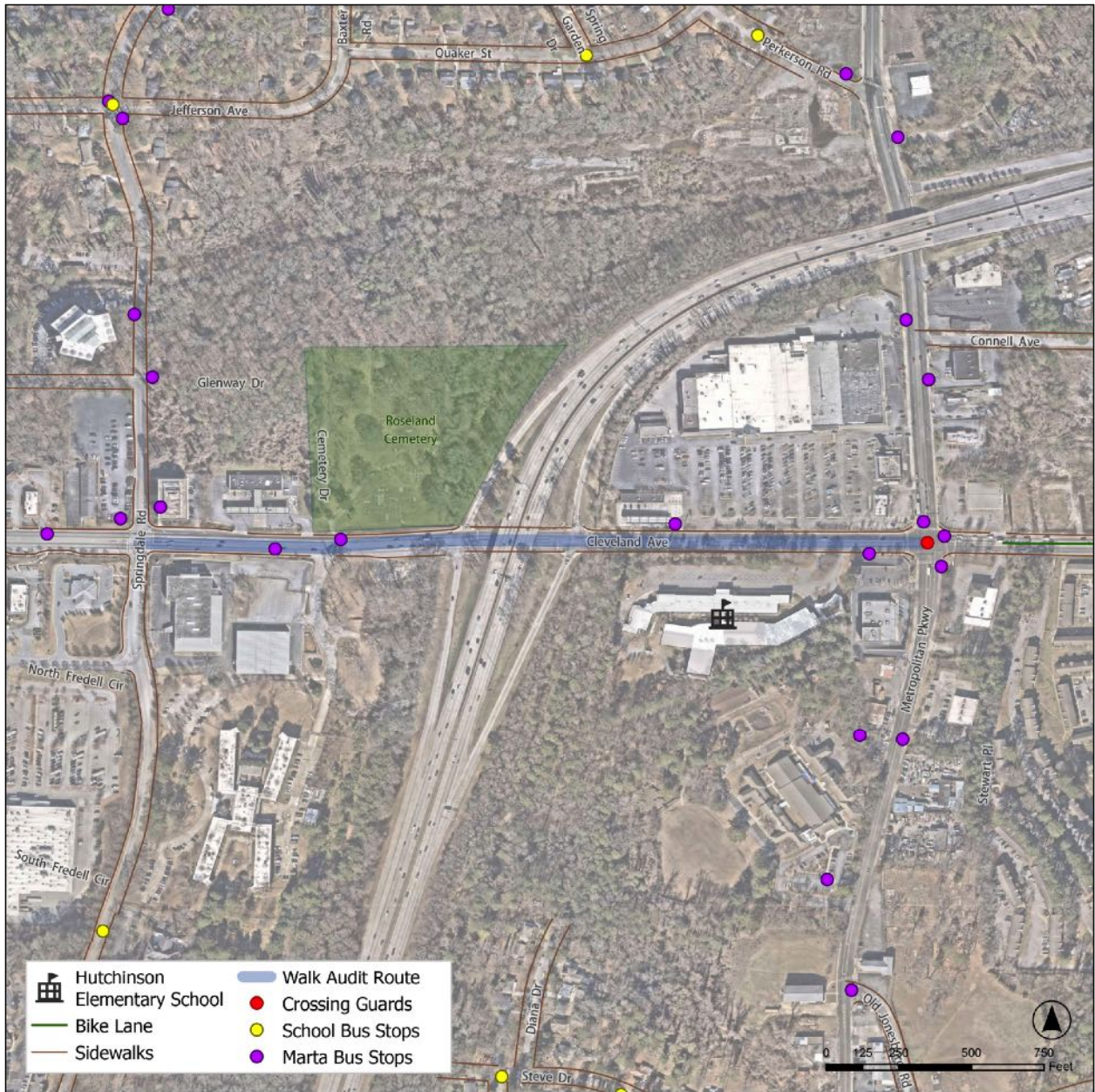


FIGURE 6: WALK AUDIT MAP #2

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

- After-school vans were seen transporting students to school.
- During school arrival, three staff members assist with student arrival, and it works well.
- Students who arrive before 7:45 enter the school through the western entrance to receive breakfast.
- Students walking to school began to arrive at school at 7:20 AM.
- Several groups of students walk together, some students are accompanied by parents or older siblings.
- Most students who walk to school come from the east.
- Metropolitan Parkway serves as an alternate route to I-85/I-75 to the north.

Pedestrian Safety

- The crossing guard at the intersection of Cleveland Avenue at Metropolitan Parkway arrived at 7:30 AM, which is after their scheduled start time.
- Vehicles making a right-turn at the intersection of Cleveland Avenue at Metropolitan Parkway frequently failed to yield to pedestrians in the crosswalk.
- One pedestrian crossed Cleveland Avenue mid-block near the Kroger driveway.
- Most area driveways are missing striped crosswalks.
- There is a gap in the sidewalk along the north side of Cleveland Avenue near the Citgo Gas Station driveway.
- There are accessibility issues at the I-85 southbound off-ramp to the school driveway.
- Children do not feel safe biking to school.
- Sidewalks felt narrow under the I-85 bridge over Cleveland Avenue, and segments were flooded after a recent rainstorm.
- Several drainage inlets along the sidewalk were not flush, creating a potential tripping hazard.
- The sidewalk quality along Cleveland Avenue varies, with some sections needing replacement or repair.
- Much of the development consists of gas stations and parking lots, which are not pedestrian-friendly.
- The rectangular rapid flashing beacon (RRFB) on Springdale Road was not operational, the flashing beacons remained dark when the push-button was activated.
- There are two mid-block crossings along Cleveland Avenue east of the school.
- There is a cut-through immediately west of the Pavilion Place Apartment Complex that was collecting trash and debris from the roadway, creating a potentially harmful situation for students.

WALK AUDIT REPORT

Vehicular Safety

- Left-turn maneuvers entering and exiting of the school are risky due to the number of conflict points.
- The placement of school zone flashers needs to be reviewed to determine if additional flashers may be installed.
- Most cars enter the school from the westbound approach and make a left-turn into the school driveway.
- The school zone flasher at the intersection of Cleveland Avenue at Metropolitan Parkway is difficult to see and is not consistently operating.
- Sight distance at the driveway is difficult.
- Queues in the eastbound left-turn lane at the intersection of Cleveland Avenue at Metropolitan Parkway often extend beyond the school driveway during the peak hours, making left-turn movements into the school difficult.
- Left turn vehicles exiting the school must cross three lanes of traffic.
- School buses have difficulties navigating the loop within the school driveway and frequently are required to back-up to complete their route.
- At times, there are long queues exiting the school driveway.
- Drivers may be distracted.
- A system of do not enter and wrong-way signs needs to be installed at the interstate exit ramps.
- School pavement markings are needed in advance of the school driveway.
- No right-turn on red signage should be evaluated at all signalized intersections.
- Some school zone signs are old, faded, and poorly placed, making it difficult for drivers to see them when approaching the school.

Travel Speeds

- Vehicles frequently enter and exit the school driveway at a high rate of speed.
- Speed limit signs along Cleveland Avenue are infrequent and difficult to see.
- Travel speeds in the surrounding area appear to be higher than the posted speed limit, particularly on Cleveland Avenue and Metropolitan Parkway.

Personal Security

- There is an APS officer on duty at the school a few days a week.
- There are often other pedestrians walking or gathering within the school attendance zone.
- There is a lot of debris and trash from the road under the I-85 bridge over Cleveland Avenue.
- The unhoused population frequently stays under the I-85 bridge and near the Kroger parking lot.

WALK AUDIT REPORT

- The surrounding area is predominantly well-lit.
- Additional lighting is needed under the I-85 bridge over Cleveland Avenue.

Traffic Signals

- The left-turn phases at the signal of Cleveland Avenue at Metropolitan Parkway could be lagged to reduce left-turn movement and pedestrian conflicts.

**Attachment C:
Site Visit Photos**

WALK AUDIT REPORT



PHOTO 1: BIKE LANE ALONG CLEVELAND AVENUE



PHOTO 2: STUDENTS WALKING TO SCHOOL



PHOTO 3: QUEUE OF CARS WAITING TO TURN OUT OF THE SCHOOL DRIVEWAY



PHOTO 4: VEHICLES ATTEMPTING TO EXIT THE SCHOOL DRIVEWAY

WALK AUDIT REPORT



PHOTO 5: SCHOOL BUSES ARRIVE TO DROP STUDENTS OFF

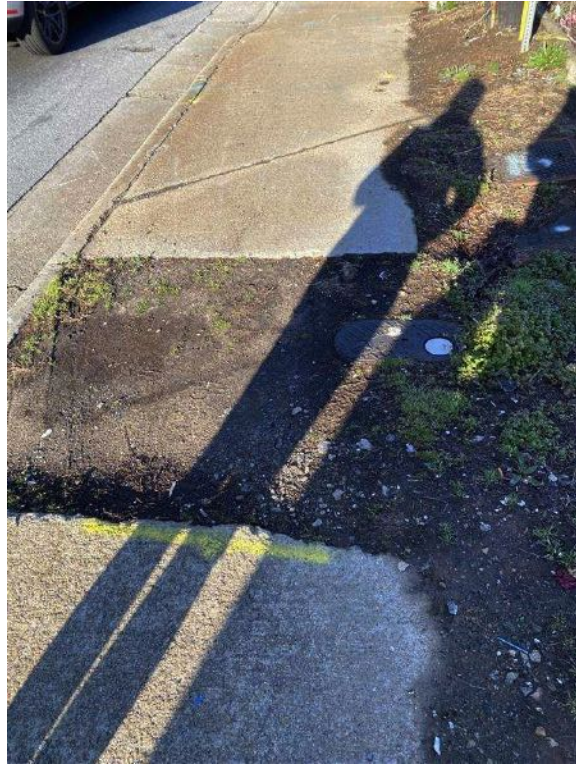


PHOTO 6: MISSING SIDEWALK ALONG CLEVELAND AVENUE



PHOTO 7: PEDESTRIAN CROSSING CLEVELAND AVENUE MID-BLOCK NEAR DEARWOOD DRIVE

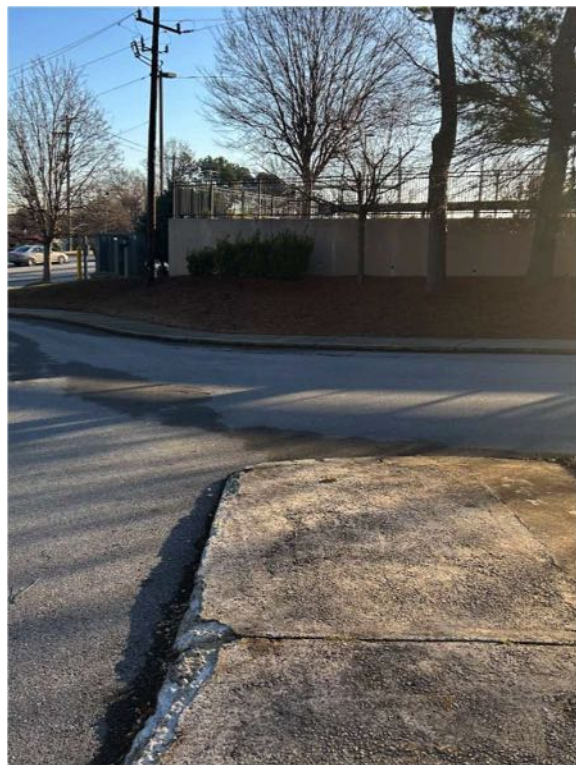


PHOTO 8: MISSING ADA CURB RAMP AT THE SCHOOL DRIVEWAY

WALK AUDIT REPORT



PHOTO 9: TRASH AND DEBRIS ON A CUT-THROUGH PATH NEAR PAVILION PLACE APARTMENT COMPLEX



PHOTO 10: DRAINAGE ISSUES AFFECTING WALKING CONDITIONS UNDER THE CLEVELAND AVENUE AT I-85 BRIDGE

Appendix **B**



MEETING AGENDA

Location: Hutchinson Elementary School/Online Zoom Meeting

Meeting Date: January 29, 2025
9:00 AM

RE: **Hutchinson 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 (ATL DOT), three members from Kimley-Horn, four students, and several school staff members who were able to provide feedback as their schedules permitted. 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 the staff, the modes of transportation to the school in order from most common to least are school bus, vehicular travel, and walking/biking.
- b. Four students attended the meeting. All of them mentioned they walked to school and are typically accompanied by an older sibling.
- c. Staff noted that many parents who depend on their child walking to school often rely on an older sibling to ensure they arrive safely.
- d. Some staff members mentioned they take public transit for their commute to/from work.
- e. While there are no official walking groups, some students will form groups to walk to school together from nearby apartment complexes.

III. Pedestrian Safety

- a. Parents and staff expressed that they would walk/bike to school if there were safe conditions to do so.
- b. According to parents and staff, the crossing guard in front of the school leaves right at 7:45 AM creating unsafe crossing conditions for students arriving after school begins.
- c. Staff indicated that many students who walk to school commute from the Pavilion Place apartment complex and their route is not safe.
- d. Students indicated that the crossing guard in front of the school is not consistently present.
- e. The staff indicated that in the morning hours, many students have to walk to school in the dark. The dark conditions contribute to unsafe conditions. Due to the dark walking conditions, some students wait until daylight hours to commute, however, the crossing guard has left the school by the time these students arrive.



MEETING AGENDA

- f. Staff expressed concerns about students walking along Springdale Road, as the only school bus stop for these students is located at the intersection of Cleveland Avenue at Springdale Road, which is a considerable distance for students living towards the northern end of the corridor.
- IV. Vehicular Safety**
- a. The staff and parents voiced concerns over the lack of school zone flashers around the school.
 - b. The staff and parents stated that it is difficult making lefts in and out of the school which often leads to dangerous maneuvers.
 - i. Instead of making a left-turn out of the school, parents and staff will often make a right-turn out followed by a downstream u-turn or use the Walgreens Driveway to navigate around. To avoid making a left-turn into the school vehicles will sometimes make a u-turn at the signalized intersection of Cleveland Avenue at I-75 NB on-ramp, which does not have a westbound left-turn lane, followed by a right-turn into the school.
 - c. Parents have concerns over the lack of signage in the area that lets drivers know they are in a school zone.
 - d. Parents reported that the school entrance is often blocked due to congestion along Cleveland Avenue.
 - e. Several staff members have witnessed or heard crashes in front of the school that involved parents trying to enter/exit the school.
- V. Travel Speeds**
- a. The staff expressed concerns with the high travel speeds of vehicles in the area, especially on Cleveland Avenue. The staff specifically mentioned westbound travel speeds on Cleveland Avenue being the highest.
 - b. Students expressed feeling scared while walking to school due to cars going fast.
 - c. Parent stated they would enjoy walking their kids to school, but don't feel comfortable due to speeding vehicles.
- VI. Personal Security**
- a. Parents and staff expressed concerns with the unhoused population in the area, particularly those who often stay under the I-75 and I-85 bridge, making walking feel unsafe.
 - b. Staff members mentioned that they take public transportation to work and often feel uncomfortable while walking.
 - c. Students expressed concerns for personal safety because they feel like people are uncomfortably looking at them, and there are often off-leash dogs in the area.
- VII. Traffic Signals**



MEETING AGENDA

- a. Staff and parents state vehicles often do not yield to the red indication at the surrounding traffic signals.

VIII. Improvement Ideas

- a. Install school zone signage and striping in the area to enhance visibility and awareness.
- b. Install additional lighting in the area to improve safety for pedestrians.
- c. Hire police officers to be present in front of the school during drop-off and pick-up times to ensure safety and manage traffic.

IX. Comments/questions/feedback

- a. The staff informed us that some of the parents may have a defeatist mentality, and see their difficulties as normal.
- b. Staff suggested that providing visuals or examples of improvements from previous Safe Routes to School projects would be beneficial.

